

## A. Selma Park, Davis Bay and Wilson Creek

This waterfront neighbourhood consists of three separate community areas, linked by Highway 101, but with different character, land use patterns and future potential.

- **Davis Bay** is a waterfront residential community that is a gateway to Sechelt. The prominent beach, wharf and waterfront walkway is highly valued by residents and visitors. The neighbourhood contains a number of community facilities (elementary school, church, community hall and parks), neighbourhood shopping, as well as tourist commercial facilities. Chapman Creek is a major natural feature of this neighbourhood. Some additional single-family residential infill is possible, but much of the land in Davis Bay is developed, and new uses will be in the form of redevelopment, particularly near the waterfront.



- **Selma Park** is primarily a residential area located on the waterfront, with rural and residential areas on the sloping hillside above Highway 101. This neighbourhood abuts the Sechelt Nation lands to the north. A number of larger undeveloped parcels are located in the upper elevations of this area and some additional residential development will take place in the long term.



- **Wilson Creek** contains a mix of land uses, including rural and residential neighbourhoods, commercial uses at Field Road and Highway 101, as well as large land areas used for industrial, airport, agricultural and resource (forestry) lands. There is potential for additional industrial and commercial uses in this area. Protection of the residential neighbourhood from traffic and other impacts of commercial and industrial use is a key issue.

## Issues

These neighbourhoods have a number of specific planning concerns and challenges, including:

- **Traffic** on Highway 101 is a major concern for these neighbourhoods. High accident rates and very heavy traffic volumes, speed, lack of pedestrian safety, difficulty accessing the Highway from side roads and need for alternative routes during emergencies/construction are priority issues for this area.
- **Lack of municipal sewer** – on-site sewage treatment means that density must be kept low, or alternatives such as package treatment plants permitted until municipal sewer becomes available. Some residents have expressed concern that municipal sewer should be a priority for this area, rather than a long-term initiative.
- **Environmental protection** – the Chapman Creek stream corridor/watershed and lower reaches of streams are significant resources requiring protection. Potential flood hazards need further assessment (see OCP policies).
- **Role of Commercial and Industrial Areas** - This neighbourhood contains a significant portion of the District's commercial and industrial land as well as the regional airport. It is also strategically located to serve SCRD residents (particularly Roberts Creek) and provides relatively direct access to the ferry. For these reasons, preservation and expansion of the commercial/industrial lands is central to the economic vitality of the District. However, for many residents, retaining the "neighbourhood commercial" role and developing at a "Village" scale (as illustrated in the Vision Plan) is the desired goal. Additional large format retail use along the highway may not be supported by residents.
- **Waterfront Protection and Access** – Improving waterfront access at Wilson Creek, while ensuring shoreline habitat is protected, is a priority for the area. The Field Road right-of-way does not extend to the water, and this very lengthy waterfront is inaccessible. Regaining waterfront access and

ensuring protection/restoration of the shoreline qualities are highly important with any new development.

- **Wilson Creek residential neighbourhood** – this neighbourhood lacks local parkland, and receives traffic impacts from the speed and volume of commercial and industrial traffic on Field Road. Sidewalk development on Field Road is an immediate priority for this area. Ensuring no commercial traffic enters the residential streets (to access the rear of Highway 101 properties) is also a planning issue.

## Vision, Identity and Goals

- To protect and enhance the waterfront community as the scenic gateway to Sechelt;
- To develop vibrant mixed-use neighbourhoods at Davis Bay and Wilson Creek, with a strong pedestrian focus, a wide range of local shops and services, and a mix of housing types.
- To improve the traffic safety on Highway 101.
- To maintain the existing charm, character and scale of the community while supporting future development.
- To provide for commercial and industrial development in the Wilson Creek/Airport area.

## Special Policies for Selma Park, Davis Bay and Wilson Creek

### Environmental Protection

1. The lower reaches of the Chapman Creek watershed, and all streams within the neighbourhood, will be protected. Development will be directed to lands that are not environmentally sensitive or flood prone.
2. The District will seek to obtain formal tenure over Crown lands in the Chapman Creek corridor.
3. The District will protect and enhance the important marine shoreline areas of this neighbourhood in accordance with



OCP chapter 4 and Development Permit Area 3 (Shoreline and Foreshore Areas) guidelines.

4. Prior to any development of the large vacant property south of Highway 101, east of Field Road, an assessment should be undertaken to ensure protection of possible rare plant communities.

#### *Tourist commercial uses*

5. **Tourist Commercial** use, including restaurants, overnight accommodation and small-scale retail, is supported at Davis Bay and Wilson Creek, as shown on Schedule C. Commercial uses are intended to be small in scale with maximum floor area up to approximately 465 sq.m. (5,000 sq.ft.) per business.
6. All developments in the **Tourist Commercial** area will be designed to reflect the casual beach atmosphere characteristic of Davis Bay. Building heights shall generally be two storeys, up to a maximum of three storeys where significant open space is provided in lieu of additional height, and developments demonstrate that adjacent properties and views are not adversely affected.



*This sketch from the Vision Plan illustrates additional commercial development at Davis Bay with a scale and design that reflects the scale and character of the community and provides pedestrian interest.*

#### *Regional Commercial Use*

7. Wilson Creek contains a mix of tourist commercial and neighbourhood commercial uses, as well as large commercial uses that are highway-oriented and serve the broader region. The designation **Regional Centre** applies to the overall commercial area as shown on Schedule C to recognize the regional role of this area. This designation permits a wide range of commercial and mixed residential/commercial use, including large format commercial use that cannot locate within the Downtown due to site requirements. This designation also applies to land on Field Road that is suitable for such uses, as an option to the current Business Park zoning.
8. The **Regional Centre** designation allows for modest expansion of regional commercial uses on Field Road and Highway 101 beyond current development. However, OCP policies do not support continued strip development along Highway 101, and commercial uses are not to extend beyond the area shown.



*The Vision Plan concept for lands at Wilson Creek south of Highway 101 shows a scale and building form that fits within the local context.*

9. The large property south of Highway 101 at Field Road (DL 1029) is designated as **Special Infill Area #7**. This site provides an opportunity for mixed residential and commercial use or tourist commercial, such as a small-scale resort. Any development of this land will be required to provide a waterfront park dedication, protect the natural shoreline qualities, provide public waterfront access (to the isolated spit of land) and integrate with the overall neighbourhood. The Vision Plan drawing above illustrates a potential approach to this property.

#### *Low Density Residential*

10. Low-density single-family development will be the main land use in this neighbourhood, consistent with the existing development pattern. Some future growth in single family residential is anticipated in the Selma Park and Davis Bay areas. Minimum lot sizes for new development will be 2000 sq.m. (approx. ½ acre) except where community/municipal sewer service is provided. Density may increase and other housing types will be considered in accordance with OCP residential policies if sewer is available. Any increased density must be compatible with surrounding uses and provide adequate open space areas.

#### *Multifamily Residential*

11. Multifamily residential in the form of duplexes, townhouses, low rise apartments or mobile home parks (such as the Big Maples) may be supported within the **Neighbourhood Centre** or **Regional Centre** areas, provided the development provides appropriate park dedications or other amenities and sewer service in accordance with OCP policies.
12. Building heights for multifamily or mixed commercial/residential development outside Davis Bay shall be limited to a maximum of three storeys. Four storeys will only be considered where significant open space is provided in lieu of additional height, and the development demonstrates that adjacent properties and views are not affected.

#### *Appearance and Quality of New Developments*

13. All commercial, industrial and multiple family developments require a Development Permit to regulate the form and character of new development (see detailed guidelines in OCP Part Eight).

#### *Industrial Development*

14. Light industrial, business park and airport related uses are supported in the **Business and Industry** areas designated on Field Road and airport lands as shown on Schedule C. Some manufacturing and processing uses (such as current forest products manufacturing operations) may also be supported as per OCP policies and criteria to mitigate impacts on adjacent uses.
15. Forest industries have historically played a role in this area, and small-scale manufacturing and processing businesses may be supported on **Resource** lands shown on Schedule C, where it can be demonstrated that no significant impacts to adjacent residential uses occur.

#### *Public and Community Uses*

16. Davis Bay contains several churches, school and other community uses that are important to the character and social interaction of the community. These uses are designated as **Civic, Institutional and Utilities** on Schedule C.

#### *Sanitary Sewer*

17. OCP policies support developing an integrated municipal sewer system for this area. Municipally owned and operated package treatment systems may be supported for higher density uses. (see chapter 13 - Infrastructure and Servicing for details).

### *Traffic and Transportation*

- 18.** Development of a highway bypass and/or alternative routes is a priority for this neighbourhood to improve the safety and livability of the community. Transportation policies in OCP chapter 12 are supported, particularly the required improvements on Highway 101 for pedestrian safety.
- 19.** Development of pedestrian sidewalks on Field Road are a high priority to improve the safety and livability of the residential neighbourhood that is affected by commercial and industrial traffic.

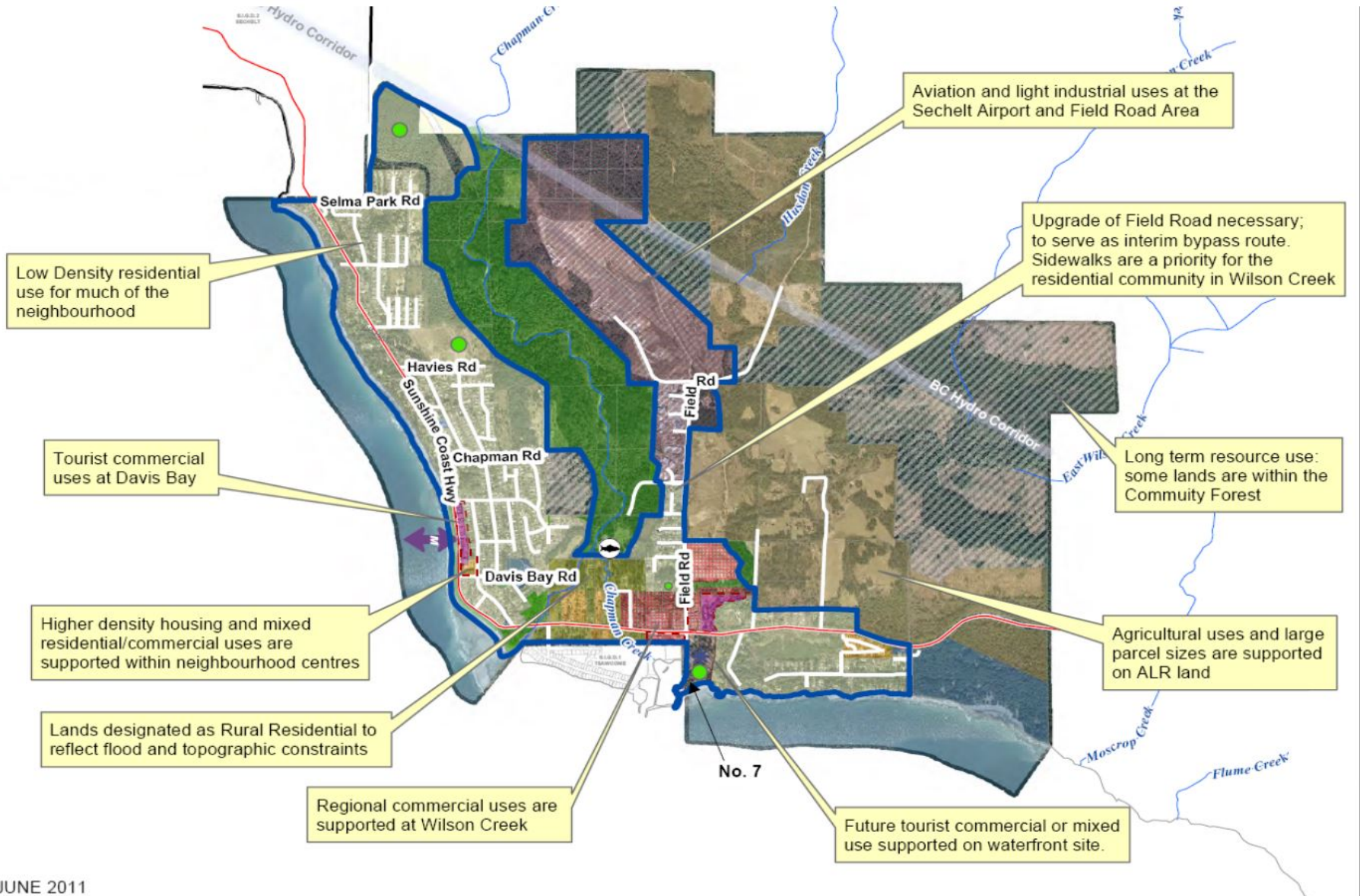
### *Park, Open Space and Trail Priorities*

- 20.** The Davis Bay area has several neighbourhood park areas, as well as the prominent beach and walkway that are the primary entry feature of the community. Park and open space priorities for this neighbourhood are:
- (a) Improvements to Davis Bay wharf, including widening, painting and addition of a day float for use by visiting small boats.
  - (b) Develop a dedicated, safe bicycle/pedestrian route to link all parts of the neighbourhood, particularly to connect Selma Park, Davis Bay and Wilson Creek with Downtown Sechelt;
  - (c) Improved pedestrian safety at Davis Bay, including improved pedestrian crossings of Highway 101 at the beach area and to Mission Point Park.
  - (d) Connect upper areas of Davis Bay and Wilson Creek with a pedestrian/bike bridge over Chapman Creek;
  - (e) Continue discussions with the Sechelt Nation to develop a waterfront trail between the boat launch at the SIGD marina along the shore to Sinku Boulevard continuing in to Downtown Sechelt;

- (f) Acquire formal tenure for the Chapman Creek trail system and riparian corridor; improve and maintain the Chapman Creek Trail.
- (g) Acquire waterfront park as a condition of any redevelopment of the waterfront properties on the south side of Highway 101 at Wilson Creek adjacent to Port Stalashen (indicated as Jackson Village in the Vision Plan) and ensure environmental protection of this sensitive area.
- (h) Acquire neighbourhood parks as part of any new development to serve the Selma Park and Wilson Creek neighbourhoods where there are no parks.
- (i) Consider acquiring the Selma Park school site (adjacent to the Chapman Creek) ravine as future park area, in discussion with the School District;
- (j) Review options for expanding public parking in the Davis Bay area to provide for long-term public use in this area (for example, property acquisition or as an amenity contribution from new development).



**Selma Park/Davis Bay/Wilson Creek land use plan (see Schedule C for details)**



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