



**PART E**

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# **LOCAL AREA PLANS**

# ARDEN CORRIDOR LOCAL AREA PLAN

## 1. Project Objective

The overarching goal of the Local Area Plan (LAP) was to engage the community in conducting comprehensive planning along the City's western boundary in order to respond to development pressure and anticipated growth in the Settlement Expansion Area (SEA), as identified in the Comox Valley *Regional Growth Strategy*. The original LAP was conducted in 2012 and has been updated with minimal revisions to reflect the 2022 OCP. No Settlement Expansion Areas are anticipated to be incorporated within the City's boundaries within the time horizon of the 2022 OCP. However, the LAP provides guidance on land use and community priorities within the City's boundaries, and provides for long-range thinking for when incorporation of the SEAs may occur.

See Map E-1 for the boundaries of the LAP area. All reference material including consultation findings, additional maps and illustrations and all analysis can be found in the *Arden Corridor Local Area Plan – Reference Plan*.

The objective of the LAP is to project and respond to anticipated growth in the Arden Corridor through regulation of land use and servicing that is in keeping with the values of the community, the identity of the City and the City's commitment to environmental protection.

A foundational principle of the Plan is that development must not be permitted to compromise environmental features of high ecological value. This principle is reflected through the policies that are contained

within the Plan. Recognizing that development necessarily has some degree of environmental impact, the goal of the Plan is to limit the extent that site disturbances have on:

- Other properties
- Critical habitats of rare and endangered species
- Fish, the waters they inhabit and the riparian areas that support them
- Nesting birds and the nests (whether occupied or not) of all raptors
- Hydrological features and function
- Watershed health at the site level and cumulatively over the entire Plan area including adjacent neighbourhoods

The Plan contains a strong emphasis on protecting environmental values in part due to the work of the Millard Piercy Watershed Stewards and Morrison Creek Streamkeepers who for over 20 years have amassed biophysical data on the watershed. Their scientifically based work has concluded that there is increasing evidence that the declining health of elements of the Millard/Piercy Watershed can be linked to land use practices and related policy. The community consultation exercises also revealed strong support for environmental values, which are expanded upon further in the Plan.

## 2. Plan Process

The Plan was created through the following five processes:

1. Site analysis and community vision
2. Concept options
3. Preferred land use plan development
4. Review of policy and implementation options
5. Council adoption

The public consultation strategy was designed to provide an opportunity for the entire community to participate directly in the formulation of the Arden Corridor Local Area Plan. The public consultation strategy contained the following elements:

1. Introductory workshop on site analysis, formulating plan opportunities and constraints.
2. Series of three workshops to provide opportunity for community to participate in 'design charette' of the LAP. A separate stakeholder workshop was held parallel to this process.
3. Survey.
4. Final public open house to vet the findings from the survey and the final plan principles and land use concept plan to the community.

Both the survey and workshops provided valuable information which has been the foundation of the Arden Corridor Local Area Plan.

## 3. Vision statement

*To maintain the rural character of the community while allowing for environmentally responsible new developments that respond to the community's growth, that support a network of trails and rural roads, parks, cost-effective infrastructure systems and a diversity of housing and small home-based businesses.*

## 4. Plan Implementation

The following sections provide the policies of the Plan, which will be used to implement the vision of the Arden Corridor LAP. The following section contains a number of overarching strategies and design principles that inform the approach and layout to the Plan. In addition, a number of more specific policies, actions, and in some cases illustrative examples, are included for each of the topic areas:

- Environment
- Mobility
- Land use (Housing; Commercial, Industrial and Institutional; Parks and Greenways)
- Servicing

Maps are provided to illustrate the study area in context with the city and adjacent Settlement Expansion Area. Data used to create the maps have come from a variety of sources including the City, Project Watershed, the Comox Valley Regional District and the Ministry of Environment. The background information, analysis and consultation outcomes for each topic area are presented in a separate reference Plan entitled *Arden Corridor Local Area Plan – Reference Plan*.

1. Roads to facilitate conservation of sensitive ecosystems, provision of open space and economical infrastructure costs.
2. Allow *infill* development on all lots. *Infill* development includes:
  - a. detached, one-story units (e.g. 'granny flats') or 'carriage house' units above detached garages.
  - b. secondary suites within the principal building.
3. Support rental and special needs housing.
4. Appropriate lot sizes will be designated upon rezoning application and shall be in accordance with the OCP.
5. Energy efficient housing construction including the use of passive design principles will be supported.
6. Sound attenuation treatments shall be accomplished within the architecture; the use of tall walls is not supported within the study area.

## **9. Commercial, industrial and institutional land uses**

*Commercial, industrial and institutional land use objectives:*

- Limit new commercial/heavy industrial development.
- Allow for some small-scale home based

businesses.

- Maintain local institutional uses as community assets to be retained (e.g. Arden Elementary School).
- Restrict new institutional uses that are not consistent with the rural character.

*Commercial, industrial and institutional land use policies:*

1. Work with SD71 to promote Lake Trail Community School as a centre for community interaction, recreation and learning.
2. The City will support the development of a community school at Arden Elementary should the SD71 choose to pursue this option.
3. Other private schools are permissible within the Arden Corridor, subject to community consultation and other site design and servicing considerations.
4. Support the establishment of home-based businesses in existing residential areas including light industry provided it conforms to neighbourhood character and good neighbour considerations (noise, odor, etc.), and all necessary zoning regulations.
5. Re-visit the need and appropriateness of commercial uses in keeping with the neighbourhood character, as the area develops, and further boundary extension is considered, in consultation with the community.

**Table E-1** Arden Corridor Local Area Plan Design Principles.

	<b>Design Principle</b>	<b>How addressed in the Plan</b>
1	Where <i>infill</i> development is permitted, it is in keeping with existing neighbourhood character.	Design guidance is provided within this Plan to provide direction on desirable building character.
2	Public trail networks should be secured especially along Piercy and Morrison Creeks and connect to key destinations within and beyond the study area.	An identified trail network in the OCP can ensure that trail opportunities are identified early in a development application process. The City may also pursue land acquisitions and access agreements to secure public use. Environmental professionals must advise on the suitability of trail locations.
3	Multiple mobility modes are provided along major roads including Arden Road, Cumberland Road and Lake Trail Road.	Updated standards that provide provisions for walkers and cyclists are identified as priorities in this Plan.
4	Preserve contiguous parcels of green space to protect against forest and habitat fragmentation.	Development proposals will be required to provide environmental studies that include ground truthed mapping of environmentally sensitive features and recommendations on how to maintain connectivity of those features.
5	Provide trail access, but not vehicle access, from new development to existing local streets.	Vehicular road access will be reviewed upon each development application in which new roads are proposed to ensure that new roads adhere to the vision of this Plan and that traffic impact to the existing neighbourhood is reduced.
6	Create clustered family oriented housing on sites close to Arden Elementary School.	The land use plan focuses growth around existing destinations and on lands that are likely to physically best support development, within the study area.
7	Require rehabilitation of creeks and wetlands as part of new developments.	Development proposals adjacent to <i>Environmentally Sensitive Areas</i> will be required to identify restoration opportunities.
8	Preserve the hydrological function of the landscape by using Low Impact Design principles.	Development proposals will be required to demonstrate how the hydrological functions and features of the site will be protected.
9	In general, support clustered forms of development, not typical tract housing.	Design guidance is provided within this Plan to provide direction on desired site layout approaches.
10	Limit crossings to streams. Where crossings are required, clear span bridge crossings are encouraged.	This is a stated policy of the Plan.

## 10. Parks and Greenways

### *Parks and Greenways Objectives:*

- Expand the network of greenways as part of the municipal and regional greenways system that is connected and accessible to multiple users.
- Ensure that all homes are within service distances as stated by the OCP.
- Acquire natural parks to preserve and restore watercourses, wildlife habitat, rural landscapes, and viewscales.

### *Parks and greenway policies:*

1. Develop the trail network in accordance with the general connections shown on Map E-8.
2. The City will continue to provide future acquisition and development of park lands in a variety of ways including:
  - a. 5% dedication of land or cash-in-lieu at the time of subdivision, with preference to land dedication.
  - b. Dedication of *Environmentally Sensitive Areas* to the City. ESAs are excluded from the 5% dedication.
  - c. Development cost charges.
  - d. Restrictive covenants.
  - e. Working with the SD71 on a conceptual parks plan for Arden Elementary.
  - f. Purchase where appropriate.
3. Large parcel nature parks and smaller neighbourhood parks (possibly with

playgrounds) will be the park provisions in the Arden Corridors. The installation of community gardens will be considered if there is sufficient demand by residents. Sports fields are not supported.

4. Parks shall be designated within neighbourhoods in a manner that provides a highly visible presence from the public street system and connected to greenway and pedestrian routes. This includes ensuring that the majority of the park perimeter is open to the street.
5. The City will pursue securing public access to the Comox Logging Road right of way as a public trail.
6. Maintain unused road rights of way as informal greenspaces with potential to be incorporated into a formal park or greenway.
7. All trails adjacent to ESAs must be on-leash.

### *Parks and Greenways Actions:*

1. The Parks Master Plan should include a concerted effort to establish consistent Valley-wide greenway standards, and connected greenways between jurisdictions, as defined by the *Regional Growth Strategy*, in particular in relation to the form and function of ecological greenways as distinct from recreational greenways. Aim to develop consistent standards regarding greenways such as minimum buffer distances from *Environmentally Sensitive Areas*, trail width and materials, and maintenance prescriptions. Ecological greenways will likely be wider than recreational greenways and will require intact vegetation cover. Human activity will be limited in ecological greenways.

2. Where road rights of way are to be retained for park, prepare a road closure bylaw and rezone to an appropriate park zone. The City will consider and may pursue a land swap where it is deemed in the public interest to do so including the protection of environmental values.
3. Work with landowners to acquire trail rights of way or easements as necessary to complete the trails network.
4. Establish a committee comprised of local residents to create management plans for any special use parks in the area including Tarling Park and any newly established special use parks.
5. The City will encourage and provide in-kind and where appropriate limited financial support to volunteer groups that identify and work towards key parks and greenway priorities such as signage, furnishings, revegetation and habitat enhancement goals.
6. The City will conduct a cost benefit analysis of adopting smaller trail and park maintenance equipment and of establishing less mechanized forms of trail and park maintenance.

## 11. Mobility

### *Mobility objectives:*

- Contribute to a multi-modal regional transportation network with an explicit goal of increasing cycling, walking, transit and carpooling mobility modes and decreasing single occupancy vehicle modes.

- Maintain the character of rural roads.
- Maintain safe mobility networks for all road users.

### *Mobility policies:*

1. The rural road character will be maintained where feasible for collector and residential roads within the study area. Variances to the engineering specifications for roads within the study area will be supported where they are necessary to maintain the rural character.
2. When local roads, that are currently within the CVRD/MOTI jurisdiction, become under the City's jurisdiction upon approved Boundary Extension, the local roads will primarily remain 'as is' and will not be developed to an urban standard, recognizing that the character of roads have impact on the overall character of the community.
3. Protect and promote the rural character of local roads by encouraging informal native landscaping, roadside ditches, narrow road widths and pervious surface treatments on public lands and private lands.
4. Require that large trees be maintained, wherever it is safe to do so as indicated by an ISA certified arborist, along Arden Rd, Lake Trail Rd and Cumberland Rd in order to preserve the rural character of these roads and provide a visual buffer between these roads and adjacent land uses.
5. Balance safety, 'dark skies', wildlife and aesthetic considerations when reviewing requests for the installation of street lights.

6. Ensure that safe provisions for walking and cycling are provided on Cumberland Rd, Arden Rd and Lake Trail Rd, recognizing that the primary strategy for accommodating walking and cycling in the Arden Corridor is through the development of a functional and safe greenway network that complies with *Crime Prevention Through Environmental Design* (CPTED) best practices.
7. Work with BC Transit to maximize access to transit by considering new routes, frequency and timing of service improvements, non-conventional transit service options, and/or park and ride facilities if there is sufficient demand from residents.
8. Should the opportunity arise to obtain rights of way along Cumberland Rd, Lake Trail Rd, Arden Rd and Comox Logging Rd to support a separated multi-path, this option shall be considered.
9. The City's preference for crossings over streams include clear spanned bridges. Such approaches to stream crossings shall be first explored before alternatives are considered.
10. A vehicular crossing over Morrison Creek along Arden Rd is not desired. A cycling/pedestrian bridge is supported.
11. Roundabouts will be considered for intersection treatments.

*Mobility Actions:*

1. Amend *Subdivision and Development Servicing Bylaw* to include engineering specifications for rural collectors and rural residential roads that are in keeping with the character and use of these roads.

2. Work with School District 71, the school principal and Parent Advisory Committees to designate safe walking/cycling routes to school plans to Arden Elementary and to address issues related to student drop-off/pick-up.

## **12. Servicing**

*Servicing Objectives:*

- Retain effective open channel stormwater management in order to promote natural hydrological functioning of the area, specifically stream health.
- Ensure safe, environmentally responsible and cost effective methods of sewage waste management.
- Ensure safe drinking water to all residents within the City's jurisdiction in the form of municipal servicing.

*Servicing policies:*

*For all municipal services  
(Stormwater, Sanitary Sewer and Water)*

1. Prior to Boundary Extension within the Arden Corridor, conduct studies to ensure that the condition of servicing assets and need for new servicing commensurate with growth are understood.
2. Any private servicing infrastructures (including, but not limited to, strata developments) are required to create and submit to the City maintenance manuals for the maintenance of said servicing infrastructures.

3. Municipal service and private service intrusion into *Environmentally Sensitive Areas* shall be minimized. The location of the necessary roads and other facilities required to maintain such services shall take into consideration environmental impact.

*Sanitary Sewer*

On lands within the study area, support the efforts of the Vancouver Island Health Authority (and the Comox Valley Regional District where septic systems are within their geographical boundaries) to:

1. Enforce regulations respecting approval, the correct operation, maintenance, and inspection of on-site sewage disposal systems; and
2. Provide ongoing public education program about the correct operation, maintenance, and inspection of on-site sewage disposal systems.

*Potable Water*

Maintain potable groundwater by:

1. Supporting the CVRD and the Province to monitor groundwater quality and quantity;
2. Supporting education campaigns about protecting groundwater quality, water conservation for private well and municipal water users.

*Electricity*

Work with BC Hydro to establish a road standard that accommodates underground electrical services as well as the open channel stormwater system.

*Stormwater Management*

1. Retain an open-channel stormwater drainage system comprised of watercourses, ditches, floodplains, storm ponds of varying designs (dry, wet, wetland, on-stream, off-stream) and other water quality and environmental features, some of which are privately owned while others are publically owned.
2. The stormwater management approach shall follow the follow 'hierarchy' on all sites:
  - a. Firstly, every attempt shall be made to introduce source controls, and must be demonstrated by an engineering study that such an attempt has been made;
  - b. Introducing upstream detention facilities is a second preferred option;
  - c. Enclosing stormwater in a piped, underground system should be considered only as a last resort.
3. Stormwater capacity studies must demonstrate that a site's stormwater approach will not result in added pressure on downstream stormwater infrastructure.
4. Where stormwater detention ponds are created the design of such ponds shall follow these guidelines:
  - a. Aim for a decentralized stormwater pond system of many ponds located suitably to service localized needs;

- b. More and smaller ponds is preferred over few larger ponds, including on individual sites where such an approach is appropriate;
  - c. Ponds shall be designed to be 'natural' and aesthetic and should ensure that there is adequate topsoil and planting with a variety of native aquatic and riparian species under the guidance of a landscape architect and/or Registered Professional Biologist proficient in wetland landscaping practices;
  - d. Stormwater ponds and other stormwater facilities that service strata or commercial developments shall be privately owned.
5. Where the stormwater approach to a site contains practices such as bioswales, raingardens, added topsoil requirements, on private lots, a covenant may be required to be registered on title to ensure that property owners are aware of their stormwater features and how to properly maintain them. The City may consider an educational approach in some instances instead of a covenant.

*Servicing Actions:*

- 1. Complete area specific studies (in order of priority) on Stormwater, Sanitary Sewer and Water servicing.
- 2. Incorporate updated studies of Stormwater, Sanitary Sewer, Water as they are completed to ensure the Arden Corridor LAP remains current.

### **13. Arden Area development checklist**

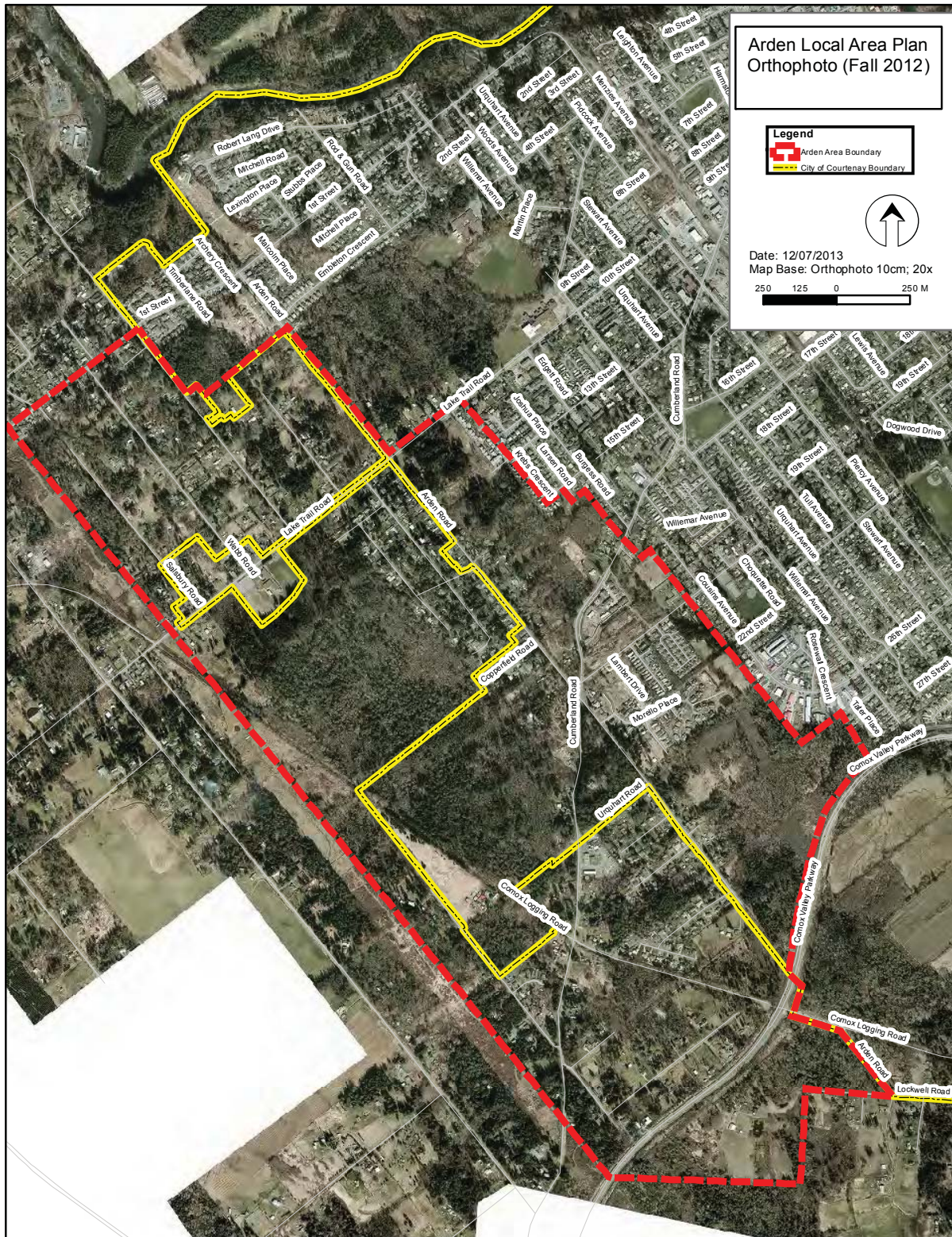
A list of questions is provided within the *Arden Corridor Local Area Plan – Reference Plan* to guide development applicants through the range of performance metrics that staff will be evaluating the development.

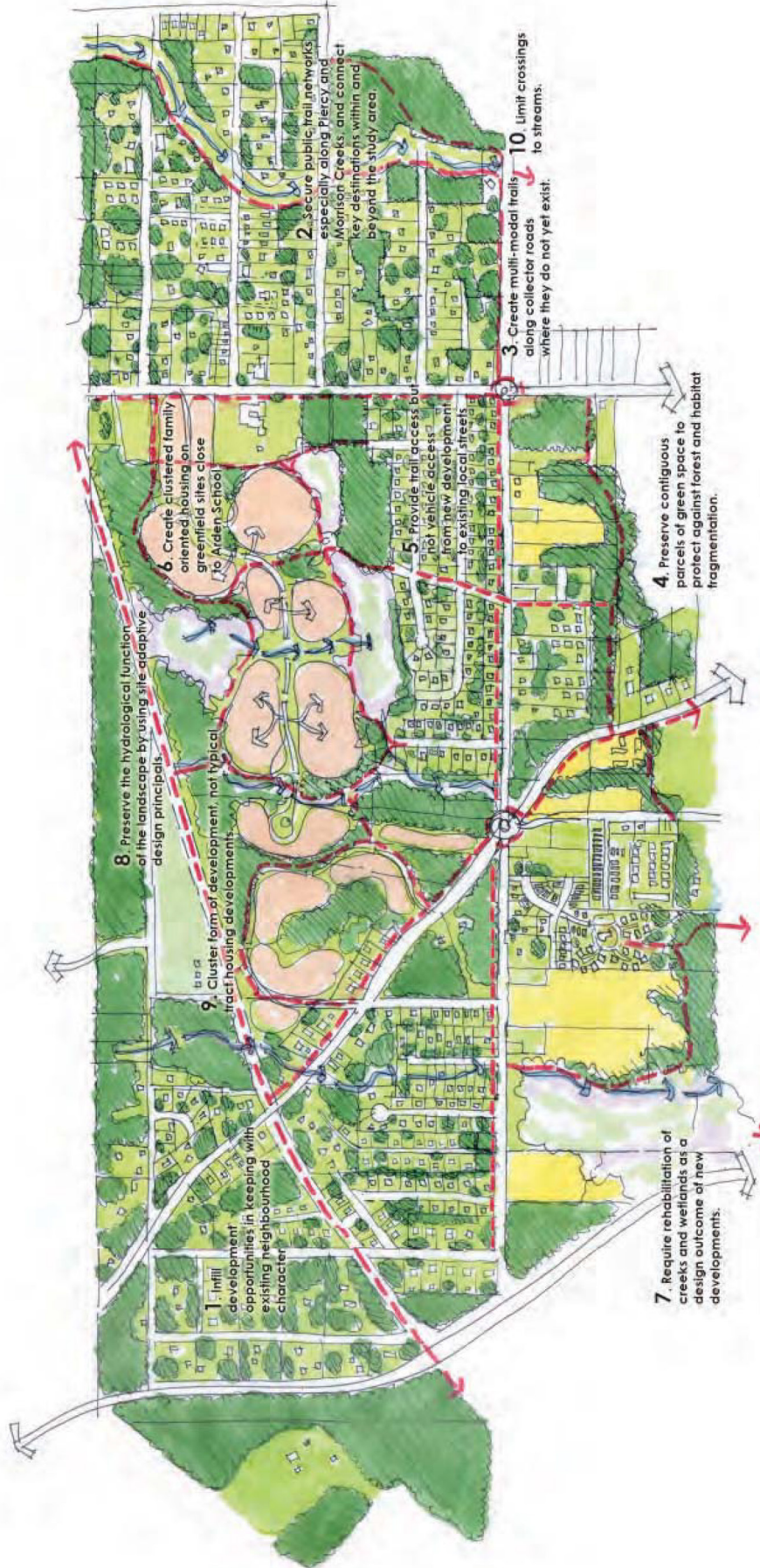
### Appendix A - Arden Corridor LAP Maps

A note on the accuracy of mapping and its intended use:

In some cases information displayed on the maps is based on aerial photography and remote sensing data. Where data has not been ground-truthed, these maps provide a conceptual understanding of the information presented and may require further ground-truthing to determine accurate boundaries of features shown in the maps. The maps should be used as information only and not as basis for legal land survey. Maps have not been updated since original adoption of the Arden Corridor Local Area Plan December 16, 2013.

Map E-1

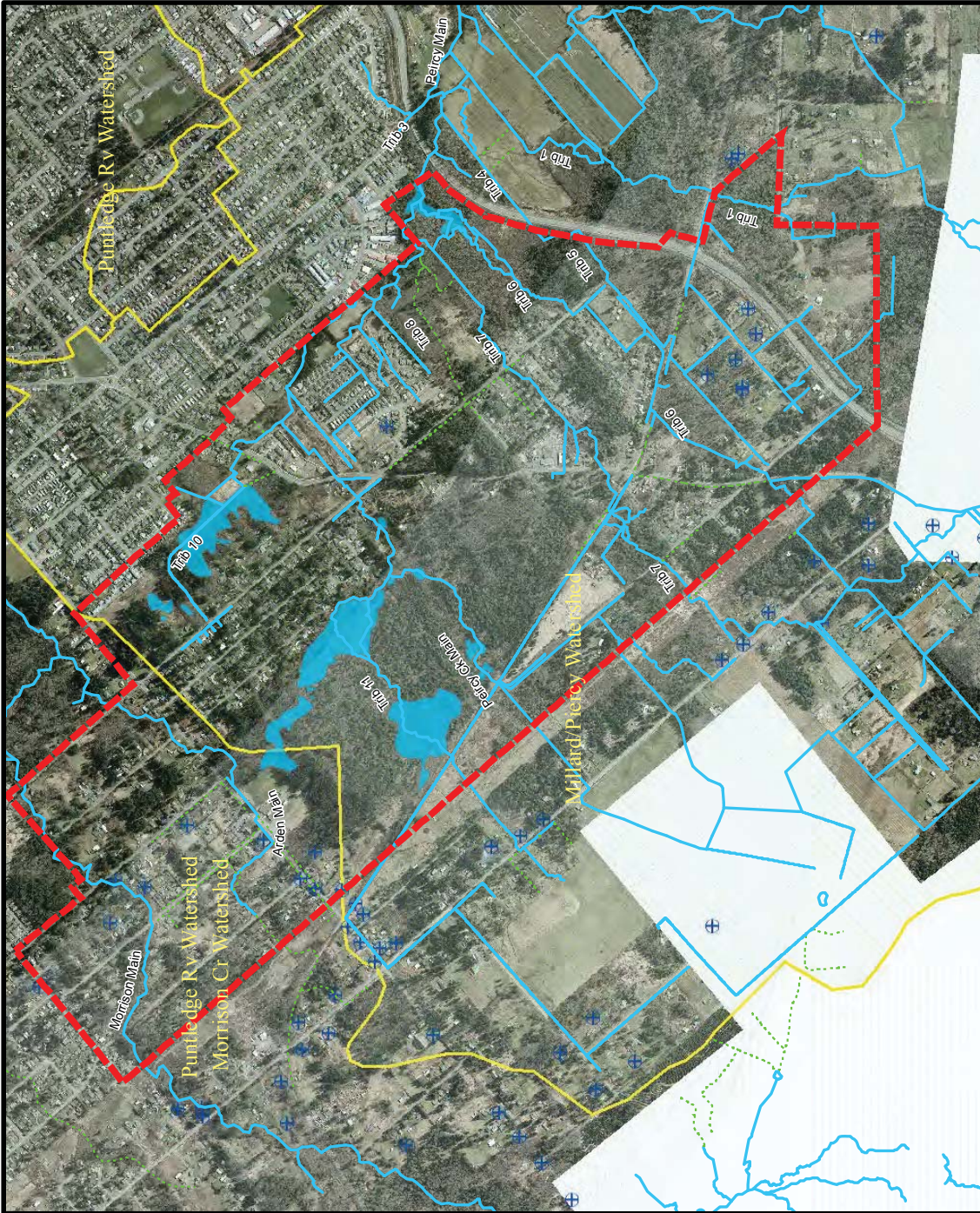




Note: Areas coloured yellow represent properties already re-zoned. Some of these areas are developed.

# Arden Local Area Plan Water Courses, Wells, and Aquifers

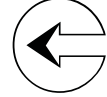
Map 3



	Arden Area Boundary
	Watershed Boundary
	Ground Water Wells
	Aquifer
<b>Wetlands</b>	
	Confirmed fish presence
<b>Comox Valley Watercourses</b>	
	Confirmed fish presence
	Unknown fish presence

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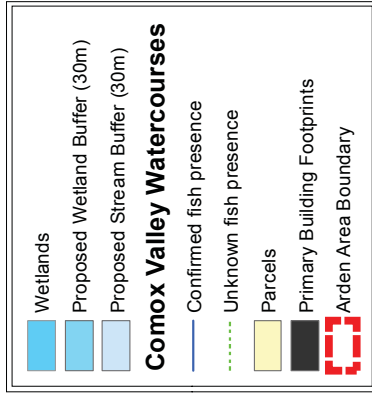
Date: 12/07/2013  
Map Base: Orthophoto 10cm; Project Watershed



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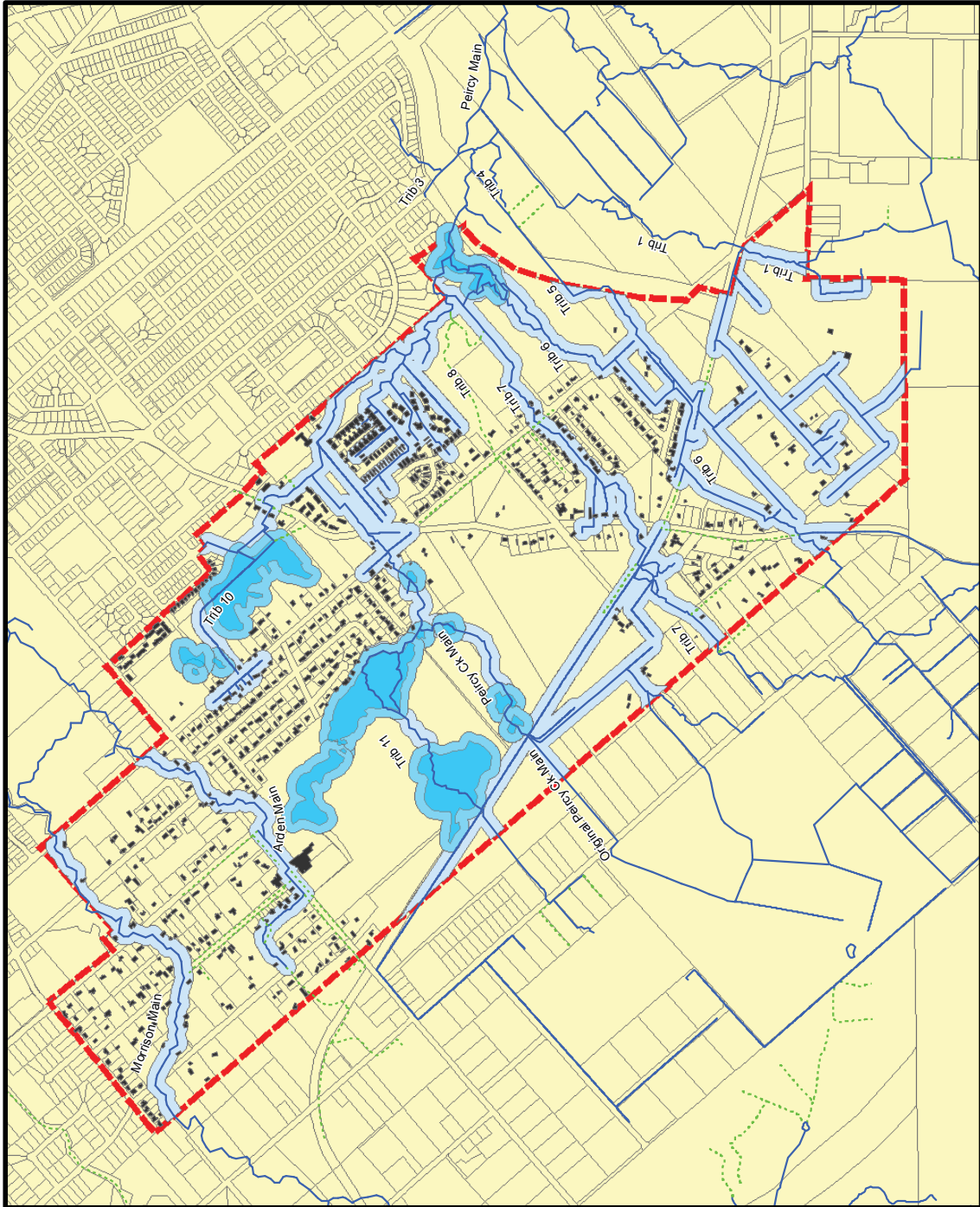
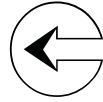
# Arden Local Area Plan Proposed 30m Riparian Buffer (30 m each side)

Map 4



A note on the accuracy of mapping and its intended use: In some cases information displayed on the maps is based on aerial photography and remote sensing data. Where data have not been ground truthed, these maps provide a conceptual understanding of the information presented and may require further ground truthing to determine accurate boundaries. The maps should be used as information only and not as basis for legal land survey.

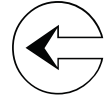
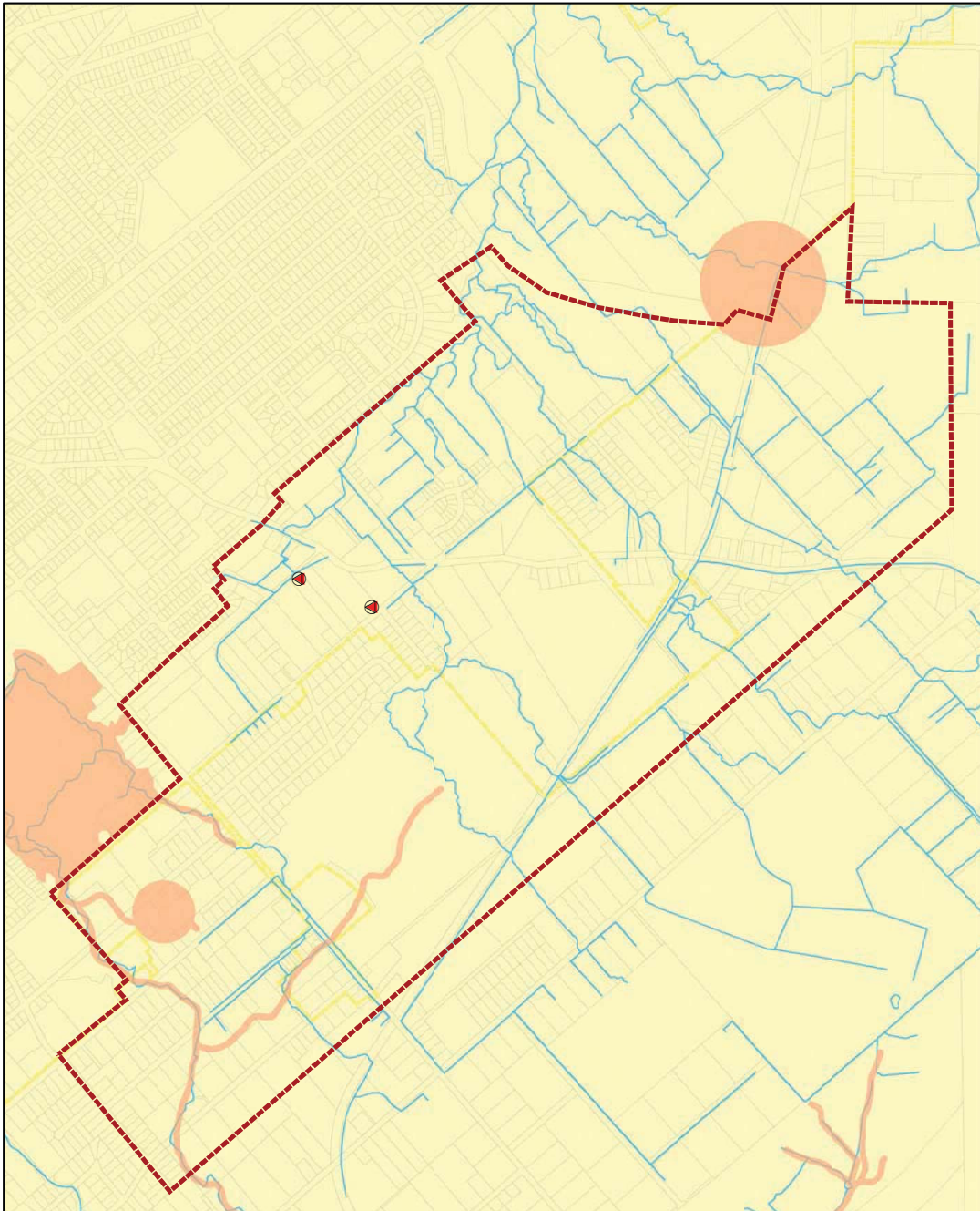
Date: 12/07/2013  
 Map Base: CVRD and City of Courtenay Parcels, Project Watershed



Source: City of Courtenay, W. Project 2013-11-17, Arden Local Area Plan, Map 4, Riparian Buffer (30m)

# Arden Local Area Plan Rare Species

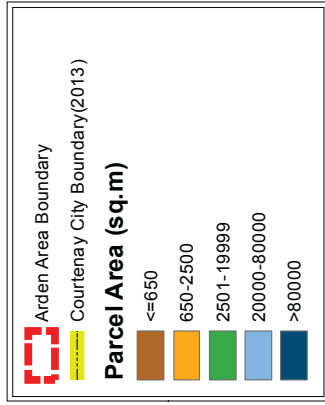
Map 5



Date: 23/08/2013  
 Map Base: CVRD and City of Courtenay Parcels  
 330 165 0 330 M

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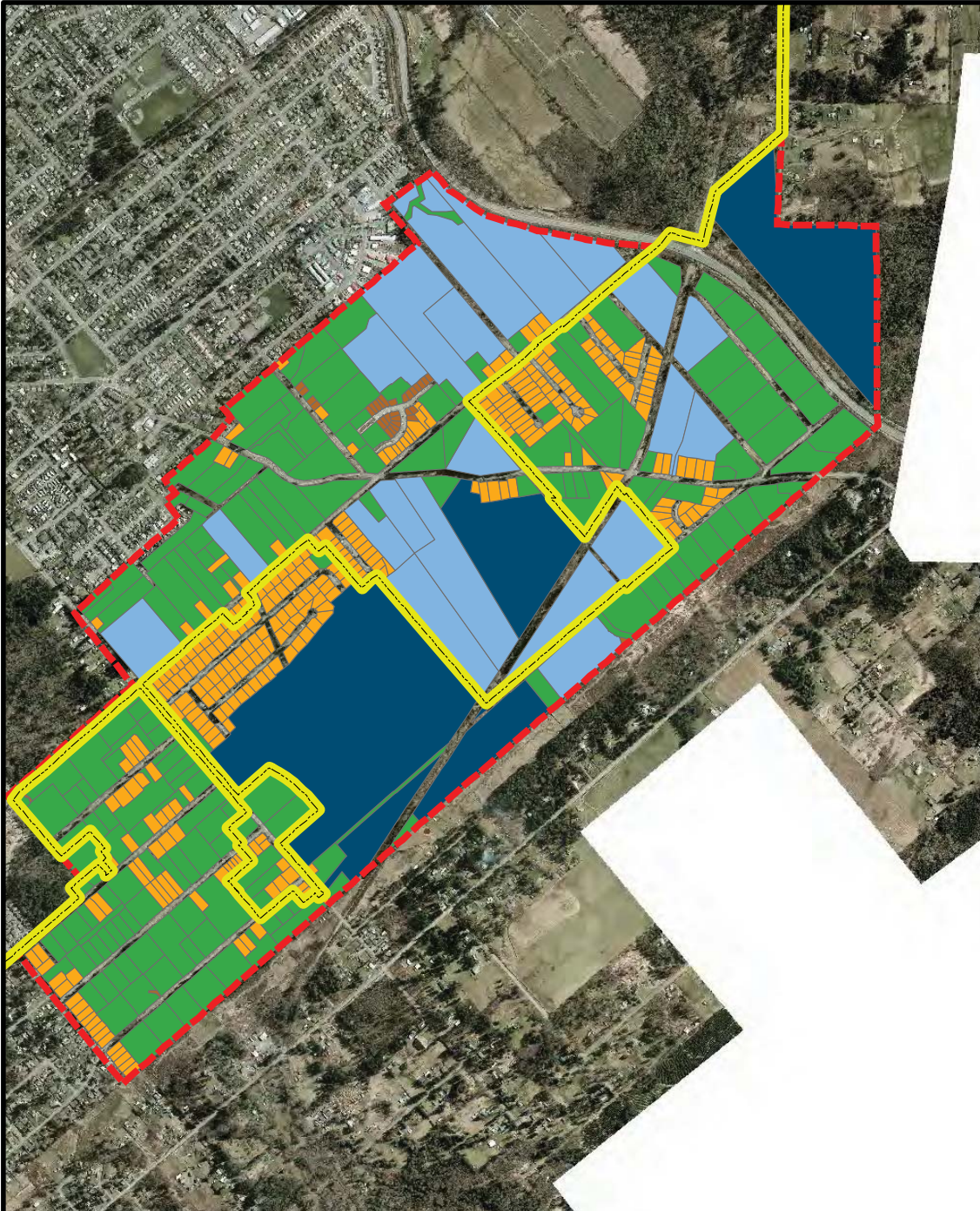
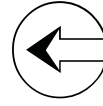
# ArdenLocal Area Plan Parcels by Size



Map 6

A note on the accuracy of mapping and its intended use: In some cases information displayed on the maps is based on aerial photography and remote sensing data. Where data have not been ground truthed, these maps provide a conceptual understanding of the information presented and may require further ground truthing to determine accurate boundaries. The maps should be used as information only and not as basis for legal land survey.

Date: 12/07/2013  
 Map Base: Orthophoto 10cm; City of Courtenay, CVRD



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# Arden Local Area Plan Community and Neighbourhood Parks Level of Service Map 7

**Legend**

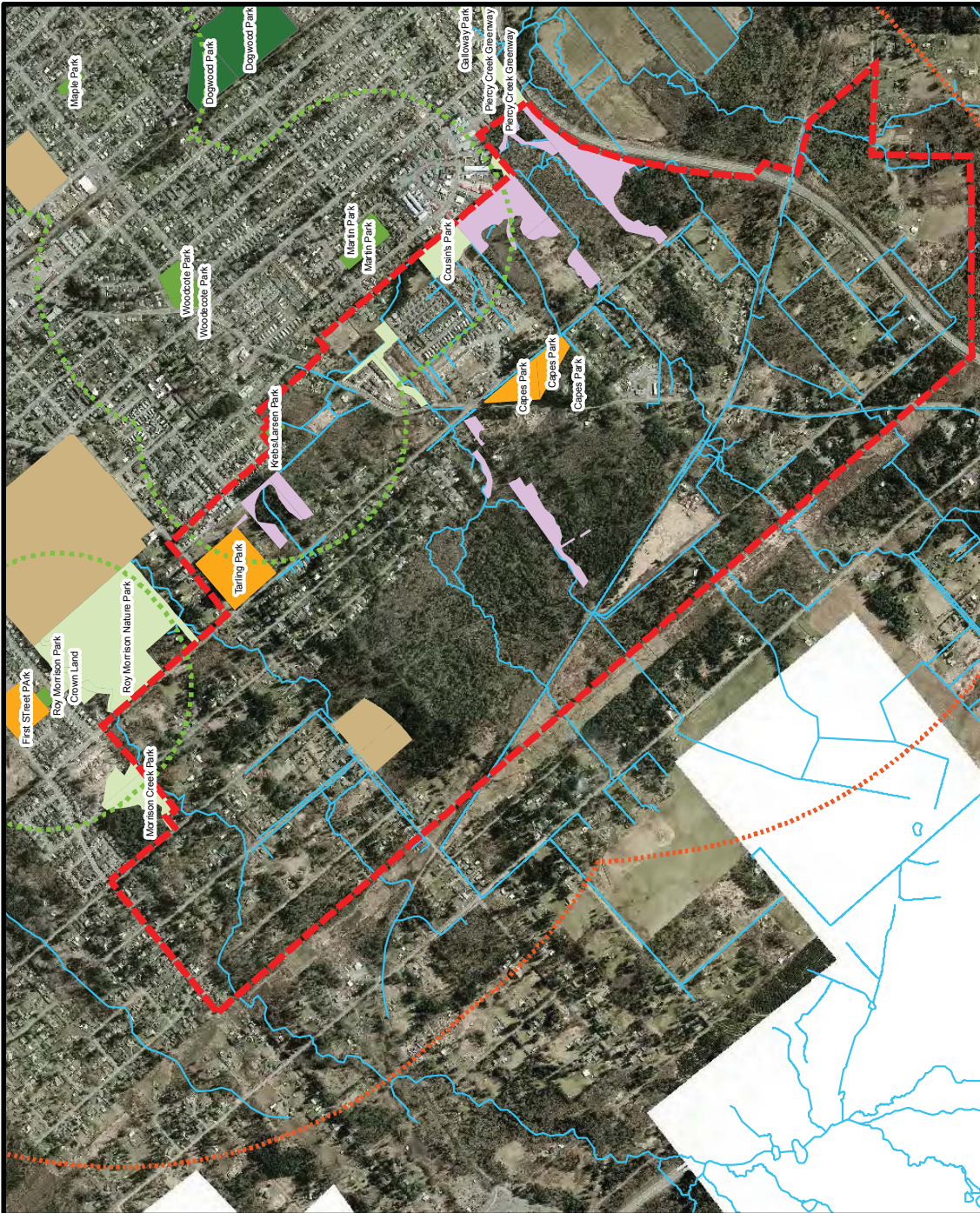
- Arden Area Boundary
- Neighbourhood Park Service Distance: 400m
- Community Park Service Distance: 1500m

**Parks Classification**

- Community Park
- Future Greenspace
- Neighbourhood Park
- Special Use Greenway
- Special Use Park
- School

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Date: 12/07/2013  
Map Base: Orthophoto 10cm; City of Courtenay



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Map E-8 Conceptual Land Use Plan for the Arden Corridor



### Appendix B - Arden Corridor LAP Illustrations

The illustrations on the following pages provide examples of the types of layout and building designs that are desired in the Arden Corridor.



Rear yards do not provide eyes on the park (or open space corridors)

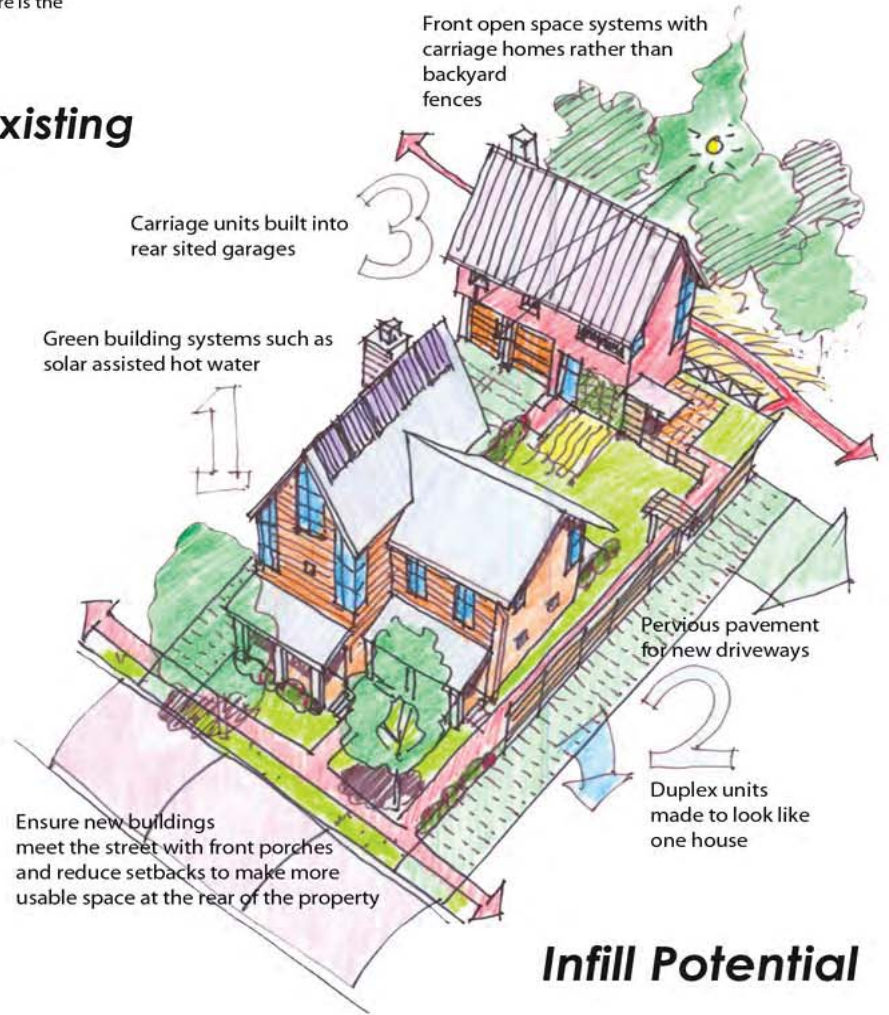


Setbacks do not encourage the siting of 'rear sited' garages  
Allow for driveways in setbacks

'Front loaded' garages make the street feel like a service lane - where is the front door?

*Infill development is permitted in a large part of the study area. Infill development generally occurs at an incremental pace, resulting in slow changes to the neighbourhood. Where infill is proposed, it must be consistent with the direction of this Plan. These illustrations shows examples of the types of elements that can be modified on a property to help achieve the Vision of the Plan.*

### Existing



Front open space systems with carriage homes rather than backyard fences

Carriage units built into rear sited garages

Green building systems such as solar assisted hot water

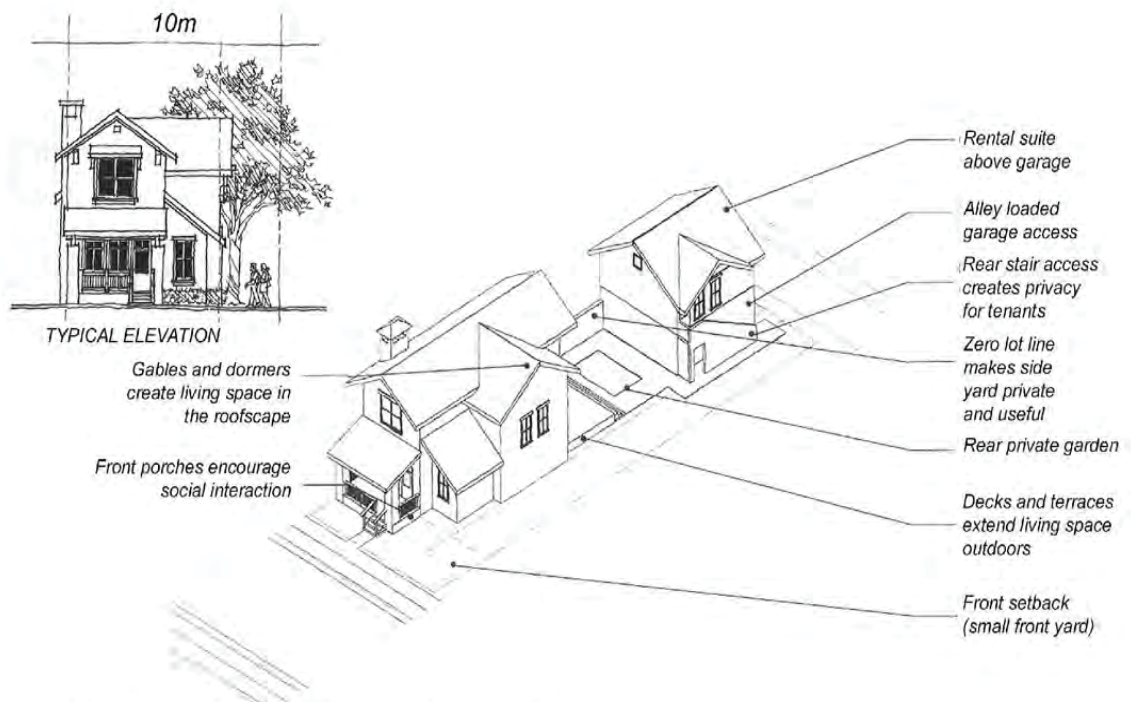
Pervious pavement for new driveways

Duplex units made to look like one house

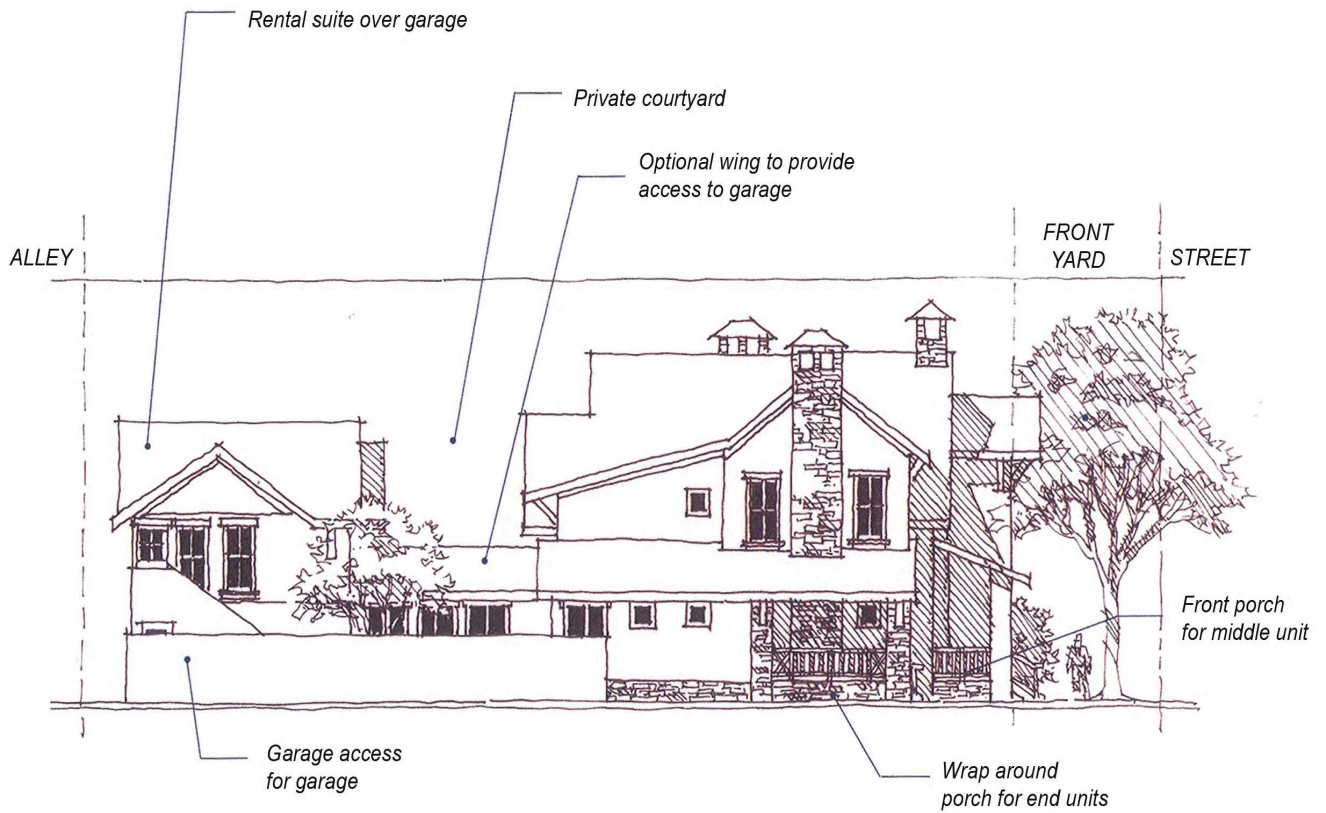
Ensure new buildings meet the street with front porches and reduce setbacks to make more usable space at the rear of the property

### Infill Potential

These images provide examples of building design that can help to achieve a suitable character for the neighbourhood.



Typical Traditional Neighbourhood Small Lot Housing



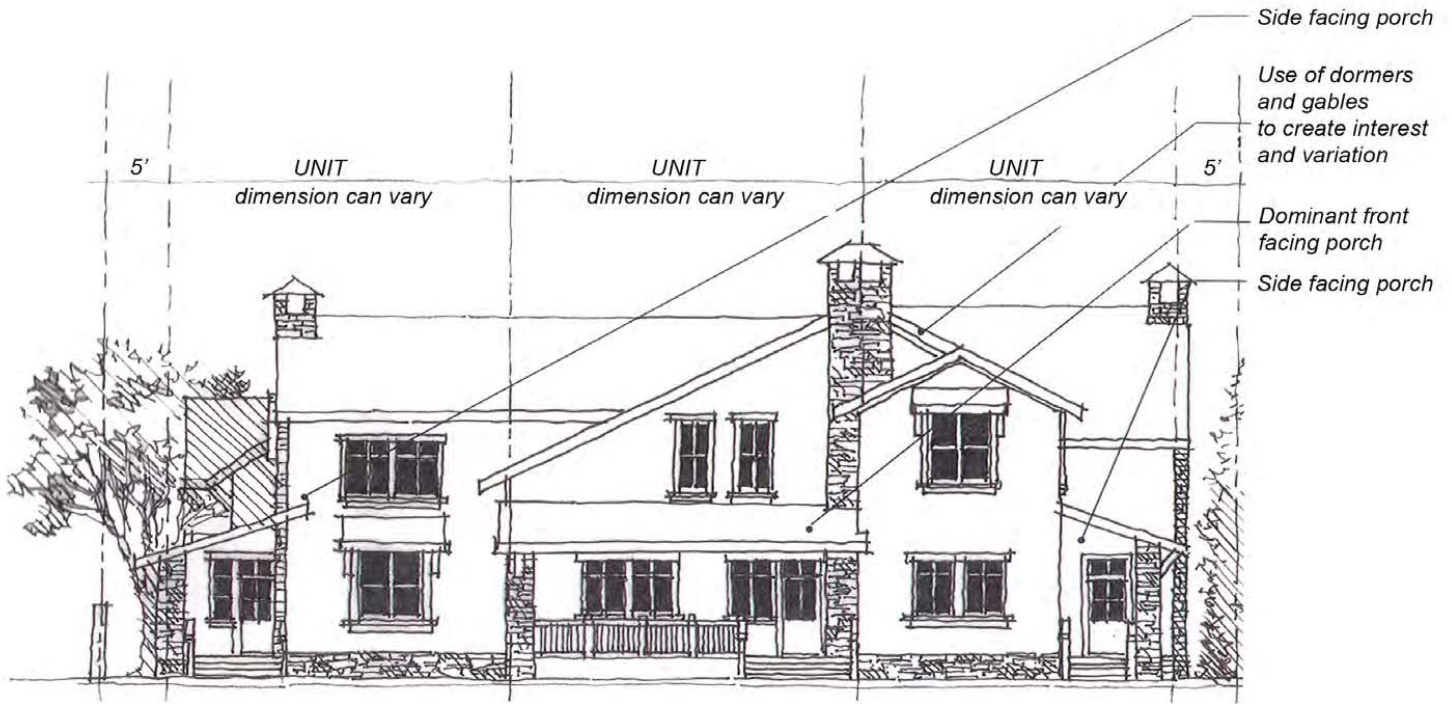
**TYPICAL TARDINESS NEIGHBOURHOOD HOME - SIDE ELEVATION**

12 units per acre in triplex configuration  
 Requires 90' frontage x 120' depth lot dimensions  
 Blends into single family neighbourhoods

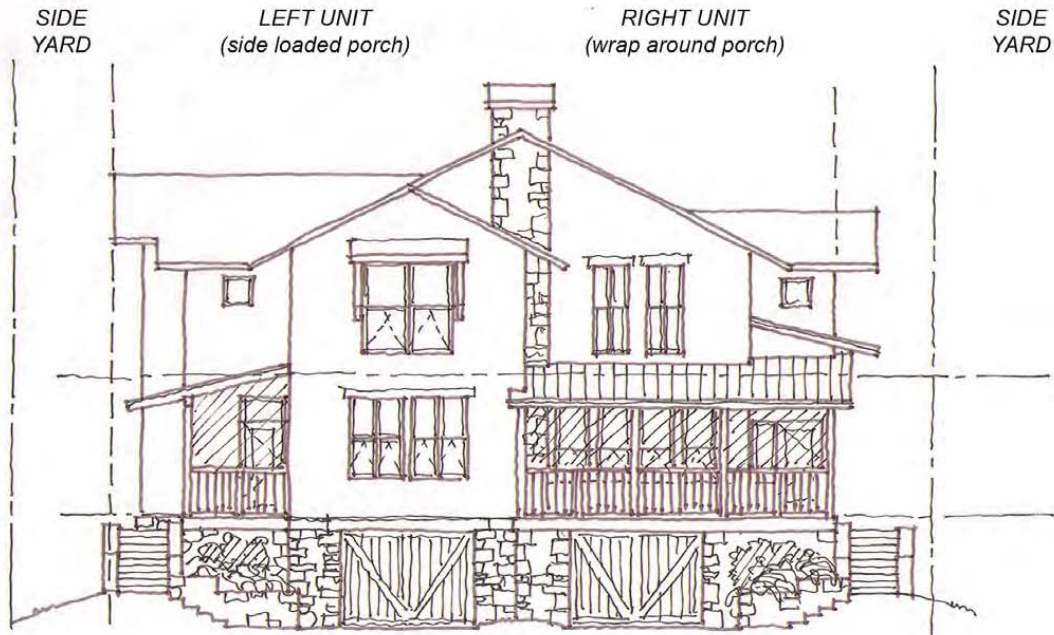


**TYPICAL TRADITIONAL NEIGHBOURHOOD HOME - TYPICAL FORM BASED ZONING DIAGRAM**

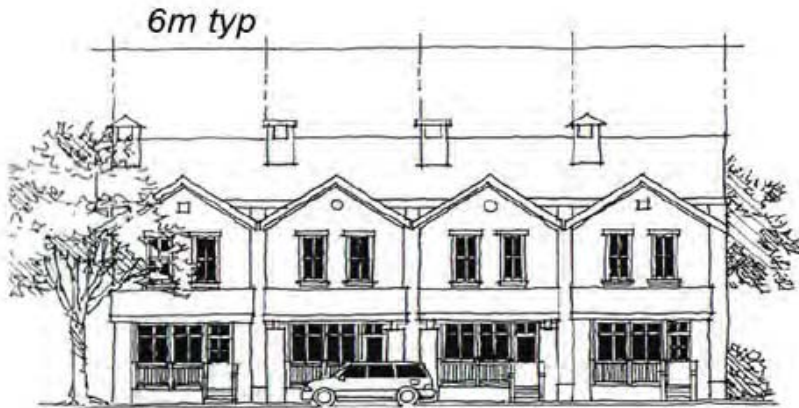
12 units per acre in triplex configuration  
 Requires 70' frontage x 100' depth lot dimensions  
 Blends into single family neighbourhoods



*TYPICAL TRADITIONAL NEIGHBOURHOOD HOME - FRONT ELEVATION*  
 12 units per acre in triplex configuration  
 Blends into single family neighbourhoods



*TYPICAL TRADITIONAL NEIGHBOURHOOD HOME - FRONT ELEVATION - INFILL DUPLEX*  
 12 units per acre in duplex configuration  
 Requires 70' frontage x 100' depth lot dimensions  
 Blends into single family neighbourhoods  
 Can be built without alley access



*These images show a more traditional form of density in the form of ground oriented row houses which are generally designed as a 'repeating pattern' of homes oriented in the same direction. The multiplexes on the previous pages may employ more creative designs to avoid the 'repetitious' look.*

**6M WIDE ROWNHOMES**  
*Typical Elevation/ Volumetric*



**Low Rise Multi Family Housing Options**