



ROYAL BAY AREA PLAN

May 2014

CITY OF COLWOOD
BRITISH COLUMBIA



ROYAL BAY AREA PLAN

May 2014

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The Royal Bay Area Plan area is situated within the southwest portion of the City of Colwood. More specifically, the Plan area is located within an Intended Growth Area (IGA) as identified in the City of Colwood Official Community Plan. The Royal Bay lands are framed by the existing Woods neighbourhood to the north, the existing Wishart and Lagoon neighbourhood to the east, the Strait of Juan de Fuca to the south, with District of Metchosin to the west. The Plan area encompasses approximately 189 hectares (see Figure No. 1 – Royal Bay Regional Context).

Following an intensive planning and review process, preparation of the Royal Bay Area Plan was completed in consultation with the City of Colwood and following a comprehensive public planning process directed at engaging and documenting local participation in the drafting of the Plan. In consideration of the public comment received through open houses and reviews by City of Colwood staff, the Area Plan seeks to integrate the existing local neighbourhoods to establish a more resilient, sustaining community for Colwood.

The Area Plan addresses the complex issues of long-range planning for Colwood by providing a detailed framework for managing future growth of Royal Bay lands. The Area Plan responds to the long term needs of the region as identified in the Regional Growth Strategy (RGS) as well as to the local community as outlined in the Official Community Plan (OCP).

The Royal Bay Area Plan is based on an in-depth review of regional planning directions; a detailed understanding of the land's physical constraints and opportunities; best management practices (BMPs) for environmental and transportation management, sustainable community planning and design; and, consideration of community values through a public consultation process.

The Plan provides for the phased development of a sustainable waterfront community structured according to walkable neighbourhoods, offering a range of diverse housing forms including detached, ground-oriented attached and apartment homes, and supported by a central Village Commons and parks network (representing the remaining balance of the 2,800 dwelling units permitted in the 1996 Royal Bay Area Plan).

Seeking the development of a more sustaining and complete urban neighbourhood, the Plan provides a mixed-use village Commons at the central crossroads along with a mixed-use waterfront Landing, parks within a 5-minute walk of each home accessed by a multi-modal, pedestrian-friendly transportation network of traffic-calmed streets, tree-lined pathways, and forest trails.

2 OVERVIEW

2.1 PLAN AREA AND CONTEXT

With its spectacular location on the waterfront and close proximity to the City of Victoria, Royal Bay represents a singular opportunity for a master-planned community on the West Shore. Through the reclamation and restoration of a heavily manipulated brownfield site; the development of a model pedestrian-first, complete community; and the extension of the City's public waterfront, Royal Bay holds potential as a destination waterfront amenity and mixed-use neighbourhood village.

Located in the southeast corner of the City of Colwood, Royal Bay is situated on the oceanfront adjacent to the District of Metchosin (refer to Figure 1 – Royal Bay Regional Context). Occupying one of the Western Communities' last remaining water front parcels, the lands are framed by the existing residential neighbourhoods of Olympic View, Latoria Creek, the Woods, Wishart South and Lagoon.

However, rather than being defined by neighbouring development, the 'sense of place' at Royal Bay is defined by the adjacent remnant landscapes – including Latoria Creek Park to the southwest, Outlook Park to the northwest and Perimeter Park to the northeast – and the manmade landforms found on site: products of its long history of industrial use and aggregate extraction.

2.2 RATIONALE FOR THE AREA PLAN

The Royal Bay Area Plan was initiated as a means to update the 1996 Area Plan for Royal Bay in a manner more consistent with present values, standards of efficient land use, and municipal goals, objectives and policies. In essence, the Royal Bay Plan acknowledges the historical significance of the waterfront quarry and brownfield lands, through the consideration of best practices in neighbourhood design as well as consultation with the local community, establishes an updated plan for the future, reflective of community values, and City policies.

2.3 FRAMEWORK FOR MANAGING CHANGE

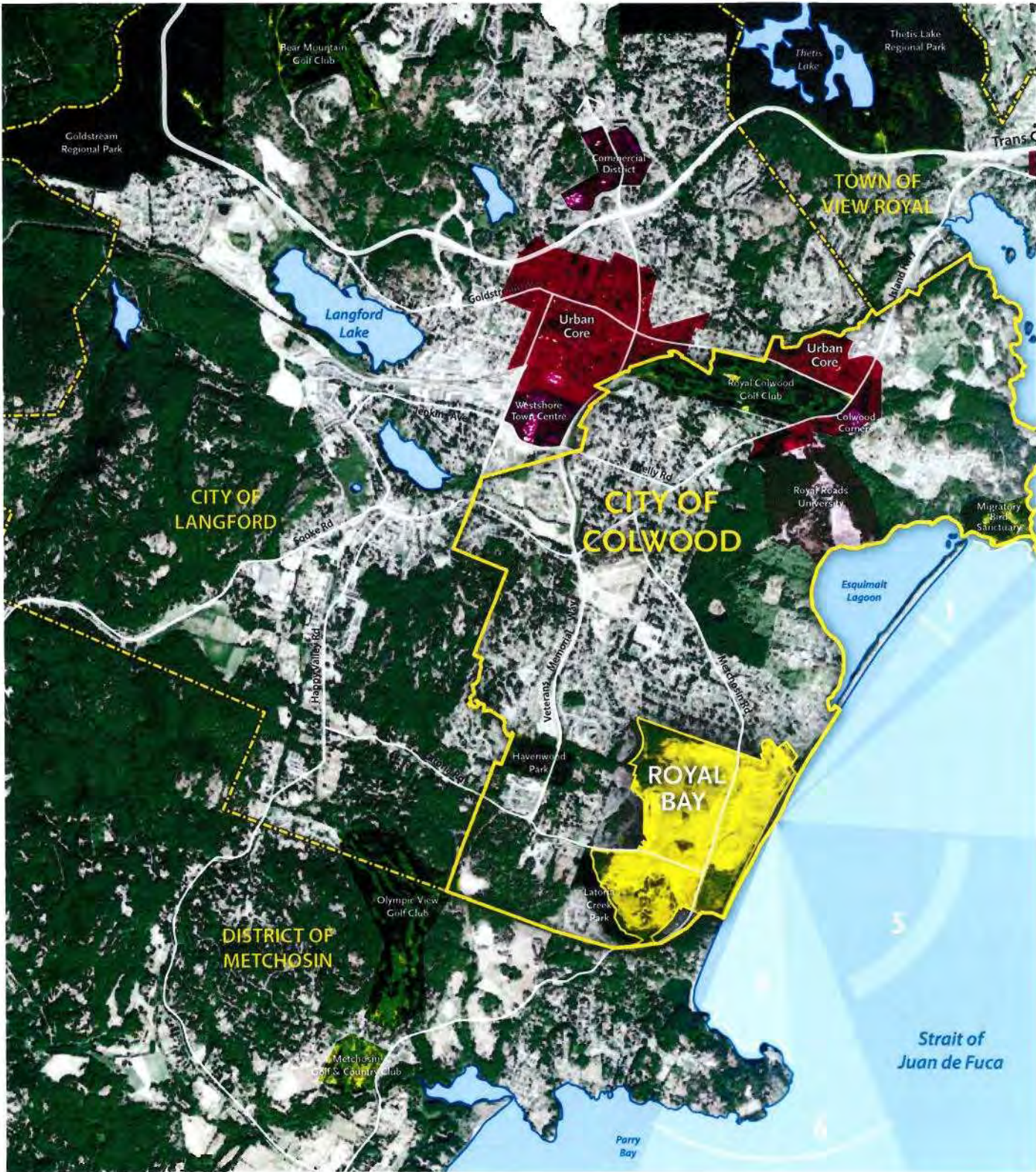
The Plan structures land use and servicing decisions to effectively manage growth with the intent of building a healthy, more complete and sustainable urban neighbourhood. The Area Plan provides greater detail concerning the planning and engineering required to assist in the reconciliation of land use, environment, density, infrastructure and implementation issues, serving as a comprehensive guide for managing future rezoning and subdivision applications.

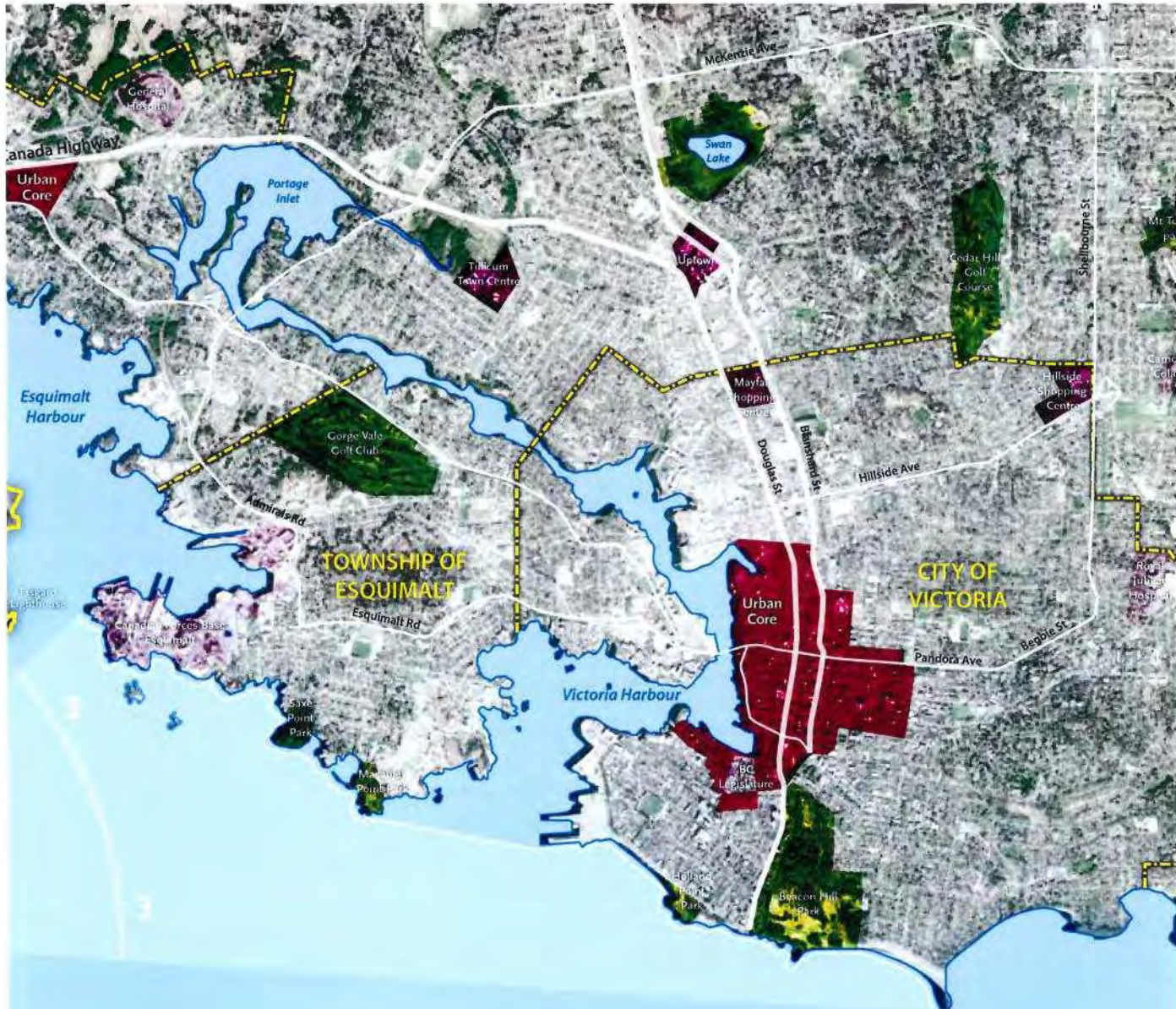
In establishing an up-dated comprehensive plan for Royal Bay, the Area Plan will amend the OCP and align with the goals and objectives of the CRD Regional Growth Strategy (RGS). The RGS provides overarching direction with respect to managing growth in the region. Through encouraging new development within designated urban areas,

settlement is more compact, socially supportive, and land-efficient. This in turn serves to maintain the integrity of rural and resource areas, protect the environment, reduce greenhouse gas emissions, increase infrastructure efficiency, and foster healthy, diverse communities. Within Colwood, Royal Bay is located within the Colwood Intended Growth Area (IGA). The boundary identifies where future growth is expected and encouraged as a means to reduce sprawl elsewhere and to build complete communities.

The Royal Bay Area Plan aims to set a new standard for neighbourhood planning, public consultation, and complete community development within Colwood. Through implementing the objectives and policies found within the OCP and RGS, the Area Plan serves to bring greater resolution to the vision for a more sustainable region.

FIGURE 1 - ROYAL BAY REGIONAL CONTEXT





DEFINING REGIONAL VIEWS

- 1 | Esquimalt Causeway / Figgard Light Tower
- 2 | Esquimalt and City of Victoria skyline
- 3 | Mount Baker
- 4 | Alton Head
- 5 | Look to Fudge Street and Southern Gulf Islands
- 6 | Olympic Mountains

- Urban Commercial Core
- Regional Commercial
- Major Park & Open Space
- Regional Transportation Routes
- Municipal Boundary



2.4 RELATIONSHIP TO THE REGIONAL GROWTH STRATEGY AND THE OFFICIAL COMMUNITY PLAN

2.4.1 Regional Growth Strategy

The Capital Regional District (CRD) Regional Growth Strategy (RGS) was developed to 'promote human settlement that is socially, economically, and environmentally healthy and that makes use of public facilities and services, land and other resources'.¹

Designated within the Regional Urban Containment and Servicing Policy Area, the Royal Bay Area Plan is consistent with RGS strategies to 'keep urban settlement compact; protect the integrity of rural communities; protect regional green/blue spaces; manage natural resources and the environment sustainably; build more complete communities; improve housing affordability; increase transportation choice; and, strengthen the regional economy'.²

This Area Plan is developed with consideration to the current CRD Regional Growth Strategy review (Regional Sustainability Strategy).

2.4.2 Official Community Plan

In accordance with and in support of the RGS, the City of Colwood's Official Community Plan (OCP) contains long range planning objectives and policies to guide the future development of the community. Currently under review by the City of Colwood, this Area Plan is consistent with the 2008 OCP while taking into consideration in-stream updates for 2014.

The Colwood OCP presents a vision – supported by a set of Community Sustainability Goals – outlining the City's objectives to address the fundamental aspects of life and living that will enable the community and its residents to function sustainably over the long term.

The following lists OCP 2008 Community Sustainability Goals and highlights concurrence within the Royal Bay Area Plan (RBAP):

- **Ecosystems & Biodiversity**

'Maximize the ecological value of natural areas. Where development occurs, maintain ecosystem values.'

The RBAP sets aside approximately 41.98 hectares (103.73 acres) of park land, of which 18.28 ha (45.17 acres) is designated Neighbourhood Natural Park to serve the ecological conservation goals of the community. Additional steps have been taken to carefully manage development and protect natural features within designated areas of identified environmental sensitivity.

- Refer to Section 4.5 Public Park Network for a more detailed description and associated policies.

¹ Capital Regional District RGS, p.2

² Capital Regional District RGS, p.3

- **Community Health**

‘Develop or enhance environments that enable healthy choices in all areas of living that are safe, secure and welcoming for all.’

The RBAP weaves together a comprehensive system of parks, trails and bike lanes that link open space and clustered neighbourhoods with the waterfront destination and mixed-use village centres, fostering the build-out of a more complete master planned community with a variety of housing types and tenures.

- Refer to Section 4 Land Use Designations for more detailed descriptions and associated policies.

- **Basic Needs**

‘Ensure healthy housing and food is available for all.’

The RBAP sets forth a set of policies intended to address the future housing needs of the Royal Bay community through the development of a range of housing choices to respond to a range of lifestyles and lifestages, including opportunities to age-in-place. Additional policies address availability of food through development of a mixed-use village and inclusion of community gardens within the park program.

- Refer to Section 4.2 Residential and 4.5 Public Park Network for a more detailed description and associated policies.

- **Personal Health**

‘Ensure healthy recreational, education, emotional, spiritual, artistic and cultural opportunities for all.’

The RBAP supports healthy lifestyles for all through a pedestrian-oriented development, public waterfront, diverse housing options, parks, and public institutions including elementary and public secondary schools. The Commons mixed-use village provides opportunities for civic and institutional uses such as private schools, community facilities and places of worship.

- Refer to Section 4.3 Mixed-Use – Flex Areas and Section 4.4 Schools for a more detailed description and policies.

- **Sense of Place**

‘Ensure community planning and design celebrates the community’s unique history and natural setting and embraces diversity.’

Referencing its long history of industrial use and aggregate extraction, sense-of-place at Royal Bay is defined through intimate clusters of homes, woven together by an integrated network of parks, greenways and streets, tailored to the site’s physical constraints and opportunities. Iconic views and ocean-front location are celebrated through the neighbourhood design to establish a West Coast sense-of-place.

- Refer to *Schedule A: Land Use Plan, Schedule B: Park & Trail Plan, and Schedule C: Street Hierarchy Plan* for land use illustration.

- **Vibrant Local Economy**

'Enhance economic vitality and opportunity. Ensure local employment and business opportunities.'

The RBAP supports a vibrant local economy through the design of the Commons, a pedestrian friendly mixed-use village at the crossroads of Metchosin Drive and Latoria Boulevard, and the Landing, a destination mixed-use centre on the oceanfront.

- Refer to Section 4.3 Mixed-Use - Flex Area for a more detailed description and associated policies.

- **Energy, Climate Protection & Adaptation**

'Promote energy-use choices that reduce greenhouse gas emissions and contribute to clean air. Plan for climate change adaptation.'

The RBAP promotes the use of best practices in environmental management; encourages the use of green building technologies; and fosters a culture of sustainability through a design that is sensitively integrated with restored natural systems and the surrounding landscape. As means to reduce dependence on fossil fuels, mixed-use centres provide employment opportunities along with amenities and services for daily needs within walking distance of the majority of Royal Bay homes. Transportation networks are designed to prioritize walking, cycling and transit.

- Refer to Section 3.1 Planning Principles for a more detailed description.

- **Water, Resources & Wastes**

'Promote efficient use and re-use of water and other resources. Reduce the consumption of non-renewable resources in favour of renewable resources.'

Servicing strategies for water, sewer and stormwater management are based on a rigorous investigation of physical constraints and servicing requirements to incorporate new infrastructure based on best management practices. Buildings will be constructed using current technology for energy efficiency.

- Refer to Section 5 Neighbourhood Infrastructure for a more detailed description and associated policies.

2.4.3 Existing OCP Land Use Designations

The Royal Bay area is identified in the OCP 2008 as a **Neighbourhood** within an **Intended Growth Area**, encompassing both a **Village Centre** and a **Neighbourhood Centre**.

Neighbourhoods are predominantly residential areas supporting a range of low to medium density housing, along with mixed-use

commercial streets, schools and other institutional facilities, parks and open space.

A **Village Centre** consists of a residential precinct with higher levels of density housing, supporting shopping, services and amenities. Major Educational, health and child care facilities are complemented by parks and open space, and an inter-city or inter-regional transit hub.

Secondary to the Village, a **Neighbourhood Centre** is predominantly a residential precinct supporting a range of medium density housing, with schools, community facilities and other institutional uses. Small scale local servicing retail defines commercial uses, and is supported with public parks and transit stops.

Finally, **Open Space** is public and private linked open space of 5ha or more that includes environmentally sensitive areas, rare and endangered ecosystems, ecosystem restoration areas, and Agricultural Land Reserve areas.

An update for the 2014 OCP, Land Use Designations for Royal Bay include Neighbourhood, Village Centre, Open Space and Proposed Open Space, as shown on Figure 2 – OCP Land Use Designations.

The following Development Permit Guidelines may apply to Royal Bay:

- Form and Character:
 - Centre;
 - General Multi-Family, Commercial & Light Industrial;
 - Neighbourhood;
- Steep Slopes, Sensitive Ecosystems & Hazardous Conditions; and,
- Riparian Area & Marine Foreshore.

2.4.4 Existing Area Plan

Adopted as Council Bylaws within the OCP 2008, Area Plans are detailed plans that provide additional guidance for new growth and development in a given area.

The original Royal Bay Area Plan (1996) included 251.1 hectares (620.57 acre) and proposed a mix of residential, park, community facilities and a village centre, to be phased over at least a 15 year period. Entitlements for the development included 2,800 units, complemented by a 7.5km perimeter trail and commercial village on the waterfront.

Nearly two decades later, with approximately 500 units constructed, land ownership changes and a new Official Community Plan (OCP) adopted by the City of Colwood, the 2014 Area Plan seeks to update the vision for Royal Bay

Remaining undeveloped land area at Royal Bay totals 188.58 hectares (466.56 acres). The 2014 Royal Bay Area Plan provides an update to

the 1996 Plan, is an amendment to the OCP (2008), and is completed in consideration of the 2014 OCP Update that is currently being undertaken by the City of Colwood.

The Royal Bay Area Plan addresses issues related to land use, density, and servicing. Guided by the Royal Bay Area Plan Terms of Reference, developed in collaboration with the City of Colwood, the Royal Bay Area Plan identifies and considers:

- A rationale for location of the neighbourhood and how it contributes to overall community vision and goals
(refer to *Section 2.3 Relationship to the Regional Growth Strategy and the Official Community Plan*)
- Land uses including parks & open space
(refer to *Section 4 Land Use Designations*)
- Information about building siting based on proposed setbacks
(completed at time of future approvals)
- Architectural, landscape and/or public realm guidelines
(refer to *Section 4 Land Use Designations*)
- Amenities
(refer to *Section 3 Vision and Section 4 Land Use Designations*)
- Servicing/infrastructure strategy
(refer to *Section 5 Neighbourhood Infrastructure*)

2.4.5 Existing Zoning

Regulating use and subdivision requirement for Royal Bay, the site area is zoned Royal Bay Comprehensive Development Zones 1 - 4 on the northern portions of the parcel, with Rural 1 (A1) on the balance of the lands.

2.4.6 Existing Covenants and Agreements

The existing Royal Bay development site is subject to a Master Development Permit as well as a number of covenants on title, related to issues including parkland dedication, tree protection, foreshore monitoring, and specific site land uses. The Royal Bay Master Development Permit and related covenants will be reviewed as part of future municipal approvals.

2.5 BIOPHYSICAL CONDITIONS

Encircled by established residential neighbourhoods, and defined by man-made landforms remaining from its historical aggregate mining operation, the Royal Bay lands hold unmatched potential to complete the south Colwood community. Considering Royal Bay's grand scale, varied edge conditions and gentle terrain, an inventory of basic site qualities informs the design to complete the community.

Landform

The site's man-made topography and 100m of grade change creates a series of defined landscape 'rooms', from the excavated ridge and basin

along the western boundary to an expansive coastal bluff along the eastern shoreline (refer to Appendix E – Physical Inventory: Landform Analysis).

Slope

The majority of the site is characterized by remarkably gentle terrain in a series of generous terraces defined by slopes less than 10%. More significant landform features, including the western Quarry, Metchosin Road Rampart, and the coastal bluffs – establish stronger natural edges to individual and distinct landscape 'rooms' (refer to Appendix E – Physical Inventory: Slope Analysis).

Aspect

The site is situated with predominantly east and south facing slopes, oriented towards the morning and midday sun with excellent opportunities for passive solar design considerations. Panoramic vistas over the Juan de Fuca Strait towards Victoria are accessible throughout (refer to Appendix E – Physical Inventory: Landform Analysis).

View Corridors

Preservation of celebrated view corridors from within the site and from the surrounding neighbourhood help to preserve West Coast sense-of-place (refer to Appendix E – Physical Inventory: View Corridors).

Specialized technical studies address requirements for neighbourhood planning and guide future phases of the development process within the Plan area, including a *Wildlife Habitat, Vegetation and Foreshore Summary*; a *Transportation Summary*; a *Conceptual Site Servicing Summary*; a *Geotechnical Summary*; and a *Physical Inventory* (refer to Appendices A, B, C, D, and E respectively).

3 VISION

3.1 A VISION FOR ROYAL BAY

The vision for the Royal Bay Area Plan (RBAP) is predicated on sensitively integrating growth through principles of sustainability to foster a complete community and a destination public waterfront, creating a lasting legacy for Royal Bay and embodying the best of west coast living.

The Plan provides for the phased development of a sustainable waterfront community structured according to walkable neighbourhoods, offering a range of diverse housing forms including detached, ground-oriented attached and apartment homes, and supported by a central Village Commons and parks network (representing the remaining balance of the 2,800 dwelling units permitted in the 1996 Royal Bay Area Plan).

Seeking the development of a more sustaining and complete urban neighbourhood, the Plan provides a mixed-use village Commons at the central crossroads along with a mixed-use waterfront Landing, parks within a 5-minute walk of each home accessed by a multi-modal, pedestrian-friendly transportation network of traffic-calmed streets, tree-lined pathways, and forest trails.

3.2 NEIGHBOURHOOD STRUCTURE

Responding to the site's grand scale, the Plan structures Royal Bay into a series of interconnected neighbourhoods. Designed in response to its unique landscape qualities, each neighbourhood has its own individual identity and character.

While each is distinct, the neighbourhoods of Royal Bay all share walkable scale with an integrated network of trails and pathways, structured around a mixed-use village and public waterfront.

Ridge

With its forest backdrop and ocean views, the Ridge offers a single family neighbourhood consistent with the established Wishart South and Woods neighbourhoods.

Meadow

Framed by established neighbourhoods and Metchosin Road, the Meadow offers a variety of single family homes, structured by a central greenway and park, across from the new Royal Bay Secondary School.

Commons

A mixed-use village with a tree-lined high street providing shops and services with opportunities for rowhomes and low to medium rise apartments.

Landing

Positioned above the beach, the Landing Neighbourhood offers a mix of destination pubs, cafes and boutiques with opportunities for rowhomes and low to medium rise apartments.

Headlands

With its commanding position overlooking Juan de Fuca Strait, the neighbourhood offers panoramic views from a series of hillside responsive homes.

Terrace

Gently rising above Metchosin Road, the Terrace Neighbourhood is centrally positioned offering a range of housing types focused around a future elementary school and playfield.

Quarry

Defined by its dramatic bedrock cliffs, connection to Latoria Creek Park and stunning ocean views, the Quarry Neighbourhood features generous view lots, along with single family homes and townhomes centered around Quarry Park.

Bluff

Perched above the dramatic west coast shoreline, the Bluff offers compact single family and rowhomes with close connections to the waterfront park.

3.3 PLANNING PRINCIPLES

In support of the community Vision, the Royal Bay Area Plan has been prepared reflecting the following Complete Community Design Principles:

Foster a vibrant and diverse age-mixed community:

- Provide a variety of housing choices, from traditional detached homes to ground-oriented rowhomes and low to mid-rise apartments. Nearly 20% of the land is designated for mixed-use or multiple family dwellings;
- Accommodate a range of lifestyles and life-stages through provision of recreational, commercial and institutional facilities in conjunction with a range of house sizes and forms;
- Plan for "aging in place" through encouraging the "Safer Home" standards in response to a maturing population;
- Promote a variety of housing tenures (i.e. fee simple and strata ownership, market and non-market rental housing); and,
- Provide a range of amenities for all age groups throughout the neighbourhood.

Design compact, walkable neighbourhoods:

- Create a sense of place within each neighbourhood through celebrating West Coast sense-of-place based on a series of design guidelines;
- Provide a coherent neighbourhood pattern of streets & pathways with a variety of home & lot sizes;
- Design project specific street standards for Royal Bay according to Best Management Practices and ensure an enjoyable pedestrian experience;
- Encourage walking through the incorporation of mixed use areas & parks within a 5-minute walking distance of each home; and,
- Promote neighbourhood safety by designing homes that address the public realm with "eyes on the street". Through project specific street standards and neighbourhood design, build streets that encourage walking and use of public spaces for a more socially sustainable community.

Support an economically sound community:

- Create a walkable village centre at the Commons and the Landing serving as a focal point for employment, shopping, education, recreation and social gathering;
- Incorporate residential density to support local businesses and community facilities by encouraging a mix of uses and focusing residential density within the Commons and the Landing;
- Plan compact communities where neighbourhoods are clustered and park land is increased to reduce infrastructure networks and maintenance costs;
- Develop a mix of uses within the community to foster local business, provide employment and increase the local tax base; and,
- Establish a varied mixture of land uses, household types and building forms for a variety of residents.

Create integrated networks of parks and natural space:

- Provide public parks and natural spaces within a 5 minute walking distance of each home;
- Link neighbourhoods and natural areas with trails and a pedestrian pathway network;
- Program spaces for both active and passive community parks for gatherings and recreation, with opportunities for markets, community gardens, off-leash dog parks, outdoor performance facilities and public art;
- Create a variety of types and sizes of parks and natural spaces to accommodate different activities and age groups, with a public waterfront amenity; and,
- Provide opportunities for shared recreational facilities to ensure maximum community use and cost effectiveness.

Celebrate local art and culture:

- Design opportunities to live, work and sell in the community through designating mixed-use centres and a Village High Street;
- Educate residents and visitors about local cultural history;
- Incorporate local culture and sense of place in the design of new developments, including opportunities for large scale public art installations;
- Plan for the integration of local cultural activities into the programming of community gathering spaces; and,
- Rekindle the spirit of the public realm, especially local streets, parks and plazas for the celebration of local art and culture.

Celebrate our natural heritage:

- Promote active education and appreciation of west coast natural history;
- Integrate community uses into the landscape, celebrating identified unique views and vistas, landforms and natural character;
- Retain the natural qualities and character of the landscape in the public realm, and where possible restore site ecology through plantings native to the region;
- Nurture community history and memorialize local people, places and events; and,
- Design public spaces that reflect the sense of place through regional design and the use of local materials.

Plan for alternative transportation:

- Through masterplanning, project specific street standards and transportation planning, encourage all modes of transport, especially walking, cycling and public transit;
- Through integrating parks and transportation, provide neighbourhood bike and pedestrian pathways to link community destinations;
- Explore future alternatives, such as community cars, to reduce auto-dependence;

- Establish a transit-friendly street network, with consideration for centrally located transit exchange and bus stops, and future opportunity for full service transit; and,
- Reduce vehicle trips by locating basic neighbourhood services, such as retail, medical, institutional, and food and beverage services close to home.

Conserve ecological integrity:

- Restore disturbance of natural systems through comprehensive master-planning;
- Promote stewardship of natural systems through interpretive programs and outdoor educational opportunities in cooperation with local stakeholder groups;
- Identify and protect both significant and sensitive terrestrial and aquatic habitats; and,
- Design an interconnected network of wildlife corridors to secure habitat and ensure functional ecology at a landscape scale.

Explore and encourage green infrastructure:

- Foster local food systems through support of local farms and markets, greenhouses, community gardening and outdoor educational opportunities;
- Utilize innovative best practices for rainwater and stormwater management;
- Explore and encourage alternative energy solutions, such as geo-exchange, passive solar design and District Energy Systems;
- Through implementation of project specific street standards, design greener streets that minimize the visual, environmental and physical impacts from conventional road building; and,
- Promote native plantings in landscape design, with special attention to xeriscaping and water conservation.

3.4 ESTABLISHING NEIGHBOURHOOD CHARACTER

Royal Bay presents the opportunity to define a future that goes beyond what is merely 'conventional', to a more sustaining lifestyle that integrates and embodies the best of West Coast Living. While the structure of the Royal Bay neighbourhood is established by the complimentary network of parks, trails and streets and sidewalks, its character is defined by the relationship between the built form and the surrounding landscape. In an effort to strengthen those relationships, the Area Plan identifies the following elements which define and preserve the unique character of the Royal Bay (Refer to Figures 5-11 Neighbourhood Character).

A more diverse mix of home types and sizes for Royal Bay which focuses on expanding the range of affordability and choice, while respecting the character of adjacent existing neighbourhoods. More compact housing forms better support the overall design intent for Royal Bay as a more walkable and complete community that protects a greater proportion of the natural landscape.

An extensive public park system identifies a significant portion of the Royal Bay Plan area to be restored to its existing natural state. The network of parks will preserve character through the protection of defining landscapes, provision of passive recreation opportunities and conservation of functional ecosystem habitat.

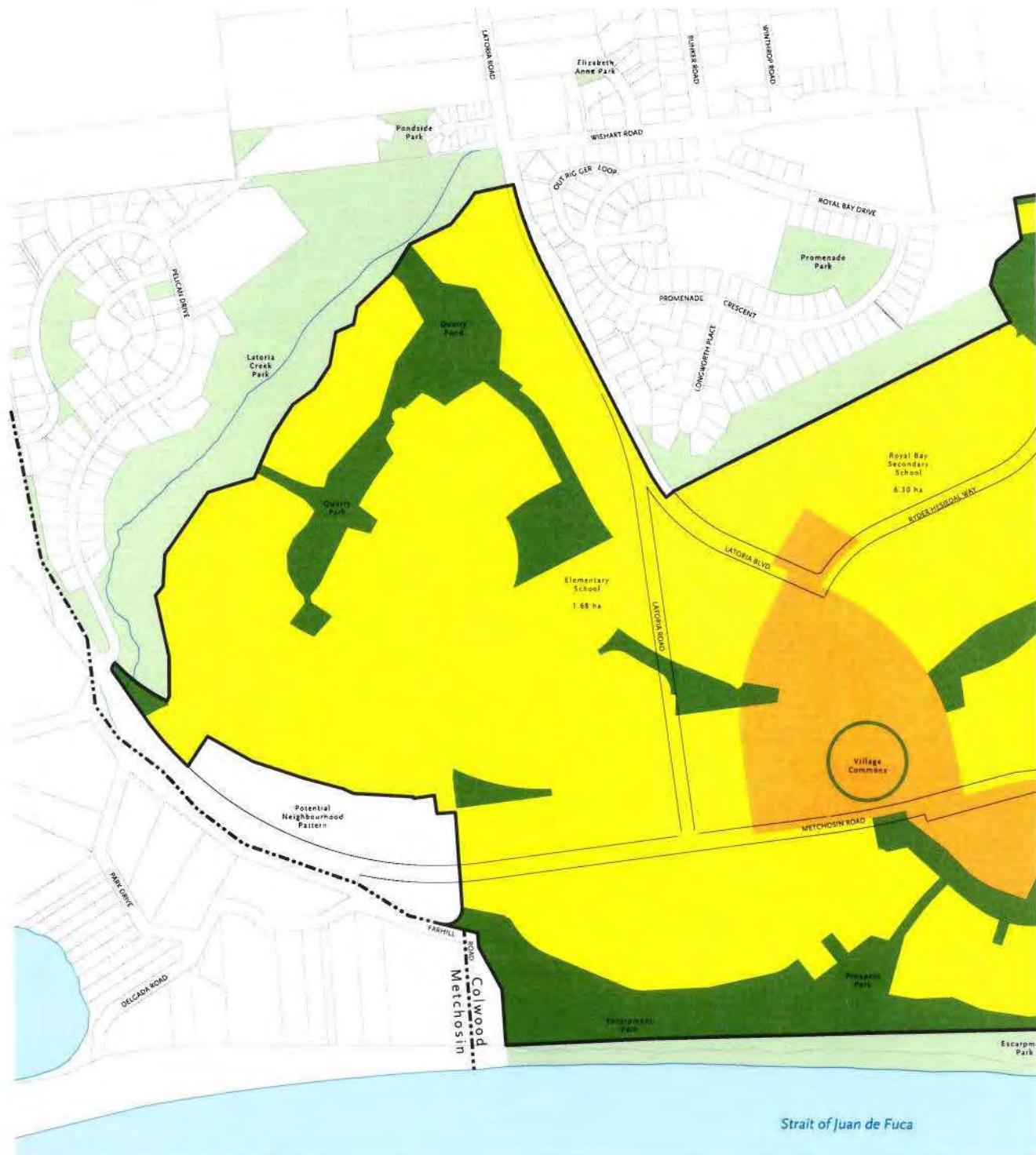
Neighbourhood streets designed with pedestrian and cycle pathways that fit the land, complement the system of parks and trails, and provide alternative pedestrian-oriented connections.

Built form designed to relate to the human scale of traditional waterfront communities, and incorporates more contemporary west-coast architectural forms and materials designed in response to the land, views and climate.

A Public realm – including such elements as the waterfront landing, village commons, landscaping, streets, street furniture, public art, signage, and lighting – that establishes a pedestrian-oriented environment, linking the waterfront to adjacent neighbourhoods.

Landscape design that serves to unify architectural elements and the public realm through the use of native planting, while integrating built form with the natural coastal environment.

FIGURE 2 - OCP Land Use Designation



ROYAL BAY AREA PLAN
CITY OF COLWOOD

Figure 2
OCP LAND USE DESIGNATION



LEGEND

- City of Colwood Boundary
- Royal Bay Plan Boundary

- Neighbourhood
- Village Centre

- Open Space
- Proposed Open Space

May 5th, 2014



FIGURE 3 - ROYAL BAY CONCEPT PLAN

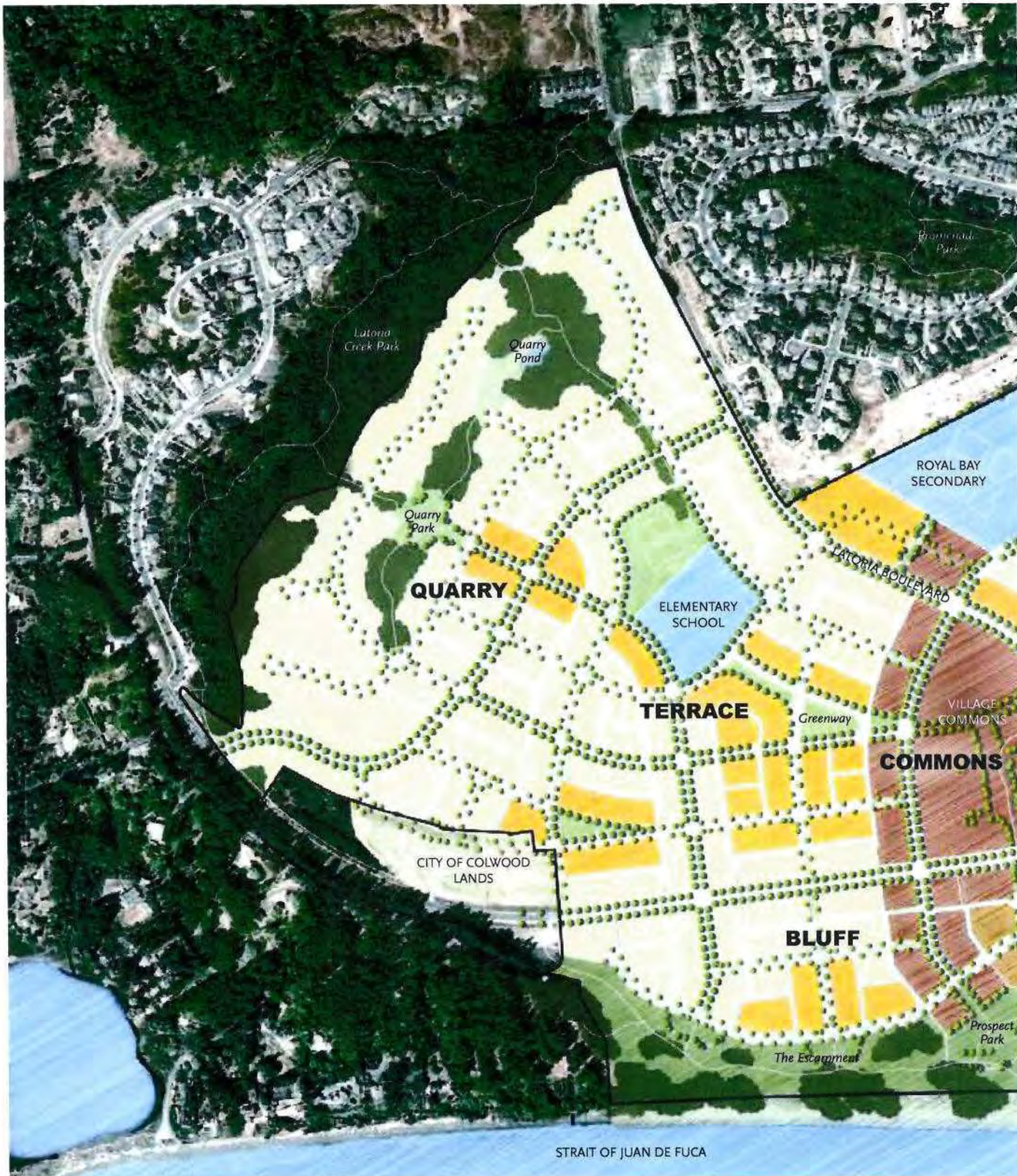
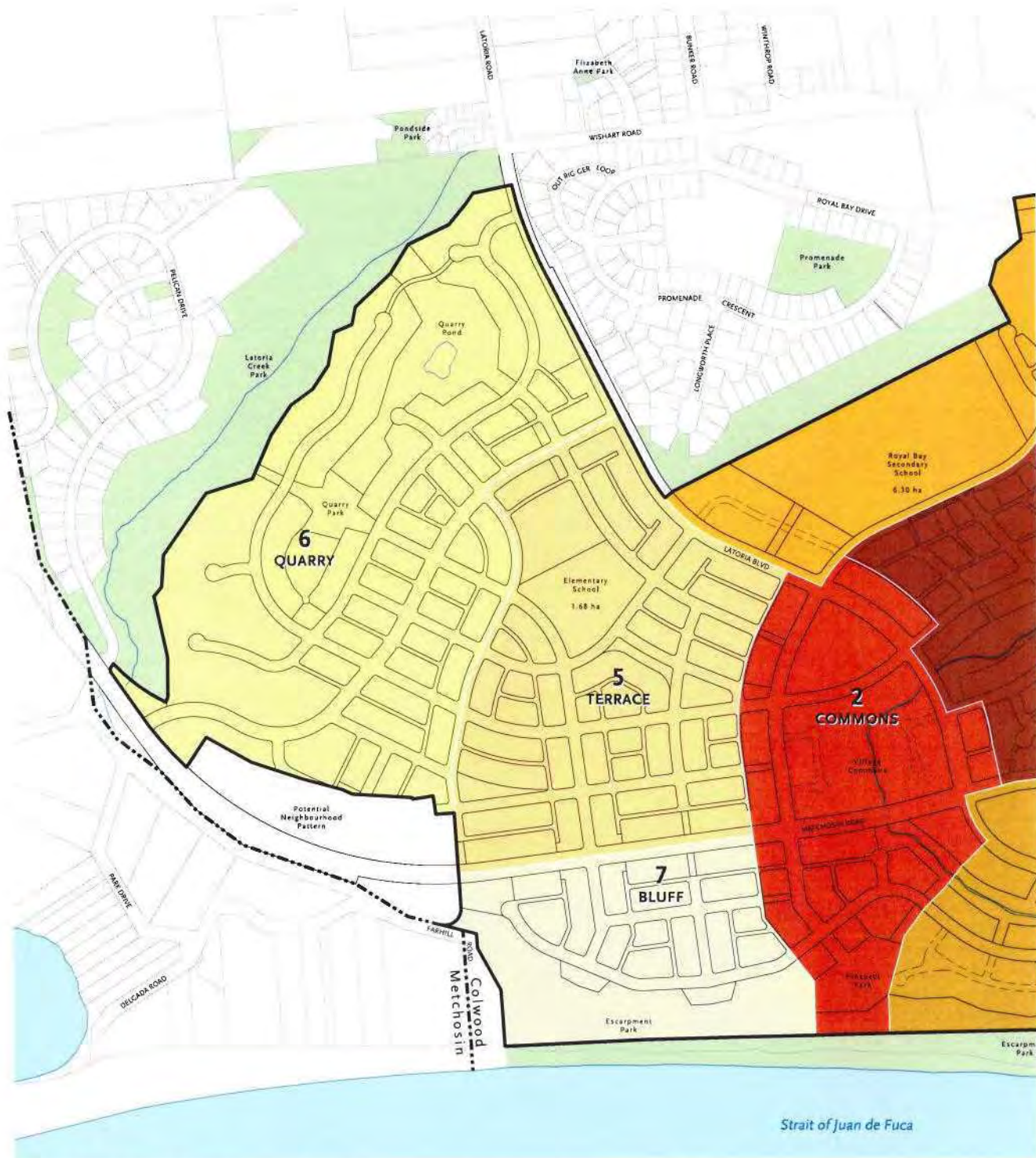




FIGURE 4 - Conceptual Phasing by Neighbourhood



ROYAL BAY AREA PLAN
CITY OF COLWOOD

Figure 4
CONCEPTUAL PHASING BY NEIGHBOURHOOD *for illustrative purposes only.*

NOTE

Future buildout of Royal Bay will proceed in a phased manner with the provision of full Municipal Services. Owing to the size and complexity of the Area Plan, final development sequence will be determined at the time of subdivision.



- LEGEND**
- City of Colwood Boundary
 - Royal Bay Plan Boundary
 - Phase 1 | Meadow
 - Phase 2 | Comons
 - Phase 3 | Landing

- Phase 4 | Ridge
- Phase 5 | Terrace
- Phase 6 | Quarry
- Phase 7 | Bluff
- Phase 8 | Headlands

May 5th, 2014



4 LAND USE DESIGNATIONS

The general land use designations for the Royal Bay Area Plan - as outlined in Schedule A - provide form and function to the vision of the community. This Section describes the land use designations, their planning rationale and associated development policies to guide the development of Royal Bay. Neighbourhood Phasing will be undertaken as generally shown on Figure 4 - Conceptual Phasing by Neighbourhood.

4.1 LAND USE PLAN

The Royal Bay Land Use Plan, as illustrated in *Schedule A - Land Use Plan* consists of nine land use designations. A synopsis of the land use designations is presented below in *Table 1 – Area Plan Land Use Summary*.

Table 1 – Area Plan Land Use Summary³

32%	Detached Residential	60.67
8%	Attached Residential	15.34
7%	Apartment Residential	4.71
9%	Commons Mixed Use – Flex Area	9.28
5%	Landing Mixed Use – Flex Area	5.16
4%	School	8.03
10%	Neighbourhood Natural Park	18.28
5%	Neighbourhood Park	10.03
7%	Community Waterfront Park	13.67
23%	Street and Lane Right-of-Way	43.57
100%		188.58

4.2 RESIDENTIAL

4.2.1 Description

A variety of housing choices, from traditional and compact single family to ground-oriented row homes and low and midrise buildings, allows the development to foster a vibrant, age-mixed community. Ground-oriented forms arranged within clustered, walkable neighbourhoods establish a positive relationship between built and natural spaces. Compact housing will reduce infrastructure networks and maintenance costs, while allowing for greater restoration of natural

³ Note: All land use areas and percentages are approximate, intended for planning purposes only. All designated areas and boundaries are subject to refinement through more detailed site design and engineering at the time of zoning and subdivision.

parks and ecological systems. Each neighbourhood within Royal Bay will express a West Coast sense-of-place, reflected through its neighbourhood scale and pattern, views, native plantings and emphasis on local materials.

Detached Residential

Offering a mix of single family lot sizes – compact, standard and traditional – as well as two-family residential units, the detached residential designation provides for ground-oriented houses within a livable, pedestrian scaled neighbourhood setting. Detached Residential neighbourhoods are arranged to establish a positive public realm with community oriented homes that foster support and social interaction between neighbours, including 'eyes on the street', with a safe pedestrian and cyclist experience.

Clustered neighbourhood pattern aims to restore natural landscape within the site and to create a healthy balance between residential development and natural open space and recreation.

Features of the Detached Residential designation include rear lanes to enhance the streetscape and foster socially sustainable communities; careful consideration of transitions to existing neighbourhoods; and easy connections to parks, trails and destinations.

Reflective of proposed form and character of detached residential, images shown on Figure 5 – Neighbourhood Character – Single Family Residential reflect a West Coast sense-of-place.

Permitted densities within the Residential – Detached designation range from 12 uph (5 upa) to 30 uph (12 upa).

Attached Residential

The Attached Residential designation affords a mix of housing opportunities – including ground-oriented starter and executive style townhomes - and allows a high level of interconnectivity among residential, commercial and park uses. Concentrated in close proximity to the Commons and Landing Mixed-Use neighbourhoods, Attached Residential neighbourhoods are well connected by off-street walking and cycling routes.

Ground-oriented forms arranged within clustered, walkable neighbourhoods establish a positive relationship between built and natural spaces. Neighbourhood safety is made a priority by designing homes that address the public realm with 'eyes-on-the-street'. Compact housing will reduce infrastructure networks and maintenance costs, while allowing for greater diversity of lifestyles and life stages within the community.

Reflective of proposed form and character of attached housing, images shown on Figure 6 – Neighbourhood Character – Multi-Family Residential reflect West Coast sense-of-place.

Permitted densities within the Attached Residential designation are 30 uph (12 upa) to 86 uph (35 upa).

Apartment Residential

With connections to major transportation networks, and located in close proximity to Mixed-Use centres, the Apartment Residential designation affords a range of low to mid-rise tower forms (minimum of three storeys in height) in conjunction with services, community facilities and high quality public spaces.

An increase in residential density allows the neighbourhood to support the commercial amenities critical to realizing more complete communities.

Reflective of proposed form and character of attached housing, images shown on Figure 6 – Neighbourhood Character – Multi-Family Residential reflect West Coast sense-of-place.

Permitted densities within the Apartment Residential designation are 100 uph (40 upa) to 250 uph (100 upa).

The Detached, Attached and Apartment Residential designations, as shown on *Schedule A – Land Use Plan*, represent approximately 43% of the Plan area.⁴

4.2.2 Policies

- a. Encourage the provision of a variety of housing forms, lot sizes and tenures, including purpose built rental housing, to provide a diversity of residences that can support a range of lifestyles and life stages.
- b. Encourage use of rear lanes for standard and compact detached residential homes, and for ground-oriented attached homes, permitting lane-accessed carriage homes within larger detached residential lots.
- c. Encourage compact housing forms, including Compact Single Family Homes and Attached forms, as a means to reduce construction materials and energy use.
- d. Target 40% of the total number of dwelling units as multiple family units.
- e. Allow up to 20% flexibility for the Detached Residential Designation to include Attached Residential units along transportation corridors such as arterial or collector roads, within 400m of parks, commercial uses or schools, or where rear lanes are utilized.
- f. Develop and implement residential design guidelines as a means to reinforce West Coast sense-of-place and character.
- g. Encourage green building technologies, including but not limited to Air Heat Source Pump Heating Systems, Heat Recovery Ventilators, and Solar Collectors.

⁴ Note: All land use areas and percentages are approximate, intended for planning purposes only. All designated areas and boundaries are subject to refinement through more detailed site design and engineering at the time of zoning and subdivision.

- h. Encourage building orientation to benefit from passive climate control as means to reduce energy use.
- i. Minimize potential conflicts arising from adjacent land uses, housing types and/or tenures in the planning, design and construction of residential neighbourhoods through consideration of appropriate buffers, transition areas and/or other mitigating program elements.
- j. Minimize the amount of streetlight and other nighttime ambient light to preserve the rural beachfront and water-view experience of the ocean front, with due consideration for public safety.
- k. Ensure that built forms respond to the complex topography and minimize the physical, visual and environmental impact of hillside development. Built form should complement the hillside setting.

4.3 MIXED-USE – FLEX AREAS

4.3.1 Description

The Mixed Use – Flex Area designation is intended to create attractive, vibrant, pedestrian friendly residential and commercial areas that are responsive to market conditions. To accomplish this, mixed-use commercial land uses include restaurants, retail spaces, cafés, professional uses and office space, entertainment venues, institutional uses, civic gathering spaces, parks, and urban plazas, in conjunction with townhomes, and low or mid-rise apartment buildings.

Mixed Use – Flex Areas are divided into two distinct areas: the Commons, serving the greater commercial, civic and institutional needs of the community, and the Landing, serving as a mixed-use waterfront destination (refer to Figure 3 – Royal Bay Concept Plan).

The Commons Mixed-Use Village and the Landing Mixed-Use designation, as shown on Schedule A – Land Use Plan, represent approximately 5% and 3% of the Plan area, respectively.

The Commons Mixed-Use Village

The Commons Mixed-Use Village is intended to serve as the heart of the community, bringing visitors and residents together in a vibrant social setting. Located at the confluence of Metchosin Road, Latoria Boulevard and Ryder Hesjedal Way, the Commons is integrated within the neighbourhood pattern through strong vehicular and pedestrian connections, and affords panoramic views over the Juan de Fuca Strait. It is envisioned to have a mix of uses that provide local employment and supports the day-to-day needs of local residents, while expanding the City's tax base.

An increase in residential density – from detached to multi-family ground-oriented, low-rise and mid-rise tower forms – allows for neighbourhoods to support services, community facilities and densities that are critical in realizing more complete communities. Permitted density within the Commons is up to 250 uph.

The Waterfront Landing Mixed-Use

The Waterfront Landing is intended as a neighbourhood mixed-use destination wrapped by parks, trails and restored open space. Creating a gateway to the publically accessible waterfront, the Landing is linked to the Royal Bay neighbourhood via strong vehicular and pedestrian connections. A rich public realm is supported within the Waterfront Landing through celebrating unique views, local materials and natural character.

With a unique neighbourhood of ocean-fronting residences, including ground-oriented and apartment forms, and supporting commercial and social amenities, the Waterfront Landing serves as a centre for destination and neighbourhood services at the public waterfront.

Revising the 1996 Area Plan, which anticipated approximately 800,000ft² of mixed-use space within Royal Bay, the 2013 Royal Bay retail market study (Thomas Consultants) supports at minimum 80,000ft² (7432.23m²) of commercial space within the Commons and the Landing, based on current market conditions. Additional commercial floor space will be allowed in the future.

4.3.2 Policies

- a. Target 80,000ft² (7432m²) of commercial space within the Commons and the Landing, based on market conditions. Additional commercial floor space is encouraged as warranted in the future.
- b. Focus higher density residential uses in the Commons and the Landing, and provide multi-family residential housing in close proximity to services.
- c. Reinforce and strengthen the viability of the Commons and the Landing by encouraging mixed-use buildings with commercial activities on the lower levels and residential or office uses above. Discourage commercial development located above residential uses.
- d. Establish a retail 'High Street' within the Commons to support a range of neighbourhood retail, commercial services and amenity space.
- e. Establish a mixed-use pedestrian-oriented waterfront promenade amenity within the Landing which integrates residential, commercial, park and public spaces with trails, and protected foreshore.
- f. Encourage buildings to address the streetscape and plaza spaces as a means of creating a well-defined public realm.
- g. Consider the siting and orientation of buildings, entrances, balconies and ground level uses as a means to frame views, define spaces and promote pedestrian activity.
- h. Create positive, well detailed public realm spaces through the design of public squares and plazas in conjunction with the

development of parks, sidewalks, multi-use pathways and recreational trails.

- i. At time of Development Permit, encourage use of green building technologies, including but not limited to Air Heat Source Pump Heating Systems, Heat Recovery Ventilators, and Solar Collectors.
- j. Encourage building orientation to benefit from passive climate control as means to reduce energy use.
- k. Accentuate pedestrian connections to the Commons and the Landing through design features such as wayfinding signage, street design treatment and preserved view corridors, in conjunction with longer-term parking.
- l. Ensure safe and secure pedestrian connections through use of buffered sidewalks, multi-use pathways, marked street crossings and controlled pedestrian crossings at Latoria Boulevard and Metchosin, along with consideration for a pedestrian underpass connecting the Commons and the Landing.
- m. Encourage and facilitate the provision of shade and protection from the elements for pedestrians through landscape features (i.e. trees), awnings, overhangs, canopies and/or arcades over walkways.
- n. Plan for the provision of pedestrian amenities within the public realm, such as benches, human scale lighting, street trees, garbage receptacles and bicycle racks.
- o. Establish landscape buffers that create a transition between residential areas and adjacent commercial buildings and parking areas, through landscape design that incorporates layering of shrubs, trees, landscape structures and lower walls, as required.
- p. Parking should be provided behind buildings where possible, or screened through landscape design to establish a pedestrian friendly environment and reduce the visual impact of parking areas.
- q. Sidewalks and parking areas are to be designed according to barrier free access standards.
- r. Minimize the amount of streetlight and other nighttime ambient light to preserve the rural beachfront and water-view experience with due consideration for public safety.
- s. Promote high quality and complementary architectural form and character in keeping with the surrounding west coast community character – including physical designs sensitively integrated into the natural setting; human scale building massing and articulation; and materials and colour palettes inspired by the natural setting – and consider implementation of Design Guidelines as means to reinforce local sense-of-place and character.
- t. Explore opportunities for community mixed-use space within the Commons.

- u. Work with the Colwood Fire Department to ensure adequate emergency response.
- v. Prior to development approvals, complete a Sub-Area Plan for the Commons neighbourhood, including a concept plan showing a more detailed design and layout of buildings, roads and open space.
- w. Prior to development approvals, complete a Sub-Area Plan for the Landing neighbourhood, including a concept plan showing a more detailed layout of buildings, roads and open space.

4.4 SCHOOL

4.4.1 Description

Dedicated as part of the first phase of the 1996 Royal Bay Area Plan, and located within the northern Plan Area boundary, Royal Bay Secondary School (RBSS) provides the first major amenity within the Royal Bay community. As Colwood's first secondary school, RBSS is scheduled for completion by September 2015.

Designed for an initial capacity of 800 students in grades 9 through 12, the school can expand to accommodate up to 1200 students. Royal Bay Secondary School also offers a Neighbourhood Learning Centre inviting community use in education, recreation and culture, with full size playing fields, an international standard athletic track and a 340 seat theatre.

Consistent with the 2008 OCP, an elementary school site is designated south of Latoria Boulevard. Adjacent playing fields are designated Neighbourhood Park for community use.

4.4.2 Policies

- a. Designate an elementary school site with associated playing fields.
- b. Encourage a joint use agreement between School District 62 and the City of Colwood for community use of playing fields and other facilities.

4.5 PUBLIC PARK NETWORK: ACTIVE PARKS, OPEN SPACE & TRAILS

4.5.1 Description

While the waterfront is central to the identity of Royal Bay, individual neighbourhoods must also incorporate parks and open space in a way that is authentic, meaningful and ultimately more livable. Critical to the Plan is the placement and features of parks, which define the character for each neighbourhood and incorporate its unique landforms.

The Royal Bay Public Park Network weaves a series of active parks, trails and restored natural systems into Royal Bay, locating parks within 5 minutes walking distance of every home. For more information, refer to Schedule B – Park Plan.

Proposing nearly 50% more parkland than required through the 1999 Royal Bay Master Development Permit, this Update designates approximately 22% of the Plan Area for Public Park, including:

- Neighbourhood Natural Park as restored naturalized areas serving a variety of passive recreational opportunities along with restoration of natural ecology (10%);
- Neighbourhood Park for active recreational uses in conjunction with school fields (5%); and,
- Community Waterfront Park, providing a naturalized destination waterfront with continuous access to the shoreline (7%).

Neighbourhood Natural Park

A robust open space network composed of public park, natural buffers, protected riparian areas, and linear parks, the Neighbourhood Natural Park provides a variety of recreational, restored habitat and stormwater functions within a single system.

In addition to providing opportunities for active and passive recreation, Neighbourhood Natural Parks also serve to restore habitat connectivity between upland forest and shoreline ecosystems. Through use of plantings that are native to the region, the natural landscape character is restored at Royal Bay.

Neighbourhood Parks

In conjunction with Neighbourhood Natural Parks, Neighbourhood Parks seek to engage a diverse range of community needs, from quiet contemplative spaces for reflection to imaginative playgrounds and sports fields for active people. Serving as community gathering spaces, Neighbourhood Parks also offer opportunities for gardens, public art, outdoor classrooms, markets and festivals.

Community Waterfront Park

Providing continuous access to Royal Bay's rugged shoreline, the Community Waterfront Park establishes Colwood's place on the water. Celebrating the natural landscape, the Waterfront Park serves as a defining destination, with a network of pathways and lookouts linking Royal Bay's neighbourhoods.

A new gateway to the Fisgard Lighthouse, the Waterfront Park connects with the existing coastal experience along the Coburg Peninsula, adding 1.5km to Colwood's public waterfront.

4.5.2 Policies

- a. Provide Open space and parkland for the recreational use and enjoyment of residents and visitors. Where applicable, parkland will be dedicated to the City of Colwood.
- b. Provide an interconnected network of pathways – including walking paths/trails, sidewalks and multi-use pathways – that

connect the Landing and Commons Mixed-Use centres, parks and residential neighbourhoods.

- c. Provide pathway connections to existing neighbourhoods, where feasible.
- d. Incorporate a range of trail and pathway types to provide for a range of recreational uses and to maximize accessibility.
- e. Preserve future opportunities for the provision of public park amenities such as signage (for wayfinding and interpretation), benches, garbage receptacles and bicycle racks in public trailhead/parking areas.
- f. Establish destination points such as areas for sitting, picnicking and informal lookouts.
- g. Preserve future opportunities to establish, maintain and improve appropriate active park programs (i.e. playgrounds, community gardens, off-leash dog parks, skateboards parks, etc.) based on identified community need.
- h. Explore potential for a shared-use agreement with School District 62 for community use of school fields and facilities.
- i. Consider incorporating public art installations and outdoor performance facilities within parks and public spaces.
- j. In conjunction with School District 62, consider inclusion of active sports fields within designated school sites.
- k. Retain natural vegetation where possible and encourage the use of native and drought resistant vegetation for new development.
- l. Recognizing that 25% of the site will be re-vegetated, encourage use of trees and native plantings as means to aid carbon sequestration.
- m. Complete an invasive weed management study, as required.
- n. Protect riparian areas by integrating stormwater management infrastructure that mimics natural flow patterns and rates, where feasible.
- o. Encourage retention of snags and large trees to provide roosting, loafing and nesting sites for birds, where feasible.
- p. Encourage a soil composting and nursery establishment in order to provide trees, native plants and topsoil for future use at Royal Bay.
- q. In conjunction with a Registered Professional Biologist, protect riparian areas within the Neighbourhood Natural Park designation.
- r. Preserve habitat and stormwater function within the Community Natural Park in conjunction with recreational use, where feasible.
- s. As directed by a Geotechnical Engineer, determine geotechnical setbacks at time of subdivision.

- t. Consider the recommendations for environmental management found in the Royal Bay Wildlife Habitat, Vegetation and Foreshore Summary (refer to Appendix A, Thurber Report, "Wildlife Habitat Protection and Enhancement, and Tree Analysis", 1997 and Update 2014 and "Royal Bay Development, Beach Erosion and Coastal Processes" 1997 and Update 2014).
- u. Undertake updates to the baseline environmental inventory and analysis by phase, where required.
- v. Complete foreshore monitoring as recommended by a Registered Professional.
- w. Complete a Park Management Plan for the lands including Murray's Pond prior to dedication.
- x. Provide a Park Management Plan prior to the dedication of park land to the City.

FIGURE 5 - NEIGHBOURHOOD CHARACTER - SINGLE FAMILY RESIDENTIAL

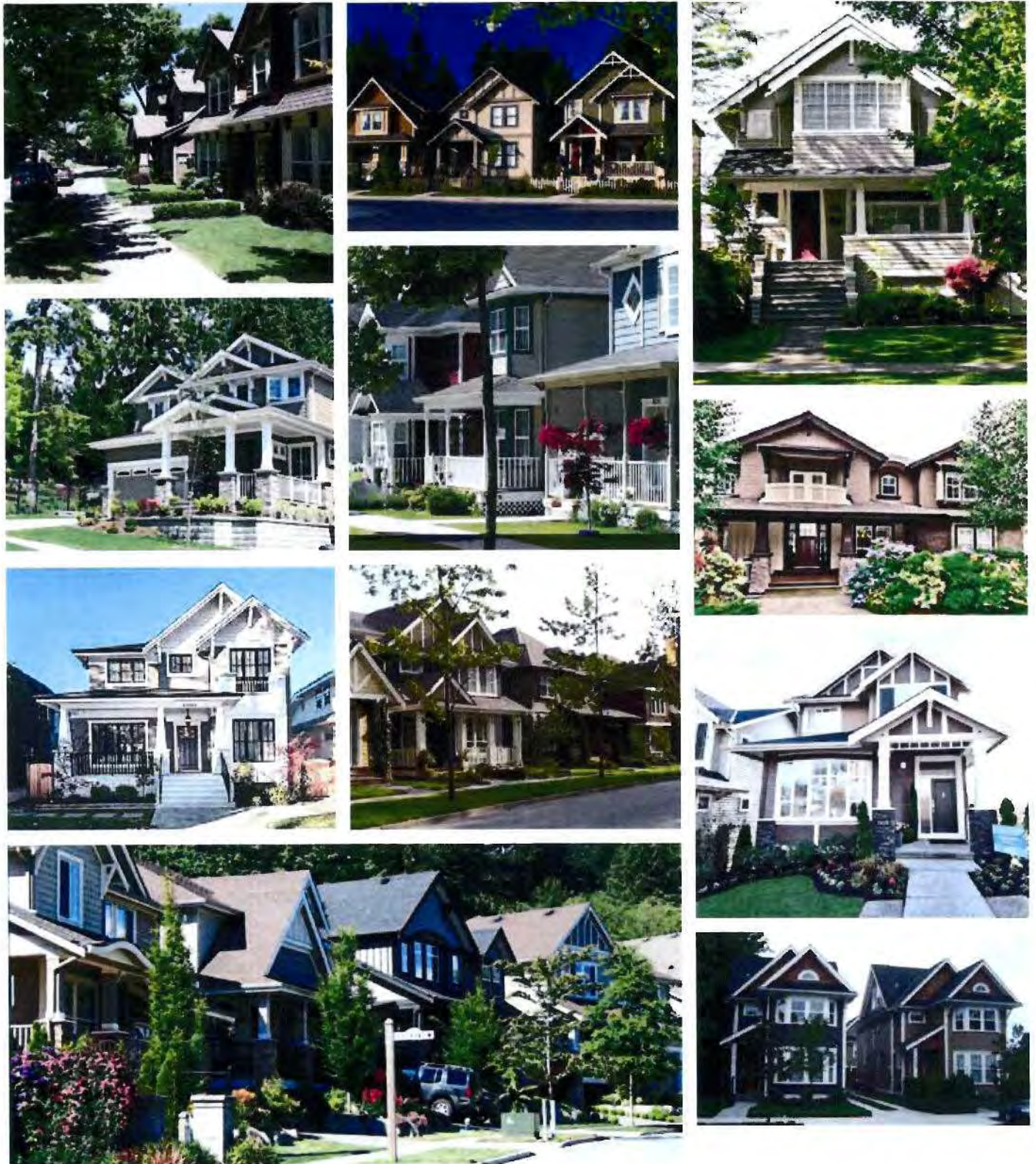


FIGURE 6 - NEIGHBOURHOOD CHARACTER - MULTI FAMILY RESIDENTIAL



FIGURE 7 - NEIGHBOURHOOD CHARACTER - COMMONS MIXED-USE



FIGURE 8 - NEIGHBOURHOOD CHARACTER - WATERFRONT MIXED-USE



FIGURE 9 - NEIGHBOURHOOD CHARACTER - NEIGHBOURHOOD PARKS



FIGURE 10 - NEIGHBOURHOOD CHARACTER - COMMUNITY WATERFRONT PARK

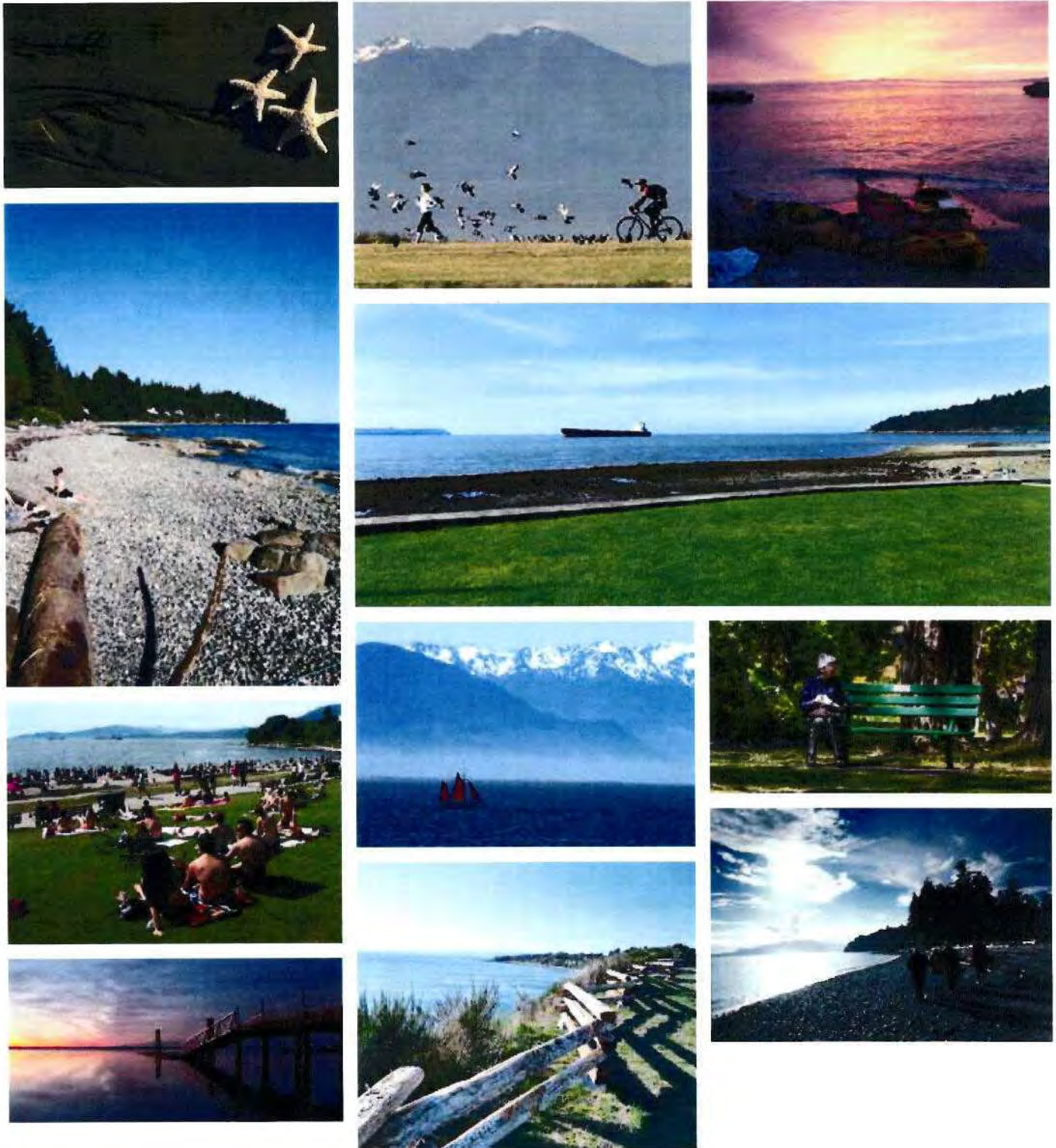


FIGURE 11 - NEIGHBOURHOOD CHARACTER - STREETS



5 NEIGHBOURHOOD INFRASTRUCTURE

The provision of all requisite infrastructure to service the Royal Bay area is critical to its success from economic, social, and environmental perspectives. In accommodating the functional demand created by the neighbourhood's ultimate population (at build-out), planning of new infrastructure will take into account pedestrian-friendly solutions, water and energy conservation, and associated environmental impacts.

5.1 TRANSPORTATION NETWORK

5.1.1 Description

Sharing is central to designing smart streets that serve everyone's needs; from the weekday commuter to the weekend stroller. Smart Streets are streets that are well suited to their purpose of making a place for everyone that is functional, safe and enjoyable. In the spirit of sharing, and to reduce use of fossil fuels, the Area Plan enhances the pedestrian experience, improves bicycle safety and makes for more efficient traffic circulation (Refer to Schedule D: Pedestrian Network Plan, Schedule E: Transit Network Plan and Schedule F: Bicycle Network Plan).

Within the transportation network, additional considerations for reduction of Greenhouse Gas Emissions and energy use includes reduced pavement widths, green infrastructure for both lighting and stormwater management, and compact housing.

The pattern of neighbourhood streets is reflected in the Street Hierarchy Plan for Royal Bay, with each street tailored to its purpose and connected as a network to allow choice and flexibility in moving through the community. Refer to Schedule C for the Street Hierarchy Plan.

Street design for Royal Bay reflects a comprehensive network of pedestrian, cycling and multi-use trails that provides an immediate alternative to auto dependency for local neighbourhood trips.

Providing primary access to the neighbourhood, Metchosin Road and Latoria Boulevard act as gateways to the community, forming a central crossroads at the heart of Royal Bay. A third point of entry into Royal Bay, Ryder Hesjedal Way provides access to Royal Bay High School, and links Royal Bay Drive with the community crossroads.

A Transportation Impact Assessment (TIA) was undertaken in consultation with the City of Colwood, to evaluate Royal Bay within the overall local and regional transportation network (Refer to Appendix B: Transportation Summary for the complete Transportation Impact Assessment).

Based on the forecast Total Traffic volumes, the "unmitigated" Total Traffic capacity analysis and the signal warrant analysis in the TIA, the following conclusions and suggested mitigation measures are recommended:

- Even by 2038 at full build out, Latoria Road and Metchosin Road will not require widening to 4 lanes;
- Left turn bays should be provided on Latoria Road between Ryder Hesjedal Way and Metchosin Road, and on Metchosin Road at Latoria and the two new Minor Collector road intersections south of Latoria Road;
- One new signal, at Latoria Road & Metchosin Road, will be potentially warranted on the Royal Bay lands due to the proposed residential and commercial land uses in Royal Bay by full build out based on combined Background and Royal Bay traffic volumes;
- Two additional signals will be potentially warranted outside of the Royal Bay Area Plan boundary at Latoria Road & Veteran's Memorial Parkway, and at Veteran's Memorial Parkway & Cairndale Road based on combined Background and Royal Bay traffic volumes;
- A roundabout at Latoria & Veteran's Memorial Parkway, which is being considered by the City as a form of traffic control at this intersection, is not recommended due to the unbalanced volumes at this intersection and resulting poor traffic operations;
- The Royal Bay site can be fully developed without the Painter Road connection being required to support its anticipated traffic generation; and,
- One further additional traffic signal may be warranted at Metchosin Road & Painter Road if the City implements the Painter Road connection and Background traffic grows at this intersection by 1% per year or more.

The conclusions above are based upon long range 2038 forecasts of both Background and Royal Bay traffic generation. If Background traffic (non-Royal Bay traffic) continues to be static as it has been in the immediate area of Royal Bay for some time at 0% growth, then TAC Signal Warrant Procedures indicate that none of the traffic signals noted above will be required until at least 1,200 to 2,200 units in Royal Bay are occupied, depending on the location. Therefore, new traffic signal implementation likely will be in the medium to long term (15-20 years depending on the progress of the Royal Bay development).

5.1.2 Policies

- a. Where appropriate, Roads Development Cost Charges will be contributed by the developer as outlined in the City of Colwood Development Cost Charge Bylaw.
- b. Consider and incorporate, where appropriate, the recommendations for traffic management and parking

requirements presented in the Royal Bay Transportation Impact Assessment.

- c. As a way of monitoring transportation impacts, the Transportation Impact Assessment will be reviewed at time of Zone Amendment of the Commons.
- d. Develop and refine Royal Bay Specific Street Standards to accommodate pedestrian and cycling needs, establish a positive pedestrian realm, and explore alternative lighting and drainage standards, and incorporate the street standards into the City of Colwood's Subdivision and Development Services Bylaw.
- e. Seek to design neighbourhoods where every home is within a five minute walk to parks and open space.
- f. Neighbourhoods should be designed so as to make it easy, convenient and comfortable to walk and cycle throughout the community. The road network should be sensitive to topography and have multiple connections with relatively direct routes. With the exception of boulevards, streets should be kept as narrow as possible. Traffic calming should be employed where appropriate and approved by the City of Colwood.
- g. Minimize the impact of arterial and collector streets within residential neighbourhoods through site sensitive, pedestrian oriented design, including landscape buffering and traffic calming.
- h. Accommodate the provision of future transit service through planning for future facilities and/or physical design requirements (transit exchange/bus stops) as outlined in the Master Development Permit.
- i. Provide pedestrian connections and emergency connectors (vehicular) for cul-de-sac road lengths greater than 150m in length, where topography allows.
- j. Provide emergency connections via Painter Road and to Wishart Road.
- k. Provide an off-street network to accommodate walking and cycling, including trails network, sidewalks, cycle tracks and multi-use pathways.
- l. Where and when appropriate, incorporate into zoning regulations end-of-trip facilities for cyclists, including secure bicycle storage and/or bike racks in highly visible locations within the Commons and the Landing Mixed-Use areas.
- m. Create a positive pedestrian realm within Royal Bay through the provision of pathways, street trees, landscaping, pedestrian scale lighting, street furniture and permeable surface treatment where possible.
- n. Preserve future potential for public pedestrian amenities such as universally accessible pathways, benches, and plantings along new major streets.

- o. Require that sidewalks and parking areas be designed according to barrier free access standards.
- p. Allow for a temporary park and ride facility adjacent to the Commons.
- q. The provision of parking will be in accordance with the City of Colwood Land Use Bylaw requirement, unless supported by a shared-use parking study or other rationale at time of development approval.
- r. The provision of parking for public parks and trail heads shall be in accordance with detailed park design.
- s. Investigate opportunities to reduce parking requirements for residential and commercial developments that promote and/or accommodate Low Speed Vehicles (LSVs), car-sharing and/or other forms of alternative transportation.
- t. Minimize the amount of streetlight and other nighttime ambient light to preserve the beachfront and water-view experience of the ocean front, with due consideration for public safety.
- u. Encourage use of energy efficient streetlights and consider use of adaptive lighting controls during night time hours, wherever possible.
- v. Where rear lanes exists, garages should be located in the rear yard and be accessed from the lane.

5.2 SERVICING

5.2.1 Description

The provision of infrastructure at the level of urban servicing is essential to meet the needs of the Royal Bay neighbourhood for build out as a designated urban growth area. Infrastructure will aim to be cost effective, respect the environment, and conserve water and energy resources.

The Master Servicing Plans for the Royal Bay Area Plan respond to its unique infill location and post-industrial landscape. An engineering inventory of the existing infrastructure in Colwood, as well as a study of expected future demand and viability for expansion of urban services is included in *Appendix C: Conceptual Site Servicing Summary*. While identified conceptually in the Area Plan, specific infrastructure requirements, associated costs, phasing and funding will be determined as part of future development applications and detailed engineering design.

Master Servicing Plans for the Royal Bay Area Plan consist of the following three infrastructure elements:

- *Schedule G – Master Water Conceptual Plan;*
- *Schedule H – Master Sanitary Conceptual Plan;* and,
- *Schedule I – Master Drainage Conceptual Plan.*

Refer to *Appendix C – Conceptual Site Servicing* for a detailed report.

Water Servicing

Existing infrastructure is available for water supply from the Capital Regional District (CRD) Integrated Water Services (CRDIWS). Water is available from two existing pressure zones. There are four main and one minor connection points to the CRD system that will supply water to the development. The existing CRDIWS supply mains and storage facilities have sufficient capacity for the Royal Bay development.

Refer to Schedule G – Master Water Conceptual Plan for a conceptual layout of community water infrastructure.

Sanitary Servicing

Sewage collected from Royal Bay will be connected to the City of Colwood's trunk sewerage system. Proposed population of approximately 2300 residential units plus commercial and mixed-use areas is consistent with the balance of capacity available as part of the Upstream Users Group. Anticipated population at Royal Bay has been considered within the City of Colwood Sewer Master Plan.

Refer to Schedule H – Master Sanitary Conceptual Plan for a conceptual layout of sanitary servicing infrastructure for the Plan area.

Drainage Servicing

Under current conditions, the site is largely bare of vegetation, with minimal permeability as a result of considerable mining and reclamation of the site. On-site stormwater management utilizes a series of rip rap lined ditches, sediment and erosion control ponds, with discharge into the ocean.

Future stormwater management will utilize a range of Low Impact Development strategies, including minimization of impervious surfaces, bio-retention swales within road right of ways where feasible, water channels designed to minimize erosion, and conventional piped systems.

Due to existing conditions and historical concerns for surface water infiltration impacts to the groundwater table for nearby areas, potential stormwater management measures utilizing groundwater recharge are at this time limited to the Secondary School site and to a lesser degree the central area west of Metchosin Road. Therefore any bio-swales or sediment ponds will be designed with a focus on flow attenuation to reduce erosion and filtration, rather than infiltration. Infiltration will be limited to incidental infiltration from bioswales, waterways and green spaces.

Drainage systems will be designed such that major storm events are controlled within roadways and open space. Designed to capture existing overland flows from upstream development as well as from within the Royal Bay site, a Stormwater Master Plan

will detail stormwater management by phase, accounting for topographical changes.

Refer to Schedule I – Master Drainage Conceptual Plan for a conceptual layout of catchment boundaries and drainage patterns.

Shallow Utilities

The neighbourhoods within Royal Bay Plan area will be serviced with underground electricity (BC Hydro), communications (Telus), cable (Shaw), and gas services (Fortis BC).

Street Lighting

Street Lighting Standards have been developed to focus on pedestrian lighting and reduce glare and reflection of night skies in consideration of impacts to the surrounding environment.

5.2.2 Policies

- a) Water, Sanitary Sewer and Stormwater Drainage systems shall be designed in accordance with City of Colwood and CRD bylaws and regulations, as well as industry Best Management Practices.
- b) Water supply shall be provided in a phased manner in coordination with the Capital Regional District Water Services.
- c) Encourage residents to employ water conservation measures for indoor and outdoor conservation practices, including use of reduced flow fixtures and appliances.
- d) Encourage the use of best practices in green landscape management including efficient irrigation systems and drought tolerant or native plantings.
- e) Encourage block billing or individual meters for water use.
- f) Water servicing shall be in general compliance with the Master Water Conceptual Plan as shown on Schedule G.
- g) Sanitary Sewage capacity shall be confirmed at the time of subdivision.
- h) Sanitary Sewer servicing shall be in general compliance with the Master Sanitary Sewer Conceptual Plan as shown on Schedule H.
- i) Prepare a stormwater management plan in general compliance with the Master Drainage Conceptual Plan as shown on Schedule I. For each phase a Registered Professional Engineer will be retained to design the stormwater management system.
- j) Ensure stormwater management systems are designed using Best Management Practices as suitable for the development site.
- k) Water quality treatment will be provided through the use of bioswales (where practical), mechanical oil/grit separators and sediment ponds.
- l) Employ localized flow attenuation to reduce erosion and limit infiltration to incidental infiltration from bioswales, waterways and green spaces.

- m) Undertake a feasibility study of a District Energy System.as part of the sub-area plan for The Commons and The Landing neighbourhoods.

6 IMPLEMENTATION

As the blueprint for development of the Royal Bay lands, implementation of the Area Plan requirement of further steps and development approvals prior to construction, including adoption of project specific street standards as Bylaw, release of outdated Section 219 covenants, Zone Amendment (if required) and subdivision approval. Background reports contained within *Appendix A – Wildlife Habitat, Vegetation and Foreshore Summary*, *Appendix B – Transportation Summary*, *Appendix C – Conceptual Site Servicing*, *Appendix D – Geotechnical Summary* and *Appendix E – Physical Inventory* guide neighbourhood design and future approvals.

The Conceptual Phasing Plan (see Figure 4) indicates the anticipated order of development for the Royal Bay neighbourhoods. An estimated phasing plan only, some neighbourhoods may not be completely constructed before others start, depending on market conditions.

6.1 POLICIES

- a) Development may occur as generally shown on Figure 4 - Conceptual Phasing Plan.
- b) Prior to development approvals, the developer shall prepare Sub-Area Plans for both the Commons and the Landing neighbourhoods respectively, to address the unique mixed-use characteristics of these areas.
- c) Incorporate project specific street cross-sections into the City of Colwood Subdivision and Development Servicing Bylaw, prior to approval and construction of any new roads within Royal Bay, unless otherwise approved by Council.
- d) Consider recommendations and requirements outlined within *Appendix A – Wildlife Habitat, Vegetation and Foreshore Summary*, *Appendix B – Transportation Summary*, *Appendix C – Conceptual Site Servicing*, *Appendix D – Geotechnical Summary* and *Appendix E – Physical Inventory* into the appropriate regulatory and legislative mechanisms where appropriate.
- e) Consider preparing a Master Development Permit, Phase Development Agreement or similar tool at time of Zone Amendment for the Commons.

7

SCHEDULES

SCHEDULE A	:	LAND USE PLAN
SCHEDULE B	:	PARK PLAN
SCHEDULE C	:	STREET HIERARCHY PLAN
SCHEDULE D	:	PEDESTRIAN NETWORK PLAN
SCHEDULE E	:	TRANSIT NETWORK PLAN
SCHEDULE F	:	BICYCLE NETWORK PLAN
SCHEDULE G	:	MASTER WATER CONCEPTUAL PLAN
SCHEDULE H	:	MASTER SANITARY CONCEPTUAL PLAN
SCHEDULE I	:	MASTER DRAINAGE CONCEPTUAL PLAN

ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule A
LAND USE PLAN

May 9th, 2014

LEGEND

	City of Colwood Boundary
	Royal Bay Area Plan Boundary
Royal Bay Neighbourhood Boundaries	
	12% Detached Residential 66,7 ha 165.92 ac
	8% Attached Residential 42.24 ha 103.92 ac
	3% Apartment Residential 15.75 ha 39.00 ac
	3% Community Mixed Use 15.75 ha 39.00 ac
	1% Landing Mixed Use 5.74 ha 14.25 ac
	4% School 8.54 ha 21.04 ac
	10% Neighbourhood Natural Park 52.20 ha 129.21 ac
	5% Neighbourhood Park 26.11 ha 64.58 ac
	7% Community Watershed Park 35.77 ha 88.40 ac
	23% Street & Lane ROW 118.58 ha 295.99 ac
	100% 118.58 ha 295.99 ac









ERISTICS

ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule B
PARK PLAN

May 5th, 2014

LEGEND

-  City of Colwood Boundary
-  Royal Bay Plan Boundary
-  School
-  Neighbourhood Natural Park
-  Neighbourhood Park
-  Community Waterfront Park
-  Multi-Use Pathway | 3.0m
-  Shared-Use Trail | 2.0m
-  Walking Trail
-  Existing Pathways
-  Public Gathering Space
-  Lookout



EKISTICS

ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule C
STREET HIERARCHY PLAN

May 5th, 2014

LEGEND

-  City of Colwood Boundary
-  Royal Bay Plan Boundary
- Development Areas**
-  Parks, School & Greenways
-  Arterial Road - Transition
-  Arterial Road - Urban Boulevard
-  Collector Road - Approved Rider Mesajal Way
-  Collector Road
-  Minor Collector Road
-  Local Road
-  Strata Road
-  Residential Line
-  Emergency Connector
-  Future On-Street Transit Exchange Location



ERISTICS

ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule D
PEDESTRIAN NETWORK PLAN

May 9th, 2014

LEGEND

- City of Colwood Boundary
- Royal Bay Plan Boundary
- Development Areas
 - Park, School & Greenways
 - Multi-Use Pedestrian & Bike Path | 4.0m
 - Sidewalks
 - Multi-Use Park Pathway | 3.0m
 - Shared-Use Park Trail | 2.0m
 - Walking Park Trail | 1.5m
- Existing Pathway
- Public Gathering Space
- Lookout
- Pedestrian Push-Button Signalized Crosswalk
- Potential Marked Crosswalk
- Potential Marked Crosswalk with 2 Stage Median Crossing

Note: Crosswalks are identified for all Arterial Road intersections, major streets and to support future parkway & trail crossings of streets.
Installation of Crosswalks and Pedestrian Push-Button Signals subject to approval by the City of Colwood.



EKISTICS

ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule E
TRANSIT NETWORK PLAN

May 2014

LEGEND

- City of Colwood Boundary
- Royal Bay Plan Boundary
- Development Areas
- Parks, School & Greenways
- BC TRANSIT 25 YEAR PLAN ELEMENTS**
- FTN Route
- Medium-Sized Exchange
- POTENTIAL ADDITIONAL PLAN ELEMENTS**
- Potential FTN STOP
- New or Re-Routed Existing Local Service
- Existing or Potential Local Stop
- Transit-Friendly Road



EKISTICS

ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule F
BICYCLE NETWORK PLAN

May 5th, 2014

LEGEND

-  City of Colwood Boundary
-  Royal Bay Plan Boundary
-  Development Areas
-  Parks, School & Greenways
- ON-STREET**
-  Cycle Track / Bike Lane
-  Shoulder Bikeway
-  Cyclist Push-Button Signalized Crossing
-  2 Stage Median Crossing Shared with Pedestrians
-  Marked Crosswalk Shared with Pedestrians
- OFF-STREET**
-  Multi-Use Pedestrian & Bike Path (4.0m)
-  Multi-Use Park Pathway (3.0m)
-  Shared-Use Park Trail (2.0m)
- BICYCLE PARKING**
-  Short Term Bays for Visitors/ Patrons
-  Long Term Storage in Bike Rooms, Stages for Employees

Note: An Adult family recreational building will provide both Short & Long term bicycle parking for residents and visitors.



CRISTICS

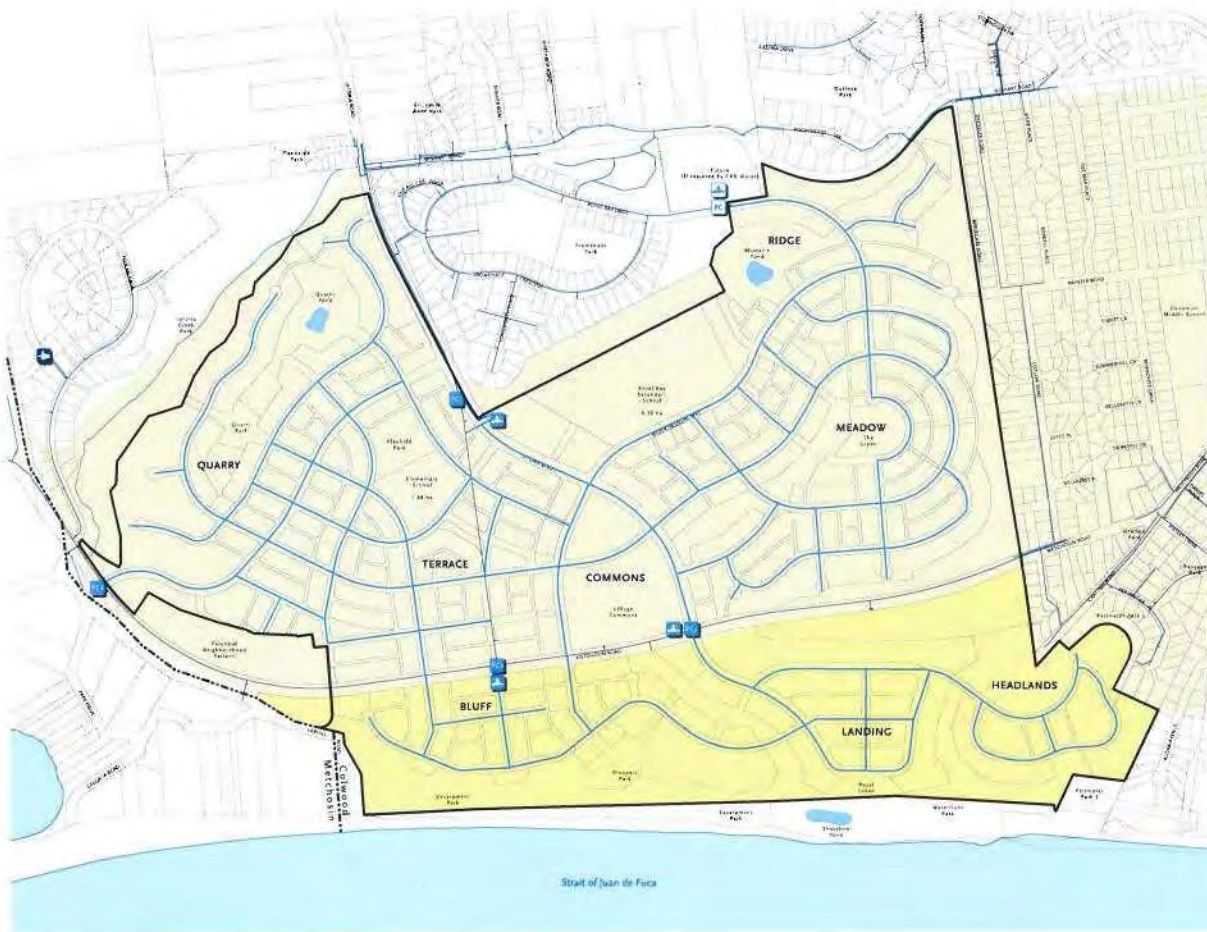
ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule G
MASTER WATER
CONCEPTUAL PLAN

May 5th, 2014

LEGEND

-  City of Colwood Boundary
-  Royal Bay Plan Boundary
-  172m Hydraulic Grade Line
-  116m Hydraulic Line
-  86m Hydraulic Grade Line
-  Existing Water Main
-  Proposed Water Main
-  Existing Booster Pump Station
-  Proposed Pressure Reducing Valve Station
-  Primary Connection Points
-  Potential Pressure Reducing Valve
-  Potential Connection Points



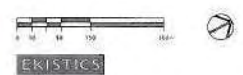
ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule H
MASTER SANITARY
CONCEPTUAL PLAN

May 10, 2014

LEGEND

- City of Colwood Boundary
- Royal Bay Plan Boundary
- Development Areas:
 - Parks, School & Greenways
- Existing Sanitary Force Main
- Existing Gravity Sewer Main
- Proposed Gravity Sewer Main
- Proposed Force Main
- Potential Force Main
- Existing Lift Station
- Proposed Lift Station
- Potential Lift Station



ERISTICS

ROYAL BAY AREA PLAN
CITY OF COLWOOD

Schedule I
MASTER DRAINAGE
CONCEPTUAL PLAN

May 16th, 2014

LEGEND

-  City of Colwood Boundary
-  Royal Bay Plan Boundary
- Development Areas
 -  Parks, School & Greenways
 -  Proposed Gravity Main
 -  Wetland
 -  Raingarden & Controlled Storage
 -  Rainwater Creek



EKISTICS