



KINGSVIEW AT MAPLE BAY

Comprehensive Development Plan

Prepared for the Municipality of North Cowichan, on behalf of Transtide Kingsview Development Ltd.

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EXECUTIVE SUMMARY

The revised KingsView Comprehensive Development Plan, formerly known as *The Cliffs at Maple Bay*, responds to changes in the economic climate for golf course development. Substituting that development with provision of greater public access and use of the land, this revised plan recognizes the need to increase densities, and create improved comprehensive developments within existing urban settlement areas. The plan has undergone several iterations, and is the result of meetings with key stakeholders, a public open house, and internal reviews and direction from Municipality of North Cowichan (MNC) staff.

Key elements of the revised plan include:

1. A significant increase in the amount of public open space and public trail networks, in addition to other areas restricted from development.
2. Recognizing the downstream effects of past clearing; vegetation management, soil erosion control, and stormwater management are core determinants of the plan. Particular attention is paid to development impacts on Quamicham Lake, and mitigation measures to ensure water quality control. A comprehensive stormwater management plan is required, and must be accepted by MNC prior to the start of any further development. This plan will detail all requirements to achieve the stated goals of the management of stormwater quantity and quality from this site. Development is restricted on steeper slopes to limit soil disturbance. More than 50% of the total units proposed are attached units.
3. The plan shows 4.5 kilometres of trails, with park and open space comprising 37% of the overall plan area. The park dedication area includes conservation of the three most heavily treed areas on the site, and has been developed in consultation with MNC staff. Parks are categorized in three levels: 1) areas of no development or improvements; 2) areas of limited improvements (including trail networks and detention ponds); and, 3) active park areas, including playgrounds. Provision of strategic public parking areas at key trailheads and public viewpoints will provide the general public with good access to the vast trail network within the Municipal forest.
4. Density has also been increased to just under 1,200 units to be developed in phases. Buildout timelines will be subject to the market and absorption rates, however, the first phase is expected to begin development in Spring 2016. A minimum 20-year project development time-horizon is anticipated.
5. This strategy will allow for better site planning than has occurred historically in the surrounding single-family neighborhoods.
6. The importance of MNC's *Climate Action Plan* is recognized in the plan, which incorporates: a) increased neighborhood densities to encourage public transit use, b) increased areas of forest/tree conservation, c) homes that meet *EnerGuide 80* standards and incorporate passive solar features, and d) homes required to be plumbed for solar panel systems.
7. The plan responds to MNC's affordable housing policies by: a) including a mix of housing types, b) providing higher densities that can support opportunities for public transportation alternative, c) bringing homes on the market at more affordable levels because of servicing smaller lots is more economical, and d) allowing for secondary suites on the larger detached lots (subject to meeting all other municipal requirements). The plan proposes an agreement whereby each regular-sized detached lot would contribute \$1,000 to the *Affordable Housing Fund*, and small lot and attached unit developed would contribute \$500.

8. A traffic impact analysis has been prepared, and identifies timelines for specific upgrades to Maple Bay Road, as well as other infrastructure. The plan also identifies future requirements for off-site servicing upgrades.

The revised KingsView Comprehensive Development Plan has been an iterative process, and has evolved over time with respect to its character. The plan's innovative design features, and focus on the environment and public access will be its hallmarks, and will set a standard for future neighbourhoods within the MNC.

1. OVERVIEW & PURPOSE

In 2005, the Municipality of North Cowichan (MNC) adopted a Comprehensive Development Plan (CDP) referred to as “The Cliffs Comprehensive Development Plan”. Integral to that plan was the development of an 18-hole golf course, with a resort hotel and 705 housing units. An initial phase extending Kingsview Road was installed, and 72 lots were registered, but the plan was never completed.

The land was cleared for a golf course and, except for the initial phase, was left in a raw, undeveloped state that has been extensively disturbed and left largely devoid of native vegetation. The site is now predominantly covered with invasive plant species, namely scotch broom, although there is evidence of the beginnings of self-regeneration of native species.

While elements of this new *Comprehensive Development Plan* are the same as the previous plan, the mix of housing types and focus of amenities has changed, with much greater emphasis on the provision of public open space, and access to that space for the enjoyment of all neighbourhood residents and the community at large.

The purpose of the *Comprehensive Development Plan* continues to be to:

- Offer current residents assurance about the future development of adjacent lands;
- Provide Council with objective guidelines for making land use decisions for the development of the lands;
- Inform transportation management relating to the project, including planning for vehicles and active transportation and pathways;
- Identify public amenities, such as green space, trails, and recreational facilities;
- Highlight future land uses and densities within the development area; and
- Outline project phasing.

The intention is to rebrand the neighbourhood from “The Cliffs” to “KingsView at Maple Bay” (KingsView) to reflect the change in the development’s overall identity from a golf course resort property to a more complete, sustainable neighbourhood. The emphasis will be on a broader range of housing types and densities, creating greater housing choice, and significantly increasing public access to parks, open space, and a trail network.

In November 2014, a CDP was submitted, and received a comprehensive review. Numerous meetings have been held with MNC staff, and others and has culminated in the submission of this revised and updated plan.



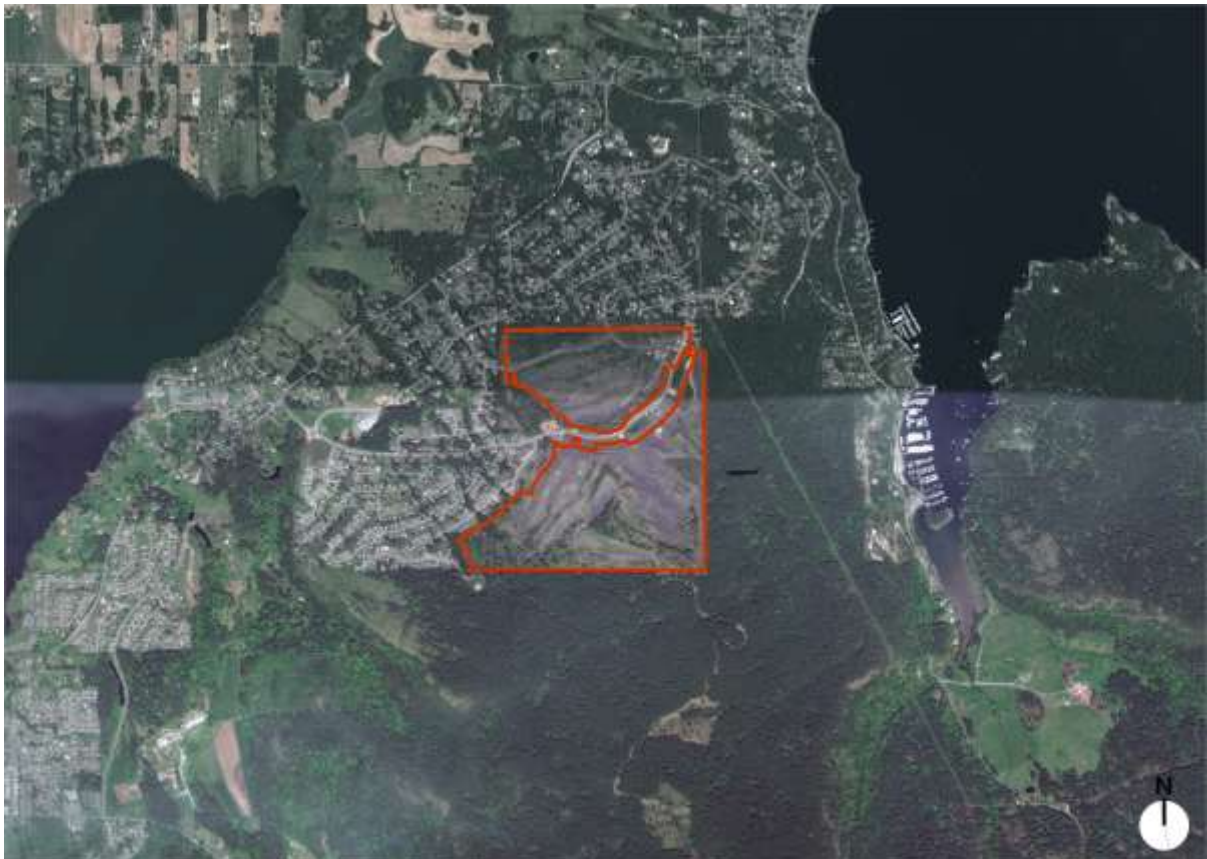
2. SITE CONTEXT

The site encompasses the undeveloped residential lands referred to in the 2005 plan known as “The Cliffs”. Approximately 123 hectares in size, of which 106 hectares is within the KingsView CDP, the site is located on the northern slope of Mt. Tzouhalem and the municipal forest lands, and slopes steeply from south to north. There are spectacular views to the north across Quamichan Lake, and to the east towards Maple Bay, Bird’s Eye Cove, and beyond. KingsView is a continuation of neighbourhoods that have been developed along the Maple Bay Road spine over the past 25 years, and was part of the original “The Properties” first developed in the 1970s.

The most northwesterly part of the site, and the upper central portions of the southern half of the parent parcel contains stands of mature second growth fir trees and pockets of arbutus/garry oak mix. This revised plan directly calls for the retention of the remaining clusters of second growth fir trees.

The lands to the north and west consist of mostly low-density suburban detached residential development. Along the south and eastern boundary lines are the North Cowichan Municipal Forest Land. This area is regionally recognized for its hiking and mountain bike trail development.

A significant consideration in the development of this plan relates to stormwater conservation, revegetation, and impacts on the downstream environment, not the least of which is Quamichan Lake.



Site Map, Source: Google Earth

3. POLICY

MNC has a number of policy documents that inform the development scheme for KingsView. Key among these documents are the municipality's *Official Community Plan (OCP)*, and *Climate Change and Energy Plan*.

OFFICIAL COMMUNITY PLAN POLICIES

KingsView is located within the *Urban Containment Boundary* of the OCP, and is identified as a "Growth Centre". The OCP states that Growth Centres are "the priority for development and infrastructure upgrades". Within the context of the OCP, the relevant policy references are as follows:

- **Regional Growth**
 - Section 2.5.1.1 "The Municipality will manage growth through the establishment of a firm urban containment boundary".
 - Section 2.5.1.5 "The Municipality recognizes, as a priority the need to identify and plan for appropriate density in its growth Centres".
- **Housing**
 - Section 2.5.2.1 "The municipality recognizes the need for a variety of housing types (by size, tenure density and cost) integrated into a range of neighborhoods in all growth areas and especially for housing types suitable for the aging population and young families".
 - Section 2.5.2.3 "The Municipality support the development of new market forms of affordable housing both rent and affordable ownership". MNC policy recommends that 10% of the units incorporate an affordable housing component.
 - Section 2.5.2.5 "The Municipality will ensure that new residential development respects and complements the surrounding neighbourhood".
 - Section 2.5.2.6 "The municipality will encourage development of secondary suites and infill housing".
 - Section 2.5.2.8 "The Municipality encourages sensitive integration of increased density in growth centres..."
- **Environment**
 - Section 2.1.4.1 "The Municipality will ensure that site planning and proposed land development practices for steep and visually prominent slopes protect the visual values".
 - Section 2.2.1.3 "The Municipality protects and supports ecological functioning in watershed in its operations, and through the development approvals process".
 - Section 2.2.1.5 "The Municipality will address threats to biodiversity by:
 - i) protecting the integrity of plant communities within ecosystems;
 - ii) protecting Red and Blue listed species and the habitats on which they depend;
 - iii) recognizing the importance of second-growth forests as a source of biodiversity;
 - iv) discouraging and limiting the use of cosmetic pesticides within the municipality;
 - v) encouraging the use of native plant species and drought-resistant plants for landscaping on both public and private lands; and
 - vi) reducing impact of invasive species through enhanced management, better education, and partnerships".

- **Climate Action Change**
 - Section 2.3.1.2 “The Municipality will develop a community-wide Climate Change Action Plan, that will: 1) confirm or adjust the following proposed targets: carbon neutrality as soon as possible; 33% reduction by 2020 until an action plan is complete; sequestering more than we produce”.
 - Section 2.3.1.5 “The Municipality will require new developments to incorporate adaptations to respond to changing climate conditions”.
 - Section 2.3.1.7 “The Municipality supports the principles of no net increase in run-off and the water balance framework, and expects land and site developments to comply with the standards in the provincial *Water Quality Guidelines (2006)* and *Stormwater Management Guidelines (2005)*. [See also Infrastructure (2.5.7)]”.
- **Local Commercial**
 - Section 2.4.5.3 “The Municipality will take the following into consideration for zoning to permit local commercial development:
 - The proposed use is for businesses selling convenience type goods or services to meet the needs of the immediate neighbourhood.
 - The proposed use is close to schools, parks and higher density areas.
 - The maximum aggregate commercial zoned area is 500 square metres (5,380 sq. ft.).
 - The business is located on an existing or proposed major road, preferably at an intersection.
 - There is safe and convenient pedestrian and cycling access to the location”.
- **Public Realm**
 - Section 2.5.3.2 “The Municipality will ensure that new development and redevelopment projects complement the appearance and function of the street, or streets, on which they are located”.
 - Section 2.5.3.7 “The Municipality will enhance community access to natural areas”.
- **Transportation**
 - Section 2.5.6.1 “The Municipality will design its transportation network to accommodate all modes of transportation (pedestrian, cyclist, transit and auto) and enhance connectivity throughout the municipality”.
 - Section 2.5.6.4 “The Municipality will plan cycling routes - Except in areas with the highest traffic volume, the Municipality will design roads to be shared by automobiles, bicycles and pedestrians. In areas where traffic volumes and/or speeds are higher, a separate bike lane or route may be warranted. The Municipality recognizes a hierarchy of streets based on functional differences”.
 - Section 2.5.6.8 “The Municipality will maintain a safe, functional urban multi-user road and parking network”. Right-of-way widths for local roads within the urban containment boundary have been set in such a way as to include space for street trees, rain gardens, sidewalks, trails and other infrastructure designed to improve streetscapes and to reduce negative environmental impacts.

- **Infrastructure**

- Section 2.5.7.3 “The Municipality will promote water conservation and water reuse” – The Municipality will enhance water conservation policies and practices, including: water metering, restrictions or controls on water use during low summer supply period; education about water conservation; promotion of use of water conservation measures such as low-flow appliances and low water landscaping; and possibly use of consumption charges.
- Section .5.7.6 “The Municipality will manage storm water in an environmentally conscious way while continuing to protect the community. [See also Goal 2: Environmental Protection, and 2.3.1.6]”.
- Section 2.5.7.7 “The Municipality will reduce the volume of rainwater run-off by encouraging the use of means to ensure it infiltrates where it falls”. Development projects are encouraged to foster rainwater infiltration through the use of absorbent landscaping, swales, rain gardens, pervious paving, green roofs, infiltration trenches, and other appropriate methods.

- **Parks**

- Section 2.5.8.2 “The Municipality is committed to supporting and enhancing its park system, with parks of varying size and function (e.g., neighbourhood parks, smaller play-lots, and community parks)”. The Municipality will continue to implement the Trail Network and Cycling Plan and Regional Multi-Use Trail Network Plan, which identifies three types of trails and trail networks: 1) major trails that connect one part of the community with another; 2) multi-use trails that serve various user groups within a community; and 3) neighbourhood links that connect residents to local destinations (e.g., school, store, park, waterfronts). The Municipality will also address issues related to motorized uses of trails.
- Section 2.5.8.5 “The Municipality will use a variety of means to provide parks or open space land, including partnerships with others, land development negotiations and approvals, donations, and purchase when necessary”. The Municipality encourages the dedication of parkland and development of neighbourhood park facilities as part of the re-zoning application process, as long as such an amenity meets a need identified in the *Park and Open Space Strategy for the District of North Cowichan*. The Municipality may consider granting additional density in exchange for dedication of a significant portion of a parcel for park and/or for the provision of a community-wide recreational facility.
- Section 2.5.8.7 “The Municipality will undertake park facilities management in a way that minimizes costs and negative environmental impacts”.
- Section 2.5.8.8 “The Municipality will work to link natural areas”.

MUNICIPALITY OF NORTH COWICHAN CLIMATE ACTION AND ENERGY PLAN

The MNC's *Climate Action and Energy Plan* (2013) established targets and actions to reduce Green House Gas (GHG) emissions (both for the municipality and for the wider community), and identify carbon sequestering opportunities and adaptive measures for meeting established targets. Key actions include:

- Achieving a 33% emissions reduction on the 2007 baseline;
- Decreasing the average car trip length by 44%;
- Increasing the percentage of dwellings within 400 metres of a commercial core area;
- Increasing the percentage of dwellings within frequent public transit areas;
- Encouraging district energy systems (where viable);
- Encouraging renewable energy sources, displacing oil and gas heating sources for buildings;
- Decreasing per capita solid waste production;
- Increasing local food production;
- Increasing forests;
- Increasing the area of land farmed (sustainably);
- Increasing energy efficiency of new dwellings by 50% over existing building stock; and
- Decreasing the number of detached dwellings from 63% to 61% by 2050.

How KingsView is addressing climate action objectives is described in the following sections of this document.

4. DEVELOPMENT PRINCIPLES

The following development principles set out the framework for moving forward with the KingsView neighbourhood:

1. Adhere to the relevant policies and goals of the *MNC Official Community Plan* and the *Climate Action and Energy Plan*.
2. Create an interesting, diverse, and integrated neighbourhood that can respond to the needs of current and future generations of families living in KingsView.
3. Create a mix of housing options, accommodating a range of housing forms (detached, semi-detached, ground-oriented attached and apartments), and affordability options that provide choice for all ages, abilities, and mix of incomes.
4. Generally, provide cluster mixed housing and higher densities around the amenities and neighbourhood gathering places, or where geography or good site planning support it.
5. Provide for densities that will promote public transit.
6. Locate buildings near focal nodes closer to the street.
7. Provide opportunities for secondary suites and/or carriage units.
8. Provide opportunities for live-work units.
9. Promote low impact development by adopting best management practices.
10. The dominant amenity will be the provision of public open space, and the incorporation of walking/cycling trails within the public open space system, connecting to the regional trail network.
11. Separate pathways and sidewalks from vehicular roads, wherever possible.
12. Demarcate trailheads and gateways to the trail system to form an important part of the neighbourhood identity.
13. Strategically locate rest areas within the trail systems.
14. Establish viewscales and vantage points for public enjoyment and recreation, including places where people can park and appreciate vistas from their vehicles.
15. Design streets to promote a high standard of environmental and neighbourhood design.
16. Design all major streets to have sidewalks on one side of the road, and incorporate landscaped curb bump-outs to improve the street aesthetic and provide traffic calming.
17. Recognize the amenities already provided from earlier development phases, and the importance of “kick starting” new development by spreading future amenities, and their costs, over the course of the overall phased development.
18. Implement sound planning measures that respond appropriately to environmentally sensitive areas.
19. Adopt practices and mitigation measures to minimize ground disturbance, and maximize erosion control during construction phases.

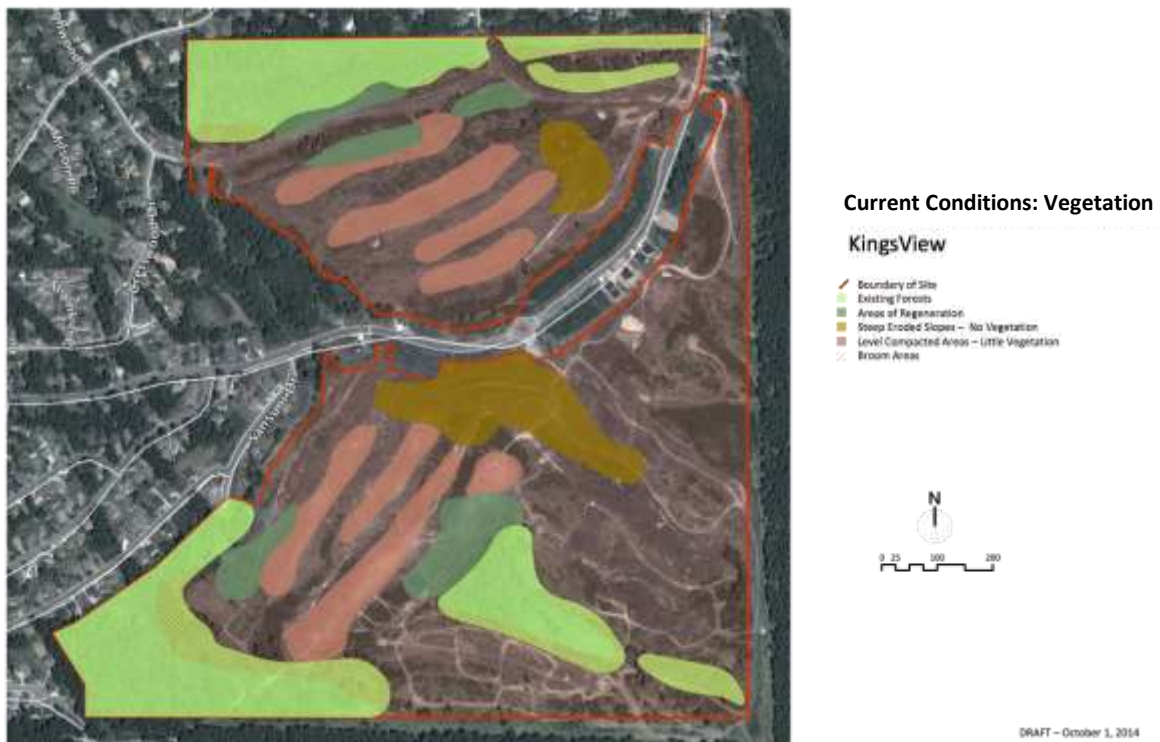
5. SITE CHARACTERISTICS & BIOPHYSICAL ASSESSMENT

Located on the north side of Mt. Tzouhalem, the KingsView site's highest point is approximately 335 metres in elevation, dropping to its lowest point near the northwest corner at approximately 90 metres. The slope varies, with parts of the land having slopes greater than 20%, particularly south of Kingsview Road.

Geologically, the hillside consists of exposed shale rock formations, and fill derived from on-site excavation. The natural state of the site has been extensively altered by previous land clearing, terra-forming, and processing of on-site materials for the now obsolete residential/resort development.

Prior to the land clearing, the site was mainly forested. The majority of the cleared areas are now covered with the invasive shrub, scotch broom. A current biophysical assessment of the site (see Schedule B) was completed to provide:

- A summary of current conditions;
- Identification of ecological/environmental issues on the site; and
- Appropriate protection/mitigation measures, and parameters for vegetation management if/where environmental features are found."



Significant environmental considerations/mitigations include:

- More than 80% of the site has been stripped of native vegetation, and is now covered with the invasive shrub scotch broom;
- Garry oak woodlands, located near the most north westerly part of the site, should remain as part of the designated park area, and mitigation measures should be designed for development activities adjacent to, or within, this feature;
- Use native plant species, and drought-resistant plants for landscape remediation; and
- Develop a phased, strategic plan for invasive species remediation, with detailed plans tailored to each phase (phase-specific) in order to maximize the likelihood of success. The plan is described in the next section of the report.
- Three remaining clusters of second growth fir trees are preserved or earmarked for limited development.

The recommendations of the biophysical assessment has been incorporated into the design of the plan by way of the locations of building sites, roads, and parks and open space.



6. SLOPE DEVELOPMENT & FIRE PROTECTION INTERFACE STRATEGY

Mitigation measures listed below serve to address development associated with the “natural hazards” area designation. Specific measures for development on, or near, steep slopes and fire hazard interface will be submitted as part of the subdivision application process.

STEEP SLOPES & ERODIBLE SOILS

KingsView slopes north to south in a northeasterly direction. The land has been largely stripped of vegetation. Portions north of Kingsview Road are identified in *Map 8 (Natural Hazard Areas)* of the OCP as having slopes steeper than 20%, although much of the site has been disturbed, and the natural terrain has been reshaped. The mostly shale-rock base has permitted the relatively easy manipulation of the landscape

The following strategies will be employed to ameliorate conditions related to steep slopes and the potential for eroding soil:

- Replanting of the site in accordance with the *Vegetation Management Plan*;
- Within private development lands, areas will be covenanted to restrict vegetation removal without a replanting plan by a qualified professional approved by MNC.
- A stormwater management regime for the site;
- Site-specific geotechnical reports to be undertaken, and strategies implemented, as may be required, relating to each phase and considered as part of the subdivision application requirements;
- Overall site planning has considered the most compatible grades for road patterns, with development sites oriented toward less sloped areas; and
- Prominent building sites for attached housing developments will be subject to the issuance of Development Permits.

FIRE PROTECTION OF WILDLAND/URBAN INTERFACE

KingsView is immediately adjacent to municipal forest lands on the upper side at south end of the site. It is designated as “Fire Hazard” area in the OCP, although being stripped of most of its vegetation, hazardous conditions are limited.

The following strategies will be employed to ameliorate conditions related to wildland/urban interface:

- Fuel-free zones required around buildings near wildland interface areas;
- Scotch broom management;
- Consideration of fire resistant exterior building materials and sprinkler systems;
- Discouragement of single access development; and
- Working with emergency response and preparedness agencies.

7. LAND USE PLAN

The centrepiece of the former “Cliffs at Maple Bay” CD zoning was a golf course, with an allowance for 705 housing units, a hotel, and ancillary commercial activities associated with a golf resort facility. Approximately 72 lots were subdivided along Kingsview Road as part of the original plan, and detached residential units have slowly been built on those properties over the past five years.

Kingsview Road physically separates KingsView into two parts: the upper side located south of Kingsview Road, and the lower side located to the north. The lower side comprises approximately 35 ha of land, and the upper side is about 71 ha. The lower side will be developed first, as it has direct access to existing services and utilities – lots can more readily be brought “on-stream”. The upper side will be developed in the future, with timing dependent on market conditions and the absorption rate of the earlier development.

As golf course developments throughout North America have stalled and, in fact, the inventory has significantly declined, the revised plan focuses on providing park and open space, and trails and pathways available to the general public. It is planned that approximately 37% of the land base will be allocated to park and open space functions. The plan shows a series of connecting trailheads, and centrepiece park areas within each of the two main residential districts, north and south of Kingsview Road. To limit the amount of open space under MNC ownership, the revised plan accommodates more private land left in its natural state, and this will contribute to and form part of the overall parks and open space total. All lands incorporating public improvements, such as trails and playgrounds, will be dedicated to MNC, while other lands slated for conservation will be private, and covenanted against development.

An important consideration of the plan is the development of the housing mix and density. Consistent with OCP policies for affordable housing and climate action considerations, the revised plan calls for greater flexibility in housing layout and type with smaller lot development, opportunities for limited secondary suites, and higher densities over less land area.

The revised plan is characterized by more compact, higher density development that will improve the prospects for higher transit ridership. The plan also responds to the topography of the site. For example, individual lots on lesser-sloped lands, and clusters of attached housing located on lands with more complex topography, where placement of buildings closer together can better respond to specific site conditions. Higher density development is located near major roads and pathways, and small neighbourhood commercial focal points.

Targeting a total of 1,200 units, excluding secondary suites – an increase in density from the existing 2005 CD-1 plan, the revised plan limits secondary suites to lots larger than 600 m². Based on the updated plan, 189 secondary units could be developed.

It is important to point out that while the plan calls for a greater number of housing units, the design intention is affordability, and getting the project kick-started to generate development activity. Increased density does not directly translate into higher land lifts in terms of the amenities the project can sustain, in particular at the front end. It is more a matter of “relaunching” the new neighbourhood. A summary of the land uses is shown in the following table.

| SUMMARY OF LAND USES BY NUMBER & TYPE | | | | |
|---------------------------------------|------------------------------|-----------------------------|--------------------|-----------------|
| Description | Lower- Side (North units) | Upper-Side (South units) | Total | Percentage % |
| Detached | 150 | 230 | 380 | 32% |
| Multi-Family | 231 | 579 | 810 | 68% |
| Subtotal | 381 | 809 | 1,190 | 100% |
| Secondary Suites (potential) | | | 189 | |
| Neighbourhood Commercial | 250 m ² | 250 m ² | 500 m ² | |
| Total KingsView Plan Area | 35.2 ha | 71.3 ha | 106.5 ha | |
| Park/Open Space/Covenanted Area | 13.2 ha | 26.5 ha | 39.7 ha | 37% |

Based on projected absorption rates, KingsView will be developed over a 20-year period. The complete land use plan, with the distribution of housing densities, and the housing mix can be found in Schedule C. Smaller versions of the plan have been inserted for guidance in this section of the report.

Development will start on the lower side of Kingsview Road, where infrastructure and services were previously installed, but not completed. The upper side will be developed as the build-out of the lower side is completed. Because it is expected that the upper side development is at least 10 years away, the final mix of housing could evolve from what is shown to meet changing market conditions, but will remain within the overall approved densities.

The seven core land uses are:

1. **Standard lot detached development:** The minimum lot size is 650 m². This lot size is consistent with the surrounding neighbourhoods primarily developed prior to 2006. Standard lots are found equally on the upper and lower sides.
2. **Small lot development:** Development of affordable housing units is proposed in both the lower and upper phases. The minimum lot size for small lot is 350 m².
3. **Attached (townhouse) lot development:** Comprising the same net unit density as small lot development standards, attached housing (townhouse) has been identified for areas where ground-oriented, clustered housing would be a more effective method of development. Within the attached lot zoning, either attached or detached dwellings can be developed to provide flexibility. The maximum net density under this category is 27 units/ha (11 units/acre)*.
4. **Apartment:** Limited apartment units have been identified potentially above and adjacent to the proposed neighbourhood commercial area at Kingsview and Viewtop Roads. The density proposed for this site is a 74 units/ha (30 units/acre)* and limited to three storeys.
5. **Commercial:** There is one small area identified for neighbourhood commercial. It is limited to a maximum of 500 m² of floor space on the ground floor, and is proposed to encourage a “third place” neighbourhood gathering place. Apartment residential would be permitted above the first floor.

6. **Secondary suites:** To encourage affordability, large lot and standard lot sizes consisting of single detached residential would permit secondary suites. The total estimated number of eligible suites is estimated at 189 units. Homes with secondary suites would have to adhere to all zoning regulations, including parking,
7. **Parks and Trails:** Parks, open space and pathways are fundamental and dominate features of the overall development plan. Separate sections on the *Parks & Open Space Design Strategy* (Section 8) and the *Vegetation Management Plan* (Section 9) are provided in this document.

** Densities are based on “net” land area, meaning the area within a site suitable for development. Areas within a development site that are steep, or have other topographical or environmental characteristics are NOT included in the density calculations.*

KINGSVIEW LOWER SIDE: PLAN HIGHLIGHTS

The lower side of KingsView will see the extension of Viewtop Road and Highwood Drive to connect to Nevilane Drive, similar to the original plan. Detached lots along these two roads will be developed first, anticipating that servicing costs will be lower and building sites can be brought on-stream less expensively. This can build momentum, and be the financial catalyst to carry out the rest of the project, allowing for the amenities to be completed.

The first phase calls for detached housing. A neighbourhood-friendly, internal road will circle this phase along Viewtop Road and Highwood Drive. The main feature of the revised plan is a central open space spine that integrates trails and stormwater management, as well as active and passive park areas. The plan also features conservation of the oak grove in the lower west area of the site.

In the longer term, it is envisaged that the attached units will be developed, as well as the small neighbourhood commercial area, which is envisaged near the intersection of Viewtop and Kingsview Roads, and provides an opportunity for a neighbourhood gathering place outside of home and work.



KingsView Conceptual Plaza, CitySpaces Consulting

About 37% of the lower side is designated for parks, pathways and open space. About 30% of the open space area will consist of private lots, covenanted against development or vegetation removal without a replacement vegetation plan. See Schedule E of this report for a more detailed description of the parks strategy. A central feature is the active natural play area space available for neighbours and the general public. The other key element is inclusion of mature trees and garry oak features at the most northern portion of the site in the *Parks & Open Space Design Strategy*.

KINGSVIEW UPPER SIDE: PLAN HIGHLIGHTS

KingsView's most southern portion is also its highest point, and offers views both north and east, with opportunities for very desirable residential building sites. Along the southern property line, adjoining the municipal lands, land uses are primarily large lot detached or attached housing, accounting for both the need for fire-zone interface measures and topography.

The upper side will be developed later, with timing dependent on market conditions and absorption. The land area is larger than the lower side, and the topography is generally steeper. Because of this, the proposed number of attached units is higher than the lower side in response to more complicated topography. The road network is, in many ways, also pre-determined by the topography.

Key features of the plan include retention the remaining two stands of primarily second growth fir trees found in the southeast and southwest quadrants of the property. Earlier versions of the plan included some development of these lands. The single road that curves through the southwest quadrant will be designed as a rural road – narrower in width, without curbs or gutters – to create a more “country” feel while still accommodating traffic needs. Trails and trail connections to the Municipal forest will be maintained, along with a prominent public lookout.



Land Use Plan Kingsview

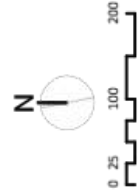
- Boundary of Site
- Proposed Trail Network
- Trailhead
- Viewpoint
- Stormwater System

| Land Use Area | Total Area | Buildable Area |
|------------------------------------|---------------------|--------------------|
| Area 1 – Standard Lot | 16.7 ha | 15.8 ha |
| Area 2 – Small Lot Comprehensive | 8.0 ha | 7.7 ha |
| Area 3 – Townhouse | 35.9 ha | 26.8 ha |
| Area 4 – Multifamily | 4.5 ha | 3.5 ha |
| Area 5 – Multifamily w/ commercial | 0.5 ha | 0.5 ha |
| Area 6 – Parks | 28.1 ha | |
| Open & Covenanted Green Space | (11.8 ha) | |
| Road ROWs | 12.9 ha | |
| Other (dedicated for servicing) | 0.1 ha | |
| Totals | 106 hectares | 54 hectares |

Note: Secondary suites permitted in Area 1.

| | |
|-------------------------|---------------------|
| North Side | |
| Detached TH/Multifamily | 151 units |
| | 230 units |
| South Side | |
| Detached TH/Multifamily | 230 units |
| | 579 units |
| Total: | 1,190 units* |

*Based on 22 units/ha for THs and 54 units/ha for Multifamily.



Scale 1:5,000

March 28, 2016



8. STORMWATER MANAGEMENT

An integral part of the CDP is careful consideration of the treatment of stormwater developed on the site. An initial investigation has been completed, results of which appear in Schedule G, with the Preliminary Site Servicing Report. This report has been revised since 2013.

The site drains into more than one watershed, including Quamichan Lake, and the environmental importance of respecting watersheds and downstream waterflows is not underestimated. Where possible, the design intention is to daylight stormwater discharge. A plan showing where open channels can be established is also found in Schedule D. There are several components of the stormwater management plan that are dealt with in other sections of this report, the most important of which are the *Vegetation Management Plan*, and the *Parks & Open Space Design Strategy* dedication that permit a very high percentage of the site to be pervious, allowing for natural charging of groundwater.

Schedule G contains a plan for the site's overall stormwater collection system, including the location of detention ponds. A *Statement of Commitment* is also included Schedule D, relating to the preparation of detailed, phase-by-phase SWMPs to ensure a holistic approach, and that the needs of future phases developed upstream are accounted for in the first phases. This statement will be registered in the *Phased Development Agreement* to ensure a SWMP is completed and accepted by the Municipality of North Cowichan for the KingsView development as a whole, prior to any approvals for further development. The SWMP takes into account previous studies prepared for the site, and for the changes in this CDP.

Principles of the SWMP include:

- Limit flows from the site to pre-development rates;
- Maintain existing downstream drainage flows;
- Minimize sediment and pollutants from entering the downstream systems; and
- Wherever practical, maximize run-off infiltration to recharge groundwater.

9. PARKS & OPEN SPACE DESIGN

STRATEGY

BACKGROUND

The *Cliffs Comprehensive Development Plan* (2005) required the development of both recreational facilities and the provision of open space and trail systems. The amenities provided and installed, at an estimated cost of \$2.5 million, included:

- An all-weather playing field;
- Two softball diamonds;
- Sportsfield parking;
- Enhanced boulevard landscaping;
- Changeroom facilities; and
- A school land dedication.

KINGSVIEW PLAN

The most substantive change in the *KingsView Comprehensive Plan* is the provision of significantly more parks and open space for the entire site, with extensive connecting trail systems for the use and enjoyment of the general public. In the previous plan, open space was primarily provided in the form of a resort golf course, the direct use of which would have been largely restricted to playing golfers, and public green space was limited to 8% of the plan area. The revised plan improves outdoor public use experiences, and opens up access to the larger Quamichan and Maple Bay neighbourhoods, as well as to the broader community.

The revised plan incorporates conservation of the remaining treed areas on the site. The north side is dominated by a central spine with active park activities. The upper half (south side) is characterized by maintaining the mature fir trees, and providing public observation points and trail access into MNC lands.

The *Parks & Open Space Design Strategy*, found in Schedule E, includes active and passive park areas, and extensive trail networks that connect the public to the municipal forest lands adjoining the site. Key features of the plan, to be developed over the phasing of the development, include:

- Designation of 37% of the lands as open space and parkland (estimated at 45 ha);
- Provision of three kilometres of designated trails, with an emphasis on connectivity;
- Placement of trailhead and wayfinding signage;
- Installation of two viewpoint promenades;
- Installation of public parking;
- Provision of a children's playground; and
- Regeneration of the natural landscape.

The locations of the parks and open space, trails, trailheads, public parking, and pedestrian viewpoints/promenades are shown in Schedule E, along with a more detailed description of the core design elements.

PARK TYPES

The *Parks and Open Space Design Strategy* includes the protection of the garry oak woodland, the conservation of two existing stands of fir tress, trail networks, natural space, and one central active playground space. The plan has a hierarchy of park types described below, and found in Schedule E of this report:

- **Park Type 1**

Type 1 park areas comprise large spaces that accommodate trails and pathways. The trails provide opportunities for passive forms of recreation, off-street means of moving throughout the neighbourhood, and connections to regional facilities, such as Mt. Tzouhalem Ecological Reserve and municipal forest lands. Three types of trails are envisaged, ranging from more urban hard surface (asphalt) paths, to secondary trails with hard packed surfaces (crushed limestone with fines or compacted gravel) for walking and biking, to low impact nature trails comprising native soil surfaces.

- **Park Type 2**

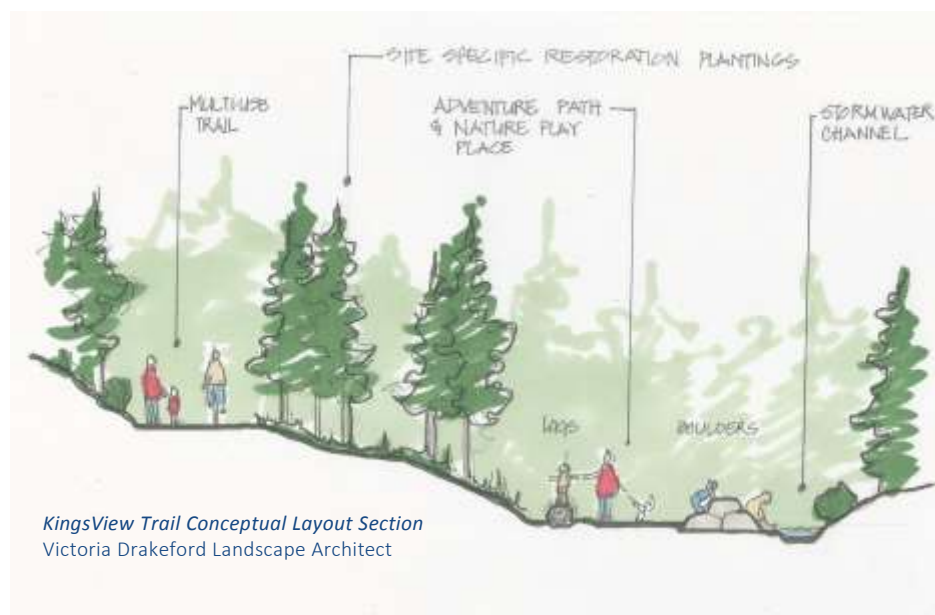
Type 2 park areas are smaller and less defined “pocket parks”, and provide connectivity with street and trail networks. These parks have three primary characteristics: (1) street crossings, (2) prominent viewpoints and special places of interest, such as the garry oak woodland, and (3) trail gateway landmarks.

- **Park Type 3**

Type 3 parks are the most intensively developed, and one is proposed for KingsView. The site has been selected for its accessibility to surrounding housing, terrain characteristics and views. Park amenities include a play structure, natural playground, a landmark structure (i.e., pavilion), and picnic area.

TRAIL CONNECTIVITY & SIGNAGE

When complete, the trail system is designed to provide alternative traveling routes, and allow neighbourhood residents and other users to loop back rather than backtrack the same steps. The system is also designed to provide connectivity to the municipal forest lands and the small commercial focal point envisaged as a future



public gathering space. Play and rest opportunities are part of the plan, along with trail signage.

PARKING

Provision of public parking is provided to access the trail systems:

- Four public parking areas will be designated and installed: two on each side of Kingsview Road;
- Each parking area will accommodate a minimum of four vehicle spaces;
- The parking areas will be clearly marked; and
- Parking surfaces for these areas will vary from hard surface to gravel, depending on their locations and approval by MNC at time of subdivision.

PUBLIC VS. PRIVATE OPEN SPACE STRATEGY

In discussion with MNC staff, parks and open space has been divided into two legal divisions in an effort to distribute the responsibility for ongoing management and maintenance. Parks and open space comprises:

1. Lands that will be dedicated to MNC, and
2. Lands that will be free from development, but privately owned and protected by covenant in favour of the Municipality.

Criteria for lands to be dedicated to the Municipality are:

- Major treed areas (three);
- Active parks space (located in northern spine);
- Lands incorporating public trails and access points; and
- Detention ponds incorporated within the park will be transferred to the MNC upon completion of the works.

The majority of the steep slopes (grades greater than 20%) are free from development. Rather than being dedicated to MNC, the plan calls for these lands to be incorporated into development plans, and be controlled by covenant at the time of subdivision approval. The Land Use Plan shows the location of the private land that will be protected by covenant.

IMPLEMENTATION & PHASING OF THE PARKS STRATEGY

The park and trail system will be developed in phases, corresponding to development phasing described in other sections. As each phase is developed, detailed construction plans will be submitted for review and approval by MNC.

10. VEGETATION MANAGEMENT PLAN

Victoria Drakeford Landscape Architects and Madrone Environmental Services Ltd. have undertaken a *Vegetation Management Plan* (VMP) strategy that considers:

1. The practical removal of invasive species (primarily scotch broom); and
2. A revegetation/remediation strategy adaptable to site conditions.

The *Vegetation Management Plan* sets out a framework for the principles, procedures and practices to be followed on a phase-by-phase basis when development occurs. With each development phase and submission for subdivision approval, a location-specific remediation plan, including a species-specific replanting plan, will be submitted. The plan is based on site topography, existing conditions, natural features, and connectivity of the overall neighbourhood.

The phased-in *Vegetation Management Plan* dovetails with the *Parks & Open Space Design Strategy*, and the phased implementation of park improvements. A detailed plan for each phase will be included with the submission of subdivision plans to MNC for each phase.

A summary of the significant elements of the *Vegetation Management Plan* are described below. The full plan can be found in Schedule F.

GOALS OF THE STRATEGY

- Long term control of invasive species at KingsView;
- Remediation and reforestation of the proposed parks and open space (approximately 37%);
- Fire hazard reduction along the fire interface zone with Mt. Tzouhalem forest land;
- Minimize soil erosion when undertaking removal of invasive species, and when preparing for development; and
- Manage run-off, and adopt practices that restrict nutrient gain within each watershed precinct, and in particular Quamichan Lake (See Section 11).



OVERALL STRATEGY

Given that each area of the site varies with respect to aspect, topography, and drainage, each planned phase of the development will have specific implementation measures, signed off by the appropriate professional and submitted to the MNC. Implementation will be triggered by the subdivision application and approval processes.

REMEDIATION OVERVIEW

The following is a brief summary of the remediation procedure for each phase:

1. Map and describe invasive species;
2. Map and describe other existing vegetation;
3. Undertake soils analysis to assist with determining how to improve soil conditions for the successful establishment of desired vegetation;
4. Identify regeneration species and locations, and prepare a final planting plan. Plant selection will be based on local nitrogen fixing ability, and its suitability as a pioneer species;
5. Remove invasive species and replace with new, preferred plant materials; and
6. Monitor site remediation; success is measured by the establishment of preferred plants.

BROOM MANAGEMENT

The predominant invasive species is scotch broom. The current maintenance program for the site and the fire break adjacent to the municipal forest lands will continue.

With the first phase of development (the lower side), a more comprehensive broom remediation program will be submitted and implemented for the entire lower side area.

The broom management and vegetation plan strategy will involve:

- Removal of broom plants in late spring:
 - With small seedling plants pulled by hand;
 - Large plants will be cut at just below the soil level; and
 - Cuttings will be removed from the site and mulched.
- Repeat as necessary while development phases occur.
- The revegetation strategy will be implemented for each development phase. Detailed planting treatment should take into account the park area use, and the potential for impacts on views. The standard practices for revegetation, subject to specific ground truthing for the phase being developed, will follow standard horticultural practices (BCSLA Landscape Standards, 2012) that include:
 - Plant in the fall;
 - Protect from browsing by deer;
 - Use woody debris and boulders as needed to capture moisture; and
 - Plant in a manner that mimics natural growing patterns of the tree and groundcover species.

11. SEDIMENTATION & NUTRIENT RUN-OFF CONTROL

As stated in the SWMP summary (Section 8), the environmental importance of respecting watersheds and downstream waterflows is not underestimated, and is very much a focus of this CDP. Reduction of sedimentation, through a detailed SWMP and VMP, is one of the fundamental principles of the CDP (Refer to Sections 8 through 10, and the corresponding Schedules E,F, and G.

Schedule G contains a report on the conceptual design of the stormwater management facilities for this property. The report shows the potential sites for proposed stormwater detention ponds, which will (a) serve to attenuate stormwater flows from the site to pre-development 1:2 year rates, and (b) provide removal of suspended sediments before discharge to the downstream system. Limiting flows from the site to 1:2 year rates follows best management practices, and is a recommended objective stated in *Land Development Guidelines for the Protection of Aquatic Habitat* (Habitat Management Division of the Department of Fisheries and Oceans & the Integrated Management Branch of the Ministry of Environment, Lands and Parks). Detailed design of the stormwater treatment system may show the need to construct at least one stormwater detention pond at the northern boundary of the property. Any ponds that will assist with the removal of sediments from downstream watersheds, including that of Quamichan Lake, can be constructed during the first phase of development if required.

To reduce additional sources of potential sedimentation from the site, it is proposed that scotch broom be removed once detailed vegetation planting plans are in place for a given phase or development site (i.e., do not remove the roots and disturb the soil until other vegetation is ready to be planted in its place). Management of scotch broom along the fire interface with the Municipality's forest lands, however, will remain an ongoing component of site management. As much as possible along the fire interface, broom control methods that do not disturb the soil will be applied until detailed site development plans are completed, and more permanent re-vegetation solutions are designed. In areas of private land with slopes greater than 30%, covenants will be registered to restrict the removal of vegetation within the steep slope areas, except where a revegetation plan has been submitted and approved by MNC. The plan will follow the strategies and practices outlined in the VMP.

Preparation of detailed, phase-by-phase development plans will also ensure that sedimentation control is addressed through the SWMP, and VMP, as well as soil and erosion plans contained within environmental monitoring plans (EMPs). These plans will ensure future development has measures in place to reduce both nutrient run-off and sediment from erosion.

All development permits, and associated site and management plans, will be approved by the Municipality of North Cowichan for the KingsView development.

12. CLIMATE CHANGE & ENERGY

STRATEGY

The MNC *Official Community Plan* policies relating to climate change include implementing a *Climate Action Plan*. MNC adopted a *Climate Action and Energy Plan* in 2013 that lays out steps to conserve energy, reduce greenhouse gases emissions, and adapt to the expected effects of climate change.

The *KingsView Comprehensive Development Plan* has considered the *Climate Action and Energy Plan* objectives in a variety of ways, described below:

- Increased densities can encourage public transit use. LEED® Neighbourhood design and contemporary transit standards suggest that densities of 7 units/acre or more increase the likelihood of higher transit ridership. More than 50% of all of the housing units proposed permit net densities of 11 units/acre or more. The proposed zoning will also permit secondary suites under certain conditions.
- Stormwater design supports post-development run-off that does not exceed pre-development run-off.
- Increasing forest production is an integral part of the overall plan. The land base is currently stripped of nearly all vegetation, except for localized, small pockets of trees and groundcover. Revegetation, combined with natural germination, will help to purify stormwater, stabilize soil, recycle nutrients, moderate climate, and absorb CO₂. It will significantly contribute to MNC climate action objectives. The plan calls for dedication of approximately 37% of the land for parks and open space.
- Existing small clusters of vegetation will be retained. Protection of key environmental features, specifically garry oak woodlands, is recognized in the site planning.
- All homes will meet “EnerGuide 80” standards, in order to achieve higher energy efficiency and reduce GHG emissions, and require installation of energy-wise fixtures and equipment. These requirements will be defined in a building scheme covenant.
- District Energy Systems are impractical to implement on a development-wide basis given the anticipated pace of development. However, passive solar heating, optimizing the amount of solar absorption through the placement of windows and the siting of building solar panel systems, heat pumps, and augmented solar water heaters should be anticipated.
- All homes will be serviced with a rough-in conduit for future roof photovoltaic/solar panel systems. These requirements will be defined in a building scheme covenant.
- Principles of *LEED® for Neighbourhood Development* will be implemented as they relate to:
 - Provide for street design with landscaped boulevards within public road rights-of-ways;



Solar Roof Panel Example

- Promote active transportation, by providing convenient pedestrian linkages between streets within the neighbourhood ,and linkages between street sidewalks and planned off-street trail networks;
- Provide an easily accessible building site(s) that encourages “third place activities” (i.e., the concept of community building outside of where one lives or works; most notable are coffee houses) that allow residents to use active transportation measures to meet and gather. The land use plan specifically identifies a small local commercial opportunity at the corner of Kingsview and Viewtop Roads. It would also be an appropriate location for installation of cycling infrastructure.
- While there is no direct increase in farmland or commercial food production, there is no displacement of land with good agricultural capabilities.

13. SERVICING

WSP Engineering has completed a site servicing pre-design report relating to core service needs. The report was undertaken on the premise of developing up to 1,250 units for the KingsView project, at a population density of 3.1 persons per unit. Addition of legal suites will increase the unit count. The Municipality has accepted a change in the population density to 2.5 persons per unit with an addition of 0.85 units for each secondary suite. Increasing the number of units, but decreasing the density per unit results in no change to the conclusions of the pre-design report (see Schedule G).

A summary of the report is as follows:

- **Water.** There are no known issues with respect to the provision of water for domestic and fire protection services;
- **Sanitary sewer.** Sewage will be directed to existing infrastructure. There are no known technical issues that would prevent development of this site;
- **Storm drainage.** The site has up to fourteen drainage points of discharge, and 1:2 year storm return flow rates will need to be limited to predevelopment rates. Several detention ponds will be installed. These, and a number of other stormwater requirements, are outlined in the *Stormwater Management Plan* (See Section 8 of this report);
- **Shallow utilities.** There will be a requirement for upgrades to BC Hydro offsite feeders to this site. Phasing of the upgrades will depend on development phasing of the KingsView site; and
- **Other.** The report identifies a number of location-specific technical design requirements that will be addressed at the time of subdivision.

A *Statement of Commitment* has been developed outlining developers' responsibilities to produce a *Stormwater Management Plan* (SWMP) for the site. SWMPs must be completed and approved by the District prior to construction of any phase.

14. PHASING

The KingsView neighbourhood will not be built all at once, but rather in financially manageable parts. Based on projected absorption rates, KingsView will be developed over a minimum 15 to 20-year period.

There are two levels of detail to the phasing of the development. At the primary level, developing the lower side (north of Kingsview Road) will occur first, where infrastructure and services were previously installed, but not completed. As the first development of the upper side (south of Kingsview Road) is expected to be at least 10 years away, the final mix of housing could evolve from what is shown in the plan to meet changing market conditions and lifestyle needs, but is anticipated to remain within the overall approved densities.

Within the lower side, three sub-phases are planned, with four phases forecast for the upper side. A plan showing the anticipated phasing is shown in Schedule H. Part of the rationale for the phasing boundaries is the logical timing for installation of servicing infrastructure and access, as well as parks, amenities, and stormwater management.

At the time of subdivision application for each specific phase, all amenities associated with that phase will be installed to the satisfaction of the MNC.

1. Each phase will require the installation of works and services, including amenities (such as trails, trailheads, signage, and benches), and road curbs, sidewalks, and boulevard landscaping.
2. Each phase submitted will conform with this plan, subject to specific site conditions that may result in minor variances.

PHASED DEVELOPMENT AGREEMENT

It is anticipated that a phased Development Agreement pursuant to Section 905.1 - 905.6 of the *Local Government Act* will be entered into with the MNC, and will describe the terms of the development and the timing for implementation of the plan.

The key features of the Phased Development Agreement are:

- Description of the development phases and the subdivision infrastructure requirements (to municipal standards in the subdivision bylaw);
- Description of the timing and payment for any offsite improvements associated with the development; and
- Definition of the timeline for installation and/or provision of amenities, including vegetation management, parks and pathways, and other improvements and/or cash payments associated with the provision of amenities.

15. AFFORDABLE HOUSING STRATEGY

The MNC's *Official Community Plan* includes an affordable housing policy, and provides specific reference to supporting the development of new market, affordable housing, both rental and affordable ownership. The policy recommends that 10% of the units incorporate an affordable housing component. The plan further supports, as part of that strategy, "the development of secondary suites and infill housing."

BACKGROUND

CMHC's defines affordable housing as "housing for which an individual or family is spending no more than a certain proportion of its gross household income on shelter costs to secure adequate housing."

- For homeowners: No more than 32% of gross household income (30% before property taxes and utilities).
- For renters: No more than 30% of gross household income. Renter households that spend more on shelter are considered to be "in core need", and those who spend more than 50% are "at risk of homelessness".

Based on 2011 tax file data, the average family income in the Duncan area (not arranged by municipal jurisdiction) was \$72,369, and overall the average family income within the CVRD was \$74,396. The median house price for a detached unit within the CVRD was \$303,192 (2013). Assuming a 10% downpayment, based on current rates (3.99% - five-year fixed term and 25-year amortization period), an average family could afford a new home costing approximately \$375,000.

STRATEGY

The KingsView plan is consistent with the affordable housing policy in North Cowichan's OCP in the following ways:

- Offers a mix of housing types to accommodate diverse needs, and is suitable for both aging populations and young families;
- Provides for increased densities that will encourage and support alternate transportation, decreasing reliance on more costly private vehicle transportation;
- Small lot detached and attached housing is targeted at providing housing within the attainability level, as defined by CMHC;
- The lands are within walking distance of the elementary school, reducing the need for private vehicle transportation;
- KingsView will increase the densities of the overall "Properties" neighbourhoods, and add to the demand for and help trigger the development of the commercial centre proposed for the lower end of Kingsview Road;
- Proposes approximately half of the total detached lots as affordable smaller lots;



Duplex Example



Small Lot Detached Example

- Designates about half of the total units as multi-family;
- Allows up to 189 secondary suites, that exceeds the MNC OCP objective of 10% of the housing units meeting affordable housing objectives within a proposed development; and
- Agrees to support an affordable housing fund by providing cash funding deposited into a targeted reserve fund as follows:

Regular lot: \$1,000/lot

Small lot/attached unit: \$500/unit



Coach House Example

16. BUILDING DESIGN

Building designs for all housing, including all multi-family housing and local commercial, will be governed by a *Building Scheme Covenant* controlled by the developer and registered on title. Form and character requirements for all commercial and multi-family developments (3 units or more) will be further addressed through the issuance of Development Permits, as per the requirements contained in Development Permit Area #1 as they apply.

In general terms, building schemes will address the following core design principles:

- Establish a high quality of exterior finishes that include adequate roof overhangs for weather protection, and exterior trim designs that promote interest and character;
- Encourage porches, or porch elements facing the street, and discourage garage doors as the dominating feature;
- Encourage landscaping that promotes water conservation, and responds to the site and buildings;
- Safeguard key view corridors to optimize views from building sites, and public vantage points;
- Minimize site disturbance that may include large areas of land covenanted against removal of vegetation or soil without first obtaining MNC approval of a replanting plan; and
- Bring buildings in areas near public realm spaces closer to the street to enhance character and animation.

17. TRANSPORTATION

UPDATED TRAFFIC ASSESSMENT

Boulevard Transportation Group was retained to conduct a *Traffic Impact Assessment* for the proposed KingsView development, dated November 2015. An analysis of post-development conditions was undertaken to provide a clear view of impacts on the adjacent roadways after full build-out and occupancy. The study assessed traffic impacts of the development, reviewed the site access roads, and assessed the need for any mitigation measures. It is recognized that the future continuous connection of Donnay Drive will impact long term transportation patterns at KingsView.

The report, which is appended in Schedule I, recommends:

1. Depending on the build-out approach, since single family homes generate more trips than multi-family dwellings, installation of a single lane roundabout at Kingsview and Maple Bay Roads when:
 - If only single family units are developed, 215 south side single family units are completed; or
 - If only multi-family units are developed, 366 south side multi-family units are completed; or
 - If a mix of single and multi-family units is developed, 308 south side units (81 single family and 227 multi-family) are completed.
2. Installing a northbound right-turn lane on Maple Bay Road at Highwood Drive when 268 of 401 units are completed; and
3. Consider active transportation in the design of the roads.

ROAD & BOULEVARD DESIGN

The goal of KingsView is to create a neighbourhood that has a distinct identity. The neighbourhood has been designed to limit through traffic, and to link local roads with pedestrian and trail networks.

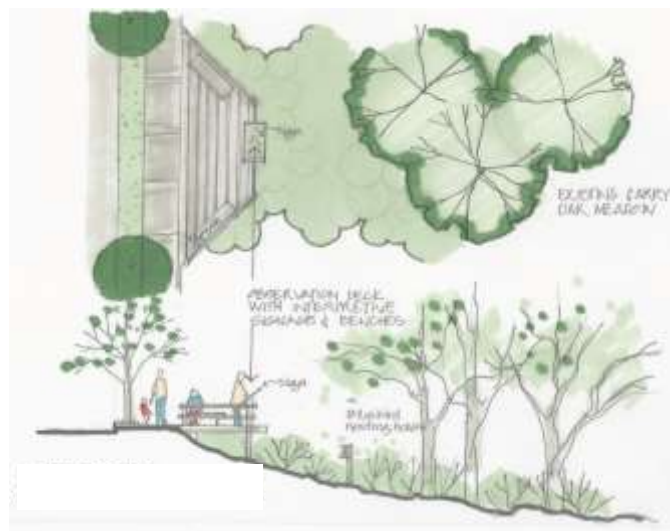
Key transportation considerations for the neighbourhood are:

- Incorporation of MNC traffic-calming policies in street design, including curb extensions, and on-street parking;
- Encouragement of treed, landscaped boulevards, and stormwater swale systems and raingardens (Note: These may require additional road right-of-ways; that will be determined at the time of subdivision application);
- Incorporation of character street lighting, ensuring that the quality of light chosen enhances the pedestrian routes, and respects night sky policies to minimize light pollution;
- Encouragement of bare land strata roads, and laneway width roads, where feasible; and
- Use of permeable pavers will be considered in parking areas only, as it is recognized that the MNC does not support permeable surfaces on public roads.

18. AMENITY PROVISION SUMMARY

The KingsView neighbourhood has been, or will be, contributing a variety of amenities for use, benefit and enjoyment of the broader community:

- Amenities already provided for development entitlements that included the KingsView lands: all-weather sportsfield, soft ball diamonds, school land dedication, sportsfield change rooms, sportsfield parking, and enhanced boulevard landscaping;
- Initiation of an early broom management program;
- Phased revegetation program;
- Provision of approximately 37% of the land for either public park and trails, or private open space restricted by a Section 219 Covenant in favour of the MNC;
- Provision of 4.5 kilometres of trails constructed to MNC standards and connecting with existing trail networks:
 1. Major trails that connect one part of the community with another;
 2. Multi-use trails that serve various user groups within a community; and
 3. Neighbourhood links that connect residents to local destinations (e.g., school, store, park, waterfronts).
- Significant parkland improvements based on three identified park and open space types;
- Provision of playground equipment, benches, parking, trailheads, and other pedestrian-oriented infrastructure;
- Off-site improvements to the overall road network; and
- Provision of a per lot/per unit funding contributions to an affordable housing fund.



Garry oak viewpoint promenade concept,
Victoria Drakeford Landscape Architect

19. PROCEDURE

This *Comprehensive Development Plan* is supported with a concurrent *Zoning Bylaw* that implements the plan objectives outlined in this report. The phasing of development, and the land use distribution and densities shown in the *Land Use Plan*, will be matched in the *Zoning Bylaw* for KingsView.

Also, as part of the conclusion of the OCP and Zoning Bylaw amendments for KingsView, a *Phased Development Agreement* and associated PDA bylaw will also be considered.

Subsequently, prior to the time each development phase is initiated and detailed subdivision plans are submitted, the appropriate Development Permit applications will be made in accordance with “Schedule J” of the MNC OCP. Form and character Development Permits for specific attached housing projects will most likely be submitted after the subdivision is complete.

APPENDICES

SCHEDULE B: Ecological/Biophysical Assessment

SCHEDULE C: Land Use Plan

SCHEDULE D: Stormwater Management Plan & Statement of Commitment

SCHEDULE E: Parks & Open Space Design Strategy

SCHEDULE F: Vegetation Management Plan Strategy

SCHEDULE G: Servicing Schematics

SCHEDULE H: Phasing Plan

SCHEDULE I: Transportation

SCHEDULE B

Ecological/Biophysical Assessment

SCHEDULE C

Land Use Plan

SCHEDULE D

Stormwater Management Plan Statement of Commitment

SCHEDULE E

Parks & Open Space Design Strategy

SCHEDULE F

Vegetation Management Plan Strategy

SCHEDULE G

Site Services

SCHEDULE H

Phasing Plan

SCHEDULE I

Transportation



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