

DISTRICT OF SEHELDT

BYLAW NO. 435, 2003

A Bylaw to adopt a revised Official Community Plan

WHEREAS the *Local Government Act* provides for the adoption of an Official Community Plan;

AND WHEREAS the District of Sechelt adopted an Official Community Plan in 1996, and subsequently amended the Official Community Plan by adopting various neighbourhood plans;

AND WHEREAS the Council on July 23, 2003 adopted a bylaw authorizing the consolidation and revision of the Official Community Plan;

AND WHEREAS under the *Local Government Act* an Official Community Plan certified as having been revised in accordance with the bylaw authorizing its revision is deemed to have been adopted as if all requirements respecting the approval and adoption of an Official Community Plan have been met;

NOW THEREFORE the Council of the District of Sechelt, in open meeting assembled enacts as follows:

1. TITLE

This bylaw may be cited for all purposes as "District of Sechelt Official Community Plan Revision Bylaw No. 435, 2003".

2. ADOPTION OF OFFICIAL COMMUNITY PLAN

The document attached to and forming part of this Bylaw as Schedule "A" is adopted as the official community plan of the District of Sechelt.

3. EFFECTIVE DATE OF REVISED BYLAW

This bylaw comes into force on November 20, 2003.

READ A FIRST TIME this 15th day of October, 2003

READ A SECOND TIME this 15th day of October, 2003

CERTIFIED BY THE MUNICIPAL CLERK UNDER S.280.4(2) OF THE LOCAL GOVERNMENT ACT this 16th day of October, 2003



READ A THIRD TIME this 5th day of November, 2003

ADOPTED BY A MAJORITY OF ALL COUNCIL MEMBERS this 19th day of November, 2003

Mayor

Municipal Clerk

I certify this to be a true and accurate copy of "District of Sechelt Official Community Plan Revision Bylaw No.435, 2003"

Municipal Clerk

BYLAW NO. 435

DISTRICT OF SECHELT OFFICIAL COMMUNITY PLAN

Revised
July, 2003

NOTE:

This version of the OCP has been revised to consolidate all land use policies into one section for greater clarity. Background information and discussion is now placed in a separate "Background" section following the policy sections. The consolidated OCP also incorporates all OCP bylaw amendments up to and including this date. The OCP text is Schedule 1 to Bylaw 435.

The Official Community Plan bylaw includes the following Neighbourhood Plans, which are printed as separate documents due to their length.

- *Downtown/Village Plan (Schedule 2)*
- *West Sechelt Neighbourhood Plan (Schedule 3)*
- *Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan (Schedule 4)*

The Neighbourhood Plans are not repeated in their entirety in the District OCP, and should be read in conjunction with the OCP.

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REPEATED

1.0 INTRODUCTION

1.1 Plan Area and Purpose

This Plan has been prepared under the authority of Sections 876 and 877 of the Local Government Act, which establish the basis for and stipulate the content of Official Community Plans. In accordance with the Act, this Plan is a general statement of the broad objectives and policies of the District of Sechelt respecting the form and character of existing and proposed land use and servicing requirements in the area covered by the Plan.

Many of the objectives and policies in this Plan are also a response to the provincial Growth Strategies Statutes Amendment Act (Bill 11) of June 1995, which allows municipalities to work with Regional Districts in developing regional growth strategies. This Plan anticipates Sechelt's important role within a future Regional Growth Strategy, and addresses topic areas covered by the provincial Growth Strategy Goals as contained in the Local Government Act (Appendix I).

PLAN AREA

The District of Sechelt covers approximately 4,008 hectares of land and 821 hectares of water, extending from, but not including, the communities of Halfmoon Bay in the west, to Roberts Creek in the east, and from the Strait of Georgia to the south to Sechelt Inlet in the north (see Figure 1). Sechelt is a member municipality within the Sunshine Coast Regional District.

PLAN PREPARATION

Preparation of a revised District of Sechelt Official Community Plan (OCP) began in mid 1992 with discussions between planning staff and local neighbourhood associations, and the creation of 'sub committees' representing the neighbourhoods. In mid 1993 a 21-person OCP Committee, representing a wide spectrum of interests, was appointed to advise staff on the formulation of a revised plan. Informally, this group continued to work with the planning department and a consultant on the development of a draft document, which was completed in late 1994.

The current Plan is based, in part, on the District of Sechelt Official Community Plan, adopted August 5, 1987; upon the considerable work of the community members who sat on OCP committees in 1993 and 1994; and upon background reports and a draft OCP completed by The Ditton Group Consultants, (Background Report I: Statistics and Services, Background Report II: Principal Community Issues); a survey of available information by Fred Mason (Database '93); a geotechnical and environmental reconnaissance study prepared by Golder Associates (Geotechnical Reconnaissance study of the District of Sechelt Official Community Plan Area, 1993); and upon the 1993 report by Dayton and Knight Ltd., District of Sechelt Drainage Study for Development Cost Charges.

PLAN UPDATE 2003

The District of Sechelt OCP has been revised in 2003 as a "housekeeping amendment" under the provisions of Section 280.2 of the Local Government Act. That section provides for a revised bylaw in order to incorporate any bylaw amendments, omit obsolete provisions, change the numbering and arrangement of the bylaw, change the maps, and make changes necessary to more clearly express the meaning of the bylaw. The revised 2003 OCP bylaw now includes amendments made during the 1996-2003 period. These amendments include a number of property redesignations, some wording and policy changes, as well as three new Neighbourhood Plans.

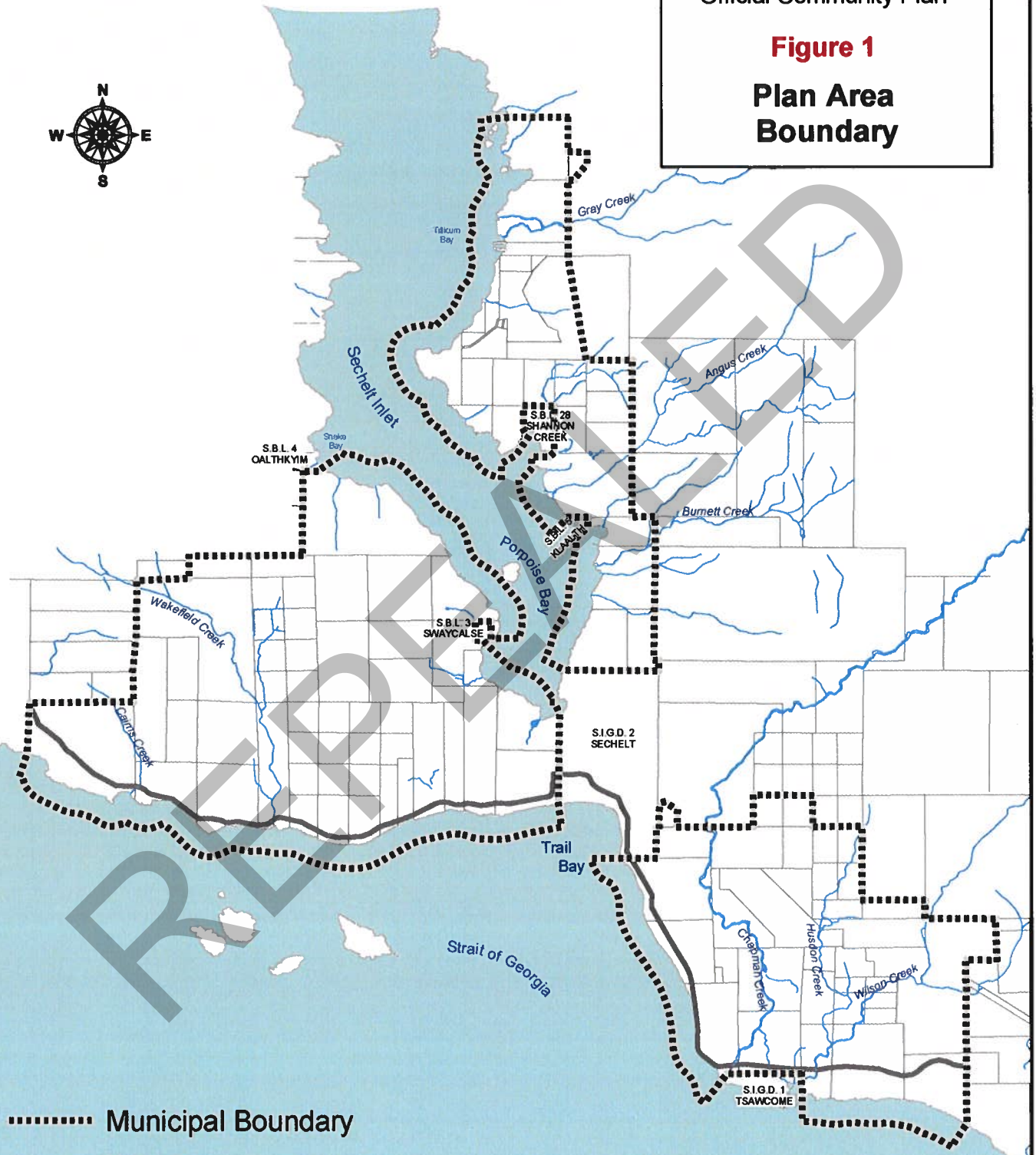
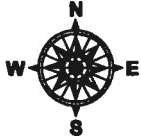
The Neighbourhood Plans form part of the OCP bylaw. However, they remain printed as separate documents for convenience of the public. As part of the revisions done under Bylaw 435, additional maps have been added to the Neighbourhood plans for greater clarity. These maps reflect existing OCP policy, but have been added to ensure that each Neighbourhood Plan has a complete reference to future land use and Development Permit areas.

The 2003 plan also re-organizes the original plan by placing all policies in distinct sections at the beginning of the plan, for ease of use by the public and the District. The revised plan also places the majority of background discussion and supporting technical information in a Background Report section.

No new policies or changes to land use designations were made in Bylaw 435 (the 2003 plan), and no changes were made to existing policies, except to delete any obsolete provisions (for example, where a policy recommended that a certain study take place, and that study is now complete).

District of Sechelt
Official Community Plan

Figure 1
Plan Area
Boundary



- Municipal Boundary
- Streams
- Sunshine Coast Hwy
- District Lots



Scale 1:70,000
0 0.5 1 2 Kilometers

District of Sechelt Official Community
Plan Bylaw No. 435, 2003.

Plot Date: July, 2003

PLAN FORMAT

This Plan is organized into five main sections, which contain the policy portions of the OCP. It is noted that the Background Report is an integral part of the OCP, but does not contain policies.

1. **Introduction** -outlining the purpose and organization of the Plan, and an overall vision to guide objectives and policies. This includes a consideration of expected growth, how it can be accommodated and regulated given existing constraints.
2. **Future Land Designations** – contains the land use policies which will guide future development and environmental protection of the community.
3. **Development Permit Areas**–Identifies those areas for which special policies and guidelines for new development apply in order to preserve the natural environment, protect development from hazardous conditions or regulate the form and character of commercial, industrial or multi-family development.
4. **Plan Implementation** – Provides direction in applying and monitoring the policies of the OCP.
5. **Schedules** – Maps which reference the future land-use designations and Development Permit areas.
 - **Background Report** – Detailed discussion and analysis of the population and housing characteristics of the community; population projections; infrastructure requirements; assessment of the existing natural constraints to development; and opportunities for preserving environmental characteristics.
 - **Appendix** – Contains reference information on sustainability, use of Forest Reserve Land and recycling initiatives.

NEIGHBOURHOOD PLANS – RELATIONSHIP TO OCP

Policy 1.4.1 of the Official Community Plan commits Council to preparing detailed Neighbourhood Plans for each of the identified neighbourhoods in the District. Since adoption of the original Official Community Plan in July 1996, the District of Sechelt Council has completed three Neighbourhood Plans for the following neighbourhoods:

- Downtown/Village Plan – adopted December, 1998
- West Sechelt Neighbourhood Plan – adopted October, 1999
- Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan – adopted October, 2002.

The purpose of the Neighbourhood Plans is to provide additional detail on land use, densities, location of any future development and needed facilities, environmental, heritage and other community planning concerns on a more detailed level than the Sechelt OCP. The Neighbourhood Plans are intended to augment the policies of the Sechelt OCP by providing more detail or refinement of the OCP policies. For complete reference to the neighbourhood areas, readers should both to the OCP and the Neighbourhood Plan.

1.2 Community Vision Statement

A community vision statement is a description of what a community would like to be at some time in the future. A vision statement, presented here as a series of statements covering different topic areas, helps provide "goalposts" to aim for as the community changes. While a vision statement is not a policy, it can serve as the guiding principle behind more detailed land use objectives and policies.

The following vision statement describes Sechelt at some time in the future, perhaps 25 or 35 years from now -- a community which more closely reflects the values of people living here today than the present day Sechelt does.

Overall Goal: An attractive, safe, prosperous, healthy, diversified and ecologically sound community which is culturally and socially-fulfilling for its residents.

The following statements create a 'word picture' of what Sechelt could be like. To achieve this vision, commitment to the policies of this Official Community Plan will be required, and effective partnerships among all levels of government, the private sector and the community.

1. Sechelt has been developed in harmony with its diverse **natural environment**. New development within the last 10 years has been designed to minimize impacts on the natural environment and reduce the need for non-renewable energy and resources. Previously damaged environments are being restored over time.
2. In an attempt to become a **sustainable community**, development of certain lands has been strictly managed in order to:
 - protect sensitive, rare or representative habitat lands for other species;
 - ensure that a variety of ecological functions (hydrological, air purification, food production, soils creation, waste recycling/assimilation, etc.) remain possible within the boundaries of the community;
 - provide open space and recreation opportunities for residents and visitors;
 - preserve landscapes of historical, cultural, aesthetic and spiritual importance;
 - define the 'edges' of different neighbourhoods, and continue their sense of separate identity through use of 'green belts'; and
 - protect people and property from harm resulting from developing in geologically unstable areas or floodplains.
3. Sechelt is closer to being a **complete community**. More of the facilities and services used by residents can be found here, mostly in an active and busy Downtown, but also in a few small mixed-use nodes in outlying areas. This has helped to:
 - achieve a better jobs to housing balance, and related tax base;
 - avoid the look of typical subdivisions, giving a visible and functional focus to each neighbourhood, and;
 - reduce the need for residents to drive elsewhere for day-to-day services.
4. A **range of housing** types and densities can be found in all neighbourhoods so that more residents, including those whose physical abilities or financial circumstances change, can choose to stay in their neighbourhood over time.

5. A consistent planning emphasis on our connection with the **waterfront** has resulted in improved public access to and along the foreshore on Davis Bay, Trail Bay and Sechelt Inlet.
6. Sechelt has become more of a **compact community**, avoiding urban sprawl through the use of green belts, preservation of sensitive and unstable lands, neighbourhood nodes and the successful 'infill' and redevelopment of the Downtown to a medium density. As a consequence, lower costs per household for infrastructure construction and maintenance are reflected in municipal taxes and new housing costs.
7. Residents of Sechelt now have greater **choice in transportation** methods and are provided with a full range of transportation options: safe and convenient highway connections; efficient local road network; regional air connection; frequent and cost-effective transit service connecting all neighbourhoods, the rest of the Sunshine Coast and transportation hubs in Vancouver; and safe and complete cycle and walkway links between neighbourhoods and to other communities in the SCR. While dependence upon private vehicles has been reduced through a number of techniques, the continued need for the private automobile, especially for long distance travel, is recognized through the support of long term parking facilities to encourage transit use and car-pooling.
8. A **diverse and stable economy** is developing based strongly on the resources and culture of the area, and supporting clean, value-added and low-impact industries (e.g. sustainable forestry and wood products, eco-tourism, aquaculture, and recycling). Links with educational institutions have improved local skills and the range of services available. Land use policies have helped to provide opportunities for small start-up business space and home businesses, and for larger, more established operations. Residents appreciate and buy local products and produce.
9. The number of **jobs** available has grown to provide more local employment opportunities, greater selection in goods and services available locally, and a stronger tax base which is less dependent upon residential assessment.
10. Planning and development policies and decisions reflect the fact that artistic creativity and cultural vitality are essential to the aesthetic, spiritual and social life of the community. The community also shows respect for and encourages the **culture and arts** of the Sechelt Indian Government District.
11. The community has felt a responsibility to pass along to future generations the rich legacy of human history through the ongoing identification and conservation of its heritage resources.
12. The **regional role** of Sechelt as the "Heart of the Sunshine Coast" has been strengthened by offering an identifiable, accessible Village core with a good range of government, retail, business, recreational, cultural and educational services; and as a result of Sunshine Coast Regional policies which support this role.
13. Residents and visitors alike recognize Sechelt has a **distinct identity** because an architectural landscape and streetscape has evolved which helps define the character of Sechelt and strengthens its identity as a unique community in a spectacular setting.

1.3 Growth Strategy for the District of Sechelt

"While growth management tends to concentrate on reducing impacts on the natural environment, it also has major implications for social and economic sustainability."

Strategic Directions for Community Sustainability, p. 37

"... sustainable development (is) an approach which seeks to integrate conservation goals with development decision making in order to provide employment, encourage social justice and maintain ecological integrity."

Greenprint for Canada, p. 6

INTRODUCTION

The information and conclusions of this section attempt to establish a future land use pattern to guide future growth and community investment which is based upon the vision statement in the previous Section 1.2 and an analysis of the natural and built environments of Sechelt, and population and housing demands in the Background Report.

How much growth is eventually accommodated within Sechelt will depend upon the answer to the question "how can we manage growth so that services, facilities and the quality of life can be maintained or improved?"

LOCATION OF NEW DEVELOPMENT

Existing policies are supportive of creating a compact Village core for Sechelt, one which has the 'critical mass' necessary to support pedestrianization and existing business, to generate new business, and build on its role as the Regional service centre. To determine where future development should occur, and to ensure that the projected growth can be accommodated within our land base, a number of factors are taken into account:

- Land Use Constraints
- Existing Parcels
- Approvals in Progress
- Infill and Redevelopment Potential
- Existing & Planned Infrastructure
- Urban Form Policy Direction

FORM AND DENSITY OF NEW DEVELOPMENT – INCREASING PERCENTAGE OF MULTI-FAMILY HOUSING

The exact form and density of future housing is hard to project accurately. However, some assumptions can be made given recent demographic and social trends:

- Along with a continued desire for semi-rural lots and larger homes, there will be an increasing demand for smaller dwelling units on smaller lots.
- There will be an increasing desire for neighbourhood design which reflects how different people's lifestyles are from lifestyles in the 1950's - 1970's upon which present suburban neighbourhoods are modelled.

- There will be an increased need for congregate and semi-independent living arrangements for older residents.

As a result of these trends, and in order to achieve affordable housing objectives, the District of Sechelt Growth Strategy is directed towards increasing the proportional share of multi-unit housing over time. Figures in the Background Report shows that the proportion of single detached dwellings is very high, over 80% of the total housing stock. Although market forces (and, to a lesser extent, developer preferences) will determine the actual housing mix which gets built over the next 20 years, the District of Sechelt will establish land use regulations that are designed to provide opportunity for more multi-unit housing.

FUTURE COMPREHENSIVE DEVELOPMENT AREAS

This Plan recognizes that there have been proposals for comprehensive type developments on two large parcels which are not as close to the core as the areas considered in the calculations above. Given distance, environmental and long term financial cost concerns, development in these areas is considered to be premature. However, specific future land use designations, as shown on Schedule C, provide the opportunity for proponents to identify and resolve, to Council's satisfaction, the full range of issues related to the impacts on the community of their proposals.

OBJECTIVES

A sustainable community aims to...

- **provide** opportunity for development which will meet anticipated housing needs over a period of at least five years, through the designation and regulation of sufficient and appropriately located land.
- **provide** opportunity for present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses which will meet the needs of the projected population through the designation and regulation of sufficient and appropriately located land.
- **preserve**, as much as possible, the environmental, heritage and resource values of the community's land base by concentrating anticipated new development in already more 'disturbed' areas, and close to existing services and infrastructure.
- **guide** growth, through monitoring and management, in a manner that is consistent with principles of sustainability and, to locations where its environmental, social and economic impacts are most appropriate.
- **plan** facilities and services, and structure Development Cost Charges, so that the capital costs associated with providing basic community services to new development will not be borne by existing residents, but by the beneficiaries of the new development itself.

GROWTH MANAGEMENT POLICIES

- 1.3.1 The District of Sechelt should direct growth and development in accordance with the "Growth Strategy" illustrated generally on Figure 2, and outlined in the following policies.
- 1.3.2 The District of Sechelt discourages proposals for development outside of the designated urban areas as shown on Schedule C (Future Land Use Designations) until it can be shown that population growth exceeds possible impacts with the 5 year supply estimate of appropriately designated land, or unless issues related to premature development can be addressed adequately by the proponents.
- 1.3.3 The District of Sechelt should phase rezonings in such a way that the supply of land for development and redevelopment is balanced with the community's ability to provide waste treatment and water services, transportation infrastructure, recreational and cultural lands and facilities, and lands for environmental protection.

MONITORING OF GROWTH

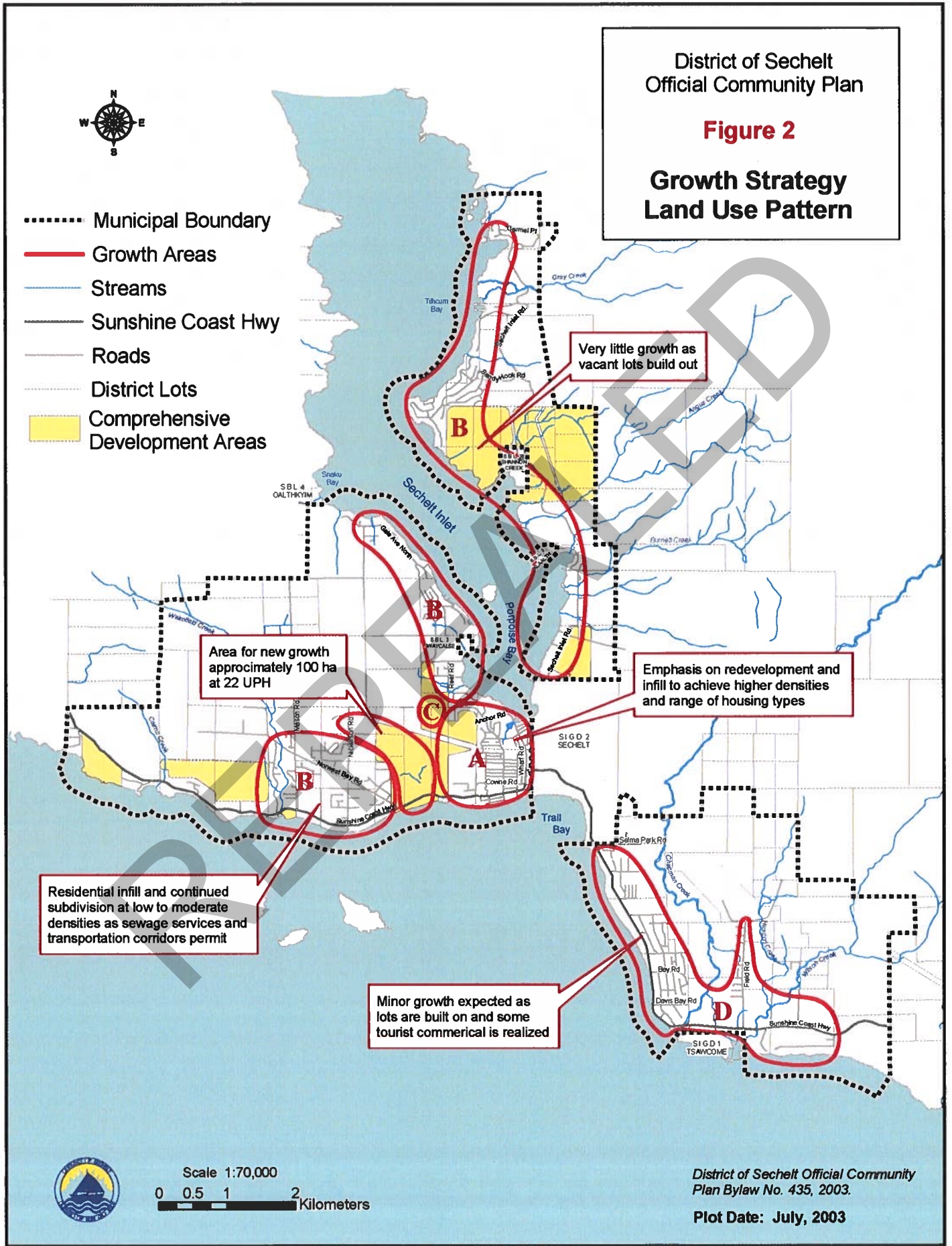
- 1.3.4 District of Sechelt staff should conduct an annual growth monitoring exercise and present a report for Council's information which identifies the type, distribution, amount, and rate of growth which has occurred, compares this to the aims of the growth strategy, and makes recommendations for any amendments to the growth strategy.
- 1.3.5 Every five years, at a minimum, District of Sechelt staff should review its population projection estimates and propose adjustments to OCP policies and population calculations accordingly.
- 1.3.6 The District of Sechelt should monitor new and proposed development on an annual basis and produce a report which identifies the type, distribution, amount and rate of growth which has occurred, and how it compares with the Growth Strategy.
- 1.3.7 The District of Sechelt should use the population and housing unit projections in the Background Report to help guide decisions related to the number of dwelling units in proposals for residential development.
- 1.3.8 The District of Sechelt should develop a commercial and industrial floor space and acreage inventory to assist in monitoring future land use needs.
- 1.3.9 The District of Sechelt should meet with the development community and non-profit housing providers to review its annual growth monitoring findings and their implications.
- 1.3.10 The District of Sechelt should undertake, or facilitate, the preparation and implementation of economic development strategies to promote, market and attract business to Sechelt.

District of Sechelt
Official Community Plan

Figure 2

**Growth Strategy
Land Use Pattern**

- Municipal Boundary
- Growth Areas
- Streams
- Sunshine Coast Hwy
- Roads
- District Lots
- Comprehensive Development Areas



Scale 1:70,000
0 0.5 1 2 Kilometers

District of Sechelt Official Community Plan Bylaw No. 435, 2003.

Plot Date: July, 2003

1.4 Preservation of Neighbourhood Character

Many residents feel that growth is beginning to change the identity of some neighbourhoods and there is an increasing concern that neighbourhood character is being particularly diluted where large developments have occurred. At the same time, it must be recognized that each neighbourhood is part of the larger community and has a responsibility to accept a reasonable share of total community growth and to contribute to the transportation and community services network.

OBJECTIVE

A sustainable community aims to...

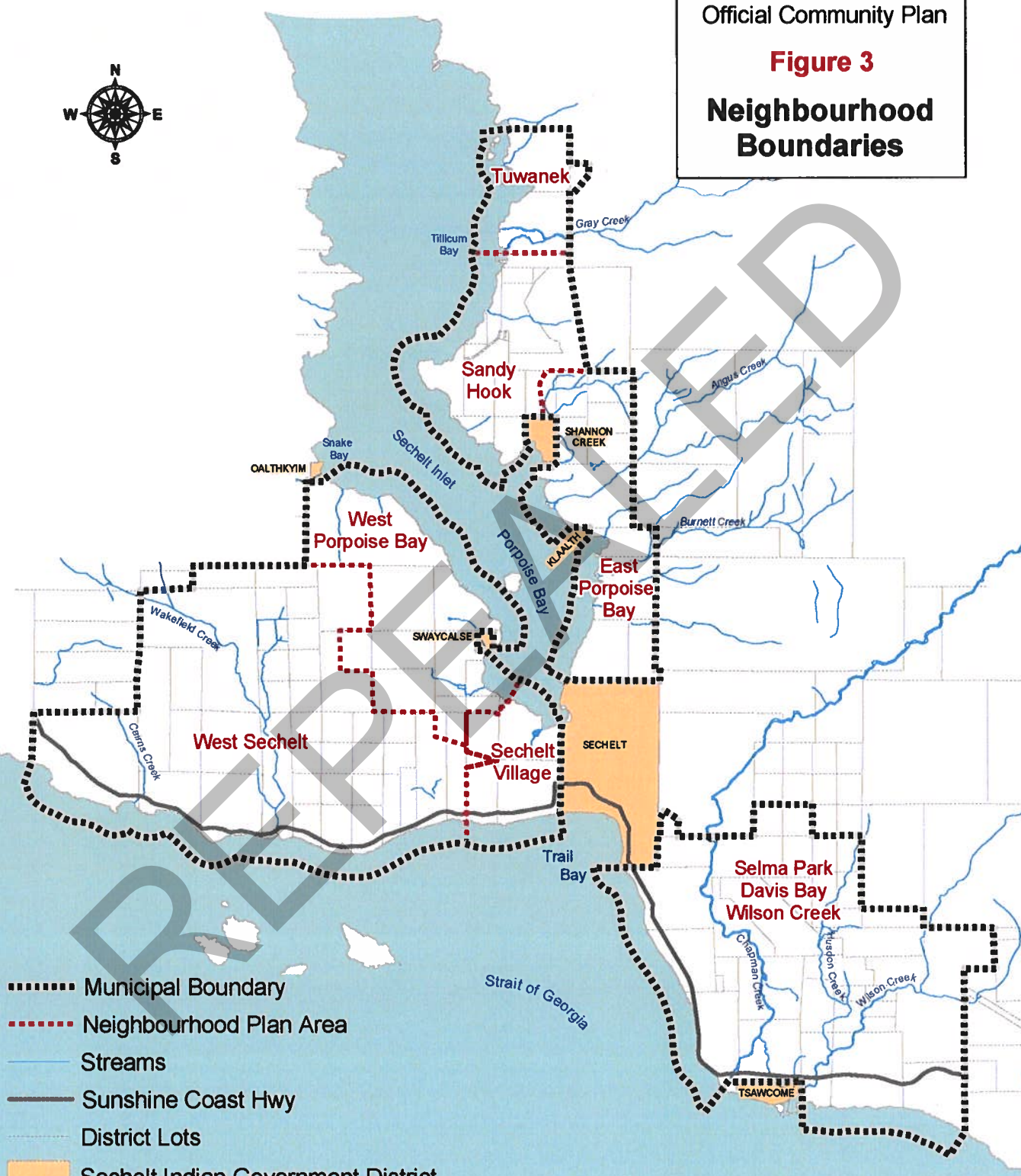
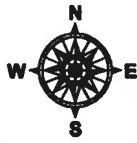
- **ensure** that new development in each neighbourhood achieves a balance between accommodating community-wide needs and preserving the essential characteristics which give the neighbourhood its identity.

POLICIES

- 1.4.1 The District of Sechelt shall develop detailed **Neighbourhood Plans** for each neighbourhood which will address land use patterns, densities, location of any future development and needed facilities, environmental, heritage, and other community planning concerns on a more detailed level than the Sechelt OCP.
- 1.4.2 The District of Sechelt shall work with voluntary groups to develop **character assessments** of the neighbourhoods based on data gathering and surveys (such as "scenic roads" and "important viewshed" surveys) which will help to identify those characteristics, natural and built, which are key to defining neighbourhood character.
- 1.4.3 The District of Sechelt shall review **engineering standards**, and **development permit area guidelines**, as they apply to land use zones and consider changes which may be more in keeping with existing conditions in order to help preserve neighbourhood character.
- 1.4.4 The District of Sechelt encourages proponents of developments which, in Council's opinion may have a significant impact on the neighbourhood, to engage in a **public consultation process** which is in addition to the public hearing requirements of the Local Government Act.
- 1.4.5 In addition to other implementation strategies, the District of Sechelt will develop a **Street Tree Planting Program**.
- 1.4.6 Where Neighbourhood Plans involve the Agricultural Land Reserve or border the ALR, the District of Sechelt must ensure that the Agricultural Land Commission is involved in the plan development process.

District of Sechelt
Official Community Plan

Figure 3
Neighbourhood
Boundaries



- Municipal Boundary
- Neighbourhood Plan Area
- Streams
- Sunshine Coast Hwy
- District Lots
- Sechelt Indian Government District



Scale 1:70,000
0 0.5 1 2 Kilometers

District of Sechelt Official Community Plan
Bylaw No. 435, 2003.
Plot Date: July, 2003

2.0 LAND USE DESIGNATIONS AND POLICIES

The objectives and policies outlined in the following sections provide the basis for the land use designations shown on Schedule C, and are intended to satisfy the growth needs projected in the Plan. The land use designations shown on the map are described below, along with related policies. Reference should also be made to any Local Neighbourhood Plans, which may contain more detailed policy.

REPEALED

2.1 Environmental Planning

"The Sechelt OCP area is a unique area which is attractive to an increasing number of people. Demand for housing and services could adversely affect the very environment which these people are seeking. However, with careful consideration of all of the factors involved, protection of the environment which people treasure need not preclude development."

(Golder Report, 1993)

Natural habitats, the environments where a specific type of plant or animal lives, are essential to ensure that the biological wealth of a community is preserved. In land use planning terms, protection of environmentally sensitive landscapes, combined with appropriate community-wide land use practices (such as disposing of waste properly) can go a long way to ensuring the continuation of natural habitats. Due to a growing appreciation of the complexity of the natural environment, a variety of disciplines must have input into decisions affecting the environment and natural resources. In addition, the potential environmental impacts of development and infrastructure projects must be assessed at an early stage, with public input, so that alternatives can be examined, and negative effects can be mitigated or avoided. The following policies, as well as the Development Permit Area guidelines in Section 3, provide guidelines for environmental stewardship and preservation of important natural areas. More detailed description of the environmental qualities and features within the District of Sechelt is contained in the Background Report, Sections B.2 and B.3.

OBJECTIVES

A sustainable community aims to...

- * **identify and protect** natural areas which:
 - provide habitat for organisms recognized by the Ministry of Water, Land and Air Protection endangered, threatened or vulnerable;
 - are part of a linking system of relatively undisturbed habitat for the movement of wildlife, or serve as major migratory stop-overs,
 - contain certain critical habitats which are uncommon or remnants of once extensive habitats, or
 - contain an unusual diversity of organisms due to such factors as varied topography, microclimates, or soils,
 - are considered hazardous for development.
- * **protect** the quality and integrity of ecosystems, including air, water, land, wildlife and vegetation, and of ecological functions; and, where quality and integrity have been diminished, to restore or remediate to healthier conditions.

ENVIRONMENTAL POLICIES

WATERSHED PLANNING

- 2.1.1 District of Sechelt staff should work with the Ministry of Water, Land and Air Protection, the Coast-Garibaldi Health Unit, and other specialists to improve in-house **watershed knowledge and databases**.
- 2.1.2 The District of Sechelt encourages the SCRD and the Coast Garibaldi Health Unit to ensure that **water supply sources** located beyond Sechelt's boundaries are properly protected through strategic land use development decisions within the watershed.

STREAM PROTECTION; FISH HABITAT

- 2.1.3 All new developments and re-developments with **fish habitat** on site, or potential impact through construction activities, land use or storm water discharges, on fish habitat off-site or downstream, must comply with the guidelines contained in the joint federal Department of Fisheries and Oceans/provincial Ministry of Water, Land and Air Protection 1992 publication "Land Development Guidelines for the Protection of Aquatic Habitat". In particular, development proponents should be aware of minimum 15m setbacks from low-density development, and 30m setbacks from higher density or intensive uses such as industrial lands. To assist in the review of development applications, reference to the publication Stream Stewardship, A Guide for Planners and Developers would be beneficial.
- 2.1.4 The District of Sechelt should work with Land and Water B.C. to ensure continued public access to the land adjacent to Chapman Creek which lie within its boundaries, in order to protect passive recreation opportunities and environmental resources for the long term.

FLOOD PROTECTION

- 2.1.5 Lands subject to **flooding** should, where possible, be used for such uses as parkland, open space, recreation, or agriculture.
- 2.1.6 Where flood prone lands are required for development, the construction and siting of buildings and mobile structures, for habitation, business, or the storage of goods damageable by flooding, shall be flood-proofed to standards specified by the Ministry of Water, Land and Air Protection. **Flood-proofing** shall not be required for farm buildings other than dwelling units and closed-sided livestock structures.

CONTAMINATED SITES

- 2.1.7 District of Sechelt staff should, as practical, record potential **contaminated sites**, as they are identified, for future reference and incorporation into any future site profiling system.

ENVIRONMENTAL PROTECTION DURING DEVELOPMENT

- 2.1.8 The District of Sechelt should ensure that engineers, architects, contractors and any other contracting companies tendering for municipal works and/or related studies and projects be made aware of sensitive environmental issues in Sechelt and of the existence of Environmental/Hazard Development Permit Areas.
- 2.1.9 The District of Sechelt discourages the practice of stripping building sites of trees and natural vegetation with its resultant negative effects upon area biodiversity and natural drainage functions. Instead the District encourages land developers and site planning professionals to incorporate native vegetation retention and plan for protection during construction at the earliest stages of site layout.
- 2.1.10 The District of Sechelt should require that proponents of new development which may have an impact on existing forest/woodland, show how their proposals address **tree saving** and off-site **visual impact** through the submission of a tree-saving and off-site visual impact plan, along with their development applications.

TREE RETENTION AND NATIVE VEGETATION

- 2.1.11 The District of Sechelt encourages individuals, businesses, agencies and property developers and their design staff to use **native plant species** appropriate to the locality especially when planting within or near to environmentally sensitive areas such as lands identified in the Golder Report.
- 2.1.12 The District of Sechelt should use, whenever feasible and appropriate, **plant species native to the area** for landscaping on the grounds of District of Sechelt facilities.
- 2.1.13 In addition to other implementation strategies, The District of Sechelt should **identify trees** and stands of trees, that the council considers significant because of their importance to the community, including importance for landmark value, heritage value or as wildlife habitat.
- 2.1.14 The District of Sechelt should consider the development of a **tree protection bylaw**, as permitted by the Local Government Act, in order to identify and protect significant tree stands, and significant individuals trees identified by the community which are not protected by Provincial regulation.

HAZARDOUS WASTES

- 2.1.15 The District of Sechelt encourages efforts of the Province and the SCR D to provide increased opportunities for the safe and convenient disposal of household hazardous wastes.

ENVIRONMENTAL STEWARDSHIP

- 2.1.16 The District of Sechelt encourages such agencies as the Canadian Wildlife Service, relevant Provincial Ministries and local voluntary groups which **provide advice** to landowners, particularly those in or adjacent to environmentally sensitive areas, wishing to exercise good stewardship of their lands and streams.

2.1.17 The District of Sechelt should consider proposals by local societies and voluntary agencies to become **partners in good land and streams stewardship** which will address one or more of the natural resource and environmental objectives in this Plan.

ENVIRONMENTAL ADVISORY COMMITTEE

2.1.18 In addition to other implementation strategies, the District of Sechelt should evaluate the need for an Environmental Advisory Committee to advise the District of Sechelt in the review of development applications relating to Environmentally Sensitive Development Permit Areas and other matters of environmental interest, in accordance with terms of reference adopted and periodically reviewed by Council.

ENVIRONMENTAL DATABASE

2.1.19 District of Sechelt staff should support the development of a **local environmental database**, in cooperation with the Province/BC Conservation Data Centre, SCRD, SIGD, voluntary conservation agencies, the private sector and the community, to document the occurrence and distribution of significant species and ecosystems.

REPEALED

2.2 Natural Resources

The policies in this section provide a framework for conserving and enhancing the irreplaceable natural resources that contribute to our survival and well-being. These natural resources include agricultural lands, forest lands, groundwater and surface water, and mineral aggregates. Although the aquatic resources (fish and shellfish) also constitute 'natural resources', they are addressed in Section 2.1 (Environmental Planning). All of these resources are interrelated, with the needs of the human population intimately dependent on their wise management and continued vitality.

The District of Sechelt is only one of a number of partners involved in the protection and management of natural resources within our boundaries. The SCRD, Provincial Ministries, voluntary groups, private sector and the community must work together to promote responsible stewardship of natural resources

AGRICULTURAL LAND

In Sechelt, there are close to 660 hectares of land within the ALR designation, mostly concentrated in West Sechelt, and in the Wilson Creek areas. Some of this land is under forest cover. Over the years there has been very little pressure to remove the ALR designation from these lands.

Lands within the Agricultural Land Reserve (as of May, 2003) are shown, generally, on Figure 4 of this Plan. Farming, on-farm business activities, farm related non-residential uses, silviculture, and aquaculture will be the primary activities permitted, in accordance with the regulations of the Agricultural Land Commission on these lands.

The District of Sechelt is of the opinion that sufficient land exists outside of the ALR to serve residential, commercial and industrial development requirements for at least the period of this plan. Council may undertake to confirm this opinion via more detailed land capacity studies before supporting ALR exclusions.

FOREST LAND RESERVE/PROVINCIAL FOREST

There are two Provincial designations which apply to forest resource lands: those designated as Provincial Forest, and those recently designated as Forest Land Reserve as indicated on Figure 4. There are approximately 195 hectares of land designated by the Province as Forest Land Reserve. The purpose of the Reserve, established in July 1994, is to minimize the impact of urban development and rural area settlement on forest reserve land and to work to this end with local governments, first nations and other communities of interest. Management of the Provincial Forest is the mandate of the Ministry of Forests.

Uses within the Land Reserve are restricted under the Act, as are a local governments' ability to issue permits or adopt bylaws which have the effect of restricting a forest management activity related to timber production or harvesting.

MINERAL AGGREGATE RESOURCES

All mining and mineral exploration and development activities including aggregate operations are subject to the Mines Act and the Mineral Act. The Ministry of Energy and Mines does, however, refer all mineral and aggregate exploration proposals involving surface disturbance to the District of Sechelt for review and comment.

Existing sites and surficial geology mapping showing sand and gravel potential are shown, for information only, in Figure 5. It is not the intent of this Plan to limit mineral aggregate extraction to these areas, nor that extraction take higher priority than other policies in this Plan.

OBJECTIVES

A sustainable community aims to...

- **conserve** natural resources necessary for the sustained health of the ecosystem and to achieve long term ecological, economic and social benefits.
- **protect** agricultural potential for long-term agricultural use.

NATURAL RESOURCE POLICIES

AGRICULTURAL LANDS

- 2.2.1 The District of Sechelt should not support the **exclusion** of lands from the ALR except where investigation, undertaken with the input of the Agricultural Land Commission and the agricultural community, shows that strong planning reasons exist to do so.
- 2.2.2 The District of Sechelt should support **the expansion and diversification of agriculture** and related activities within the Rural Resource designation.

FOREST LAND RESERVE

- 2.2.3 Lands within the Forest Land Reserve (as of August 1995) are shown, generally, on Figure 4 of this Plan. Forest management, and timber production or harvesting will be the primary activities permitted, in accordance with the regulations of the Forest Act and the Forest Land Reserve Act.
- 2.2.4 The District of Sechelt, where applicable, encourages **good stewardship** practices in the management of public and private forest lands on an ecosystem basis, which not only recognizes the economic value of the timber, but also acknowledges the importance of forest lands as groundwater recharge areas, surface water filters, and habitat for wildlife and vegetation.
- 2.2.5 The District of Sechelt should enter into discussions with the Ministry of Forests to update the **Provincial Forest boundaries** so that they reflect existing land uses and designations within Sechelt.

AIR QUALITY POLICIES

- 2.2.6 The District of Sechelt encourages the SCRD and Ministry of Water, Land and Air Protection (as applicable) to:
- a) refuse applications to burn wood waste;
 - b) develop more stringent guidelines to regulate the **burning of wood waste**;
 - c) encourage applicants to take advantage of alternatives to burning.
- 2.2.7 In addition to other implementation strategies, the District of Sechelt may amend provisions within its burning bylaws and investigate ways to provide for viable **alternatives to burning** within its boundaries.

WATER RESOURCES

- 2.2.8 The District of Sechelt encourages all local and Regional efforts to reduce per capita water demand in order to prolong the life of the present water supply and extend the capacity of the municipal sewage treatment system.
- 2.2.9 The District of Sechelt encourages the use, by public and private interests, of such methods as public education, installation of low flow fixtures and other appropriate technologies, in order to reduce water demand.
- 2.2.10 The District of Sechelt should assess its own use of water at its facilities and for landscaping and other outdoor purposes and identify ways to save water.
- 2.2.11 The District of Sechelt may consider adopting policies which address the protection of identified aquifers/ground water resources which are either used now for private wells, or which may be needed at some time in the future for the municipal supply. Such policies could:
- a) define the location, nature and extent of water resources;
 - b) identify and evaluate potential threats to surface and groundwater quality; and
 - c) reflect a need to manage, reduce or eliminate these threats.
- 2.2.12 In addition to other implementation strategies, the District of Sechelt will continue to work with the SCRD to identify the potable water supply limits of Chapman Creek and plan for future water needs in the most environmentally appropriate manner.




MINERAL AGGREGATE RESOURCES POLICIES

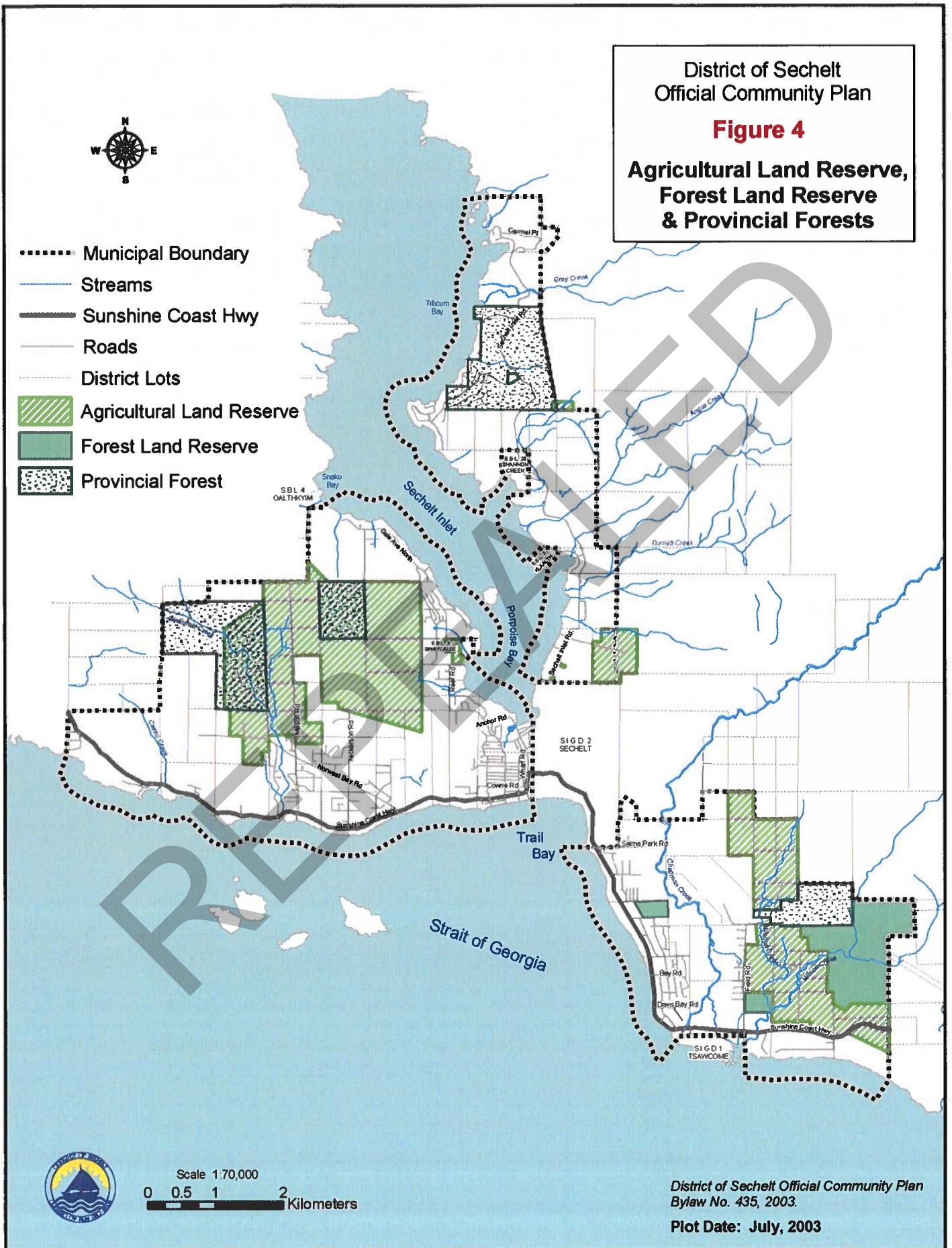
- 2.2.13 The District of Sechelt should not support any **new pits or quarries**, or wayside pits or quarries, in Environmentally Sensitive Development Permit areas.
- 2.2.14 In addition to other implementation strategies, the District of Sechelt should discuss, with relevant provincial ministries and the development industry, the practicality of encouraging **small-scale aggregate extraction** on appropriate development sites, prior to their being developed with other uses.

District of Sechelt
Official Community Plan

Figure 4

**Agricultural Land Reserve,
Forest Land Reserve
& Provincial Forests**

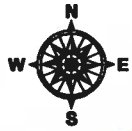
- Municipal Boundary
- Streams
- Sunshine Coast Hwy
- Roads
- District Lots
-  Agricultural Land Reserve
-  Forest Land Reserve
-  Provincial Forest



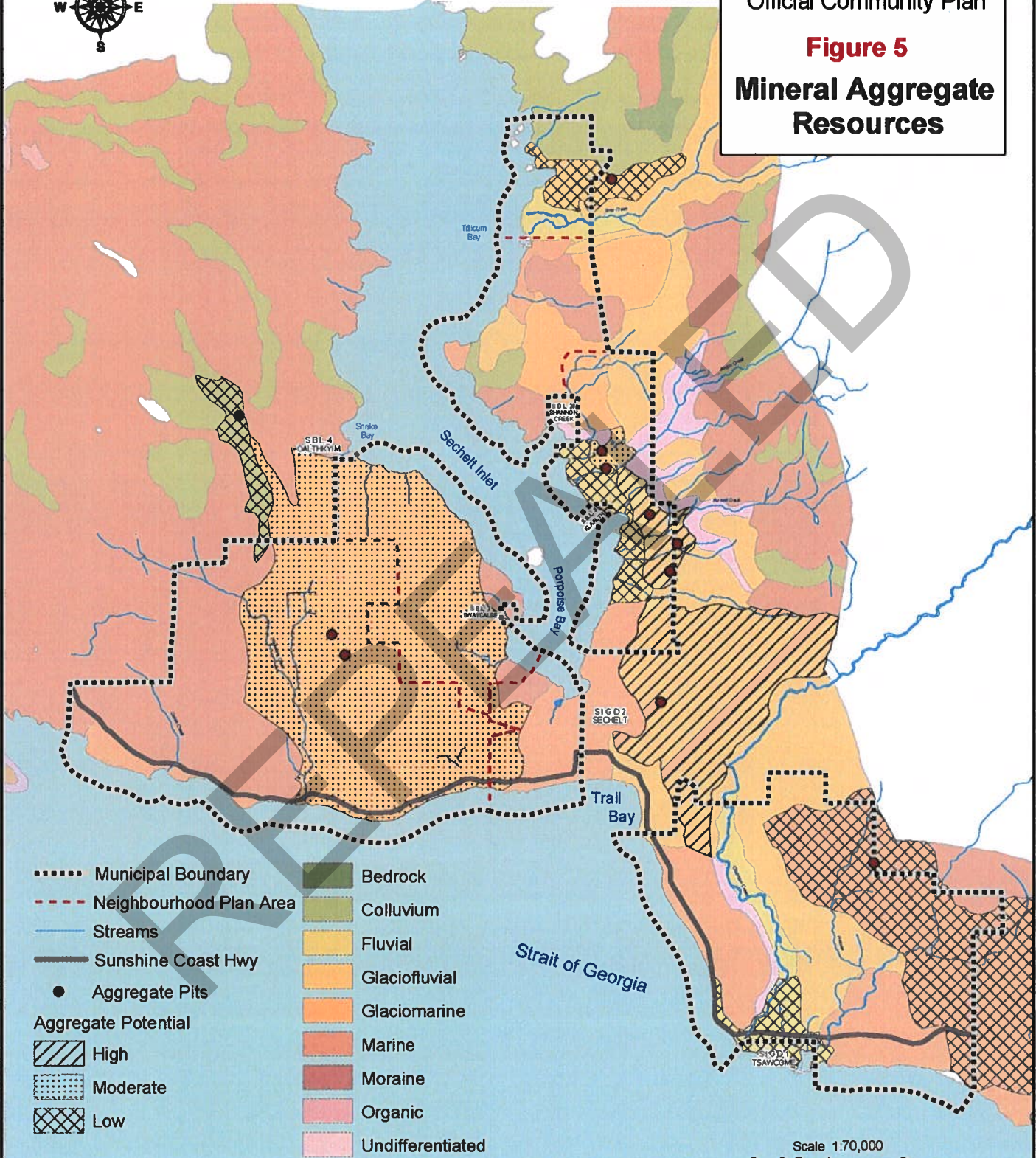
Scale 1:70,000
0 0.5 1 2 Kilometers

District of Sechelt Official Community Plan
Bylaw No. 435, 2003.

Plot Date: July, 2003



District of Sechelt
Official Community Plan
Figure 5
Mineral Aggregate Resources



- Municipal Boundary
 - - - - - Neighbourhood Plan Area
 - Streams
 - Sunshine Coast Hwy
 - Aggregate Pits
- Aggregate Potential
- High
 - Moderate
 - Low
- Bedrock
 - Colluvium
 - Fluvial
 - Glaciofluvial
 - Glaciomarine
 - Marine
 - Moraine
 - Organic
 - Undifferentiated

Source:
Open File 2002-14 BC Geological Survey
Sunshine Coast Aggregate Potential Mapping Project
A.J. Bichler, E.D. Brooks and P.T. Bobrowsky



Scale 1:70,000
0 0.5 1 2 Kilometers

District of Sechelt Official Community
Plan Bylaw No. 435, 2003.
Plot Date: July, 2003

2.3 Rural Resource

INTRODUCTION

The purpose of the "Rural Resource" designation is to provide protection to non-urban/suburban areas which have agricultural, forestry, sand and gravel extraction or recreation value, and to ensure there are residential lands which provide a semi-rural alternative to smaller-lot residential areas. Properties within the Rural Resource designation are not slated for municipal sewage services within the time frame of this Plan.

The designation includes lands within the Forest Land Reserve and lands within the Agricultural Land Reserve as described in more detail under the following "Interpretation". The Rural Resource designation permits low density, large lot development. Over time, increased growth pressures and servicing capabilities will dictate that the boundaries of the Rural Resource designation areas be reconsidered by Council.

INTERPRETATION

Bylaw
290-12

"Rural Resource" includes large private acreages and Crown Lands which may be located within the Provincial Forest, Forest Land Reserve (FLR) or parts of the Agricultural Land Reserve (ALR) which are not designated as **Agricultural**. **Rural Resource** includes:

- A minimum parcel area of 4.0 hectares except for land located outside of the Provincial Forest, FLR and ALR in which there is a minimum parcel area of 1.0 hectare.
- Single family residential dwellings, forestry, agriculture, outdoor recreation and conservation areas.
- Second dwellings on larger parcels.

"Agricultural" includes those areas which are located within the Agricultural Land Reserve where agricultural activities and rural lifestyle are protected and promoted. **Agriculture** includes:

- A minimum parcel area of 4.0 hectares.
- Single-family dwellings on parcels of any size.
- Second dwellings on larger parcels and other land uses conforming to the *Agricultural Land Commission Act*.

RURAL RESOURCE POLICIES

- 2.3.1 The minimum lot size in "Rural Resource" areas must not be less than 4.0 hectares (9.88 acres) within the Agricultural Land Reserve, and 1.01 hectares (2.5 acres) in non-ALR lands.
- 2.3.2 The District of Sechelt recognizes that, notwithstanding that the Agricultural Land Commission may have indicated approval of, or no objection to this Community Plan, the Commission is obliged to consider individual applications on their own merit under the mandate of the ALC Act and is not obliged to approve applications that comply with, or to refuse applications that do not comply with the minimum lot size or density of this land use designation.
- 2.3.3 Within the Agricultural Land Reserve, farming, on-farm business activities, farm related non-residential uses, silviculture, and aquaculture will be the primary activities permitted, in accordance with the regulations of the Agricultural Land Commission.
- 2.3.4 The District of Sechelt should support the expansion and diversification of agriculture and related activities within the Rural Resource designation.
- 2.3.5 The District of Sechelt recognizes that the Forest Land Reserve Act takes precedence over local regulations for lands within the Forest Land Reserve.

REPEATED

2.4 Residential

INTRODUCTION

The purpose of the residential designations shown on Schedule C is to provide opportunities for the creation of housing that is affordable, accessible, adequate, and appropriate to the full income and age range of present and expected future households; and that can be serviced in a technically and financially rational manner.

OBJECTIVES

- to ensure that a **full range of housing opportunities** is provided within Sechelt to help address the affordability and adequacy requirements of present and future residents.
- to ensure that different forms of housing, densities, and tenures are integrated into each neighbourhood so that most **residents can stay in the neighbourhood** of their choice as their housing needs change.

INTERPRETATION

Bylaw
290-10

"Residential" includes all residential dwellings and uses. "Residential" also includes, churches, parks, transition residential, day care facilities, extended care facilities and public parks.

- **"Comprehensive Development"** includes larger areas of undeveloped parcels with development potential which should be planned in consultation with the District of Sechelt, to a conceptual stage, and developed according to the resulting comprehensive plan. Comprehensive planning is required to ensure that Official Community Plan objectives are met, that these new areas are properly integrated into the existing development pattern, and that development phasing is in keeping with the community's ability to provide needed services, commercial opportunities, and community facilities. Policies related to comprehensive developments in the OCP will guide future rezoning negotiations. Future rezoning will be a process of zoning to meet OCP objectives. All Comprehensive Development Areas are also designated as Development Permit Area to ensure guidelines listed in Section 3.3 related to environmental protection, hazardous conditions, as well as the form and character of any commercial or multi-family uses are implemented.

RESIDENTIAL POLICIES

HOUSING TYPES - GROWTH STRATEGY POLICIES

- 2.4.1 The District of Sechelt encourages new development and redevelopment which helps to achieve a housing type distribution of roughly 30% multi family, 65% single family and 5% mobile dwellings over a 20-year period.
- 2.4.1 Higher Density Housing
- 2.4.2 While the District of Sechelt will encourage higher density forms of residential development to locate in and adjacent to the Village area, in accordance with the Growth Strategy, it also recognizes that, on occasion, certain site-specific constraints and opportunities may justify their location in other areas within Sechelt.
- 2.4.3 All parcels and groups of parcels rezoned to accommodate any other form of housing than single-family forms, will be subject to Development Permit Area guidelines.

COMPREHENSIVE DEVELOPMENT (CD) AREAS

- 2.4.4 Proposals for development within Comprehensive Development areas will be expected to show how the various objectives of this Plan, in particular those relating to affordable housing, housing type and range, preservation of neighbourhood character, infrastructure availability, transportation, sewage open space guidelines and habitat preservation, will be met.
- 2.4.5 Proposals for Comprehensive Development Areas shall follow the policies and guidelines set out in the District's Neighbourhood Plans which form part of the Official Community Plan.

Bylaw
290-12

PARKS IN COMPREHENSIVE DEVELOPMENT AREAS

- 2.4.6 Comprehensive Development plans will:
- a) locate parks and open spaces so that outstanding natural features are preserved, recreational opportunities maximized, and neighbourhood and community identity is strengthened;
 - b) connect parks and open spaces to each other, and to the community-wide system by trails and cycleways;
 - c) reflect a compromise between natural feature preservation and user safety;
 - d) provide for recreational and play facilities, appropriate to the size and nature of the development.

SITE PLANNING FOR CD AREAS

2.4.7 The site planning exercise for Comprehensive Development plans:

- a) must begin with an assessment of the existing site features and environment;
- b) will use environmental inventories and tree surveys to identify natural watercourses, wetlands, tree stands and other features worthy of preservation;
- c) will show how the transportation network, land use and open space layouts respond to an analysis of the site feature and environmental assessment;
- d) will ensure that development densities, major roads and park dedications will be equitably allocated on the properties located within the CDAs;
- e) will require that rezoning applications for individual properties within a CDA will consider the compatibility of land uses, and pedestrian access and vehicle accesses to adjacent properties.

**Bylaw
290-12**

2.4.8 Comprehensive Development plans will:

- a) include a range of housing densities and, where appropriate, a range of housing types;
- b) include affordable housing which is well integrated into the overall development and phasing, and is not physically isolated;
- c) incorporate neighbourhood commercial nodes if more than 400 residential units are anticipated, or where called for in other policies and schedules of this Plan;
- d) locate any required neighbourhood commercial nodes in highly visible and accessible locations;
- e) incorporate roads and cycle/pathways which function as logical extensions of the existing network;
- f) incorporate road layouts which reflect natural conditions and site features where feasible.

ENGINEERING DESIGN STANDARDS IN COMPREHENSIVE DEVELOPMENT AREAS

2.4.9 The District of Sechelt should consider variations to its engineering and subdivision design standards within the Comprehensive Development designation if adequate parking, traffic circulation, sidewalk widths and utility corridors can be achieved and can be substantiated by engineering reports to the satisfaction of the Engineering Department.

2.4.10 Where a Comprehensive Development area boundary coincides with the Agricultural Land Reserve (ALR), or the plan involves the ALR, the interface area between the ALR and the future urban lands will be identified as a special planning area requiring consultation with the Agricultural Land Commission and affected ALR land owners.

EAST PORPOISE BAY

2.4.11 Comprehensive Residential Golf Course Development Area" includes approximately 135 ha of land in East Porpoise Bay, an area which is considered premature for non-rural type development. For development within this area to be considered for approval, specific criteria as outlined in related policies must be met. Any comprehensive plan for this area will be expected to incorporate approximately 727 residential units in a mix of forms and densities, and includes the following amenities:

- a) a 4 ha school/park site
- b) a 2 ha waterfront park
- c) a total of 20,000 sq. ft. commercial space (1858m²)
- d) a total of 206 single-family dwellings
- e) a total of 381 multi family dwellings
- f) a total of 140 duplex units
- g) a total of 55 acres of open space (23 ha)
- h) a 65 ha golf course

SANDY HOOK

2.4.12 Comprehensive Development Area 'A' includes approximately 90 ha of land in Sandy Hook, an area for which development is considered in the long term. Any comprehensive plans for these areas will be expected to incorporate residential units in a mix of forms and densities and provide appropriate amenities.

WEST SECHELT

**Bylaw
290-12**

2.4.13 Comprehensive Development Area includes three parcels of land which total approximately 180 hectares. These parcels are located in West Sechelt (2) and East Porpoise Bay (1). Any comprehensive development plans for these areas will be expected to incorporate residential units in a mix of forms and densities and provide appropriate amenities as set out in the West Sechelt Neighbourhood Plan which forms part of the Official Community Plan.

The "Mariner's Watch Neighbourhood", "Residential Golf Course", and "Comprehensive Development Area 'A'" are seen as areas for longer term development, but will be considered for development approvals on the basis of proponent:

- a) Completion of a comprehensive community impact study to address traffic, environmental quality, soft and hard services, and relevant issues identified in conjunction with Council and the community;
- b) Submission of a detailed plan;
- c) Submission of proposals which detail how the proponent will resolve issues identified in the community impact study, and those which result from what would normally be considered 'premature' development.

AFFORDABLE AND SPECIAL NEEDS HOUSING

- 2.4.14 The District of Sechelt should review Zoning Bylaw No. 25 with the intent of reducing the potential for negative impacts on neighbouring uses, and on traditional commercial areas.
- 2.4.15 The District of Sechelt should support the provision of a **broad range** of housing opportunities, in keeping with its Growth Strategy policies, to meet the changing needs of residents.
- 2.4.16 The District of Sechelt should recognize the needs of residents who face special difficulties in finding appropriate and affordable housing and encourage the provision of housing to meet their needs.
- 2.4.17 **Congregate and extended care** facilities should be permitted within all residential designations in this Plan. Locational criteria such as proximity to medical facilities, social services, shopping, transit, and other group homes may be defined in the relevant residential zoning bylaws.
- 2.4.18 The District of Sechelt should amend Zoning Bylaw No. 25 to reflect its' support for the use of **density bonusing**, as outlined in the Local Government Act, in order to achieve community amenities and affordable housing, provided certain conditions, as described in the applicable zoning by-laws, are met.
- 2.4.19 Where appropriate, The District of Sechelt should enter into **housing agreements** with owners regarding affordable and special needs housing, as outlined in the Local Government Act (Section 905), in order to ensure ongoing affordability and appropriateness of housing.
- 2.4.20 The District of Sechelt should investigate the need for, and feasibility of, amending the zoning bylaw to allow **secondary suites** and **garden suites** in residential zones where certain criteria, particularly servicing and parking, can be met.
- 2.4.21 The District of Sechelt should seek the assistance of the provincial government to investigate the cost savings possible through revision of engineering standards and zoning regulations.
- 2.4.22 The District of Sechelt should request that the **Canadian Mortgage and Housing Corporation**, Vancouver office, begin to include the District of Sechelt in its building activity reports in order to allow comparison with other BC communities and as a basis for housing-related land use and policy decisions.
- 2.4.23 Where need can be shown, The District of Sechelt should consider leasing or selling **municipal land** at below market value to a non-profit housing society which will develop non-profit housing on site.
- 2.4.24 Where need can be shown, The District of Sechelt should consider setting up a **statutory reserve fund**, as outlined in the Local Government Act, to help generate new funds to support affordable housing.

2.5 Commercial

INTRODUCTION

A critical element of a sustainable community is a vibrant economy which provides a full range of goods, services and jobs. Although commercially designated lands represented only about 2% of Sechelt's total land area at mid-year 1995, they have a major impact on the overall well-being of the whole community.

The question of whether Sechelt has sufficient and appropriately designated commercial lands will become increasingly important as the population of the Sunshine Coast continues to grow. The purpose of the "Commercial" designations is to provide opportunity for a full range of commercial uses which are conveniently located, which complement existing commercial and other uses nearby, and which can be serviced in a technically and financially viable manner.

HOME BASED BUSINESSES

The number of people working from their homes is assumed to be growing, although no actual figures exist as of mid-year 1995. New technologies are providing ever greater opportunities for running businesses from homes. At the same time, the large percentage of part time employment on the Coast, an interest in maintaining a 'semi-rural' lifestyle, combined with a tendency to self-reliance, and individual initiative, contributes to the numbers of home occupations in a community such as Sechelt.

While a flourishing home based business sector provides a number of benefits to the community, there are also concerns about the potential negative effects upon residential neighbourhoods and existing commercial areas. Zoning regulations will need to be updated to address these issues.

INTERPRETATION

"Commercial" includes the complete range of retail, wholesale, service, financial, office, institutional, accommodation, marina, leisure, recreation, and meeting facilities. In addition, this designation allows for medium density residential uses in addition to commercial uses, on the same site, or within the same development proposal.

"Neighbourhood Commercial" includes the same uses permitted in the "Commercial" designation but which are designed to meet the daily needs of the immediate trading area and not unduly compete with the Downtown area. Neighbourhood Commercial areas are represented on Schedule C (Future Land Use Designations) by a symbol and may encompass an area within a 60-meter radius of the symbol. Notwithstanding the size of the existing Wilson Creek commercial area, total commercial floor space in any new or expanding neighbourhood commercial area shall be limited to 5,000 sq ft. Accessory residences shall be allowed in conjunction with permitted commercial uses.

"Tourist Commercial" includes accommodation uses and service commercial uses directed primarily to the travelling public such as restaurants and marinas; commercial recreation uses such as mini-golf; recreational rentals such as for kayaks and bicycles; and office uses accessory to the above uses.

"Downtown/Village Plan" –More specific policies and additional categories of commercial uses have been defined and designated in the Downtown/Village Plan, and are shown on Schedule C-2 as part of that Neighbourhood Plan. The new uses are:

- Downtown Commercial
- Service Commercial
- Transition Commercial
- Future Downtown Commercial (2005)
- Future Transition Commercial (2010)

2.5.1 COMMERCIAL POLICIES

DOWNTOWN/VILLAGE AREA

- 2.5.1 The District of Sechelt encourages conventional retail uses to locate in the Downtown and discourage them from locating in areas designated "Tourist Commercial".
- 2.5.2 The District of Sechelt encourages the development of a vibrant downtown by allowing for the concentration of commercial and residential development within the Downtown area.
- 2.5.3 The District of Sechelt should pursue further commercial revitalization initiatives in the Downtown, in cooperation with the business community, Chamber of Commerce and other agencies representative of interests in the Downtown.

TRANSITION FROM INDUSTRIAL USE ON WHARF STREET

- 2.5.4 Although it recognizes the existence of light industrial type uses along Wharf Street, the District of Sechelt encourages new light industrial uses, to locate in areas designated "Industrial" and discourage such uses from locating in any of the commercially designated areas.

TOURIST COMMERCIAL

- 2.5.5 The District of Sechelt encourages "Tourist Commercial" uses to locate in appropriate locations, and where adequate public access can be assured, along the waterfronts/esplanade in the Village, Davis Bay and East Porpoise Bay.

HIGHWAY COMMERCIAL

- 2.5.6 The District of Sechelt discourages continuous **commercial type 'strip'** development along all roads.

DEVELOPMENT PERMITS REQUIRED

- 2.5.7 The District of Sechelt will continue to require that all proposals which require an Official Community Plan Amendment to a Commercial type designation also become designated as a Development Permit Area.

PARKING STANDARDS

- 2.5.8 The District of Sechelt will continue to consider alternatives to on-site parking for commercial developments, where appropriate.

TEMPORARY COMMERCIAL AND INDUSTRIAL USES

- 2.5.9 The District of Sechelt recognizes that certain economic conditions and other factors can create situations and circumstances that may require the approval of temporary uses. Council will consider applications for Temporary Use Permits for short-term land uses that do not warrant a change to the designation or zoning of the land. Permits may be issued by resolution of Council, together with conditions including, but not limited to, the use of the land, the restoration of the land, and the expiration date. Council may also seek security to ensure that the terms of the permit are met. An appropriate public consultation process shall be undertaken prior to issuance of a Temporary Use Permit.

**Bylaw
290-7**

- 2.5.10 The entire District of Sechelt is designated as a Temporary Commercial and Industrial Permit Area.

REPEALED

2.6 Industrial and Business Park

INTRODUCTION

Sechelt presently has 120 hectares of industrially zoned land, the vast majority of which is within the airport lands, including a future industrial park, east of Wilson Creek. In recent years, there has been demand for industrial space in Sechelt but past difficulties in the joint administration of the airport lands impeded the necessary servicing and subdivision of these lands. The Sechelt Indian Government District is also providing industrial subdivision space within their own jurisdiction.

In the previous OCP, some light industrial uses were permitted within Commercial designations. These uses will now be encouraged to locate on parcels with an Industrial designation.

Industrial lands have traditionally been of great benefit to communities, not only because of the jobs they provide, but also for the additional local tax contributions they make. These taxes help support services and infrastructure levels which residential taxes alone could not easily support. Many municipalities have strived for a 60% residential to 40% commercial/industrial tax ratio. Given Sechelt's location and the nature of manufacturing-type businesses, this ratio may not be attainable, however, the resolution of the airport land leasing issues, and continued population growth is expected to generate more demand for industrial lands.

As with the previous OCP, an area of approximately 20 ha south of the airport is proposed as a potential future location for industrial uses. Part of this land is presently within the Agricultural Land Reserve. If and when the need for more industrial land can justify such a decision, Council may consider supporting its exclusion from the ALR for industrial uses.

INTERPRETATION

"Industrial" includes processing, manufacturing, extraction, assembly, repair, utility, storage, transportation services, limited retail sales, and limited personal services catering to those working or doing business in the industrial area. This designation may include a single residence for care-taking purposes related to the principle industrial use. This designation includes the above permitted uses when conducted in water lease areas as well as on land.

"Business Park" -The new Business Park designation may include light and non-noxious service oriented industrial uses. When Business Park uses are proposed for an area they shall undergo an OCP amendment process and its associated public review to ensure the most suitable location for the proposed use has been identified. A corresponding land use zone will be developed subsequent to a public process being completed. All uses locating in the Business Park designation shall be subject to the applicable policies of this plan.

X Bylaw
290-19

INDUSTRIAL POLICIES

- 2.6.1 New industrial uses should only be permitted in areas designated as "Industrial" in this plan.
- 2.6.2 Retail activity within the Industrial designation will be strictly limited, through zoning, to preserve these lands for industrial uses, reduce the impact upon existing retail businesses, and minimize retail-oriented traffic generation within industrial areas and their neighbouring residential areas.
- 2.6.3 The District of Sechelt will cooperate with local, regional, and provincial agencies in encouraging economic and industrial activities which are sensitive to the environment and which can be accommodated without major public expense.

AIRPORT AREA

- 2.6.4 If funds are committed to a new provincial highway by-pass, the District of Sechelt may consider an expansion of the airport industrial area to the north in order to improve transportation access and reduce impacts on neighbouring residential areas

WATERFRONT INDUSTRY

- 2.6.5 New industrial uses should not be permitted within estuarine environments, or along the shoreline.
- 2.6.6 The District of Sechelt opposes the issuance of any new industrial foreshore leases where the upland area is designated "Residential", "Park and Recreation", or "Rural Resource".

**Bylaw
290-19**

BUSINESS PARK POLICIES

- 2.6.7 The District may consider designating lands within the Plan area for Business Park use subject to appropriate environmental analysis, traffic impact studies and site servicing requirements.
- 2.6.8 Uses in the Business Park designation may include research and development business offices, technological services including research and development and assembly, consultants offices, government and major utility office space, limited residential related to principal uses, and related commercial uses including restaurants.
- 2.6.9 Residential uses may be permitted above the principal uses at density not exceeding 14 units per hectare.
- 2.6.10 Development locating in the Business Park designation shall be zoned as comprehensive zones in the District's Zoning Bylaw in order to define appropriate development parameters.

2.7 Marine

COASTAL SHORELINES

Within Sechelt's boundaries there are approximately 15 km. of shoreline along the Georgia Strait, and close to 12 km of shoreline along Sechelt Inlet. A significant portion of the coastline in Sechelt is rocky or inaccessible. Two stretches, Trail Bay and Davis Bay, are, however, both very visible and accessible.

All coastal areas can be considered sensitive, and estuaries, such as at Wilson and Chapman Creeks, are of particular importance. Developments along the shoreline can have an impact on the marine environment. Estuaries serve as rearing grounds for many salmon species and as spawning habitat for a range of non-commercial fish. Marine vegetation, such as eelgrass and kelp, are sensitive to siltation and current changes and impacts on these species can have negative effects higher in the food chain. Paving, logging, ditching and other activities which change the natural drainage pattern, can impact marine systems adversely. Accidental spills and other sources of pollution can add to the stress placed on marine ecosystems. Particular care must be taken when considering discharge of storm sewers and sewage treatment plants as these often serve as the conduit for a number of pollutants. Due to these concerns, the District of Sechelt's zoning Bylaw No. 25 includes a regulation restricting development located within a zone extending from the marine high water mark or high tide level to 15 m. horizontal distance inland

The following marine and shoreline designations provide for upland and foreshore uses which accommodate both public and private boating and waterfront-oriented uses. Commercial boat repair and other industrial-type uses are not appropriate in these designations.

INTERPRETATION

**Bylaw
290-8**

"Fish Hatchery" includes establishments used for growing and breeding fish, shellfish, molluscs, crustaceans and marine algae.

**Bylaw
290-10**

"Marine" includes wharf, boat ramp, private boat moorage associated with residential use located on abutting upland, park and recreation uses, and breakwaters except for that part of the Trail Bay foreshore from S.I.G.D. #2 to the eastern boundary of D.L. 1385.

**Bylaw
290-12**

"Public Waterfront" includes uses permitted in the "Marine" future land use designation, non-motorized watercraft rentals, public day-use boat moorage, and within the Village neighbourhood only, waterfront-oriented tourist commercial uses.

POLICIES

- 2.7.1 The District of Sechelt should not support the issuance of any new industrial foreshore leases where the upland area is designated "Residential", "Parks and Open Space", or "Rural Resource".

2.8 Infrastructure & Public Utilities

INTRODUCTION

Infrastructure policies are designed to permit orderly and fiscally responsible growth without incurring the high costs of 'leapfrog' development. Phasing of services is outlined in order to allow new development while best meeting engineering and cost concerns. Although roads are also considered to be infrastructure, objectives and policies related to roads are included in Section 2.9 Transportation. Additional information regarding water supply is also contained in the Natural Resources Section 2.2 and Background Report Section B.3.

The "Public Services and Utilities" designation is intended for larger facilities and parcels of land which are part of the network of services provided to the general public.

Although the previous OCP allowed all service and utility uses in all land use designations, this new designation is a recognition that certain, larger facilities can have a potentially greater impact on nearby properties. As such, these uses should undergo the public review associated with an OCP amendment process to ensure that the most suitable location has been identified.

OBJECTIVES:

A Sustainable Community aims to...

- **plan** for and ensure provision of infrastructure necessary to permit orderly, healthy, fiscally and environmentally responsible development that meets the expectations of the community.
- **reduce** the amount of "waste" created, by providing for and promoting local opportunities to reduce, re-use and recycle both solid and liquid wastes.
- **dispose of** residual (non-reusable & non-recyclable) waste in a manner which has the least impact upon the environment and human health, given reasonable technical and financial limitations.
- **recognize** the relationship between residential densities, segregated land uses, private automobile use, production of greenhouse gases (and other air pollutants), infrastructure and transit efficiencies, and the use of non-renewable, non-domestic energy sources, and the capital and maintenance costs of supporting infrastructure.
- **increase** energy self-reliance within a regional context.

INTERPRETATION

"Public Services and Utilities" includes fire halls; major works yards and transit depots; landfills, major stand-alone recycling depots and operations; major composting facilities; major electrical, gas, telephone, and cable installations; sewage treatment plants; and water supply facilities.

INFRASTRUCTURE AND PUBLIC UTILITIES POLICIES

WATER RESOURCES

- 2.8.1 The District of Sechelt encourages development/redevelopment proposals which include sound techniques to **conserve water resources**, and the related energy used to treat, transport and heat water; and the energy and chemicals used to treat the resulting wastewater.
- 2.8.2 The District of Sechelt encourages initiatives of the SCR D, and of other public and non-profit agencies, which aim to **conserve water resources** in the District of Sechelt.
- 2.8.3 All development plans for all comprehensive development areas, new major residential developments, as well as proposals for major commercial and industrial developments, be referred to the Regional District for confirmation of water service availability prior to their adoption and/or any related implementation rezoning bylaws.

SANITARY SEWER

- 2.8.4 The District of Sechelt will use the adopted Phase II **Liquid Waste Management Plan (LWMP)** to guide the provision of sewage treatment facilities in a cost-effective and environmentally appropriate manner. The District should also review alternative solutions and appropriate technologies used in other communities to reduce per capita sewage flows to the municipal treatment system, and to reduce the environmental impact of effluent, including methods to reuse or recycle sewage, sludge and greywater.
- 2.8.5 The District of Sechelt encourages the use of safe and **appropriate technologies**, education and fixtures designed to reduce sewage flows.

STORM WATER MANAGEMENT

- 2.8.6 The District of Sechelt should **review and update** the 1993 study "Drainage Study for Development Cost Charges" in light of more recent population projections adopted as part of this Plan.
- 2.8.7 The District of Sechelt may consider development proposals which incorporate sound **appropriate technologies** for on-site retention and natural recharge from paved and roof areas (such as reduction of impermeable surface areas, porous piping, dry wells, sand traps, catchment basins with oil separators, and natural vegetation filters), subject to the provisions of the Subdivision and Development Control Bylaw.

SOLID WASTE MANAGEMENT

- 2.8.8 The District of Sechelt will continue to **monitor and participate** in the Sunshine Coast's **Solid Waste Management Plan**.

- 2.8.9 The District of Sechelt may revise the policies and guidelines of this Plan as opportunities to achieve **Regional Solid Waste Management Plan objectives** are brought to its attention.
- 2.8.10 The District of Sechelt encourages private, public and non-profit agencies in their attempts to meet Regional and Municipal **solid waste objectives**.
- 2.8.11 The District of Sechelt supports efforts of the SCR D's public relations program to encourage residents and businesses to **reduce, re-use and recycle** solid waste.
- 2.8.12 The District of Sechelt should use the **Recycling/Environmental Initiatives**, October 1993 (included as Appendix IV), as a guideline for action within Municipal premises.
- 2.8.13 The District of Sechelt encourages the SCR D (and provincial agencies as appropriate) to:
- a) refuse applications to burn wood waste, and
 - b) develop guidelines to regulate the **burning of wood waste**, and
 - d) encourage applicants to take advantage of alternatives to burning. (also Policy 2.2.6)
- 2.8.14 As an **alternative to burning**, woodland clearing waste should be trucked to permitted sites in non-residential areas to reduce the impact of noise from mulching machines.
- 2.8.15 The District of Sechelt should attempt to reuse and recycle **demolition waste** from all demolition activities it undertakes.

HYDRO, GAS, OIL AND COMMUNICATIONS FACILITIES

- 2.8.16 The District of Sechelt should request to review and comment on **Environmental Assessment (EA) Studies**, and may participate in the EA process, for major hydro-electric power lines, oil lines, gas lines, communication lines or lines conveying other liquids or energy, to ensure that District interests concerning impacts on land use, heritage resources, environmentally sensitive landscapes, and natural resources are addressed.
- 2.8.17 While the District of Sechelt recognizes that legislation relating to the actions of utilities and Crown corporations takes precedence over municipal legislation, where applicable, it may request that a utility company which proposes to locate, relocate or replace a facility within the District of Sechelt, carry out this work in accordance with **guidelines** established by the District of Sechelt.
- 2.8.18 Prior to receiving approval to locate, relocate or replace a facility within a District of Sechelt road allowance or on other land owned by the District of Sechelt, the utility company may be requested to conduct a **public information meeting** in an effort to identify and resolve the concerns of adjacent residents.
- 2.8.19 Utility companies should be requested to review any local inventory of heritage resources, any scenic roads surveys, and any archaeological potential maps prior to

undertaking construction, demolition or maintenance projects; and mitigate any impacts on **heritage resources** including archaeological sites through acceptable conservation measures.

- 2.8.20 The position of Sechelt's representative on the Hydro Vegetation Management Committee should be to use methods other than **herbicides** to control unwanted vegetation.

ZONING FOR PUBLIC SERVICES AND UTILITIES

- 2.8.21 The District of Sechelt should review the Zoning Bylaw No. 25 to reflect the intent of this designation to distinguish between smaller, low impact public service and utility uses and larger, potentially higher impact uses as identified in this Plan.

ENERGY POLICIES

- 2.8.22 The District of Sechelt should consider the energy use and energy distribution/transmission implications of all development/redevelopment proposals, calling upon the energy utilities for expert advice as necessary.
- 2.8.23 The District of Sechelt should begin to integrate energy planning with community planning by considering the amount of embodied energy, and future operating energy required when establishing standards for infrastructure construction and community design.
- 2.8.24 The District of Sechelt encourages development proposals which address the use of energy (embodied or operating) and its negative effects upon the environment and human health.
- 2.8.25 The District of Sechelt encourages building design and site layout which will achieve ongoing energy efficiencies.
- 2.8.26 The District of Sechelt encourages municipal staff to identify innovative methods for reducing energy consumption and its effects, as a part of its own activities and undertakings.
- 2.8.27 District of Sechelt staff, in consultation with energy utilities, the development industry, and other relevant agencies, should identify policies which will address energy conservation as part of the future development process.
- 2.8.28 The District of Sechelt should design and maintain all new and renovated landscaping at District buildings in keeping with maximizing energy efficiency and minimizing water use.
- 2.8.29 The District of Sechelt, in cooperation with the energy utility companies, should promote tree planting and landscaping for energy efficiency in existing homes and businesses through education and, if feasible, through incentive programs.

2.9 Transportation

"Transportation planning and traffic management initiatives are critical for sustainable urban development."

Toward Sustainable Communities, p. 75

INTRODUCTION

Land use patterns and densities determine, to a high degree, the travel demands on a community's transportation system. There are direct relationships among land use densities, mix and proximity of uses, trip generation and the viability of various modes of transportation. Similarly, the provision of transportation facilities influences the development patterns, economic activity and quality of life of a community.

The transportation system in Sechelt is composed of Provincial, local (District of Sechelt), and private facilities. The system includes roads, transit facilities, sidewalks, pedestrian trails, bicycle facilities (so far only informal and recreational ones), an airport and seaplane services as shown on Figure 6.

The intent of the transportation policies is to provide for an integrated, diversified transportation system which allows for the effective movement of people, emergency services, and goods to areas within and outside the District of Sechelt. The transportation system must be safe, accessible, affordable, energy efficient, and sensitive to the environment.

OBJECTIVES

A Sustainable community aims to...

- **Ensure** that opportunities for using a variety of transportation modes are available to all residents.
- **Develop** appropriate transportation links in order to provide efficient movement of people, emergency services, and goods to areas within and outside the District of Sechelt.
- **Promote** alternative modes of transportation to help address several positive goals: reduce per capita energy use; reduce per capita air pollution generation; make more efficient use of existing community investment in roads, and increase safety and mobility for those who do not/cannot use private vehicles.
- **Provide** opportunities to improve transit, walking and cycling facilities through the development approval process while minimizing the impact of new development on road efficiency.
- **Create** a vibrant, concentrated village core, more concentrated development, and neighbourhood commercial "nodes" in order to encourage multi-purpose trips (by providing a critical mass of services and people), increase opportunities to use

modes of transportation such as transit, cycling and walking, thereby helping to reduce the need to make automobile trips.

- **Recognize** that the engineering standards to which local rights of way are developed, such as the width and finish of roads and sidewalks, can have a significant visual impact on a neighbourhood and should be tailored, wherever possible, to reinforce rather than erase neighbourhood character.

INTERPRETATION

The Major Road network, as shown in Figure 6, establishes a hierarchy of roads to support the District's settlement pattern and consists of:

- (a) Provincial Highways
- (b) Existing collector and arterial roads
- (c) Future collector and arterial roads
- (d) Local roads

"Arterial roads" are defined as roads whose primary function is to carry through traffic from one area to another and have limited direct access to individual properties.

"Collector roads" are defined as roads whose primary function is to distribute traffic between arterial, other collectors and local roads and may also provide direct access to adjacent properties.

"Local roads" are defined as roads which mainly serve the function of providing direct property access and traffic circulation within subdivisions.

"Limited local roads" are defined as roads which provide direct access to individual parcels but which are limited in their ability to provide traffic circulation within subdivisions.

TRANSPORTATION POLICIES

MAJOR ROAD NETWORK

- 2.9.1 Two studies have been completed which form the basis of the road system planning - the **Major Road Network** developed in 1996 by R.F. Binnie & Associates Ltd. and the Arterial Road Network Study by CTS consultants in 1999. Amendment to the Figure 6 Road Network may be made in the future to reflect aspects of these studies, particularly related to Provincial Highway upgrades, and to fine tune the location of collector and local roads needed to support future growth provided for in this Plan.

ALR LANDS

- 2.9.2 The District of Sechelt is required, under the Agricultural Land Commission Act, to consult with the Agricultural Land Commission and to seek Commission approval of transportation plans and proposals where the **Agricultural Land Reserve** is involved.

ROAD STANDARDS IN ENVIRONMENTALLY SENSITIVE AREAS

- 2.9.3 Notwithstanding the designated right-of-way standards, in areas near Environmentally Sensitive and Hazardous Condition Areas, the District of Sechelt should consider, as part of the design of roadway improvements, a practical **right-of-way width** considering property impacts, costs, social and environmental impacts. These studies will identify any significant environmental impacts and associated mitigation measures and include public input. All reasonable alternatives to the improvement should be evaluated and the rationale for selection of the preferred alternative documented.

FINANCING ROAD CONSTRUCTION

- 2.9.4 The District of Sechelt should finance new road construction and road improvements through a variety of methods including local improvements, subdivision servicing requirements, and Development Cost Charges applicable through the District of Sechelt. New road construction and improvements financed through Development Cost Charges are to be phased in through actual construction over a 20-year period beginning in about 1995, or as DCC funding allows.

NEW DEVELOPMENTS – TRAFFIC IMPACT STUDIES

- 2.9.5 The District of Sechelt will require the preparation of **transportation impact studies** by the developer, for developments which are expected, in the opinion of Council, to create operational problems associated with the safe and efficient movement of traffic, pedestrians, bicycles and/or transit. Roadway improvements identified as a result of these studies will be the responsibility of the developer as a condition of site plan approval, rezoning or subdivision approval.
- 2.9.6 The District of Sechelt should advise developments affecting the Provincial Highway system of provincial requirements to conduct a **traffic impact study** which meets the requirements of the Ministry of Transportation' terms of reference for traffic impact studies.

HIGHWAY 101

- 2.9.7 The District of Sechelt, in conjunction with the Sechelt Indian Government District and the SCRD, should negotiate with the Ministry of Transportation during the selection of **highway routes** and the possible transfer of responsibility of redundant sections of former highways to the District of Sechelt.

SELMA PARK/DAVIS BAY ALTERNATE CONNECTOR

- 2.9.8 The District of Sechelt may undertake a transportation study of the need for, and possible routes for an **alternate East-West route** to the existing Provincial Highway, through the Selma Park/Davis Bay area, primarily in response to emergency traffic routing concerns.

ROAD DESIGN

- 2.9.9 The District of Sechelt should consider allowing for more attractive and creative uses of **'left-over' strips** of land within municipal road Rights of Way.
- 2.9.10 The District of Sechelt should consider the development of policies and standards for the implementation of **"traffic calming"** street design which may be proposed in new, higher density subdivisions or appropriate redevelopment areas in the Village core.
- 2.9.11 The District of Sechelt should, as part of the development of individual Neighbourhood Plans, study the scenic quality of its roadways and consider appropriate development guidelines to protect unique and important **scenic values**, especially those which contribute to the character of the neighbourhoods.

TRANSIT

- 2.9.12 The District of Sechelt, in cooperation with the Sechelt Indian Government District, Sunshine Coast Regional District, bus service operators and the Ministry of Transportation, may investigate whether a **park and ride facility** would be appropriate adjacent to any new major transportation facility.
- 2.9.13 The District of Sechelt encourages development proposals to provide for **road layouts and pedestrian links** that facilitate transit use, and will encourage proponents to consult with Sunshine Coast Transit.
- 2.9.14 Wherever possible, the District of Sechelt will develop **access to main transit routes** as it develops a network of sidewalks, pedestrian trails and bicycle facilities.
- 2.9.15 The District of Sechelt, in its review of development applications that involve **major traffic generators and facilities**, should consider the provision of on or off-site facilities or road improvements that will facilitate public transportation service and be conducive to its use.
- 2.9.16 The District of Sechelt will work with the Sunshine Coast Transit Service to ensure that **transit routes** are integrated with other transportation modes and that needed facilities are accommodated as new development occurs.

BICYCLE AND PEDESTRIAN ROUTES

- 2.9.17 The District of Sechelt, in its preparation and review of all Neighbourhood Plans, plans of subdivision and site plans, should consider pedestrian movement, development of new **pedestrian routes** and extension of existing routes which link residential areas with the Village core, neighbourhood nodes, parks, schools and commercial areas; and links with the proposed "Ferry to Ferry" cycle route being developed by the SCRCD.
- 2.9.18 The District of Sechelt may, where appropriate, allow the use of **undeveloped road rights-of-way**, for pedestrian and bicycle routes, and will allow necessary improvements (such as path surfaces and signs) which will not preclude future planned road development.
- 2.9.19 The District of Sechelt may acquire **easements** over land suitable for use as a walking/cycling and/or nature trail in circumstances where outright acquisition of title would not be feasible or where an easement serve the same purpose but at a lower cost.
- 2.9.20 The District of Sechelt is required, under the Agricultural Land Commission Act, to consult with the Agricultural Land Commission and to seek Commission approval of recreational or multi-use trail plans and proposals where the **Agricultural Land Reserve** is involved.
- 2.9.21 The District of Sechelt should consider adopting the bicycle and cycle/pedestrian path **engineering/design standards** recommended in the Regional Bicycle/Walking Path Strategy in order to ensure consistency on the Sunshine Coast with Ministry of Transportation standards and Subdivision Servicing Bylaw No. 30.
- 2.9.22 The District of Sechelt encourages the Ministry of Transportation to observe its existing policies related to providing **paved shoulders** in conjunction with upgrading of the existing Highway 101, and to observe policies relating to shoulder width and cyclist access points in the design of any future highway route within Sechelt.
- 2.9.23 The District of Sechelt should enter into discussions with local businesses and developers to determine how to address the need for **bicycle parking** facilities in commercial areas and multi-family developments. This should be reviewed at the Preliminary Layout Approval stage.
- 2.9.24 The District of Sechelt should acquire linear, **pedestrian-oriented walkway** and open space, with a minimum width of 3 metres, parallel to shoreline areas of the Strait of Georgia and Porpoise Bay, including Snake Bay, through dedication at the time of development approval, or through purchase.

- 2.9.25 The District of Sechelt should require fully constructed pathways for pedestrians and cyclists at **key locations in new subdivisions**, for example, at the end of cul-de-sacs, and may revise present Bylaw 30 walkway standards in order to achieve more attractive cycle/walkway design.
- 2.9.26 The District of Sechelt should, as funding permits, attempt to incorporate the **Regional Bicycle/Walking Path Strategy** as it relates to Sechelt.
- 2.9.27 The District of Sechelt requires the incorporation of sidewalk letdowns and other features designed for **accessibility** during new sidewalk and road construction.

FERRY TRANSPORTATION

- 2.9.28 The District of Sechelt should request that any consideration of additional ferry service, especially "fast ferries", or of reduced service, by the Province, will include an **assessment of the impacts** on population growth, land use, other infrastructure, public finances and the environment.

AIR TRANSPORTATION POLICIES

- 2.9.29 The District of Sechelt recognizes that the present location of the airport is a good one and affirms its intention that the **airport** continue to serve recreational and regional transportation needs.

GOODS MOVEMENT

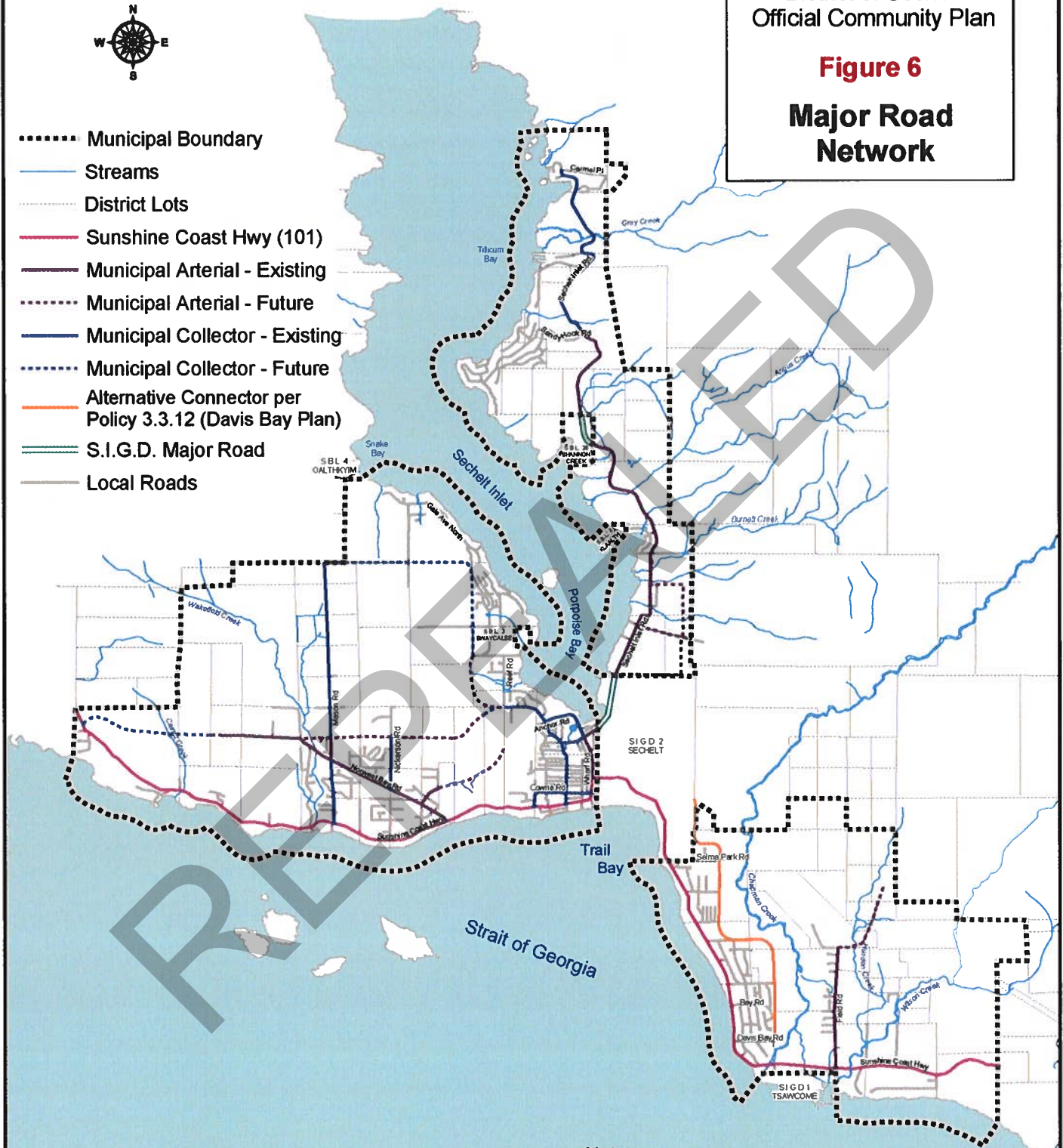
- 2.9.30 The District of Sechelt should develop policies regulating the movement of dangerous goods, and of heavy goods vehicles.

District of Sechelt
Official Community Plan

Figure 6

Major Road Network

- Municipal Boundary
- Streams
- District Lots
- Sunshine Coast Hwy (101)
- Municipal Arterial - Existing
- Municipal Arterial - Future
- Municipal Collector - Existing
- Municipal Collector - Future
- Alternative Connector per Policy 3.3.12 (Davis Bay Plan)
- S.I.G.D. Major Road
- Local Roads



Scale 1:70,000

0 0.3 0.6 1.2 1.8 2.4 Kilometers



District of Sechelt Official Community Plan
Bylaw No. 435, 2003.

Plot Date: July, 2003

Notes:

Future road alignments are conceptual; actual alignment to be determined through detailed study.

The impact of the proposed collector alignment on the productive forest, in the Forest Land Reserve, shall be reviewed prior to implementation of Policy 3.3.12.

2.10 Education, Recreation and Institution

"...(the) sustainable community has an ethic of compassion and caring. Physical and social needs are met in a spirit of mutual support and quality of life is shared by all residents."

Strategic Directions for Community Sustainability, p. 34

INTRODUCTION

Human services in Sechelt include those provided by different levels of government and private or volunteer agencies to meet community health, social, safety, educational and cultural needs. These services include a library, schools, health and social service programs, arts and events centres, a seniors centre, and emergency services. Their general locations are shown in Background Report Section B.7.

While several institutional uses are considered usual and appropriate within the residential designations, such as elementary schools, day cares and churches which primarily serve the local population, the "Major Education, Recreation & Institution" designation is intended for some of the larger institutional uses and those which may have a greater impact on the surrounding community.

OBJECTIVES

A sustainable community aims to...

- **Ensure** an adequately staffed police service.
- **Ensure** an adequately equipped fire fighting service.
- **Provide** accessible human services facilities in response to population growth and diversity of interests, needs and abilities.
- **Support** locally based arts and cultural organizations which contribute to the image of the community and the fulfilment of its residents.
- **Support** local groups and services working to build a healthy community.

INTERPRETATION

**Bylaw
290-10**

"Education, Recreation and Institution" includes government, cultural or recreational facilities, major religious institutions, research institutes, educational facilities and community halls. Government, cultural and recreational facilities may include associated commercial uses. Institutional developments may include a related residential component.

GENERAL POLICIES

- 2.10.1 The District of Sechelt should continue to develop **community facilities** in response to population growth and diversity in accordance with its financial abilities.
- 2.10.2 The District of Sechelt should consider the **adequacy and location** of existing and required human services in assessing proposals for new development.
- 2.10.3 The District of Sechelt encourages the majority of human service providers to locate in the **Village core** in order to reinforce Sechelt's role as the regional service centre, and to support transit services and pedestrianization.

MAJOR EDUCATION, RECREATION AND INSTITUTION

- 2.10.4 In order to reinforce the Village core, the District of Sechelt should make every effort to centralize new community-oriented educational, recreational, social and cultural facilities in locations within the Downtown.
- 2.10.5 The District of Sechelt encourages proposals for research facilities in locations which are appropriate for the specific type of research considered, given rigorous assurances regarding health, noise, liquid, solid and airborne waste, and dangerous goods transportation.

SCHOOLS

- 2.10.6 The District of Sechelt should pursue **joint-use arrangements** for school facilities to realize the best use of taxpayer investment.
- 2.10.7 The District of Sechelt should consult with School District #46 to consider the **impact of development proposals** on the adequacy and cost of school services.
- 2.10.8 The District of Sechelt will review with School District #46 the implications of entering an agreement which would provide for **school lands to be dedicated at time of subdivision** and consider amending its policies accordingly.

HEALTH SERVICES

- 2.10.9 The District of Sechelt should liaise with the administration of St. Mary's Hospital and/or the Community Health Council as required, but at a minimum once each year.

RECREATION FACILITIES

- 2.10.10 The District of Sechelt shall continue to work towards the establishment of regional recreation facilities through cooperation with other governments.

2.10.11 The District of Sechelt shall continue to support an expanded role for a Sunshine Coast Recreation Commission but not necessarily in the form presently constituted.

2.10.12 The District of Sechelt should review its **recreational services**, with the assistance of stakeholders and other service providers, to determine if facilities and program management should be administered by the Sunshine Coast Recreation Commission.

2.10.13 The District of Sechelt should continue to pursue partnerships with voluntary and private organizations to build and/or operate needed recreation facilities in a financially responsible manner.

COMMUNITY SERVICES

2.10.14 The District of Sechelt should request the Sunshine Coast Community Services Society to facilitate meetings between local social and supportive service providers and District Planning and Development staff as required, but at a minimum once each year.

EMERGENCY SERVICES

2.10.15 The District of Sechelt should consider the potential impact of development proposals upon the adequacy and cost of police services.

2.10.16 The District of Sechelt should pursue a closer liaison with the RCMP to ensure that community standards and priorities are communicated to and addressed by the RCMP.

FIRE PROTECTION

2.10.17 The District of Sechelt should consider the potential impact of development
2.10.18 proposals upon the adequacy and cost of fire fighting services.

2.11 Heritage Resources

INTRODUCTION

Heritage is the comprehensive inheritance of natural and cultural components, in their context, which gives people a sense of place and community. The heritage resources of a community include its distinctive cultures, traditions, landmarks (including trees of community significance), properties, structures, burial sites, cemeteries, natural features and archaeological resources. These contribute to how we define and confirm community identity, enhance quality of life and attract visitors.

In the past, the District of Sechelt has not taken an active role in heritage resource identification or conservation. As of 1995 only the Rockwood Lodge building was designated under the Heritage Conservation Act.

Provincial legislation has been in place to address archaeological sites for some time. However, as the community grows and changes, and as more knowledge is gained of First Nations heritage sites, it may be desirable to begin using some of the powers available through the Local Government Act.

OBJECTIVES

A sustainable community aims to...

- **preserve** the cultural history of settlement in Sechelt and its natural setting.
- **capitalize** on its history by means of increasing heritage resource awareness.
- **identify, give recognition to, and protect** community heritage resources in order to contribute to community pride and well-being.
- **develop** an acceptable way to identify and protect heritage properties of particular importance to the Sechelt people by working with the Sechelt Indian Government District.

POLICIES

- 2.11.1 The District of Sechelt should support community efforts to develop a **heritage registry** which identifies the location and features of structures, landscape features, landforms, properties, and sites considered to be of heritage value so that their preservation can be considered early in the planning and development process.
- 2.11.2 The District of Sechelt should support community efforts to raise awareness of heritage resources by means of **identification and promotion**.
- 2.11.3 The District of Sechelt should work with the **Sechelt Indian Government District** to determine what actions may be appropriate to recognize and/or preserve heritage resources identified in ongoing studies.

- 2.11.4 The District of Sechelt should work with heritage property owners to develop **voluntary arrangements** and find economic solutions which will help preserve community amenity.
- 2.11.5 The District of Sechelt should consider adopting, by bylaw, **tax incentives** for the purposes of supporting the conservation of an eligible heritage property (as defined in the Local Government Act).
- 2.11.6 The District of Sechelt should consider establishing different **zoning bylaws** for different protected properties, and different density regulations for a zone, for the purposes of supporting the conservation of protected heritage properties or amenities (as defined in the Local Government Act).
- 2.11.7 The District of Sechelt should only permit the cutting, limbing, topping, clearing, or the cutting of the roots of **trees** on the Boulevard or other roadside areas belonging to the municipality in emergencies or as recommended for good management practice by a registered arborist.
- 2.11.8 In addition to other implementation strategies, the District of Sechelt may **identify trees** and stands of trees, that the Council considers significant because of their importance to the community, including importance for landmark value, heritage value, or as wildlife habitat.
- 2.11.9 The District of Sechelt encourages residents and staff to report the discovery of **archaeological evidence** to the Archaeology Branch of the Provincial government.
- 2.11.10 The District of Sechelt encourages community and developer efforts to **commemorate historical evidence** and sites of value to the community but which do not require protection under the Heritage Conservation Act, with signs and their incorporation, where feasible, into development that is accessible to the public.

2.12 Parks and Open Space

INTRODUCTION

Residents of Sechelt have access to a number of park, open space and recreation facilities, both public and private. The following policies and guidelines for park areas shall be used to plan and budget for municipal park and open space provided in Sechelt. Figure 7 indicates where municipal and provincial parks, and some other facilities are located. This map also provides a general indication of the location of future proposed parks, and lands where the District may require park dedication at the time of any future subdivision. Details of the parkland inventory, typical standards for various types of parks, and priorities for future park acquisition are discussed in more detail in the Background Report, Section B.4. Park requirements are currently under review, and a new Park and Recreation Master Plan is being prepared, which may result in changes to the OCP maps and policies.

OPEN SPACE NETWORK

Together, traditional parks, natural parks, shoreline walks, beach access areas, public walkways (including paved surfaces) and trails, lands protected in the ALR or FLR, other undeveloped Crown Land, and stream side habitat protected by covenant constitute a "green zone" or open space network which can help to:

- define the 'edges' of neighbourhoods,
- define an image of the larger community,
- provide movement corridors for people which are separate from those primarily designed for motorized vehicles, and
- provide wildlife movement corridors.

In addition, it may be feasible to include BC Hydro Rights-of-way in the Open Space Network as the corporation considers recreation uses as compatible, in some circumstances, to their primary use. Although all these lands are not under District of Sechelt control, a fair assumption can be made that they will remain 'unbuilt' or 'non-urban' for the lifetime of this Plan. Figure B-3 in the Background Report provides a reference to the open space areas in Sechelt.

OBJECTIVES:

- to provide a range of Active, Passive, and Natural (conservation), public park space in suitable locations throughout Sechelt
- to provide space for, and a range of, recreational activities suited to the abilities and interests of the varied population of the community, in centrally accessible locations
- to ensure that Sechelt is the eventual location of a Regional District recreation facility
- to continue to enhance public access to the waterfront through a programme of physical improvements on municipal lands

- to develop, with the involvement and contribution of the neighbourhoods, some beach accesses as mini-parks and focal points
- to develop a comprehensive linear, pedestrian-oriented walkway and open space system which parallels the shoreline of the Strait of Georgia and Sechelt Inlet (including Porpoise Bay and Snake Bay). This system will also be designed to incorporate view corridors, beach accesses, and rest areas.

INTERPRETATION

**Bylaw
290-12**

“Parks and Open Space” – these areas are intended to provide outdoor recreation and protected conservation areas. Parks and open space includes:

- Municipal and provincial parks.
- Public land which is primarily intended, or is officially designated, for outdoor recreation or conservation areas.
- Public and privately-owned indoor and outdoor recreation facilities such as golf courses which are intended to serve the general public.
- Commercial uses which are customarily ancillary to the principal permitted use.

PARKS AND OPEN SPACE POLICIES

NEIGHBOURHOOD LEVEL PARK SPACE

- 2.12.1 A general interim guideline for provision of neighbourhood level park space shall be 1.2 ha/1000 persons. Provision of neighbourhood level space may be at lower levels in areas of low density (particularly where the density is below 2.5 units per hectare) or where there is a high proportion of seasonal residents.
- 2.12.2 As a general rule, neighbourhood park sites should be adjacent to public school sites. Failing this they should be as near to school sites as possible.
- 2.12.3 Public elementary school sites should provide some neighbourhood open space on a portion of the site. This portion (field and play areas) will be considered within the inventory of neighbourhood level park space.
- 2.12.4 New family-oriented multiple family housing will provide easily monitored “tot lot” type play areas on site, or contribute to such facilities within easy access of the housing site.
- 2.12.5 The District of Sechelt will consider the need for garden allotment spaces in the Village area, and the possibility of incorporating such a use into neighbourhood level park space where required.

PROVINCIAL LEVEL PARK SPACE

- 2.12.6 In recognition of the significant role played by Porpoise Bay Provincial Park as a tourist destination, and of its educational and recreation resources, rare within urban municipal boundaries, the District of Sechelt should consult with the Ministry of Water, Land and Air Protection, Lands & Parks, Porpoise Bay staff on proposals which may affect its viability and operation.
- 2.12.7 The District of Sechelt should continue to work with Sandy Hook residents and the Ministry of Forests in the ongoing, low-impact enhancement of the Sechelt Heritage Forest.

OPEN SPACE NETWORK

- 2.12.8 Lands which constitute a preliminary Open Space Network are shown, generally, on Figure B-3 in the Background Report. The exact location of the network should be defined over time and changes to its location will not require an amendment to this plan, but would be recorded and available for viewing in the District of Sechelt Planning Department.
- 2.12.9 The District of Sechelt is required, under the Agricultural Land Reserve Act, to consult with the Agricultural Land Commission and to seek Commission approval for any plans or proposals for recreational and multi-use trails where the Agricultural Land Reserve is involved.
- 2.12.10 On land within the Agricultural Land Reserve (ALR), proposed recreational and multi-use trails must not bisect existing or potential agricultural operations, and such trails shall be directed to the periphery of the ALR block.
- 2.12.11 The District of Sechelt should consider the potential contribution to or impact on Sechelt's Open Space Network of all new development and redevelopment proposals, including utility and transportation corridor proposals.
- 2.12.12 The District of Sechelt will consider acquiring statutory rights-of-way, under the Land Title Act, to restrict land uses to conservation purposes, over lands which are suitable for wildlife movement corridors. These corridors to be incorporated into the Open Space Network.

PARK ACQUISITION PRIORITIES

- 2.12.13 The District of Sechelt, with reference to the Sunshine Coast Parks and Recreation Action Plan of 1991 should establish a Park Space Acquisition Strategy as part of a Parks and Recreation Master Plan, to help determine future priorities.
- 2.12.14 The District of Sechelt should continue to pursue the leasing of suitable Crown Land for community level park, conservation and recreation purposes.

2.12.15 Given the limited uses for which mini parks are suited, the high cost of park maintenance, an ageing population, and the relatively higher need for active, linear and waterfront parks, mini parks should only be acquired and developed by the District of Sechelt where specific local need can be justified.

**Bylaw
290-10**

2.12.16 As provided under Section 941(2) of the Local Government Act, the District of Sechelt shall determine whether new subdivisions in those areas designated as conceptual future park sites on map Figure 7 must provide five percent of the land for community, neighbourhood, or mini-park space, or pay cash in lieu.

**Bylaw
290-8**

SHORELINE/LINEAR WALKWAYS

2.12.17 The District of Sechelt should acquire linear, pedestrian-oriented walkway and open space, with a minimum width of 3 metres, parallel to shoreline areas of the Strait of Georgia and Porpoise Bay, including Snake Bay, through dedication at the time of development approval, or through purchase.

2.12.18 The District of Sechelt should ensure that the detailed design of public linear walkway parallel to shoreline areas incorporates the need to ensure a connection between littoral and upland habitats for wildlife movement.

2.12.19 The District of Sechelt should consider the acquisition of upland rights in Porpoise Bay and Trail Bay wherever feasible, and in keeping with the findings of the 1995 Urban Greenway Study, in order to develop an integrated sea walk on both shores which will contribute to Sechelt's overall network of parks and open spaces.

DEVELOPMENT COST CHARGES

2.12.20 Park space or cash in lieu dedication required at time of subdivision is generally intended to create neighbourhood level open space within and for residents of the specific subdivision. To provide community level open space, sites which may not be provided for out of the 5% dedication, and those which may need to be added to or enlarged, to accommodate new growth, development cost charge by-laws should be used.

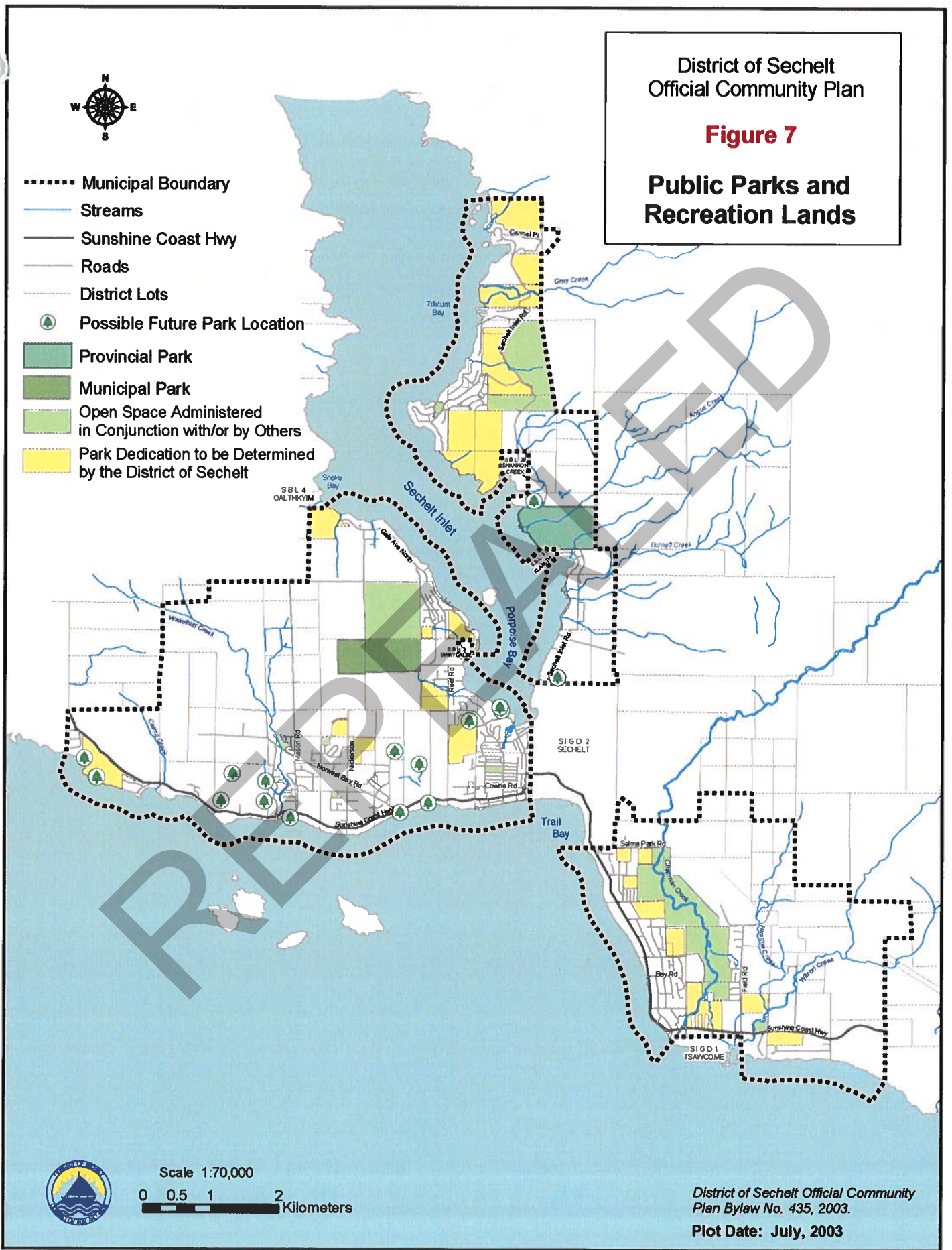
2.12.21 The District of Sechelt should investigate, as part of a Parks study, the need for, and methods of establishing, and periodically updating, a Development Cost Charge by-law for parks acquisition.

District of Sechelt
Official Community Plan

Figure 7

**Public Parks and
Recreation Lands**

- Municipal Boundary
- Streams
- Sunshine Coast Hwy
- Roads
- District Lots
- 🌲 Possible Future Park Location
- 🟩 Provincial Park
- 🟨 Municipal Park
- 🟪 Open Space Administered in Conjunction with/or by Others
- 🟫 Park Dedication to be Determined by the District of Sechelt



Scale 1:70,000
0 0.5 1 2 Kilometers

District of Sechelt Official Community Plan Bylaw No. 435, 2003.

Plot Date: July, 2003

3.0 DEVELOPMENT PERMIT AREAS

INTRODUCTION

The designation of Development Permit Areas within the Official Community Plan allows the District of Sechelt a greater level of control over development in order to:

- protect sensitive terrestrial sites and upland areas;
- protect aquatic resources associated with creeks, marshes and wetlands, and the marine resources associated with foreshore areas within the OCP area;
- to protect unique and/or sensitive sites which may contain elements of both terrestrial and aquatic habitats and which are sensitive to the function of the whole ecosystem;
- protect development from hazardous conditions in the form of landslides, rockfalls, storm wave erosion, and flooding and channelized hazards;
- require that appropriate measures, such as adequate building setbacks, drainage and cut and fill precautions be taken where potential geotechnical hazards exist;
- guide the form and character of commercial and of multiple family residential development.

Unless otherwise noted in this Plan, land must not be subdivided, and construction of a building or structure (including additions or alterations) a Development Permit (DP) must be approved and issued by the local government prior to approval of subdivision of land or prior to within a Development Permit Area. A Development Permit will specify the requirements necessary to address the objectives outlined for the particular Development Permit Area (DPA).

The following text describes the reasons for the designations, and the guidelines which should be observed prior to issuing a Development Permit for specific areas. The detailed guidelines included in this section and within the relevant Neighbourhood Plans will constitute the full guidelines which must be observed.

3.1 Development Permit Areas - General

POLICIES

- 3.1.1 The District of Sechelt requires that Development Permits be issued prior to development in areas designated in this Plan as Development Permit Areas on Schedule A (Environmentally Sensitive and Hazard Areas); Schedule B (Commercial/Multi-Family Residential Areas); and Schedule C (Comprehensive Development Areas).
- 3.1.2 The District of Sechelt will consider revisions to the boundaries of the Development Permit Areas, and to their related objectives, reasons for exception, and guidelines, as relevant studies and individual Neighbourhood Plans are completed which contribute to the knowledge of these areas. In the case of any overlap in wording or map designations between the Official Community Plan and the subsequent Neighbourhood Plan, the Neighbourhood Plan shall prevail. The Official Community Plan document may not repeat all detailed guidelines which apply only to lands within specific Neighbourhood Plans.

REPEALED

3.2 Commercial and Multi-Family Residential Areas

Schedule B indicates the Commercial and Multi-Family sites which are designated as Development Permit areas. Additional detail on these sites is contained with the relevant Neighbourhood Plan. The following text describes the justifications for each individual area, and the guidelines which apply to individual areas. A summary table at the end of this section provides a quick comparison of the design guidelines which apply to the various commercial and multiple family development permit areas.

Exceptions

Unless otherwise specified in a Neighbourhood Plan, development permits are not required if the proposed development:

- a) is an interior renovation;
- b) is an addition or alteration to an existing building which does not exceed 40 sq. m. (430.5 sq. ft.);
- c) is the addition of an accessory building or structure on a property in existing residential use; or
- d) does not require a building permit

3.2.1 Development Permit Area #1

Bylaw
290-10

Downtown Commercial and Multiple Family Areas

This DP designation applies only to lands in the Downtown/Village area. Refer to Downtown/Village Plan for detailed design guidelines, policies and exemptions for DP Area #1.

3.2.2 Development Permit Area #2

Bylaw
290-10

Service Commercial Areas

This DP designation applies to lands in the Downtown/Village area. See Downtown/Village Plan for detailed design guidelines, policies and exemptions for DP Area #2

3.2.3 Development Permit Area #3

Davis Bay Waterfront Business Area

This DP designation applies only to lands within the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan. Refer to that Neighbourhood Plan for detailed site areas, rationale, development guidelines and exemptions for this DP Area.

3.2.4 Development Permit Area #4

Davis Bay/Wilson Creek Commercial Area

This DP Area applies only to lands within the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan. Refer to that Neighbourhood Plan for detailed site areas, rationale, development guidelines and exemptions for this DP Area.

3.2.5 Development Permit Area #5 East Porpoise Bay Multiple Family Area

The East Porpoise Bay Development Permit Area is located on the waterfront on the east side of Sechelt Inlet adjacent to Delta Road. Multiple family residential and commercial development on this site marks the introduction of a revitalization process for the waterfront of an historically industrial part of the Bay.

The objective of this designation is to ensure that development and redevelopment is compatible with anticipated adjoining residential and commercial uses. An important aspect of this objective is the need for a coordinated approach to the design elements and character of new and renovated buildings through the use of materials, and landscape treatment, and consideration of building mass, shape and siting. New development shall reflect the area's natural setting and its important location along the Sechelt Inlet waterfront.

Guidelines:

Guideline numbers 1, 2, 5, 6, 9, 10, 11, 13, 14, 17, 19, 20, 22, 23, and 27 apply. See reference table at the end of Section 3.

**Bylaw
290-19**

Business Park Development Permit Area #6

This Development Permit Area was established as part of the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan. Refer to that plan for detailed guidelines, objectives, exemptions and rationale for the designation.

3.2.7 Intensive Residential Development Permit Area #7

**Bylaw
290-19**

This Development Permit Area was established as part of the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan. Refer to that plan for detailed guidelines, objectives, exemptions and rationale for the designation.

3.2.8 West Sechelt Neighbourhood Plan Development Permit Areas

**Bylaw
290-12**

The following Development Permit Areas have been designated in the West Sechelt Neighbourhood Plan. Refer to the Neighbourhood Plan for details on site locations, exemptions, justification and development guidelines.

- Development Permit Area #W1
Neighbourhood Commercial and Multiple Family Areas
- Development Permit Area #W2
Comprehensive Development Areas

3.2.9 Summary of Guidelines For Commercial and Multi-Family Developments

The following numbered guidelines apply to the commercial and multi-family Development Permit Areas listed in the previous sections. These are cross-referenced in the following table for convenience.

1. Sensitivity toward, and consideration of, **ocean views** and view corridors should be incorporated in the design of the shape and massing of new buildings.
2. New buildings should be designed so that their **mass, shape, facade articulation, and siting** does not overwhelm the surrounding area. These design elements shall enhance the relationship between the new development and any adjacent uses, waterfront or open space areas.
3. New buildings should be designed so that their **mass, shape and siting** acts as a transition between the lower density residential area and the downtown commercial core.
4. New buildings should be designed so that their mass does not restrict **sun penetration** to sidewalks, plazas, open spaces, or other pedestrian areas. In certain cases, this may mean that upper storeys of buildings are set back from the ground storey, or building footprints are oriented to take advantage of solar orientation, amongst other. The use of articulation in the roofline is required to add interest to the shape.
5. **Pitched roofs** must be used to enhance the relationship between the adjacent residential and commercial areas.
6. **Building materials** should be those compatible with low density residential housing such as appropriately coloured wood, brick (standard size), stone and stucco. Certain amounts of specially shaped and coloured concrete and reflective glass may be considered. Large expanses of any one material are not considered acceptable. The use of "giant" brick is not considered acceptable.
7. **Building materials** should be used which are small in scale and reflect the fact that they are located within a commercial, residential, and pedestrian environment. Brick, (standard size), wood, stucco, and specially shaped and coloured concrete are examples of materials which are considered acceptable. The use of "giant" brick is not considered acceptable. Large expanses of any one material are not considered acceptable unless relieved by other architectural detail.
8. Conventional exterior **building materials** are considered acceptable. Examples include, but are not limited to brick, wood, stucco, concrete (especially sculptured concrete), and glass. It is recommended that large expanses of any one material be relieved by other architectural details.

9. **Building elevations** which are visible from adjoining or nearby streets or residential areas should be treated as a "front" elevations, with appropriate finishes, facade articulation and window placement so that buildings do not turn their backs upon these adjoining areas.
10. **Landscaping** should screen new development and redevelopment from adjoining uses.
11. Appropriate, residential-style **landscaping** must be provided between the principal buildings and the front property line.
12. **Tree planting** should occur along the perimeter of the property line in order to soften its impact upon surrounding property and streets.
13. Existing **mature trees** should be preserved.
14. **Site lighting** should be designed so as to avoid "light spill" upon adjoining low density residential lands.
15. The same **lamp standards** should be used throughout the area for both private and public projects in order to help unify the area over time.
16. The special uniform **surface treatment** of pedestrian ways used in the Cowrie Street Beautification project should be used throughout the area in both private and public developments in order to help visually link the entire area.
17. Garbage receptacle areas and utility kiosks should be **screened** with solid fencing or landscaping or a combination of the two.
18. Storage compound areas and chain link (or other forms of wire) fencing are to be **screened** from adjoining development by landscaping. Solid fencing, or a combination of fencing and landscaping may be considered.
19. **Surface parking** areas should be screened from adjoining development by landscaping. Solid fencing or a combination of the two may be considered.
20. Large areas of **surface parking** should include internal landscaping in order to "break up" the hard surfaces.
21. **Surface parking** areas area required at the rear of buildings. Where it is necessary to locate parking along pedestrian walkways or a roadway, solid fencing, landscaping, or a combination of the two , should be used for screening.
22. All buildings shall conform to Sec. 3.7 of the BC Building Code (**accessibility**).
23. Building **foundation walls** should be designed to integrate into the overall design of building facades. This can be achieved by using exterior building material down to the point of finished grade or by cladding in compatible materials and colours.
24. **Sitting areas** are encouraged to be provided within common areas of private sites in support of the pedestrian environment and in recognition of the large percentage

of elderly residing within the District, and to enhance the comfort of pedestrians in general.

25. Continuous **weather protection** is strongly encouraged and should be provided over all pedestrian areas, public and private, wherever practical in order to enhance the comfort of pedestrians.
26. **Signs** should be designed, sited, and appropriately sized so that it is in character with the proposed development or redevelopment and does not overwhelm the environment.
27. All new developments must be designed to enhance the feeling of **safety and security** of building users, and of those passing by. At a minimum, the relationships between entryways, between entryways and parking areas, and public areas; visibility of entryways from both within and adjacent to the site; lighting locations and levels; and the placement and heights of landscaping features will be considered in designing for safety.

REPEALED

Comparison of Guidelines for Commercial/Multi-Family Development Permit Areas
(Refer to OCP for full guidelines)

Guidelines		DPA #1	DPA #2	DPA #3	DPA #4	DPA #5	DPA #6	DPA #7	DPA #8
		Downtown Commercial and MF	Service Commercial	Davis Bay Waterfront Business Area	Davis Bay/Wilson Creek Commercial Area	East Porpoise Bay MF area	Business Park DPA	Intensive Residential DPA	West Sechelt DPA's (Commercial, MF and CD areas)
1.	Shape & massing to consider ocean views and corridors			X		X			
2.	Mass, shape, siting not to overwhelm surrounding area		X	X		X			
3.	Mass, shape and siting to act as transition between residential area and commercial core								
4.	Building mass not to restrict sun to pedestrian areas								
5.	Pitched roofs must be used to enhance relationship between existing residential and new development					X			
6.	Building, materials to be compatible with low density residential			X		X			
7.	Building materials small scale, reflect mixed use, pedestrian environment								
8.	Conventional building materials acceptable, large surfaces should be relieved by architectural detail		X						
9.	Elevations visible from streets or residential areas treated as "front" elevations.		X	X					
10.	Screen from adjacent residential and other uses with landscaping.		X	X		X			
11.	Residential style landscaping between building and front property line.					X			
12.	Tree planting required along property line to soften impact.								
13.	Existing mature trees to be preserved.					X			
14.	Site lighting avoids "light spill" upon adjoining lands.			X		X			
15.	Site lighting must be via same lamp standards as used throughout area.								
16.	Surface treatment of pedestrian ways on Cowrie to be used throughout public and private areas								
17.	Garbage & utility areas to be screened with landscaping and/or fencing		X	X		X			
18.	Storage compound areas, chain link/wire fencing to be screened		X						
19.	Parking areas screened with landscaping or fencing			X					
20.	Large areas of surface parking broken up with landscaping			X					
21.	Surface parking area at rear of buildings; if not possible, must be screened.								
22.	All buildings shall conform to Sec.3.7 of BC Building Code			X		X			
23.	Foundation walls to integrate with overall façade design		X	X					
24.	Seating to be provided within common areas of private sites								
25.	Continuous weather protection over all pedestrian areas wherever practical								
26.	New signage on existing buildings to coordinate with original building design								
27.	Site layout, landscaping and building designs to consider safety and security of users and passersby.		X	X		X			

3.3 Comprehensive Development Areas

Justification:

Large areas of undeveloped land within the urban boundary which are expected to develop within the time frame of this Plan provide an opportunity to create well-integrated new residential neighbourhoods. The use of Development Permit guidelines which address form and character, protection of the natural environment, and hazardous conditions, will help to achieve an attractive mix of uses which meets the needs of future residents and the aspirations of the community in general.

The objectives of this designation are:

- to achieve the protection of outstanding natural features on these sites;
- to initiate a distinctive design character which creates identifiable neighbourhoods and which builds on the best of existing neighbourhood character; and
- to ensure a built form which is conducive to walking, cycling and transit use, and to a feeling of safety for residents and visitors.

Guidelines:

Bylaw
290-12

Unless otherwise specified in a Neighbourhood Plan, the following guidelines will apply to all properties designated as Comprehensive Development on Schedule C (Future Land Use Designations). These guidelines are intended to serve as a guide and not as a rigid formula for site specific development. Upon approval of individual comprehensive development plans, more specific guidelines should be substituted for each area.

- 1) Residential Uses
 - the scale of new residential building forms adjacent to existing residential areas should be in keeping with the existing scale, but may increase with distance from existing areas
- 2) Commercial Uses
 - neighbourhood commercial uses should be located to take advantage of opportunities for high visibility and accessibility;
 - well designed and located commercial nodes can be used to provide a neighbourhood focal point, and should be of a scale and character in keeping with such a function
- 3) Form and Character
 - architectural and site design should consist of core design elements which can be repeated and modified to result in a harmonious overall pattern;
 - forms and materials which are in keeping with Sechelt's small town scale and spectacular setting will be encouraged;
 - roof lines, window placement, landscaping, etc. should be used to reduce the 'bulky' impact of any larger buildings;
 - buildings should be oriented towards the street to enhance the streetscape;
 - fencing or walls along street fronts which obscures sightlines between pedestrians and first storey windows, often found around cluster housing, should not be used in order to avoid a fortress-like view from the street;
 - building placement and design should ensure that streets can be visually 'controlled' by residents, thereby contributing to crime prevention.

3.4 Environmentally Sensitive Areas

An Official Community Plan is required to indicate through policy statements and map designations any restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development (Section 877(d) of the Local Government Act). The Local Government Act (Section 919.1) also provides for OCP's to designate Development Permit Areas (DPA's) for protection of the natural environment, its ecosystems and biological diversity, and for protection of development from hazardous conditions.

The general goal of the Development Permit Areas is to direct development away from sites which are environmentally sensitive, or to limit such development to that which can be achieved while meeting the objectives of maintenance of environmental standards. DPAs will also serve to provide further study of sites which are recognized as being important but which have not been thoroughly documented to permit detailed planning to occur.

The following sections of the OCP describe specific Development Permit Areas for the purposes of protection of the natural environment. Schedule A shows where these areas are generally located. Environmentally sensitive lands within the District of Sechelt have been identified in the Golder Report, 1993, and include foreshore and tidal areas, rocky outcrops, streams, creeks, ponds and estuaries. The special conditions or objectives that justify the designation of Development Permit Areas are under the separate headings. Some additional guidelines have also been incorporated into the Neighbourhood Plans where appropriate. Where a development proposal is situated within an Environmentally Sensitive Development Permit Area, the District of Sechelt may require the applicant to supply an environmental impact statement.

Exceptions

The following text describes the criteria for exemption from the need for a Development Permit, justifications for each individual designated area, and lists the guidelines which apply.

Development Permits are not required if the proposed development:

- a) is an interior renovation; or
- b) if the matters referred to in the "Guidelines" under each respective development permit area can otherwise be regulated by zoning, servicing and flood plain management bylaws, or by any tree cutting or soil removal and deposit bylaw existing at the time of application.
- c) Is construction, reconstruction, or addition to a single family dwelling.

**Bylaw
290-1**

3.4.1 Development Permit Area E/H #1 Gravel Pit Areas

Gravel pit areas within the neighbourhoods of Sandy Hook, East Porpoise Bay and West Porpoise Bay.

Justification

Gravel pits often contain loose, fine textured materials which, when exposed to the elements, are subject to erosion. Fine sands and silts can enter watercourses and damage aquatic habitats. Single storm events can result in the erosion of large quantities of unconsolidated fine sands, resulting in burial of spawning beds, deterioration of habitats, and filling of swamps and marshes. Erosion of sands may also impact marine habitats in creek estuaries through burial and changes in the course of the stream. Sediment laden streams may have sufficient energy to transport materials to the ocean, where with reduced velocities, the sediment load is deposited. Biotic habitats may be impacted while reduced water quality may impact recreational diving.

In addition, geotechnical hazards frequently exist in the development of gravel pits. Steep slopes may be prone to local sliding and slipping. As described above, loose and exposed materials within the gravel pits are subject to erosion. These areas and associated access roads or modifications to actual drainage courses, may provide sources of material for debris flow or flood activity.

Guidelines

- 1) Proposed developments within gravel pit areas should address the potential for erosion and slope instability. Measures which will minimize erosion, both in the short term during development and the operation of the gravel pits, and over the long term must be clearly determined in advance.
- 2) Development permits in gravel pit areas should not be issued until potential erosion, sediment discharge and stability issues have been thoroughly dealt with and are incorporated within a gravel extraction and reclamation plan, meeting the objectives of the OCP guidelines and those of other appropriate Authorities. Avoidance of erosion problems and unstable slopes is the primary means of dealing with such problems.

3.4.2 Development Permit Area E/H #2 Watercourse Habitat Areas

Major watercourses within the OCP area including creeks, streams, ponds and wetlands and the lands extending 15 meters on either side of the high water mark and/or ravine crest.

Justification

These watercourses and adjacent lands provide habitat for fish, waterfowl and other aquatic organisms. Disturbance of watercourse habitat without specific permission is contrary to provincial and federal legislation. Works adjacent to watercourses may pose the threat of vegetation removal and potential erosion.

The following streams provide habitat for fish populations: Chapman Creek, Wilson Creek, East Wilson Creek, Hudson Creek, Wakefield Creek, Burnett Creek, Angus Creek, Gray Creek, and Irvine Creek.

Small drainages, whether natural or constructed, may provide important habitat for young fish, or may discharge into streams with important habitat. Wetlands, swamps, and bogs provide important functions in the aquatic ecosystems by buffering the effects of storms, modifying nutrient loadings and water chemistry, and by providing habitats for many plants and animals.

Guidelines

- 1) Development permits for work in or adjacent to these areas must accommodate the appropriate requirements of both federal and provincial legislation. Specifically, development permits should include:
 - a) minimal clearing, grubbing or other works within the setback area;
 - b) provisions for erosion control for sites adjacent to the setback area; and
 - c) scheduling provisions which avoid sensitive periods during the year.
- 2) Buildings and permanent structures should not be allowed within any required setback area.
- 3) Works around and adjacent to the setback area, including drainage and septic systems, should be restricted to prevent adverse impact within the DPA limits or not permitted if such adverse impacts cannot otherwise be prevented.
- 4) Septic discharges should not be allowed to enter any required setback area, while storm water discharges should be treated in such a manner that deposition of sediments and contaminants are prevented from entering the watercourses.

3.4.3 Development Permit Area E/H #3 Shoreline and Foreshore Areas

All areas within 15 meters of the high tide line and 15 meters below the low tide line of all shoreline and foreshore areas along Georgia Strait and Sechelt Inlet within the OCP area.

Justification

Shoreline and foreshore areas are important both ecologically and visually. These areas provide habitats for young fish, shorebirds and many marine organisms. Developments within these areas may result in damage to fragile ecosystems and may impair the visual quality of the coastline. Shoreline processes, such as erosion by natural wave action, may serve important functions in terms of providing materials for the development of sand bars and beach areas. Works which modify these processes may result in damage to adjacent ecosystems.

Discharge of materials within shoreline and foreshore areas may damage ecosystems. Filling of marshy areas may similarly damage fragile ecosystems. Estuary areas serve as important habitats for many aquatic and marine organisms.

Guidelines

- 1) Development within this DPA should be avoided where possible. Detailed studies noting the potential impact of proposed developments should be conducted prior to issuance of a Development Permit for these sites. Such studies should be undertaken by specialists who are acknowledged by the District as being competent in the field of study. Key issues which should be addressed include:
 - a) potential effects of the proposed development on the marine ecosystem;
 - b) visual impacts of the proposed development; and
 - c) an assessment of the need for the development and of any possible alternatives which could minimize potential impacts.

3.5 Hazardous Areas

HAZARD LANDS

An Official Community Plan may designate areas for the protection of development from hazardous conditions. The general goal of the Development Permit Areas for this purpose is to direct development away from sites which are susceptible to geotechnical hazards or to limit such development to that which can be achieved while meeting the objectives of safety for persons and property. DPAs will also serve to provide further study of sites which are recognized as being important, but which have not been thoroughly documented to permit detailed planning to occur.

Hazardous lands within the District of Sechelt have been identified by the Golder Report, 1993 and include lands prone to landslides, debris flows/debris floods, gully and beachfront erosion, flooding, rockfalls and forest harvesting, and mining-related hazards. A more detailed description of the types of hazards and detailed mapping may be referenced in the Golder Report, 1993.

The following sections describe specific Development Permit Area requirements for the purposes of protection of development from hazardous conditions. Schedule A shows where these areas are generally located, based upon the information of the 1993 Golder Report. The boundaries of areas designated should be interpreted in conjunction with that report. The exact boundaries of areas which require protection may be refined following specific site assessments. Minor changes to these boundaries will not require an OCP amendment.

**Bylaw
290-12**

Development Permits are required prior to approval of a subdivision or building permit in Development Permit Areas E/H#4 to E/H#8 or alteration of land with Development Permit Areas E/H#4, E/H#5, E/H#6 and E/H#7 subject to the exceptions contained within Section 3.5 (below).

The following text describes conditions for exemptions to the requirement for development permits, the justifications for each individually designated area, and lists the guidelines which apply. Note: As shown on Schedule A, some properties are within more than one DP area, in which case, the guidelines for both DPA' shall apply.

Exceptions

Development permits are not required if the proposed development:

- a) is an interior renovation; or
- b) where there are hazardous conditions requiring development precautions which a geotechnical study indicates can otherwise be regulated by any District of Sechelt zoning, servicing and floodplain management bylaws, tree cutting or soil removal and deposit permit bylaws existing at the time of application.
- c) is construction, reconstruction, or addition to a single family dwelling.
- d) involves alteration of land where less than 25 cubic metres of soil is deposited or removed if the average slope of the land exceeds 40%; or
- e) involves alteration of land where less than 100 cubic metres of soil is deposited or removed.

**Bylaw
290-1**

**Bylaw
290-12**

Definition

Alteration of land means the deposition, removal or disturbance of soil, rock or other similar materials.

**3.5.1 Development Permit Area E/H #4
Rocky Beach Front and Upland Slopes**

Includes the slopes and the beach area above the high water level of the Strait of Georgia and Sechelt Inlet, up to a minimum 15 m horizontal setback behind the crest of the slope. Upland slopes as mapped.

Justification

The terrain within this DPA is predominantly steep rocky beach front and upland slopes with a discontinuous surficial blanket or veneer of fine grained or granular morainal soils or rubbly colluvium over bedrock. The soils are subject to potential shallow instability, small debris landslides and to minor storm wave erosion where they are exposed along the beachfront. Creep and shallow instability in the surficial soils have been observed. On rock slopes there is a potential for local instability including the possibility of rockfalls from exposed bedrock faces. Three areas of severe rockfall hazards have been identified in the Tuwanek and Sandy Hook Neighbourhoods and one in the Sunshine Heights of West Porpoise Bay. Modifications to existing rock slopes, either as cuts or fills increase the extent of risk due to instability.

Surficial runoff and seepage from perched groundwater tables have contributed to the formation of gullies within the thicker surficial soil deposits in these areas. A moderate to low probability is estimated for the occurrence of shallow soil instability including debris landslides, rock slope instability and isolated rockfalls from existing natural slopes. A high probability exists for soil instability including small soil slides on the slopes of the small creek gully located at the north end of Porpoise Drive in Sandy Hook.

Guidelines

- 1) Prior to the issuance of a development permit, the potential for both rock and soil slope instability and the impact of the proposed development should be addressed by a site specific investigation and report prepared by a Registered Professional with specific experience in geotechnical engineering and/or engineering geology. The report should:
 - a) address potential rockfalls in areas of exposed bedrock, supported by documentation of the extent of anticipated instability, with measurements tied to physical features, where possible. Accurate field determination of slope crest location or other geological features should be made.
 - b) address geotechnical considerations of cut and fill slope stability and appropriate recommendations and restrictions on excavation, blasting and filling;

- c) determine building envelopes in relation to natural or cut slope crests and possible rockfall zones;
 - d) include possible changes in slope conditions that might indicate an imminent landslide or rockfall hazard, for the attention of landowners; and
 - e) consider anticipated effects of septic and drainage systems on slope stability
- 2) The engineering report and any associated plans or designs should assess:
- a) groundwater conditions and potential slope instability caused by groundwater seepage; and
 - b) erosion potential by ocean waves or drainage flows.
- 3) In general, vegetation should be maintained on the slopes, and within any setback zone above the slopes, to minimize erosion. In areas of bedrock, the engineer should assess the necessity for selective scaling, rock bolting, and tree removal to improve stability conditions, on a site-specific basis.

REPEALED

3.5.2 Development Permit Area E/H #5

Beach Front Escarpments -- Trail Bay and Davis Bay

Includes the area to the south of the Sunshine Coast Highway from approximately Mason Road to just east of Norwest Bay Road, and along Trail Bay in the neighbourhood of West Sechelt. This DPA also includes the area west of the Sunshine Coast Highway from just north of Bay Road, northward to the boundary with Sechelt Band Land #2 (Sechelt Indian Government District), and along Davis Bay.

Justification

Steep beachfront escarpment slopes of up to 50 m high predominately made up of a gravelly to sandy veneer of probably marine origin and colluvium over compact to dense sand till. Bedrock is exposed near beach level at several locations in the Trail Bay area. There are areas of active land sliding and slumping on the escarpments, and soil creep is widespread.

Seepage from the escarpment is common, particularly along the top of the dense till. Local perched groundwater tables can be expected. Gullies have formed on the escarpments and there are many areas of saturated surficial materials. Uncontrolled drainage exists in some areas and is currently directed towards and onto these slopes. Discharge from septic fields may contribute to slope instability.

Excavation of roads, driveways, footpaths and stairways for beach access is contributing to slope instability.

The potential for debris landslides, slumping, creep movements and gulying on the face of the escarpments is high and there is some potential for storm wave erosion.

A very high probability is estimated for the occurrence of landslides and related soil instability on the escarpment slopes. A high to moderate probability is estimated for the occurrence of landslides and related soil instability within the 15 m setback zone behind the slope crest.

Guidelines

- 1) Prior to issuance of a development permit, the potential for slope instability, landslide activity and creep movements, and the impact of the proposed development on or by such natural hazard conditions, should be addressed by a site specific investigation and report prepared by a Registered Professional with specific experience in geotechnical engineering and/or engineering geology. The report should:
 - a) be supported by documentation detailing the extent of anticipated instability with measurements tied to physical features where possible;
 - b) assess the erosion potential of ocean waves on beachfront slopes;

- c) evaluate groundwater conditions considering seasonal and local variations in the groundwater regime and the potential for slope instability caused by groundwater seepage;
 - d) consider the anticipated effects of septic and drainage systems on slope stability, (such systems should be designed to avoid surface and groundwater erosion of beach front slopes);
 - e) identify possible changes in slope conditions that may indicate an imminent landslide and bring these to the attention of the landowner
- 2) The engineering report and any associated plan or designs of the proposed development should:
- a) address geotechnical considerations of cut and fill slope stability;
 - b) provide specific recommendations and criteria on design, construction and maintenance; and
 - c) determine building envelopes with relation to natural or cut slope crests with appropriate setbacks or other restrictions within these envelopes to be specified.
- 3) In general, vegetation should be maintained on the slopes and within any defined setback area above and below the slopes to minimize erosion or instability.
- 4) The removal or topping of trees from the slopes or crest of slopes for view enhancement purposes must be considered on a site specific basis with resultant stability and environmental impacts taken into consideration.

3.5.3 Development Permit Area E/H #6 Rockfall Hazards

Includes identified rockfall hazard areas within the neighbourhoods of Tuwanek, Sandy Hook, and West Porpoise Bay.

Justification

These areas are made up of steep fractured bedrock slopes or bluffs having a known or perceived high potential for slope instability and rockfalls. Active rockfall areas are characterized by the presence of blocky colluvial deposits. These areas may present a serious hazard to development, in particular those properties down slope of the rockfall area.

A high probability is estimated for the occurrence of rockfalls in these areas.

Guidelines

- 1) Prior to issuance of a development permit, the stability of the natural rock slopes and the potential for rockfalls and the impact of the proposed development on or by such natural hazard conditions should be addressed by a site specific investigation and report prepared by a Registered Professional with specific experience in geotechnical engineering and/or engineering geology. This report should:
 - a) be supported by documentation of the extent of potentially unstable slopes and rockfall zones;
 - b) address cut and fill slope stability and provide site specific recommendations on the suitability of the proposed development as well as criteria for the design, related construction and long term maintenance;
 - c) establish building envelopes and setbacks or other restrictions to development, with reference to natural or cut slope crests and possible rockfall zones;
 - d) consider the necessity for stabilization treatment of the rock slopes, including the need for selective or extensive scaling or rock bolting as well as the maintenance or removal of vegetation from the slope.

3.5.4 Development Permit Area E/H #7 Watercourse Hazards

Includes areas along Cairns and Wakefield Creeks and their tributaries; along Irvine, Angus, Burnett and Irgens Creeks and along an unnamed creek between Burnett and Irgens Creeks; and along Wilson, East Wilson and Husdon Creeks.

Includes a minimum 15 m horizontal setback from each side of the creek high water or the crest of ravine or eroded slopes of the creeks and their tributaries, or as mapped. The DPA limit should also be no lower than 1.5 m above the creek high water. The more restrictive of the above criteria applies.

Justification

Steep ravine slopes are subject to potential shallow slope instability in granular and fine grained soils. Creep and shallow soil slides on the ravine slopes of Angus and Wakefield Creeks has been observed. Erosion of creek beds is common along all creeks. Oversteepened and potentially unstable slopes have been developed as a result of gravel pit operations on both sides of Burnett Creek.

All creeks are considered to be subject to a moderate or high water flood hazard, except for Cairns Creek which has been identified as having little or no flood hazard.

No debris flows or debris floods are anticipated in these creek systems.

A portion of Wilson Creek, extending about 200 m. south from the northern District boundary, has been identified as having a moderate instability and very high to high erosion potential.

A number of properties adjacent to lower Wakefield and Irvine Creeks, and on the flood fans of Angus and Wilson Creeks, are subject to a potential flood hazard.

It is estimated that a high annual probability of shallow slope instability, erosion or flooding hazard exists south of Anchor Place along Wakefield Creek, along lower Angus Creek, and along lower Wilson Creek south of Cope Road right of way.

It is estimated that a moderate to low annual probability of shallow slope instability, erosion, deposition or flooding exists along the creeks as follows:

- a) along Cairns, Irvine, Burnett, Irgens, Husdon and East Wilson Creeks and along the unnamed creek between Burnett and Irgens Creeks as mapped on Schedule A;
- b) to the north of Anchor Place along Wakefield Creek, along its tributaries, and within the 15 m setback from the crest of ravine slopes of Wakefield Creek south of Anchor place as mapped on Schedule A; and
- c) along Wilson Creek and within the 15 m setback from the crest of the west bank of Wilson Creek as mapped on Schedule A.

Guidelines

- 1) Prior to issuance of a development permit, the stability of the natural slopes, the potential for erosion or flooding, and the impact of the proposed development should be addressed by a site specific investigation and report prepared by a Registered Professional with specific experience in geotechnical and/or hydrotechnical engineering. The report should:
 - a) consider the potential for creek erosion, deposition and flooding along the creeks and their tributaries and the potential for slope instability on the ravine slopes;
 - b) address local bank erosion protection and flood proofing or other measures to provide suitable protection of structures;
 - c) along with any protective measures, consider channel condition upstream of the site as well as the potential for adverse down stream impact;
 - d) consider the influence of tides on flooding;
 - e) consider the anticipated effects of septic and drainage systems on slope instability and water quality (drainage works should avoid erosion of ravine slopes and septic effluent should not be discharged onto ravine slopes or into creeks);
 - f) consider forest harvesting activities and practices in the watershed at the time of the study in the context of potential related slope and channelized instability.
 - g) include provision for stream management and development controls which may become necessary if increased development along the creeks or drainage channels is planned or permitted within the OCP.
- 2) In general, vegetation should be maintained to minimize erosion along eroding creek banks, creek valley floors and floodplains, on ravine slopes, and within the 15 m setback from the creek high water or crest of ravine slope.
- 3) The development should incorporate those requirements for maintenance of vegetation, and for protection against erosion or sediment discharge and channel modifications which are detrimental, or which are contrary to the environmental guidelines or requirements.

3.5.5 Development Permit Area E/H #8 Watercourse Hazards along Gray and Chapman Creeks

The development permit area includes a minimum 30 m horizontal setback from each side of the natural boundary of the creek high water mark, or a 15 m horizontal setback from the crest of the ravine or eroded slopes of the creeks and their tributaries. The DPA should also be no lower than 3.0 m above the creek high water level. The more restrictive criteria of the above applies.

Justification

Chapman Creek There is a great potential for riverbank erosion, local overbank inundation and deposition and flooding on the alluvial fan. Channel bars and point bars are common in the stream channel zone, and stream bed geometry is subject to frequent change.

Ongoing bank erosion is occurring along Chapman Creek. This is evident along the west bank approximately 100 m upstream of the bridge, where erosion has necessitated relocation of portions of the hiking trail. Erosion has also produced several larger erosional scars in unconsolidated materials within the steep ravine slopes. Active undercutting of the sandy ravine slopes which are located on the west side of the creek approximately 200 m upstream of the bridge has resulted in loss of land from the upper terrace. Rip rap which has been placed along this portion of the creek as a preventative measure is inadequate for long term bank protection.

There is a history of flooding on the fan of Chapman Creek. A serious flood in the early 1980's resulted from a combination of high creek flows, high tide levels and storm waves, and caused widespread inundation of the fan.

A high annual probability of shallow slope instability, erosion or flooding hazards is estimated to exist on the steep ravine slopes, creek valley bottom and alluvial fan of Chapman Creek. Steep ravine slopes are subject to potential shallow slope instability in granular and fine grained soils. Creep and shallow soil slides on the ravine slopes were observed.

It is estimated that a moderate to low annual probability of shallow slope instability or erosion exists within the 15 m setback zone behind the crest of steep ravine slopes of Chapman Creek.

Continued clear-cut forest harvesting and associated logging road construction in the mid and upper basins of Chapman Creek could affect stream flow characteristics such as annual runoff and peak flows, sediment load and water quality.

Gray Creek There is potential for local erosion and deposition hazards along lower Gray Creek and flooding on the Gray Creek fan. Old channel scars observed on the fan are evidence of creek instability and volatility. Cobbles and boulders on the bed of Gray Creek are an indication of the creek's rapid runoff rate and high load carrying capacity.

Steep soil slopes along the margins of Gray Creek fan are subject to shallow slope instability.

A high annual probability of flooding and erosion hazard is estimated to exist on the alluvial fan of Gray Creek.

It is estimated that a moderate to low annual probability of shallow slope instability or erosion exists on the unconsolidated slopes flanking the alluvial fan of Gray Creek and on the steep bedrock slopes to the north of Gray Creek along the eastern boundary of the District.

Guidelines

- 1) See guideline 1) for DPA E/H #7
- 2) A comprehensive hydrological study to determine the 1:200 year flood limits and appropriate bank protection measures should be undertaken if significant development on the fans of Chapman or Gay Creeks is to be carried out.
- 3) Consideration should be given to improving creek bank protection to minimize erosion of ravine slopes, prevent further destruction of the hiking trail and ensure protection of the highway bridge.
- 4) Appropriate river hydraulic studies should be conducted prior to the placement of any bank protection measures to avoid 'shifting' the erosion problem to another section of the creek bank.

REPEATED

3.5.6 Stormwater Management Development Permit Area

**Bylaw
290-19**

JUSTIFICATION

This designation is justified by Sechelt's desire to implement the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan in a manner that is consistent with goals, objectives and policies of the Official Community Plan. This Development Permit Area applies only to lands within the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan. Refer to that plan for detailed guidelines, objectives, exemptions and rationale for the designation.

REPEALED

4.0 PLAN IMPLEMENTATION

"Community participation helps ensure that decisions are sound and all parties will support them." "The participatory approach aims for fair consideration of all viewpoints in reaching reasoned and informed decisions. It takes all factors into account, including people's feelings and values. It draws on all relevant knowledge and skills, and uses 'expert' assistance with care and sensitivity." (Toward Sustainable Communities, p. 302)

INTRODUCTION

This section provides direction in applying and monitoring the effectiveness of the policies of this Plan. The implementation and monitoring of this Plan is dependent upon the District of Sechelt maintaining partnerships with the community, voluntary agencies, the Province, the SCRD, the Sechelt Indian Government District and the private sector. The role of the District will be to cooperate with these individuals and groups to find workable solutions to planning issues, develop meaningful programs for the involvement of the public in the planning process; and monitor the effectiveness of policies in this Plan.

PRINCIPLES

- Public participation is an essential element in the preparation, adoption, implementation and monitoring of District planning policies and decisions.
- Inter-governmental cooperation and private/public sector partnerships offer significant opportunities for the successful implementation and monitoring of planning policies.
- Continued review of the development approvals process, in consultation with the parties involved, will help identify means of increasing its efficiency and effectiveness.

POLICIES

- 4.1 The District of Sechelt should provide opportunities for public participation in the development, implementation and monitoring of District of Sechelt planning policies in accordance with this plan, the Local Government Act and other relevant legislation.
- 4.2 The District of Sechelt should pursue innovative approaches to involve the community when considering changes to this Plan
- 4.3 In public participation programs associated with a comprehensive review, or major amendment, of this Plan, The District of Sechelt should endeavour to:
 - a) establish realistic objectives and time lines for public participation programs;
 - b) solicit broad public input;
 - c) demonstrate how comments from the public have been considered in the development of planning policy and decisions; and
 - d) ensure that the public participation process is sufficiently flexible to allow for changes as necessary.

- 4.4 The District of Sechelt should provide copies of this Plan to the community associations, and the public library. These documents will also be made available at cost to the general public.
- 4.5 Other government agencies and the private sector are encouraged to refer to this Plan when developing plans and programs which affect areas of District interest.
- 4.6 Before major municipal or private works are undertaken which may affect either the foreshore or other public lands, the District of Sechelt should hold an information meeting so that all of those who feel their interests are affected may see plans and ask questions of municipal staff, government officials, other involved parties and members of Council. Such meetings shall be announced by public notice.
- 4.7 The policies in this Plan are intended to provide a statement of the intentions of Council. If clarification of any policy is necessary, reference should first be made to the objectives, then to the Introduction sections of this Plan. Figures and map Schedules must be read in the context of the related policies.
- 4.8 Where differences of opinion arise as to the meaning of any part of this Plan, an interpretation may be made by Council after hearing all interested parties. Where such interpretation is not accepted by an interested person or corporation, such person or corporation is free to apply to the Courts or other Body having jurisdiction for a judicial interpretation.
- 4.9 The boundaries identified on maps should be construed as being general in nature, and may be further refined as provided for in the policies of this Plan.
- 4.10 Where boundaries of land use designations coincide with physical features, roadways, property boundaries, and other defined geographical features, the boundary shall be deemed to be the centre line of that feature.
- 4.11 Where a parcel of land is subject to one or more designations on a map in this Plan, development proposals shall be reviewed in accordance with all the policies of the applicable designations, but where conflict exists between these policies, the more restrictive policies shall prevail to the extent of the conflict.
- 4.12 Notice of amendments to this Plan should be given in accordance with the procedures as provided for in the Local Government Act.
- 4.13 In considering amendments to this Plan, The District of Sechelt shall be guided by the following:
- (a) the need for the proposed change;
 - (b) the effect of the proposed change on the demand for District services and facilities;
 - (c) the implications the amendment may have on other policies of the Plan;
 - (d) the impact of the proposed change on the District's ability to achieve the vision statement, objectives and policies expressed in this Plan, or on other District policies, programs or interests.

5.0 MAP SCHEDULES

The following map schedules form part of the Official Community Plan:

- Schedule A (Map) – Development Permit Areas: Environmentally Sensitive and Hazardous Conditions
- Schedule B (Map) - Development Permit Areas: Commercial and Multiple Family
- Schedule C (Map) - Future Land Use Designations, District of Sechelt OCP

Neighbourhood Plans

The Neighbourhood Plans, which form part of the OCP, also contain map schedules which provide additional detail for those specific areas. Those documents are printed separately, and contain the following map schedules:

Schedule 2 -Downtown/Village Plan

- Schedule A-2 DP Areas (Environmentally Sensitive/Hazardous Conditions)
- Schedule B-2 DP Areas (Commercial/Multiple Family)
- Schedule C-2 Future Land Use Designations.

Schedule 3 –West Sechelt Neighbourhood Plan

- Schedule A-3 DP Areas (Environmentally Sensitive/Hazardous Conditions)
- Schedule B-3 DP Areas (Commercial/Multiple Family)
- Schedule C-3 Future Land Use Designations.

Schedule 4 –Selma Park/Wilson Creek/Davis Bay Neighbourhood Plan

- Schedule A-4 DP Areas (Environmentally Sensitive/Hazardous Conditions)
- Schedule B-4 DP Areas (Commercial/Multiple Family)
- Schedule C-4 Future Land Use Designations.



- Municipal Boundary
- - - - Neighbourhood Plan Areas
- Streams
- Hwy 101
- Roads
- Land Parcels

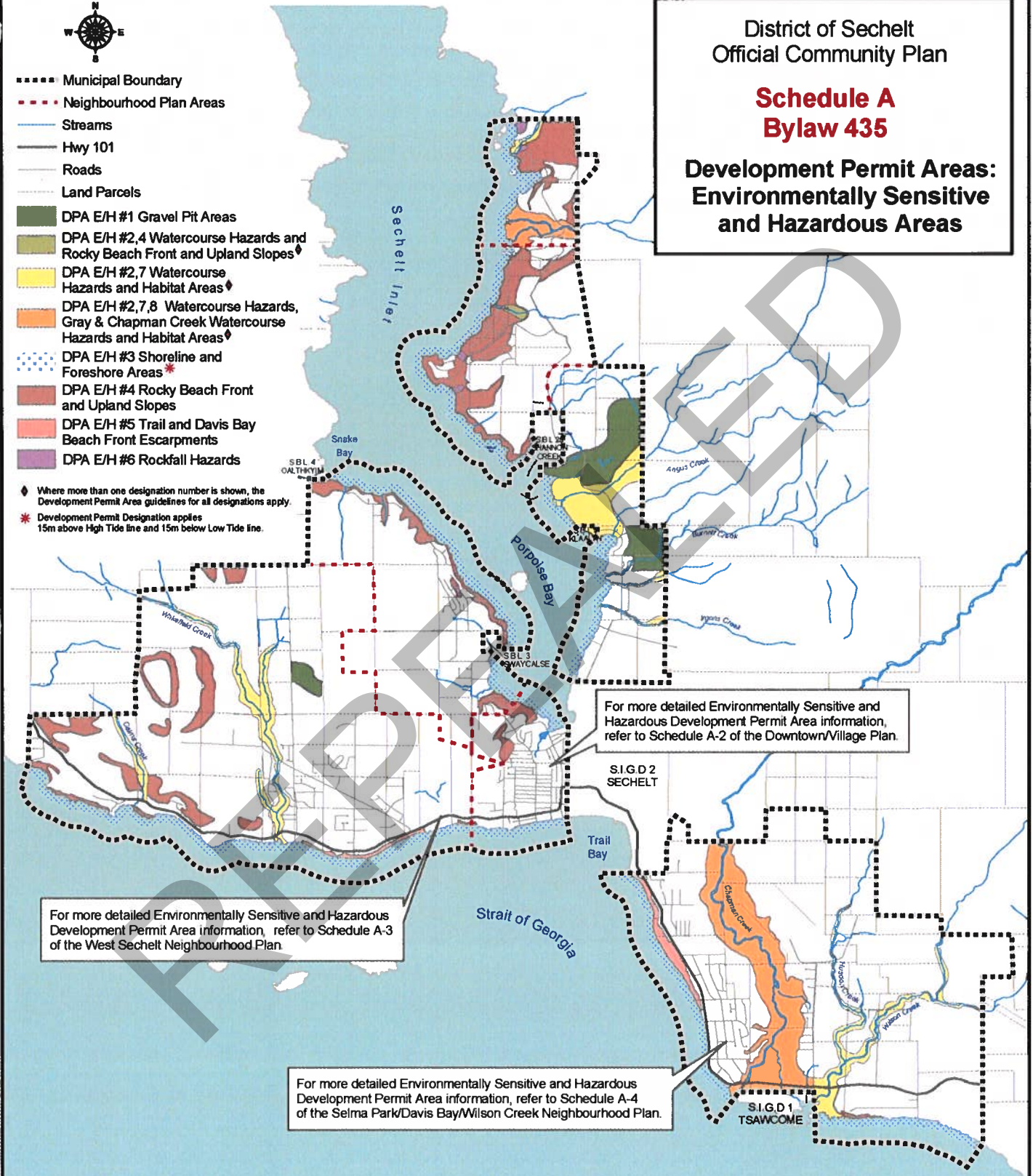
- DPA E/H #1 Gravel Pit Areas
- DPA E/H #2,4 Watercourse Hazards and Rocky Beach Front and Upland Slopes
- DPA E/H #2,7 Watercourse Hazards and Habitat Areas
- DPA E/H #2,7,8 Watercourse Hazards, Gray & Chapman Creek Watercourse Hazards and Habitat Areas
- DPA E/H #3 Shoreline and Foreshore Areas
- DPA E/H #4 Rocky Beach Front and Upland Slopes
- DPA E/H #5 Trail and Davis Bay Beach Front Escarpments
- DPA E/H #6 Rockfall Hazards

- ◆ Where more than one designation number is shown, the Development Permit Area guidelines for all designations apply.
- * Development Permit Designation applies 15m above High Tide line and 15m below Low Tide line.

District of Sechelt
Official Community Plan

**Schedule A
Bylaw 435**

**Development Permit Areas:
Environmentally Sensitive
and Hazardous Areas**



For more detailed Environmentally Sensitive and Hazardous Development Permit Area information, refer to Schedule A-2 of the Downtown/Village Plan.

For more detailed Environmentally Sensitive and Hazardous Development Permit Area information, refer to Schedule A-3 of the West Sechelt Neighbourhood Plan.

For more detailed Environmentally Sensitive and Hazardous Development Permit Area information, refer to Schedule A-4 of the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan.



Scale 1:65,000
0 0.5 1 2
Kilometers

Plot Date: June, 2003

Note: All DPA boundaries refer to the Golder Report of May, 1993 as adopted by District of Sechelt Council. All DPA boundaries are approximate and are subject to detailed site investigations and surveys.

District of Sechelt
Official Community Plan

**Schedule B
Bylaw 435**

**Development Permit Areas:
Commercial and
Multiple Family**



For more detailed Commercial and Multiple Family Development Permit Area information, refer to Schedule B-3 of the West Sechelt Neighbourhood Plan.

For more detailed Commercial and Multiple Family Development Permit Area information, refer to Schedule B-2 of the Downtown/Village Plan.

For more detailed Commercial and Multiple Family Development Permit Area information, refer to Schedule B-4 of the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan.

- Municipal Boundary
- - - - Neighbourhood Plan Areas
- Streams
- Hwy 101
- Roads
- Land Parcels
- DPA C/MF #1 Downtown Commercial and Multiple Family Area and DPA C/MF #2 Service Commercial Area
- DPA C/MF #5 East Porpoise Bay Multiple Family Area
- CD DPA C/MF Comprehensive Development
- CD DPA C/MF Comprehensive Residential Golf Course Development Area
- CD DPA C/MF Comprehensive Development Area 'A'
- DPA C/MF Selma Park/Davis Bay/Wilson Creek (DPA's #W1 and #W2)
- DPA C/MF West Sechelt (DPA's #3, #4, #6 and #7)



Scale 1:65,000
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Kilometers

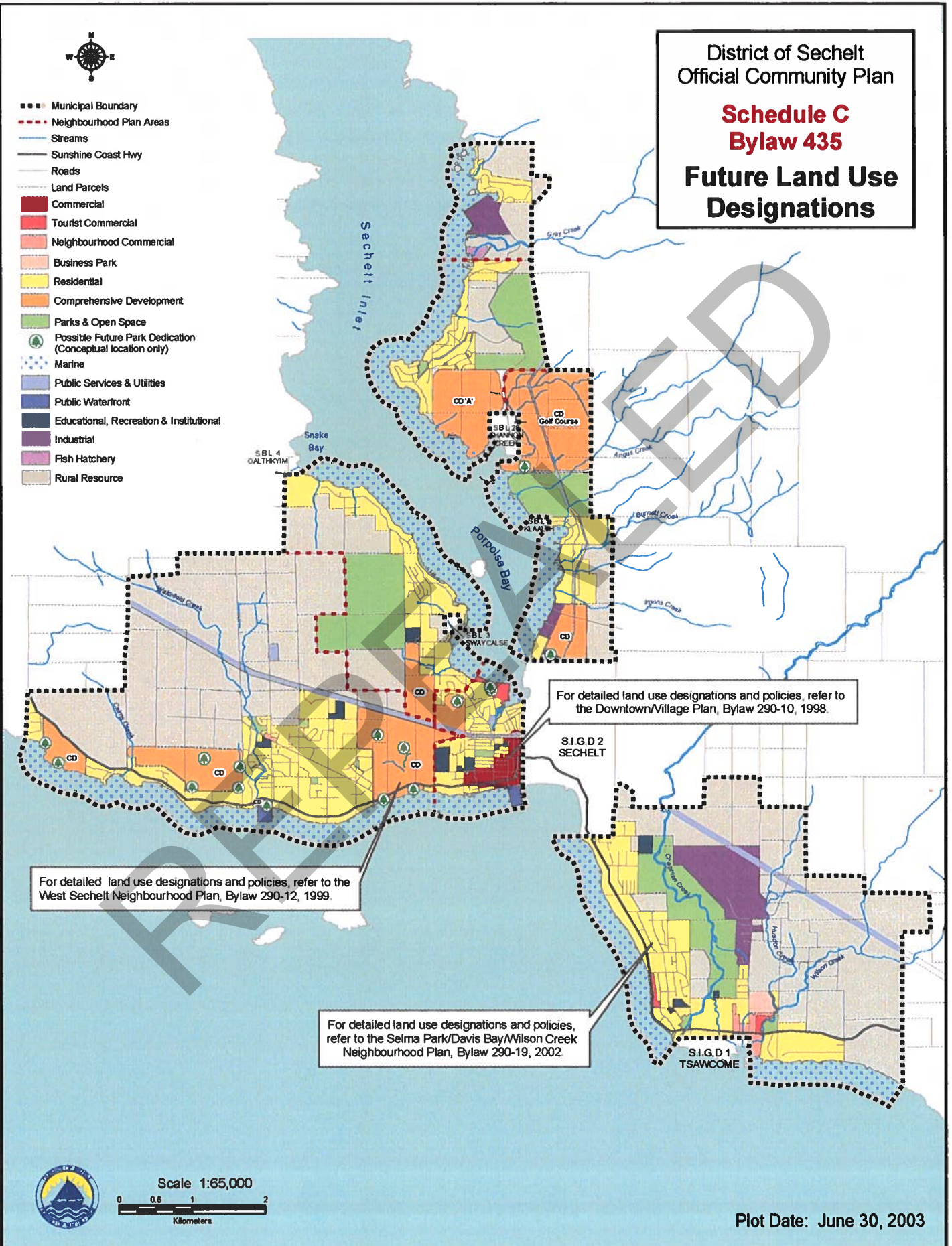
Plot Date: June 30, 2003

District of Sechelt
Official Community Plan

**Schedule C
Bylaw 435**

**Future Land Use
Designations**

- Municipal Boundary
- - - Neighbourhood Plan Areas
- Streams
- Sunshine Coast Hwy
- Roads
- Land Parcels
- Commercial
- Tourist Commercial
- Neighbourhood Commercial
- Business Park
- Residential
- Comprehensive Development
- Parks & Open Space
- Possible Future Park Dedication (Conceptual location only)
- Marine
- Public Services & Utilities
- Public Waterfront
- Educational, Recreation & Institutional
- Industrial
- Fish Hatchery
- Rural Resource



For detailed land use designations and policies, refer to the Downtown/Village Plan, Bylaw 290-10, 1998.

For detailed land use designations and policies, refer to the West Sechelt Neighbourhood Plan, Bylaw 290-12, 1999.

For detailed land use designations and policies, refer to the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan, Bylaw 290-19, 2002.

S.I.G.D 2
SECHELT

S.I.G.D 1
TSAWCOME



Plot Date: June 30, 2003

BACKGROUND REPORT

B.1 Population and Housing Trends

HISTORIC GROWTH RATES

At the time of preparation of the OCP during 1992-1998, and in the preceding 5-year period, the District of Sechelt experienced a relatively high rate of growth, as shown in Table B-1 below. However, since that time, growth rates have declined significantly, altering the validity of the fairly high population and housing projections originally contained in the OCP. During the most recent census period (1996-2001), average growth was much less at 1.2% annually as shown below.

Table B-1 – Average Annual Growth Rates

Year	Average annual increase	Actual increase in population
1986-1991	6.1% annual	1,423
1991-1996	4.0% annual	1,220
1996-2001	1.2% annual	432

POPULATION AGE-SEX CHARACTERISTICS

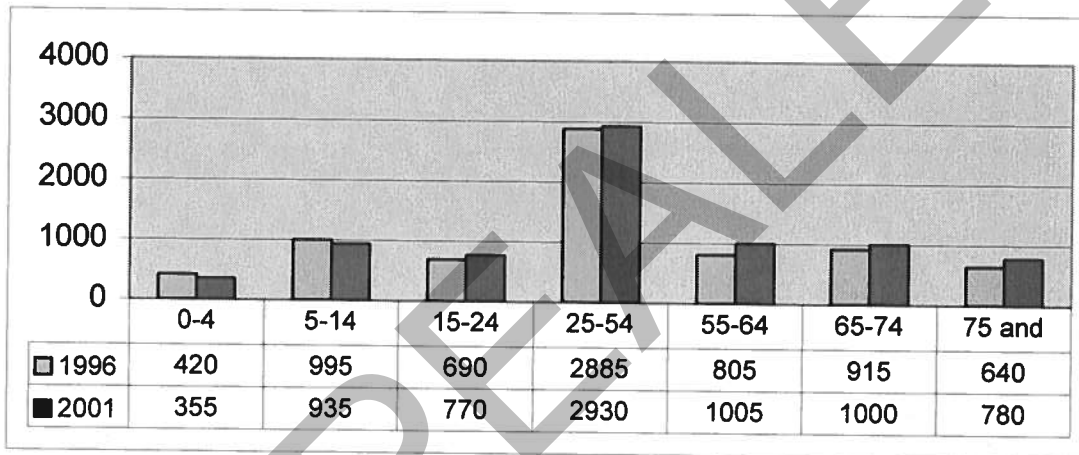
The following trends are indicated by the following tables B-2 and B-3:

- The District of Sechelt has higher proportion of the population in the older age groups, with a median age of the population in the 2001 Census of 46.1 years, compared to 38.4 years provincially.
- The population is generally older now than in the 1996 Census, in which Sechelt had a median age of 41.1 years in Sechelt, and 36.3 provincially. This has significant impacts for community services such as housing, health care, schools and recreation services.
- Sechelt is significantly lower than the provincial average for younger age groups, both for children between 1-14 and youth 15-24.
- The number of children under age 14 declined between 1996 and 2001.
- Sechelt is exceptionally low compared to the provincial average for adults in their working years aged 25-44. This may be an indicator of poor job opportunities, and correlates to the lower percentage of children compared to the provincial average.
- Sechelt has a higher number of females than males in all age categories.
- Sechelt is close to the provincial average for the percentage of population in the older adult age group 45-64.
- Sechelt is significantly higher than the provincial average for seniors 65+, with more than 23% of the population in this age group, compared to 13.6% provincially.

Table B-2 – Age and Gender Sechelt and B.C. - 2001 Census

Age Distribution – 2001 Census				
	Sechelt		% Distribution	
	Male	Female	Sechelt	B.C.
All ages	3,625	4,150	100.0	100.0
0-14	595	685	16.6	18.1
15-24	365	405	9.9	13.2
25-44	815	890	21.9	30.1
45-64	1,055	1,170	28.7	25.1
65+	785	1,000	23.0	13.6

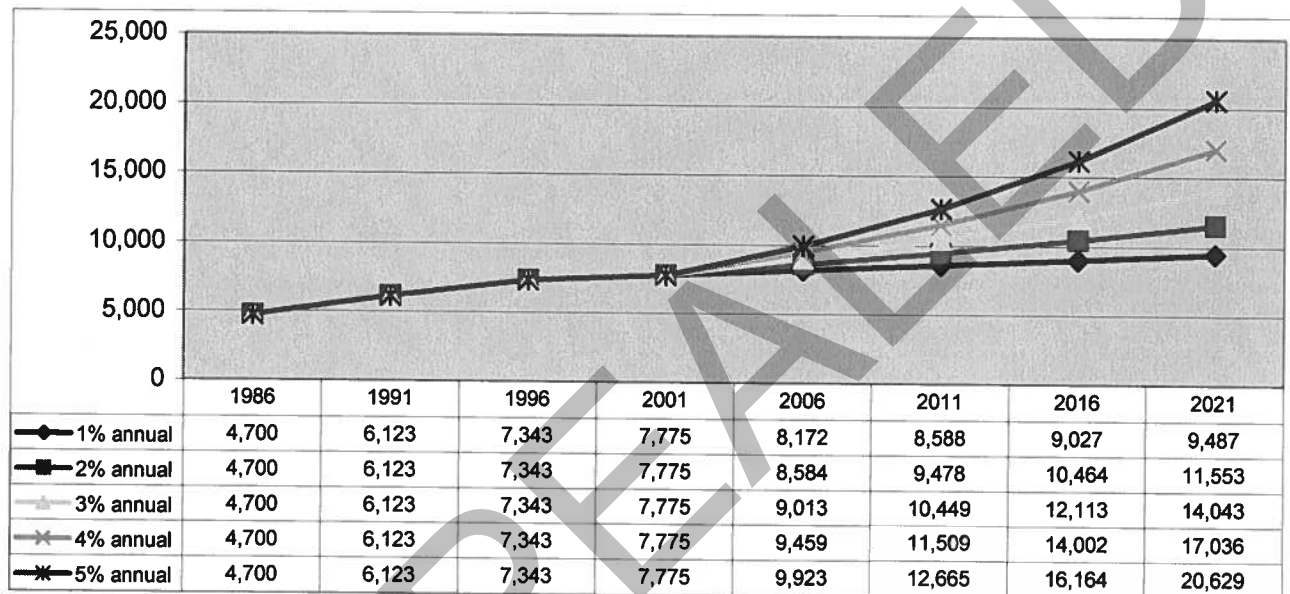
Table B-3 – Sechelt Age Groups – 1996 and 2001 Census



POPULATION PROJECTIONS

It is difficult to predict the most applicable future growth rate for the District of Sechelt, as many external economic factors influence the rate of growth, including the performance of resource sectors, as well as the extent of retirement to the community. Growth projections are not 'targets' or desired levels of population, but estimates of what is possible, given past trends. Therefore, a range of growth rates have been provided in the following population projections, ranging from a low of 1% to a high of 5%. For the purposes of this plan, the 2% annual growth rate is considered to be the most realistic long-term growth rate at this time.

Table B-4 – Sechelt Population Projections

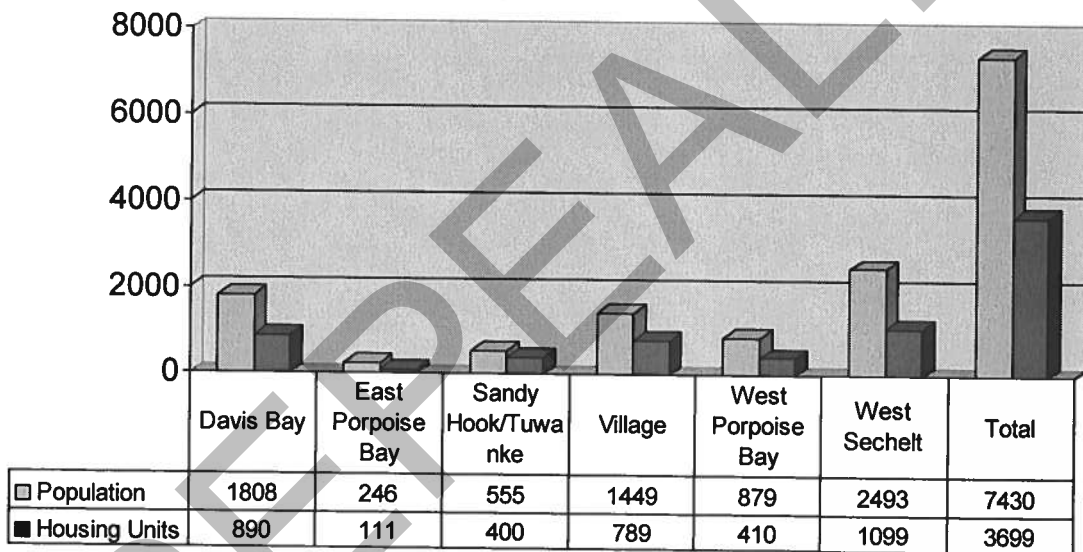


POPULATION BY NEIGHBOURHOOD

For planning purposes and in order to reflect the wishes of the community for locally responsive planning, Sechelt has been divided into seven neighbourhoods which roughly reflect existing settlements prior to the creation of the District in 1986: Davis Bay (including Wilson Creek and Selma Park), the Downtown/Village, East Porpoise Bay, Sandy Hook, Tuwanek, West Sechelt and West Porpoise Bay. Neighbourhood boundaries closely reflect the views of neighbourhood residents and are drawn along legal District Lot lines to simplify information collection. (Refer to Figure 3 map in OCP Section 1.4).

The 2001 Census Canada population and housing figures for each neighbourhood is indicated in Table B-5. As indicated, the most populated neighbourhoods were West Sechelt and the Selma Park/Davis Bay/Wilson Creek area, followed by the Downtown/Village.

Table B-5 – Population and Housing Units By Neighbourhood 2001



HOUSING OWNERSHIP/AGE OF DWELLINGS

As indicated in the following table, the District of Sechelt has a very high percentage of owned vs. rented dwellings compared to the provincial average. The rate of home ownership increased from 75% to 80% between 1996 and 2001, indicating a relatively affordable housing stock. By comparison, the provincial average was 66% owned vs. 44% rented during the 2001 census. However, the decline in rental figures for 2001 may also indicate a lack of rental housing supply.

Age of housing stock was newer in the District of Sechelt compared to the provincial average, with 34% of total housing stock built in the past 10 years, compared to 22% provincially.

Table B-6 - Housing Characteristics

	Sechelt		Provincial Average
	1996	2001	2001
Total dwellings	3,135	3,445*	
Number of owned dwellings	2,360 (75%)	2,765 (80%)	66%
Number of rented dwellings	775 (25%)	685 (20%)	44%
Number of dwellings constructed before 1991	N/a	2,280 (66%)	78%
Number of dwellings constructed between 1991 and 2001	N/a	1,160 (34%)	22%

* The number of dwellings is less than the 3880 dwellings shown in the overall census due to sample size for this data analysis.

AVERAGE HOUSEHOLD SIZE

The average number of people making up a household has been decreasing slowly in most communities across Canada over the past few Census periods. This drop is attributed to an aging population and families having fewer children. In the 1996 Census, almost 70% of households in Sechelt consisted of 2 or fewer people. In the 2001 Census, this number had increased to 79%. The smaller household size has significant implications for future housing types.

The average household size in Sechelt decreased from 2.3 to 2.0 persons per household between 1996 and 2001. Sechelt remains below the provincial average of 2.37 per household, a trend which is expected to continue. These changes in household size have important implications for the future form, density and location of housing in Sechelt.

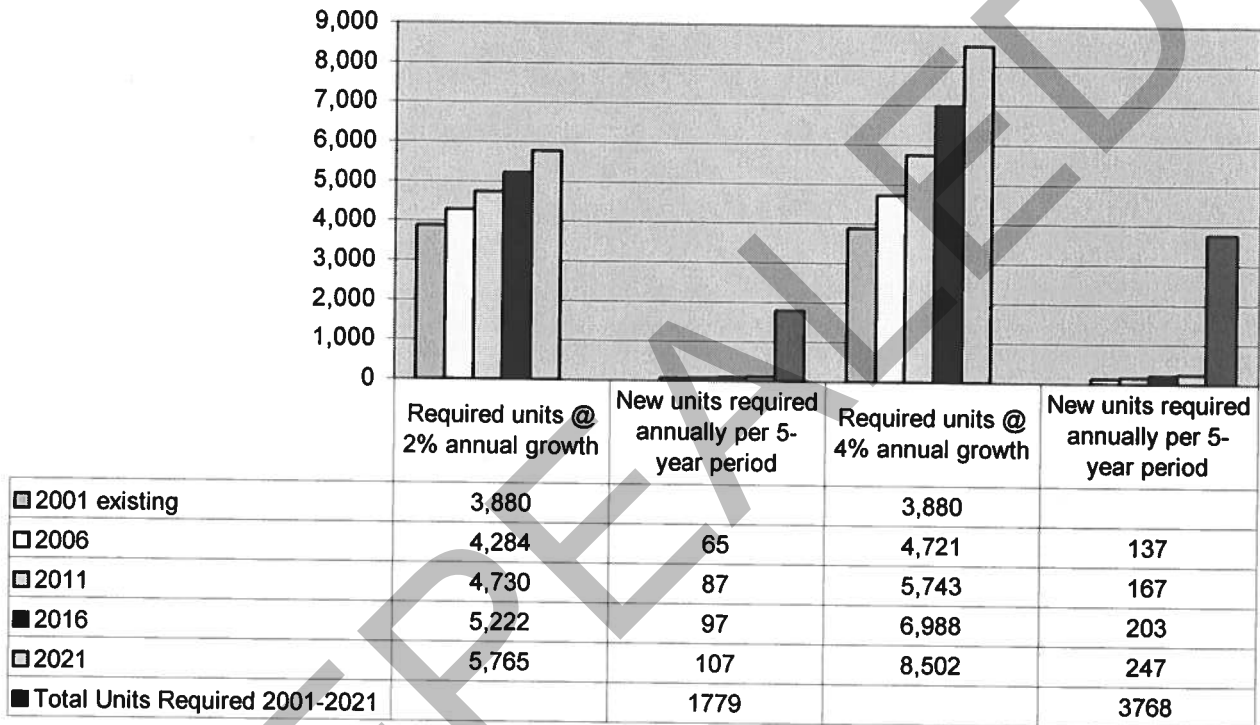
Table B-7 - Household Size

	1991	1996	2001
Population	6123	7343	7775
Total Dwellings		3135	3880
Average persons per dwelling unit	2.3	2.34	2.00
Provincial average per dwelling unit		2.6	2.37

ESTIMATED NUMBER OF NEW RESIDENTIAL UNITS REQUIRED

Based on a 2% average annual growth projection (see Table B-4), a total of 1779 new housing units would be needed between 2001 and 2021. At 4% annual growth, an additional 3,768 units would be needed to meet Sechelt's housing needs over the next 20 years. Figure B-8 below compares the number of new units required by five-year periods, at different growth rates. These projections assume an average household size of 2.0 persons/household.

Table B-8 – Required Future Housing Units



RESIDENTIAL INFILL POTENTIAL

The District has a responsibility under the Local Government Act to anticipate growth and provide opportunity, and provide sufficient designated land, to meet reasonable housing needs, for at least a 5-year minimum period. Table B-9 compares estimates of the number of units, which could result from infill and redevelopment potential. The total potential units are very high compared to the projected demand, and provide more than adequate land area to meet long-term demands.

Market conditions, economic activity and other factors beyond local control will determine the actual number and type of units required and built in this period.

Table B-9 - Residential Infill Capacity

Area	CD Areas (15-22 units/ha)		Other Infill Areas (15 units/ha)		Total Potential	
	Area or units	Popn.	Area (ha)	Popn.	Units	Popn.
West Sechelt	115 ha.=2530 units; 840 units Mariner's Watch	7582	120 ha =1800 units	4050	5170	11,632
West Porpoise Bay	25 ha. =550 units	1238	70 ha = 1050 units	2363	1600	3,600
Sechelt Village	19 ha. =418 units	940	20 ha = 300 units	675	718	1,615
East Porpoise Bay	30 ha.=441 units	992	60 ha = 900 units	2025	1341	3,017
Sandy Hook	90 ha.=1323 units Terraces =775 units	4720	10 ha = 150 units	338	2248	5,058
Tuwankek	0	0	0	0	0	0
Davis Bay	0		90 ha = 1350 units	3038	1350	3,037
TOTAL	6,877	15,472	5,550	12,489	12,427	27,959

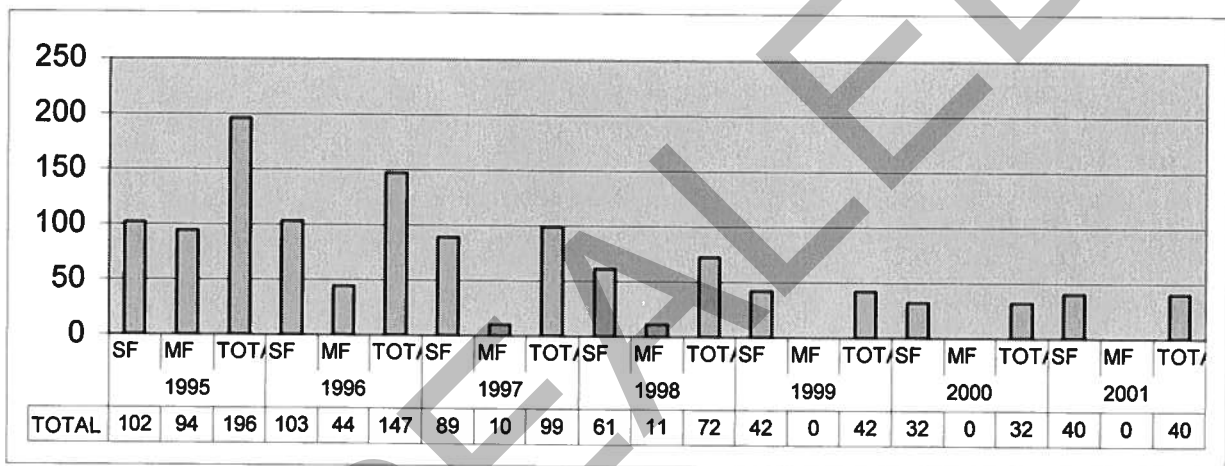
Sources: Infill capacity based on figures from the Stage 2 Liquid Waste Management Plan January 2000) Estimates of existing developed parcels have also been based on a map count of street address vs. vacant parcels as of October, 2002. Estimates of larger sites have are based on calculations of density as per the Official Community Plan and/or Neighbourhood Plan policies.

PROPORTION OF MULTI-FAMILY HOUSING

The 1996 census indicated that 80% of the District housing stock was comprised of single-family dwellings. New 2001 census figures are not yet available, but the following graph indicates there is likely only a modest change in the percentage of multi-family housing.

In order to bring the balance of multi-unit/single detached/mobile dwellings closer to a 30/65/5 split by the year 2015, the proportion of multi-unit dwellings built would need to significantly increase. As indicated in the following table and graph, there has been only minor growth in multi-family construction over the past 6 years.

Table B-10 – Types of Housing Constructed 1996-2001



Source: District of Sechelt Building Permit records

AFFORDABLE & SPECIAL NEEDS HOUSING

A number of factors related to increased growth rates in Sechelt have affected the affordability and availability of housing:

- The influx of new residents has put pressure on the existing housing market, resulting in an increase in prices
- the construction of larger, more elaborate homes has affected the overall market, bringing up the average price of existing homes
- as land values have risen, demolition of older, smaller homes and redevelopment of sites has become feasible, leading to a loss of the affordable housing stock.

Very little new rental housing has been built in recent years and no monitoring of changes to the existing rental stock has been conducted. The Canadian Mortgage and Housing Corporation does not include the District of Sechelt in its building activity survey. Considering the size and recent growth rates in Sechelt and the Sunshine Coast, and their proximity to the Lower Mainland, this situation should be remedied.

The long waiting list for Sechelt's non-profit family housing units confirms the need for more of this type of housing. Similarly, there are long waiting lists for existing seniors' housing consisting of approximately 166 self-sufficient and congregate living units. In addition, there is a shortage of housing suitable for those with special needs because of mental or physical disabilities or other special circumstances. This increased need comes at a time when senior government assistance for social housing programs is being continually reduced. More creative, community-based solutions are required and local government will be expected to play a greater role by supporting and coordinating the efforts of local housing organizations and the development community in building affordable housing.

Where little new rental housing is being constructed, secondary suites in existing homes or garden suites on existing lots, can provide a form of affordable housing that has low impact on neighbourhood character, provides housing in established and convenient locations, and makes good use of existing infrastructure.

An opportunity may exist to reduce housing costs by revising engineering standards and zoning regulations.

Sechelt Council has not adopted a formal definition of what affordable housing is for Sechelt residents for use in guiding decisions on future development. A generally accepted upper limit of affordability is 30% of gross annual household income spent on rent or shelter. In 1991 35.4% of renters and 12.5% of owners were paying more than this amount.

The need for a working definition of affordable housing will be assessed, and, if needed, will be developed with the assistance of local and provincial agencies dealing with housing provision and local financial institutions. In the interim, Council's role will be to ensure that opportunities exist for both the private and public sectors to develop a full range of housing to meet both market and non-market housing needs. Council will work to ensure that adequately zoned and serviced land is available for a full range of housing options.

B.2 Growth Management; Sustainable Development

Uncertainty about the future and the changes growth may bring could be reduced by merging decision making with stewardship of resources and by striving to achieve the vision statement. In this way, both long and short term development decisions would be guided by a better understanding of what the environment can sustain, and the type of community to be aimed for.

GROWTH MANAGEMENT; SUSTAINABLE DEVELOPMENT

All growth has implications. More residential units implies a larger population and more demand for water, sewage treatment capacity, park space, recreation and cultural facilities, and for police, social and emergency services. Larger populations also generate more school aged children and road traffic. Greater amounts of commercial floor space can generate more traffic and the need for more parking spaces.

BALANCED TAX BASE

Because commercial/industrial lands have a higher mill rate, the ratio of residential land to industrial/commercial land is critically important for a 'balanced' municipal tax base. Sechelt's residential assessments have risen from 87.5% to 89.2% of the total tax base between 1987 and 1995. Most communities consider a 60:40 split, residential to commercial/industrial, to be a balanced goal. Policies and activities which encourage an increase in non-residential growth and investment are essential to address this important problem.

IMPACTS ON SERVICES

Growth also implies greater numbers of residents and employees, both of which increase support for expanded and diversified local businesses, and cultural, recreational and transit services. In a well-designed community, where jobs, housing and services are well-balanced and conveniently located, more population density means more active and safer streets.

Based on existing service ratios, there are several population "thresholds" (very approximate) which are important to Sechelt as it continues to grow. For example for each additional 800 people, 1 new police officer will be required. Chapman Creek must have a 'natural' limit to the amount of water which can be withdrawn from it before negative environmental effects occur, although this exact amount is not known. The existing sewage treatment system can accommodate a serviced population equivalent of approximately 6,600. Improvements must obviously be made before capacity is reached. In terms of school space, for each additional 350 elementary students, and 800 secondary students, 1 new school of each type is required.

In addition, the environmental costs of low- density sprawl versus a more compact growth pattern have been considered. These include the negative effects of more paved and 'storm-drained' surface area, longer and more frequent trips by automobile, and the correspondingly larger amount of natural resources required to build-out and maintain a larger urbanized area. The relative cost per unit, (both financially, and in terms of energy

and resources used) of providing and then maintaining our roads, sidewalks, streetlights, and transit, sewer and water services goes up as densities decrease and as distance from the existing serviced area increases. If non-rural type developments are encouraged at some distance from the centre various satellite and 'soft' services will be demanded, such as new fire stations, schools, and police store fronts, in these areas. Such services will mean both high capital costs and high operating costs. New development, therefore, is best located in serviced areas, or coordinate with planned infrastructure expansion phasing.

REPEALED

B.3 Environmental Planning: Habitat Protection

Environmental awareness is essential to the development and maintenance of a sustainable community.

Environmentally sensitive landscapes, and the various habitats they represent, have been grouped into the four categories: shorelines, watercourses, wetlands, and forests/woodlands.

The summary map shown in Figure B-1 combines all larger scale land use constraint areas. These are the areas which the community wishes, or is legally required, to leave undisturbed such as environmentally sensitive and hazardous lands, floodplains, forest and agricultural land reserves, Crown Land, and parks; and those areas which present a greater geotechnical challenge to develop such as past mining sites. The areas of any significant size which remain, and which are already or could be easily serviced, are those which should be considered first if the community wishes to decrease pressure on lands with high non-monetary values.

The District of Sechelt, as we most often think of it, is defined by purely political boundaries. There are other ways of viewing this place where we live, at both larger and smaller scales. For example Sechelt is composed of natural drainage area boundaries, and falls within natural biogeoclimactic and ecosystem boundaries as shown on Figure B-2.

The Biogeoclimatic Ecosystem Classification (BEC) system used for the map is standardized in over 80 jurisdictions in Canada, the US, the Caribbean, and Latin America, and groups similar segments of the landscape (ecosystems) into different categories. Almost all of Sechelt falls within the same biogeoclimactic group as Keats Island, the southern coasts of Bowen and Gambier Islands, and much of the Sunshine Coast: the Coastal Hemlock zone, the Very Dry Maritime subzone, Eastern variant. Biogeoclimactic units are groupings of geographic areas influenced by similar regional climates.

Sechelt also falls within the "Georgia Depression" Ecoprovince, the "Lower Mainland" Eco Region, and the "Georgia Lowland" Eco Section. For the purposes of BEC mapping, an ecosystem is a particular plant community and its associated topography, soil and climate.

WATERSHED PLANNING

A watershed is a drainage basin consisting of a valley or inter-connected system of valleys that contain a river system. Rain that falls within a watershed will, eventually, find its way into the river system and flow from the watershed into the sea. Each watershed is separated from adjacent watersheds by a height of land. Watersheds contain the natural systems that store and purify rainwater, maintain stream flow and recharge groundwater.

While several watersheds terminate within the District of Sechelt, Chapman and Gray Creeks have been the main areas of concern and study. "These two creeks provide most of the water for the SCR D system, of which Sechelt residents are significant water users." By mid year 1995 over \$70 million has been committed to water testing, storage and delivery infrastructure within these watersheds. These watersheds are the only basins on

the Sunshine Coast with sufficient amounts of water and water quality for a regionally scaled domestic water supply.

Because of the importance of these two creeks to our potable water system, and concerns over deteriorating water quality and quantity, development of an Integrated Watershed Management Plan for the two watersheds was begun in early 1990. Conflicting resource values in the watershed (fisheries, forestry, wildlife, recreation, mineral extraction) dictated that the plan be developed by a management team of government and private interests including a representative of the SCRCD. While the study was still underway in mid 1995, its work to date has been instrumental in securing a large sum of Provincial money for a watershed restoration project to address logging damage. In addition, the Tetrahedron area, which incorporates portions of both the Gray Creek and Chapman Creek watersheds, is now a Class A Provincial Park.

Because the study area only encompasses those parts of the watersheds above the intake pipes and not the urban areas, the Management Plan recommendations will likely not apply to lands within the District of Sechelt. However, the results will be important to Sechelt as upstream activities can potentially affect our water supply and human health. Within Sechelt's own boundaries, activities which alter or damage the watersheds below the intake pipes can impact local hydrological regimes (drainage and flows) land and marine wildlife.

LAND AND STREAM STEWARDSHIP

Much of the lands within the District of Sechelt are in private ownership. Whatever environmental qualities they have, (which the community at large values), survive today either as a result of benign neglect or good land stewardship. As the population grows and land uses change, good land stewardship practices will become even more important to the preservation of habitat and resources. The community, through its Council, will be called upon to increase its support of private stewardship efforts.

Good land stewardship education and promotion will be essential if the growing number of covenants on private land (under the Land Title Act) are to be effective as conservation tools, especially as ongoing municipal enforcement would be costly and unwieldy to administer.

In some communities, residents, often with the support of municipalities, are taking a more active role in 'stewarding' their environmental resources by setting up community forests or land trusts on specific parcels of owned or leased land.

ENVIRONMENTAL ASSESSMENT

In June of 1995, BC's new Environmental Assessment Act was proclaimed. The new legislation allows the public to provide input into the decision-making process for proposals for major projects and developments. The Act consolidates existing processes currently used, and has been designed to be comprehensive, and to be consistent regardless of project type.

The goal of the legislation is to mitigate environmental impacts and ensure long-term economic and social sustainability for the province. While the Act is set up to address major projects, the District of Sechelt may be affected either as a neighbouring jurisdiction or as a project proponent. The type of projects subject to review which are more likely to affect the District include: sand and gravel pits, electric transmission lines, groundwater extraction, shoreline modification, large public highways, and local government solid and liquid waste management projects.

ENVIRONMENTAL ADVISORY COMMITTEE

The most informed land use decision-making relies heavily on local environmental knowledge and experience, often beyond the scope of municipal staff. The creation of an advisory committee, consisting of volunteer members with diverse relevant skills, appointed for specified periods of time, could bring significant expertise and experience to bear on issues to do with green space, habitat preservation, and natural resource management.

Such an advisory committee, and its terms of reference, could be set up by a resolution of Council. Its role would be to advise Council, possibly via a non-standing committee, on issues relating to Environmentally Sensitive Development Permit Areas and other matters as requested by Council or its committees. The work of such a committee (copying, mapping, recording of minutes) could be supported by the District of Sechelt through a designated staff liaison person.

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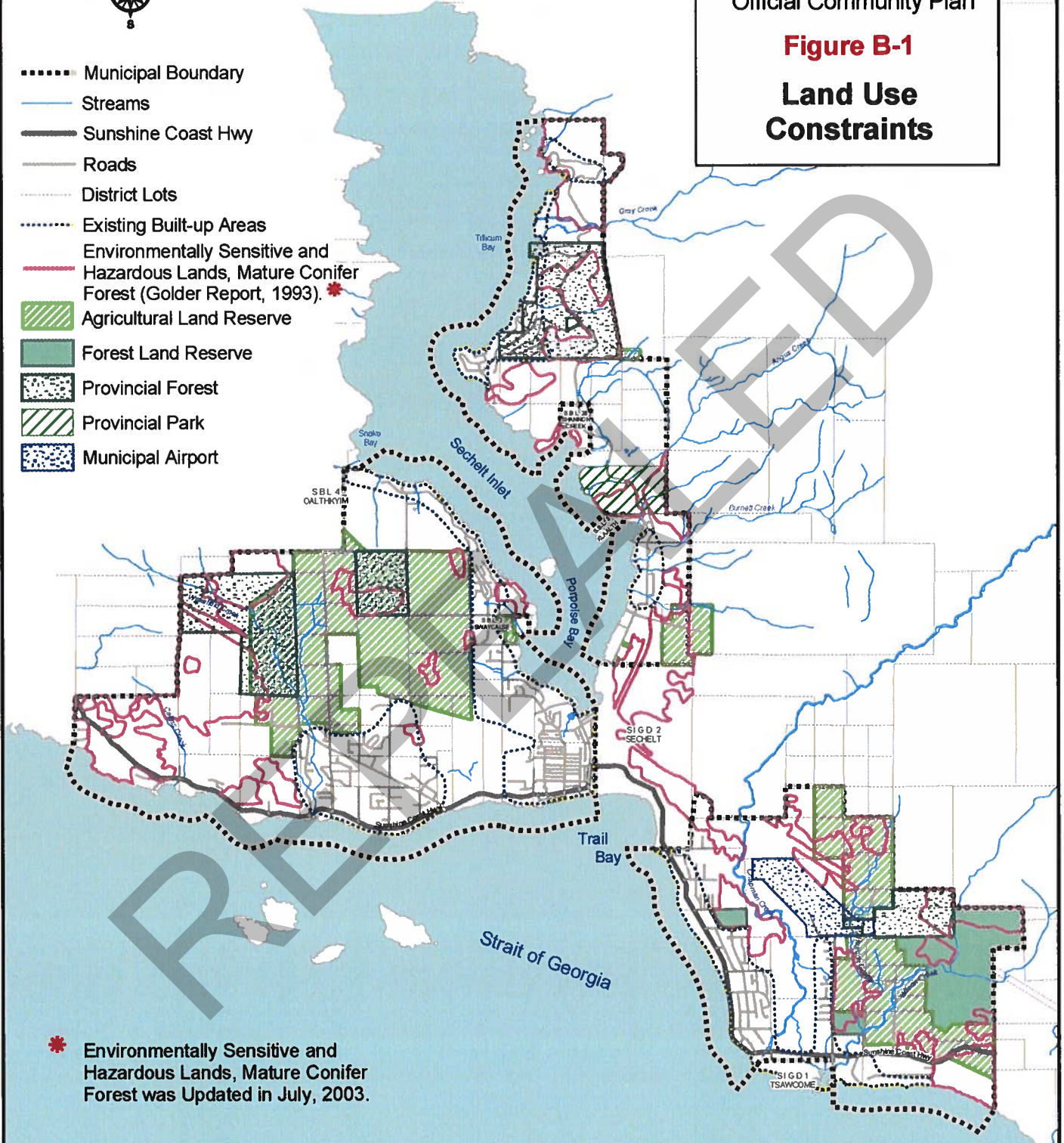


District of Sechelt
Official Community Plan

Figure B-1

Land Use Constraints

- Municipal Boundary
- Streams
- Sunshine Coast Hwy
- Roads
- District Lots
- Existing Built-up Areas
- Environmentally Sensitive and Hazardous Lands, Mature Conifer Forest (Golder Report, 1993). *
- ▨ Agricultural Land Reserve
- Forest Land Reserve
- ▨ Provincial Forest
- ▨ Provincial Park
- ▨ Municipal Airport



* Environmentally Sensitive and Hazardous Lands, Mature Conifer Forest was Updated in July, 2003.



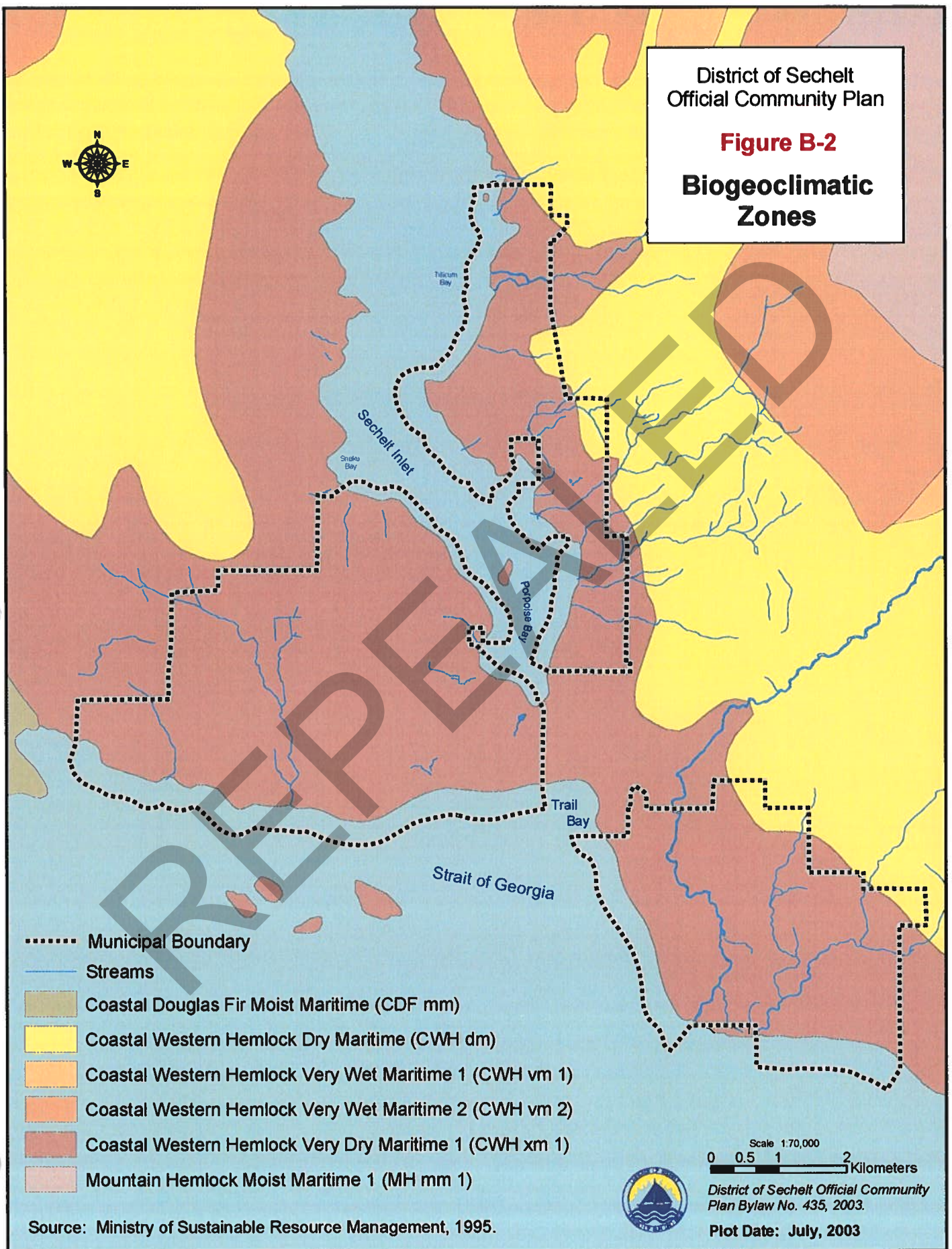
Scale 1:70,000
0 0.5 1 2 Kilometers

District of Sechelt Official Community Plan Bylaw No. 435, 2003.

Plot Date: July, 2003

District of Sechelt
Official Community Plan

Figure B-2
Biogeoclimatic
Zones



- Municipal Boundary
- Streams
- Coastal Douglas Fir Moist Maritime (CDF mm)
- Coastal Western Hemlock Dry Maritime (CWH dm)
- Coastal Western Hemlock Very Wet Maritime 1 (CWH vm 1)
- Coastal Western Hemlock Very Wet Maritime 2 (CWH vm 2)
- Coastal Western Hemlock Very Dry Maritime 1 (CWH xm 1)
- Mountain Hemlock Moist Maritime 1 (MH mm 1)

Scale 1:70,000
0 0.5 1 2 Kilometers



District of Sechelt Official Community
Plan Bylaw No. 435, 2003.

Plot Date: July, 2003

Source: Ministry of Sustainable Resource Management, 1995.

B.4 Natural Resources Background and Inventory

FOREST LAND RESERVE

A significant area of land within Sechelt is under some kind of forest cover, much of which could be logged, including lands within the Agricultural Land Reserve. Within the Land Reserve Crown land and Crown licence land can only be used as permitted by or under the Forest Act; other lands must be used in a way consistent with the purposes described in the Forest Land Act (Appendix IV).

PROVINCIAL FOREST

Provincial Forest lands were first designated in 1978 to support predominantly commercial forestry uses and to be managed by the Ministry of Forests. Of the close to 550 ha of land still designated as Provincial Forest in Sechelt, perhaps 80 hectares in Sandy Hook are privately owned and partially developed, and 173 ha are also designated under the Forest Land Reserve. While this situation exists in other communities and is not considered much of a problem for the affected landowners, uses of Crown land in Provincial Forests under the Forest Act also allow for a wide range of utility and resource extraction activities typically incompatible with residential uses.

In recent years an approach referred to as "integrated forest management" has become the dominant Provincial Forest management philosophy, allowing for more emphasis on recreation, conservation and educational uses. As of early 1995 all forestry activity whether in Provincial Forests or Crown Forest Land Reserve areas are now regulated under the Forest Practices Code.

Forestry, logging and wood-dependent manufacturing are important elements of the economy of the Sunshine Coast, and therefore of Sechelt's economy. However, the majority of forestry activities can have considerable noise and traffic impacts on adjacent residential communities and these must be considered as new development continues, and as new residents arrive who are unfamiliar with the sometimes very "industrial" nature of non-urban areas.

WOODED AREAS/FORESTS

Logging, which has continued since the late 1800's, has resulted in a diversity of early to mid-successional forests. Much of Sechelt is dominated by mixed stands of deciduous and coniferous species indicating the relatively early successional stage of most of the forest in the area. Cottonwood, alder, broadleaf maple, douglas fir, western hemlock, western red cedar, lodgepole pine are the most common tree species.

As well as providing essential habitat and movement corridors for wildlife, the forests and woodlands of Sechelt, so visible from the water, lower elevations and along road edges, help to visually define the community and are key to much of its appeal as a place to live and to visit. Forests also perform an important watershed function, helping to maintain water quality and year-round supply by preventing erosion, holding water for slow release in dry periods and maintaining cool temperatures.

AGRICULTURAL RESOURCE AREAS

Historically, farming activities have not played a significant role in Sechelt and figures for the economic value of local agricultural production are not available. However, Council recognizes that land set aside for agricultural activity provides for an important component of a diversified economy, helps to preserve local food production capability into an uncertain future, and contributes to the range of lifestyle choices in the community.

The places we rely upon for our food now, such as California, Mexico, and even the Fraser Valley, may not be able to supply all our needs as well as the growing needs of their own populations. A sustainable community maintains its land base in a way which protects the potential to meet many of its own needs. While we may not need to produce very much of our food here now, it would be wise to assure some local food supply capability for our own future well-being.

THE PROVINCIAL AGRICULTURAL LAND RESERVE (ALR)

Close to 5% of BC's landmass is set-aside in a form of Provincial zoning, which favours agriculture. Through setting aside land with biophysical capacity for food production, and land historically used for farming, the Agricultural Land Commission Act seeks to:

- preserve agricultural land for present and future use, and
- to encourage establishment and maintenance of farms and the farming community.

On a classification scale from 1 - 7, indicating the general suitability of land for agricultural use (with the intensity of limitation or hazard becoming progressively greater as the Class number increases), West Sechelt lands are mostly Class 4 with a small amount of Class 7. Wilson Creek area is mostly Class 5 with some Class 4 and a little Class 7. This classification does not take into account possible improvements to the land, which could increase its productivity, or reflect the potential for specialty production which is not as dependent upon soil capability such as greenhousing, livestock breeding, berry or nut production, or garden nursery uses.

AIR QUALITY

Because Sechelt is a small community with no heavy industry and only a moderate number of commuting vehicles, atmospheric degradation from smog, fossil fuel combustion, industrial emissions and acid rain are not a local problem. Local backyard burning, land clearing and fossil fuel combustion do however, contribute to atmospheric deterioration on a global scale: the enhanced greenhouse effect and ozone layer depletion.

Open burning has long been an issue in the District of Sechelt causing great inconvenience for neighbours due to effects on health and reduced visibility. A new code of practice, established by the Ministry of Water, Land and Air Protection in 1994, designated Sechelt as class "B" (primarily rural) for the purposes of regulation. Greater restrictions would apply to a class "A" designation (primarily urban) in terms of the time of year, length of burn, periods between burns, etc. Unfortunately, this regulation is unlikely to address the total quantity of materials burned within the District. The District of Sechelt has applied for a change in designation and the Ministry of Water, Land and Air Protection will begin to

monitor the impacts of burning on local air quality. Organic waste material or "biomass", such as low grade wood waste, land clearing/construction waste, and yard waste, is now recognized as a major source of air pollution and should be regarded as a valuable resource which can either be burned at much higher efficiencies, used by secondary industries, or composted.

MINERAL AGGREGATE RESOURCES

As builders and users of roads, driveways, buildings and landscaping the District of Sechelt and its residents, directly and indirectly, are consumers of sand and gravel resources. While the District of Sechelt is fortunate to have areas with high potential for this non-renewable resource within its own boundaries, they often coincide with environmentally sensitive areas and are unlikely to ever be developed. In addition, sand and gravel operations typically generate noise, dust and traffic levels incompatible with residential uses. As a result, new extraction locations within Sechelt will be unlikely. Some potential may exist, however, to reduce imports and expand the quantity of the local resource by encouraging extraction from development sites prior to their being built upon.

A high capacity quarry is extracting concrete aggregate and is expected to continue operating for 30 years just outside of the Sechelt, within the Indian Government District and adjoining Provincial Forest. A smaller operation quarries similar materials on the east side of Porpoise Bay. The Ministry of Transportation operates small pits for their own use. OCP Section 2.2 contains policies and a reference map to gravel deposits.

REPEATED

B.5 Parks and Recreation Inventory and Projections

OPEN SPACE NETWORK

The Open Space Network is a concept which may aid in land use decision making and environmental protection and will be studied further to determine the benefits of considering its individual land use components in this collective fashion. In the past, many municipalities have adhered closely to park land acquisition "standards" to determine how much land was needed as populations grew. These standards were often adopted by communities regardless of the densities of their populations, average amount of private space, public waterfront, nearby provincial multi-use forest lands, etc. Since the creation of such standards, recreational habits and lifestyles have changed, and the population has aged. Today, the equally important issues of quality and location are given far more weight, and numerical calculations are used more as basic guidelines.

There is a growing recognition of the need to protect certain areas for conservation purposes rather than for human activity. This kind of open space provides for walking and nature appreciation, taking some of the 'pressure' off other more active parks but not fitting into typical categories of municipal parks. Figure B.3 provides a reference to the open space areas in Sechelt which form part of this "Open Space" network. Lands indicated on the Open Space network do not necessarily have park status (except where shown as such), but are land which are likely to remain either undeveloped or not developed to an urban standard due to their environmental sensitivity or land status (such as Provincial Forest or Crown Land).

PROVINCIAL LEVEL PARK SPACE

Although the District of Sechelt does not administer Provincial level park or conservation lands, these lands do contribute to the open space opportunities enjoyed by local residents, and visitors to Sechelt. In addition to the Porpoise Bay Provincial Park and the Sechelt Heritage Forest, residents of Sechelt have access to recreational bike trails in the Provincial Forest adjacent to the District of Sechelt: the 22 km. Angus Creek bike loop, and the 30 km Robert's Creek bike loop.

COMMUNITY LEVEL PARK SPACE:

Community level parks consist of community parks, conservation or natural parks, shoreline, linear and special purpose parks. A general interim guideline for the provision of community level park space is 1 hectare per 1,000 population.

- **community parks;** serve residents of the whole community and should be located centrally, preferably in conjunction with a secondary school or community commercial facilities. Ideally, they provide full sized sports fields/diamonds for organized team play, fitness track, passive sports areas, picnic facilities, garden feature and walkways, playground equipment, and indoor facilities.
- **natural (conservation) parks:** include ravines, water features, and other areas not suitable for active recreation. Also included are lands protected in order to preserve significant environmental landscape or ecological features and are maintained largely in their natural state. Depending upon size and features, natural parks may attract

regional residents and tourists (as does the Provincially-owned Sechelt Heritage Forest). Natural parks, while primarily serving to protect natural areas, also serve some of the local need for passive recreation space.

- **shoreline and linear parks;** Depending upon length and features, may attract regional residents and tourists, such as at Davis Bay and Trail Bay.

NEIGHBOURHOOD LEVEL PARK SPACE

Neighbourhood level parks consist of mini-parks and neighbourhood parks, defined as follows:

- **mini parks;** serve residents in
 - a) the immediate area of multi-family housing, or
 - b) areas where there will be insufficient population to warrant a full sized neighbourhood park, and
 - c) who are further than 500 m. from a neighbourhood park, or where access to such a full sized park is impeded by physical barriers. Ideally, mini parks provide highly visible play equipment for pre-school aged children, a garden feature and seating area.
- **neighbourhood parks;** serve residents of the immediate neighbourhood, a radius of about 1,000 m, and will ideally be located at the central points of major residential Areas, on sites with good visibility from adjacent streets and/or houses. Neighbourhood parks should generally contain an active play area including sports field/ball diamond, tennis courts/basketball hoop, and some playground equipment.

PRIORITY FOR PARK SPACE ACQUISITION

As of midyear 1995 Sechelt had 18 publicly owned **neighbourhood** level park spaces (including school play areas) for a total land area of 12.82 ha. This figure does not include proposed park lands, or space provided for local use by community associations (1.21 ha). Based on the guidelines and definitions previously outlined, the community as a whole is well within the numerical guideline of 1.2 ha/1,000 population (8.9 ha).

However, Tuwanek has no park space, and Davis Bay and West Porpoise Bay just barely meet the guidelines in terms of acreage. Further, this park land is not easily accessible to intended users. The population of West Porpoise Bay is expected to rise quickly in the next couple of years so more **neighbourhood** park space will be needed.

In Sechelt, with its low population density and dispersed neighbourhoods, location is a very important factor if all residents are to have reasonable access to parks. As the population ages and more families move here from larger communities, expectations of the quality of recreational space and facilities will increase. Sechelt has the extra challenge of providing park space and facilities which can also accommodate large numbers of visitors who come here to enjoy the outdoors, particularly waterfront areas in the summer season

FUTURE NEIGHBOURHOOD PARK REQUIREMENTS

Future neighbourhood park land requirements, based on population estimates and guidelines, are shown in Table B-11 below (table has been updated to reflect current population estimates, based on 2% annual growth. The District of Sechelt is currently preparing a Park and Recreation Master Plan (in 2003), which may revised the park requirements and standards identified in this table and other sections of the OCP.

Table B-11 - Future Park Requirements

Year	Population	Neighbourhood Park Space Required (1.2 ha/1000 population)
1995	7,459	12.82 ha. (Note: This OCP estimate exceeds minimum standards)
2001	7,775	9.33 ha.
2006	8,584	10.3 ha.
2011	9,478	11.3 ha.
2016	10,464	12.5 ha.
2021	11,553	13.8 ha.

There are also 4 parks which serve **community** level needs for a total land area of 78 ha. While this amount of land more than meets the numerical guideline for the next 20 years, most of it is found in Kinnikinnick Park which is inconveniently located for residents, especially young people, who live east of Porpoise Bay and in the Davis Bay area. While fields and trails are currently being added, much of Kinnikinnick Park will likely remain in a natural state rather than be developed for active uses.

West Sechelt would benefit from a shoreline park and a community park with sports field facilities similar to Hackett Park in the Village. The Davis Bay area, and the three combined neighbourhoods east of Porpoise Bay, could both also benefit from a park which has more active sports area, and which could serve a similar purpose to Hackett Park.

RESIDENT PRIORITIES

A 1991 survey, conducted for the Sunshine Coast Regional District as part of its "Parks and Recreation Action Plan" found that, when asked about new outdoor areas and facilities, coast residents were interested in:

more ocean front access	62.9% (of respondents)
cycle routes	61.1%
lake front opportunities	49.5%
more natural parks	44.1%
more neighbourhood parks	39.8%
more trails	38.5%

The study also concluded that these types of open space were likely a higher priority than neighbourhood and community level amenities such as tennis courts and sports fields. Although these findings were for the Sunshine Coast as a whole, they give an indication of general interests and desires regarding the type of open space the public feels is needed.

RECREATIONAL SERVICES

The District of Sechelt operates an ice arena in the West Porpoise Bay neighbourhood, and rents field, ball diamond and concession space in Hackett Park and ball diamond and field space in Kinnikinnick Park to local recreational groups. More playing fields are being added in the Kinnikinnick area.

A golf course in West Porpoise Bay is operated through a public-private partnership in which Crown Land leased to the municipality are then leased to a private company. The company provides facilities and improvements for use by the public. As of fall 1995, an expansion to the golf course was being considered. Any such expansion will require the exclusion of lands from the Agricultural Land Reserve.

The Sunshine Coast Recreation Commission was established in 1993 to advise the SCRD Board on the development of regional recreation and leisure services and programs on the Sunshine Coast and includes membership from the SIGD. The work of the Commission is aided by staff of the SCRD Recreation Department.

REPEATED

Table B-12 - Parks and Recreation Inventory (public and private facilities)

Map (B-3) Reference Number	Name	Location	Authority	Lot Area (ha) (for reference only)	Type
1	Burnet Creek Park	E. Porp.	Sechelt	1.30	Undeveloped
6	Porpoise Bay Provincial Park	E. Porp.	Provincial	64.75	Open
26	Esplanade	E. Porp.	Sechelt		Undeveloped
-	Chapman Creek Crown Land	S/Davis/W	Crown		Natural
2	Brookman Park	S/Davis/W	Sechelt	1.98	Neighborhood
-	Camp Olave (Girl Guides)	S/Davis/W	Private	56.70	Private
-	Davis Bay Elementary	S/Davis/W	School Dist.	1.90	School prop.
3	Davis Bay Waterft (land)	S/Davis/W	Sechelt	0.11	Community
4	Davis Bay Water lot (water)	S/Davis/W	Sechelt	9.50	Community
-	Provincial Forest	S/Davis/W	Provincial	62.00	Natural
-	Sechelt Penn. Rod & Gun	S/Davis/W	Priv/Crown	5.96	-
-	Whitaker Park	S/Davis/W	DBWC Com Assn	0.80	Neighbourhood
-	Wilson Creek Campground	S/Davis/W	Private	2.75	-
5	Skookumchuck Rd Park (#2)	Sandy Hk	Sechelt	0.13	Neighbourhood
-	Sechelt Provincial Forest (Hidden Grove)	Sandy Hk	Provincial	60.00	Natural
7	Sandy Hook Park	Sandy Hk	Sechelt	0.70	Neighbourhood
8	Sechelt Heritage Forest	Sandy Hk	Provincial	22.26	Natural
9	Skookumchuck Road Park(Undeveloped)	Sandy Hk	Sechelt	0.17	Neighbourhood
10	Deerhorn Park	Sandy Hk.	Sechelt	0.09	Neighbourhood
-	Block 7 Park (Undeveloped)	Village	Sechelt		Neighbourhood
11	Acacia park	Village	Sechelt	0.11	Neighbourhood
-	Chatelech Secondary School	Village	School Dist.	6.50	School prop.
12	Hackett Park	Village	Sechelt	2.02	Neighbourhood
13	Osborne Park	Village	Sechelt		Neighbourhood
-	Porpoise Bay Launch	Village	Federal		-
14	Rockwood Centre	Village	Sechelt	0.67	-
-	Sechelt Elementary	Village	School Dist.	5.38	School prop.
15	Sechelt Marsh	Village	Partnership	1.68	Natural
-	Sherlock Park	Village	Private	0.41	Neighborhood
-	Sunshine Coast Arts Centre	Village	Non-prof/Sechelt	0.22	-
16	Snickett Park/Trail Bay	Village	Sechelt	1.74	Community
17	Arena*	W. Porp.	Sechelt	1.67	Community
18	Kinnikinnik Park	W. Porp.	Sechelt	70.12	Community
-	PROPOSED (Kinnikinnick Expansion)	W. Porp.	Sechelt		Proposed
-	Kinnikinnik Elementary	W. Porp.	School Dist.		School prop.
25	Esplanade	W. Porp.	Sechelt		-
-	Sechelt Provincial Forest (4)	W. Sechelt	Provincial	177.00	Natural
19	Creekside Park	W. Sechelt	Sechelt	0.69	Neighbourhood
20	Cascade Green (DL 4300)	W. Sechelt	Sechelt	1.41	Neighbourhood
21	Golf Course *	W. Sechelt	Sechelt/Private	60.71	-
-	Lynnwood Court Park	W. Sechelt	Sechelt	0.49	Neighbourhood
-	Sun. Coast Raquet Club	W. Sechelt	Private		Private
-	W. Sechelt Elementary	W. Sechelt	School Dist.	2.05	School prop.
22	Wakefield Creek Park	W. Sechelt	Sechelt	1.40	Natural
23	Picadilly Park	W. Sechelt	Sechelt	1.00	Neighbourhood
24	Pacific View Park	W. Sechelt	Sechelt		Neighbourhood

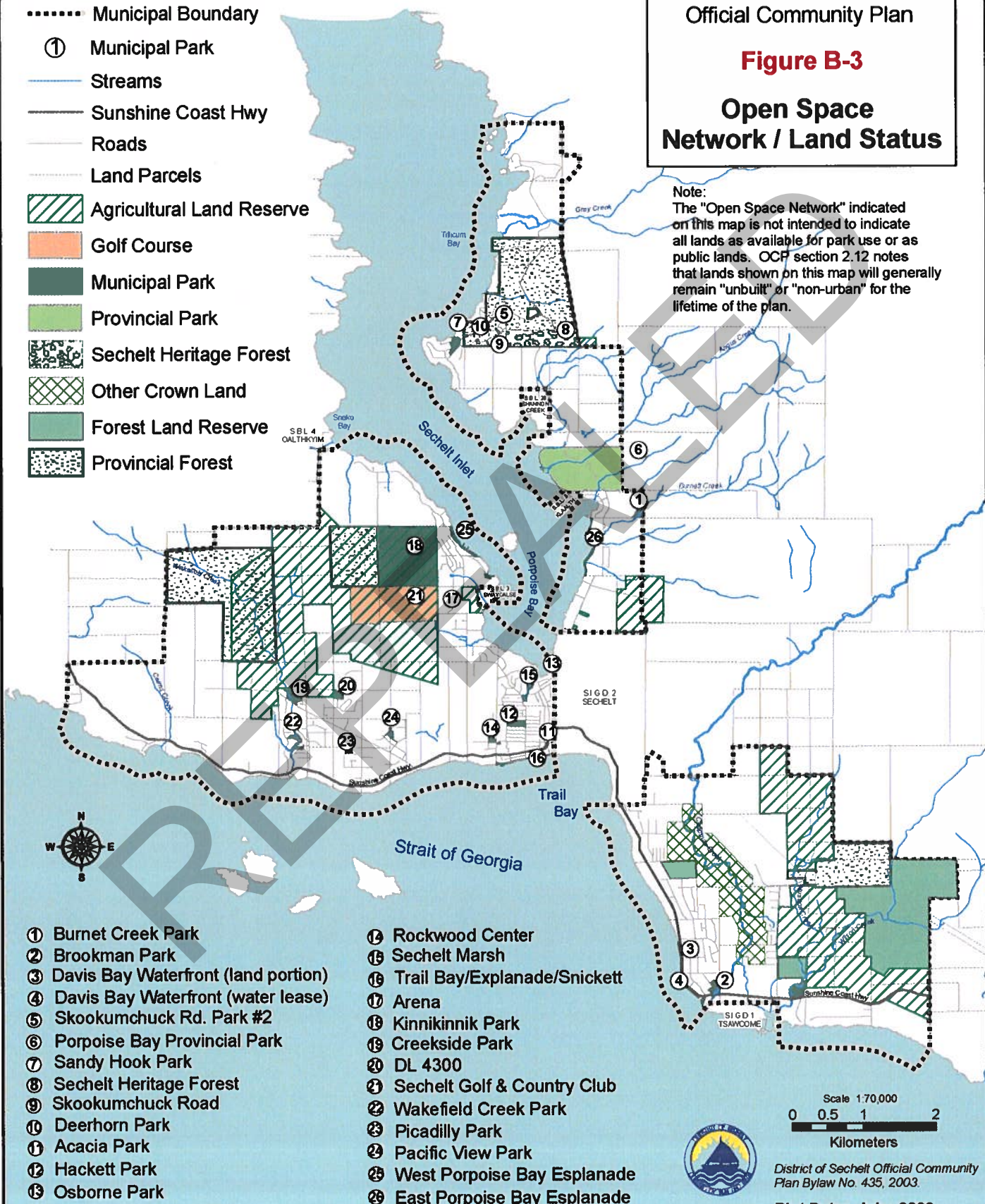
District of Sechelt
Official Community Plan

Figure B-3

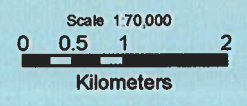
**Open Space
Network / Land Status**

Note:
The "Open Space Network" indicated on this map is not intended to indicate all lands as available for park use or as public lands. OCP section 2.12 notes that lands shown on this map will generally remain "unbuilt" or "non-urban" for the lifetime of the plan.

- Municipal Boundary
- ① Municipal Park
- Streams
- Sunshine Coast Hwy
- Roads
- Land Parcels
-  Agricultural Land Reserve
-  Golf Course
-  Municipal Park
-  Provincial Park
-  Sechelt Heritage Forest
-  Other Crown Land
-  Forest Land Reserve
-  Provincial Forest



- ① Burnet Creek Park
- ② Brookman Park
- ③ Davis Bay Waterfront (land portion)
- ④ Davis Bay Waterfront (water lease)
- ⑤ Skookumchuck Rd. Park #2
- ⑥ Porpoise Bay Provincial Park
- ⑦ Sandy Hook Park
- ⑧ Sechelt Heritage Forest
- ⑨ Skookumchuck Road
- ⑩ Deerhorn Park
- ⑪ Acacia Park
- ⑫ Hackett Park
- ⑬ Osborne Park
- ⑭ Rockwood Center
- ⑮ Sechelt Marsh
- ⑯ Trail Bay/Explanade/Snickett
- ⑰ Arena
- ⑱ Kinnikinnik Park
- ⑲ Creekside Park
- ⑳ DL 4300
- ㉑ Sechelt Golf & Country Club
- ㉒ Wakefield Creek Park
- ㉓ Picadilly Park
- ㉔ Pacific View Park
- ㉕ West Porpoise Bay Esplanade
- ㉖ East Porpoise Bay Esplanade



District of Sechelt Official Community Plan Bylaw No. 435, 2003.

Plot Date: July, 2003

B.6 Infrastructure Planning and Background

WASTEWATER MANAGEMENT

Residential and non-residential sewage in the District of Sechelt is presently treated either by private on-site sewage disposal or the municipal sewage treatment system. As of early 1995 almost 1/3 the existing dwelling units in the District were on the municipal system. In addition, close to 100 non-residential hook-ups existed which served businesses and institutions.

Historically community sewage systems to serve subdivisions which incorporate ground disposal, as permitted under the Waste Management Act, have failed. As a result, the District discourages the future issuance of permits to install these systems.

Some remaining undeveloped parcels within the District present difficulties for on-site sewage disposal ('septic systems') and meeting Ministry of Health regulations and standards. These parcels generally have one and often more of the following constraints:

- shallow native soil depth,
- insufficient setbacks to water bodies or breakout points,
- excessive slope,
- poor drainage.

Until sewer services are available, one option available for these properties is a holding tank, as approved by District of Sechelt bylaw. Innovative technological systems presently being piloted under the approval of the Ministry of Health may be an option for some difficult properties depending on the type and extent of the constraints.

Existing on-site sewage disposal systems (usually septic tanks with absorption fields) on some properties are reaching their life expectancy. Holding tanks, innovative technological systems and sewer service are options recognized by the Health Unit to replace malfunctioning systems.

New Health Unit subdivision standards (March 1995) are designed to assure that all future parcels reliant on on-site sewage disposal systems will be self-sufficient for the long term and not present unacceptable risks to surface waters, ground water, or neighbouring properties. Minimum lot size required by Ministry of Health on septic is 2000 m² (0.5 acres).

As of year end 2002, the municipal sewage treatment system consisted of 47 kilometres of pipe, six lift stations, two treatment plants providing secondary stage treatment, and one 200 mm. outflow pipe which transports the treated effluent 455 m out into Trail Bay at a depth of 27.5 m below low tide (Figure B-4 following page.)

As Table B-13 shows, there has been incremental increase in the average daily sewage flows from 1994 to 2002, consistent with population changes. Unlike many older municipalities, there appear to be no problems with infiltration of water into, or exfiltration (leaks) from the sewage lines.

Table B-13 – Historic Sewage Flows

Year	Average Daily Flow (m ³ per day)	Permitted Outflow	Treatment Plant Capacity (pop. equivalent)
1994	1450	3400	
1996	1800	3400	
1998	1750	3400	
2000	1940	3400	9000 +/-
2002	2060	3400	

SEWAGE TREATMENT PLANT CAPACITY

The capacity of the two treatment plants is sufficient to handle a population equivalent of approximately 9,000. Expansion to Plant #2 (Dusty Road Treatment Plat) was completed in early 1999. Once this capacity is reached, expansion of the Ebbitide Treatment Plant is planned for the future and approval for a larger ocean disposal pipe or for land disposal of the treated effluent, will be required. The present ocean disposal pipe has an outflow limit of 3,400 cu m/day established in the Ministry of Water, Land and Air Protection operating permit.

When the District of Sechelt took over the SCR D sewage treatment system in 1994, it also inherited a 1983 agreement with the Sechelt Indian Government District for collection and treatment of up to 228 m3/day (50,000 Gals.) of sewage generated within the Sechelt Indian Government District boundaries. Ongoing operating costs of the treatment plant are shared with the Sechelt Indian Government District based on an established cost share formula.

The sludge from the system is calculated at approximately 165 tons/year (dry weight) and is retained on-site in a lagoon, and then trucked to the CAL Land Reclamation site. Plans for future use of the sludge are being considered in the LWMP. Drying and amending for use as a fertilizer, as is done in some communities, is a possibility, particularly as Sechelt's sewage does not receive industrial wastewater.

PHASING OF SANITARY SEWER SYSTEM

Phase I: The Village and parts of West Sechelt are presently served by the Municipal Sewer System. New residential development in the West Porpoise Bay neighbourhood will pay the initial costs of extending the sewer line, sized to accommodate the rest of the designated West Porpoise Bay area. A latecomer agreement (Bylaw 250) allows for additional development in West Porpoise Bay to be serviced from this extension and reimburses the first development for 'oversizing' the line. The District is presently conducting a Functional Sewer Plan for the West Sechelt and West Porpoise Bay areas. Completion of this plan will give direction on how properties in these areas will be serviced in the future.

Phase II: The Davis Bay/Wilson Creek area is considered to be the next priority area for connection to the Municipal Sewer System. Although new development in this area is

severely limited by the ALR, Airport, topography and two creeks, it has a large proportion of ageing septic systems, some potential for tourism-type redevelopment and an industrial area which would benefit from connection to a municipal system. Studies will determine the best location for any sewer line extension.

Future Phases: The last priority area for extension of the Municipal Sewer System is East Porpoise Bay which does have some future development potential. However, development potential between Sandy Hook and the municipal boundary, (not envisioned within this Plan's 20-year horizon) may not be sufficient to make an extension financially feasible. Difficult terrain and low development potential in Tuwanek do not support bringing a municipal system into that area.

STORM WATER MANAGEMENT

The purpose of storm water management is to prevent damage to property and the environment, and to protect human safety. Many developed areas in Sechelt are at low densities and can rely on open ditches and culverts. The current subdivision control bylaw as amended in 2003 requires curb and gutter with underground storm sewers in new growth areas. The storm water management plan produced by consultants in 1993 (Dayton & Knight Ltd.) has been updated with a 1999 report and stormwater management plans (see District of Sechelt Drainage Study, Nov. 1999 by Associated Engineering) for more information). Figure B-5 indicates the catchment areas identified in the 1999 study.

The piping of storm water reduces periodic erosion damage to open channels. However, sending all site surface and roof water into a few storm pipes, ditches, and/or outlets can have detrimental effects on the environment:

- flushing of pollution and sediments from road and driveway/parking lot areas into natural water courses;
- natural hydrological system (sub-surface water recharge) is bypassed
- storm 'peaks' are swifter and larger, increasing flushing power and erosive action at outfall locations.
- flushing of bacterial contamination from land wash can result in public health consequences for shellfish resources and recreational use of waters

Areas for proposed storm sewer system are financed principally through Development Cost Charges and are to be phased-in through actual construction over a 20-year period. For detailed mapping and information specifically related to DCC's, reference should be made to the 1999 Drainage Study.

WATER SUPPLY

The Sunshine Coast Regional District is responsible for provision of water to its service areas including the District of Sechelt. The vast majority of District of Sechelt residents are within the Sunshine Coast Regional District's Water Service Area, which extends from Langdale to North of Secret Cove. Properties which don't receive municipal water from the SCRDR rely on private wells or on small surface water withdrawals permitted by the Ministry of Water, Land and Air Protection.

While the District of Sechelt is not responsible for water supply, an adequate quantity and quality of potable water, provided at pressures adequate for common and emergency uses, is essential to support existing and future Sechelt residents. The SCRDR water system that directly services the District of Sechelt consists of water intakes at Gray and Chapman Creeks, six reservoirs and a seventh under construction at Gray Creek (to offset turbidity levels and peak demand times), and three pump stations. Figure B-6 shows the facilities within or adjacent to Sechelt.

As Table B-14 shows, most of the water in the SCRDR supply system comes from Chapman Creek (85%) and Gray Creeks (4%). Water is withdrawn from locations north of the District of Sechelt boundaries. The Regional District currently uses Chapman Creek and ground water wells to provide water to the eastern portion of the water system, and continues to investigate the use of ground water to supplement the system. While the District of Sechelt presently receives its municipal water from the SCRDR system, based primarily on surface water, in the future it may be possible that more groundwater sources will be needed. While a 1968 survey indicated that Chapman Creek, when fully developed, could supply a population of 250,000 people, the survey's assumptions need to be reviewed for long term planning to ensure that an environmentally appropriate threshold for withdrawal from Chapman Creek is determined.

The provision of sustainable supplies of potable water (essential for growth and development in Sechelt) requires a community-wide commitment to a program to protect, conserve and enhance this valuable resource. Conservation, or 'savings' in water use, can also provide energy savings (pumping, heating of hot water), a reduction in flows to the municipal sewage treatment plant, and keeps the impact of water removal from the ecosystem to a minimum, thereby protecting natural habitats and processes. In addition to using water for human drinking purposes, maintenance of safe and sufficient water resources is also essential for the health of commercial and recreational fisheries, recreational use, agricultural irrigation and the natural hydrological cycle.

Table B-14 – Volume of Water from Different Sources

Source	Volume (%)
Chapman Creek	85%
Gray Creek	4%
Other (wells)	11%

Source: 1996 OCP

WATER QUANTITY & QUALITY

The Ministry of Health, Coast-Garibaldi Health Unit (CGHU), is responsible for overseeing drinking water quality. While the bacterial quality of drinking water at the tap has improved in recent years, the quality of water from Gray Creek has been low due to turbidity, and it is seldom used except in peak demand periods. A new reservoir, scheduled for completion in late 1995 should greatly improve the quality of water from Gray Creek. Water quality from Chapman Creek is considered to be good although concerns about the impact of logging in the upper reaches of the watershed have been expressed. The CGHU continues to work with the SCR D to monitor and improve quality.

While a 1968 Waterworks Survey completed by consultants Dayton and Knight Ltd. states that Chapman Creek, when fully developed, could supply a population of 250,000 people, no recent assessment has been made of the environmental impact of high volume withdrawals on the Creek. Several of the assumptions and values upon which the 1968 study was based (such as the belief that damming several of the creeks which are now within the Tetrahedron Provincial Park; and volume/household requirements), will no doubt need serious scrutiny. The SCR D does plan to review the creek's long term potential.

WATER PRESSURE

There are concerns that some areas within Sechelt do not have sufficient water pressure for fire fighting purposes. The ten year SCR D Plan has identified these areas and will be upgrading where the water pressure is considered to be low.

WATER CONSERVATION

As the population of the Sunshine Coast continues to grow, there will be increased pressure on the present supply of water. At the same time, there is increasing demand to improve water quality. Both of these demands can mean significant increases in capital and operating expenditures. One method of delaying the need for such expenditures is the implementation of water conservation measures.

SOLID WASTE MANAGEMENT

The majority of Sechelt's residential solid waste is collected by private hauler under contract to the District of Sechelt. Multiple family, commercial, industrial and institutional developments contract directly with private haulers for removal of their waste. The SCR D is responsible for operating the two landfills which receive municipal solid waste on the Coast.

Sechelt's solid waste is hauled to a site just east of the District of Sechelt municipal boundary. By early 1995 this landfill was receiving an average of 33.8 metric tons of waste per day from an estimated population of 21,400. The site, which opened in about 1971, is permitted to receive 35 tons per day. Several types of waste received here are recycled or removed for special disposal rather than landfilled including gypsum, metals, tires, garden waste, and certain types of land clearing and wood waste. The SCR D has completed a Solid Waste Management Plan, as mandated by Bill #29 of the Waste Management Act. This plan comprehensively addresses all aspects of solid waste management including reducing and recycling.

Recycling services for some types of waste have been provided through a non-profit organization since 1988. Sunshine Coast Recycling and Processing Society (SCRAPS) receives baseline funding from the SCRCD and operates drop-off depots in Sechelt and Gibsons and a storage warehouse in the Gibsons area.

As a community, we can reasonably assume that rising costs for raw materials combined with expanding markets for recycled materials, and environmental concerns, will result in more types of waste being diverted from the landfill site. In addition, we are likely to see more emphasis on programs to encourage the local composting of organic wastes which account for a significant 30-35% of all residential waste. At the same time, a growing population will mean that overall waste volumes will keep increasing. While the Sechelt landfill is expected to continue operating during the lifetime of this Plan, an expansion onto adjacent lands or another site(s) may be necessary at some time further into the future. Depending upon the methods of recycling and collection used, small sites may also be needed for local depots and/or organic waste composting.

ENERGY CONSERVATION

Many of the activities which enhance our quality of life depend upon an adequate and reliable supply of energy. As the population of the Sunshine Coast and the Lower Mainland continues to grow, the demand for energy will also grow, placing a strain on existing generation and delivery facilities. Because conventional energy sources (gas, oil and hydroelectric reservoirs) are generally remote from the areas of demand, sufficient land for future delivery/transmission and storage facilities must be taken into account. The remoteness of energy sources has also shielded most end-user communities from the environmental and visual impacts, and land use conflicts associated with conventional large scale energy extraction and generation.

Reduced demand and a greater reliance on local and renewable sources of energy may defer the need for energy infrastructure expansions and the financial, environmental, social, and aesthetic impacts typically associated with them. Despite the fact that community plans and policies greatly influence local energy requirements and the utilities' ability to meet those needs, local planning has rarely taken energy into account. In recent years however, communities are considering the form, orientation, and siting of buildings, and the density, size and shape of whole communities. Using an integrated approach which includes land use, transportation, and waste management, together with energy production and distribution, can result in significant energy savings and enhance opportunities for pursuing local options for energy supply.

Many opportunities exist to address energy use at the local level. For example, increased density and a greater mix of land uses can reduce per capita energy requirements for space heating and cooling, increase opportunities for recovery and re-use of waste heat, and enhance the cost-effectiveness of alternative supply technologies such as district heating and cooling. The orientation of buildings and subdivisions to take advantage of passive solar heating and natural daylight reduces energy requirements for space heating and lighting. At larger scales, communities can also support local forms of generation such as small-scale turbines, wood-waste plants, and plants that produce energy from municipal waste or landfill gas. The District of Sechelt is interested in seeing projects which achieve a reduction of both embodied energy and operating energy, compared to "conventional" projects, and those which incorporate a local or alternative/renewable supply. For example, district heating, co-generation, micro-generation, passive solar design, siting for solar access, low maintenance landscaping, all offer opportunities for reduced energy consumption.

ELECTRIC POWER

Most of the electric power used by Sechelt residents is generated at BC Hydro hydroelectric facilities on the Columbia and Peace River systems, supplemented by one 33 MW station at the tip of Salmon Inlet. An independent power producer at Salmon Inlet is scheduled for connection to the system in late 1995.

Electric power from the interior is transmitted to Sechelt from a substation near Egmont, and from Salmon Inlet, along the east side of Sechelt Inlet, via 138 KV lines. A 230 KV line also passes through Sechelt and Gibsons to serve the paper mill in Port Mellon. The two transmission lines run through the middle of downtown Sechelt located in a 75 m. wide right of way which is partly shared with BC Gas.

The existing Hydro facilities, including substation and transmission rights-of-way, should be capable, with some reinforcements at later stages, of meeting the forecast needs of the community. No new land requirements are contemplated by BC Hydro.

NATURAL GAS

Natural gas is piped to the Sunshine Coast via Port Mellon and, as of fall 1995, serves most of the settled areas of Sechelt with the exception of Tuwanek, Sandy Hook and East Porpoise Bay. The gas service is extended to new subdivisions as they are developed in the serviced neighbourhoods.

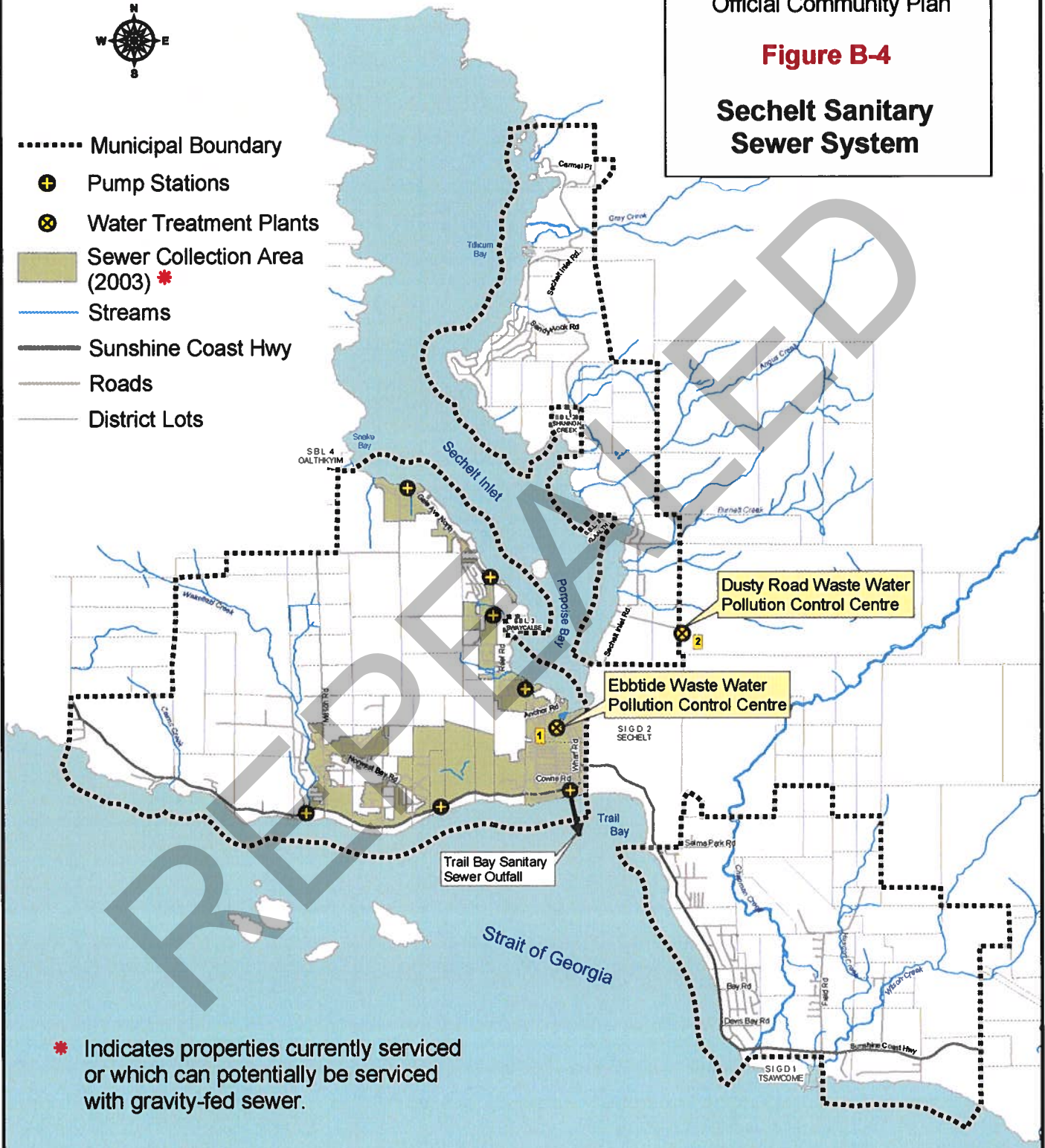
A radio transmitter tower is located at an elevation of 280 m in District Lot 2371 in West Sechelt.

District of Sechelt
Official Community Plan

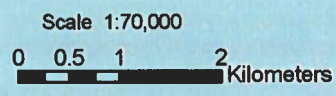
Figure B-4

**Sechelt Sanitary
Sewer System**

- Municipal Boundary
- + Pump Stations
- ⊗ Water Treatment Plants
- Sewer Collection Area (2003) *
- Streams
- Sunshine Coast Hwy
- Roads
- District Lots



* Indicates properties currently serviced or which can potentially be serviced with gravity-fed sewer.

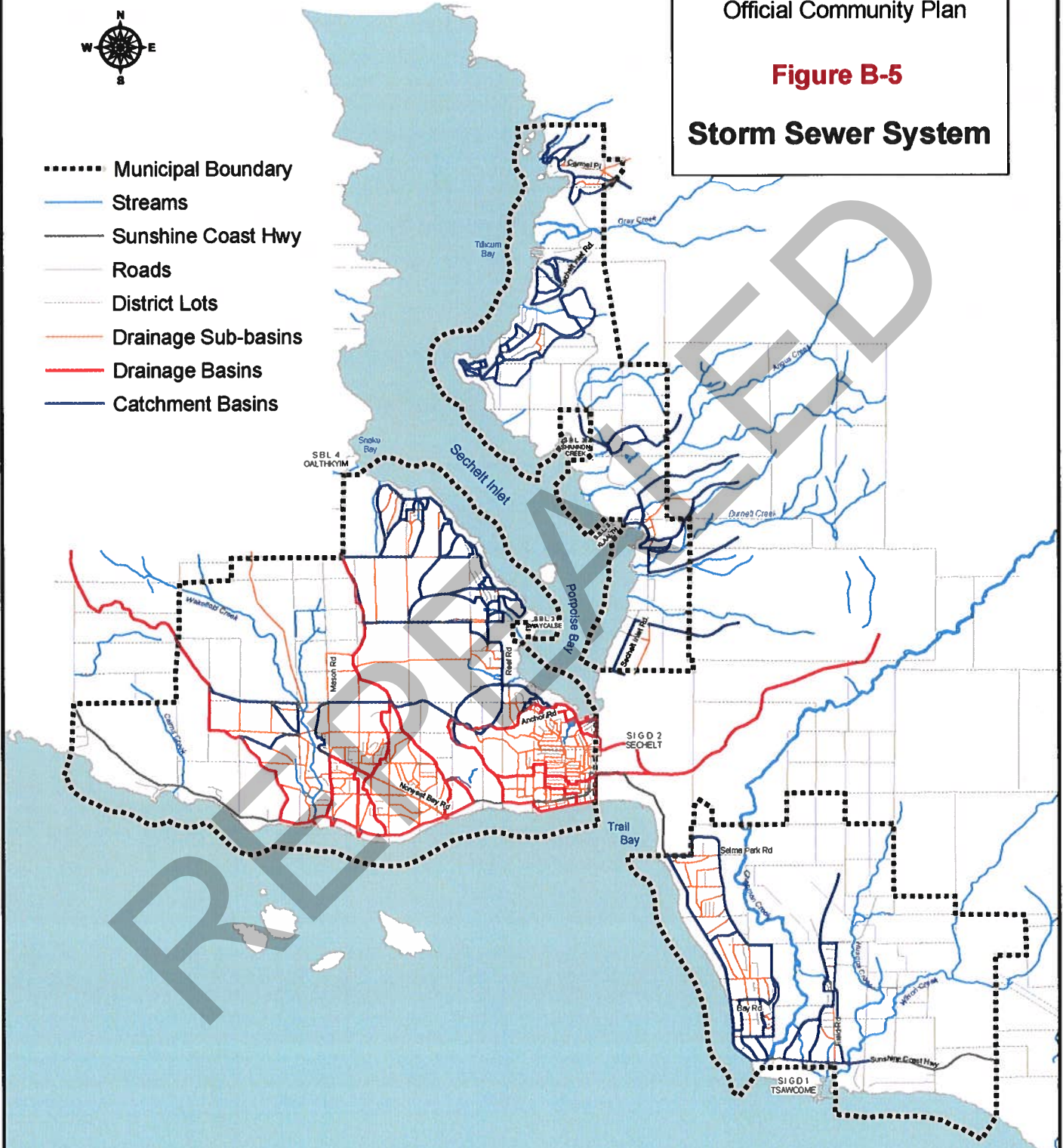


District of Sechelt
Official Community Plan

Figure B-5

Storm Sewer System

- Municipal Boundary
- Streams
- Sunshine Coast Hwy
- Roads
- District Lots
- Drainage Sub-basins
- Drainage Basins
- Catchment Basins



Scale 1:70,000
0 0.5 1 2 Kilometers

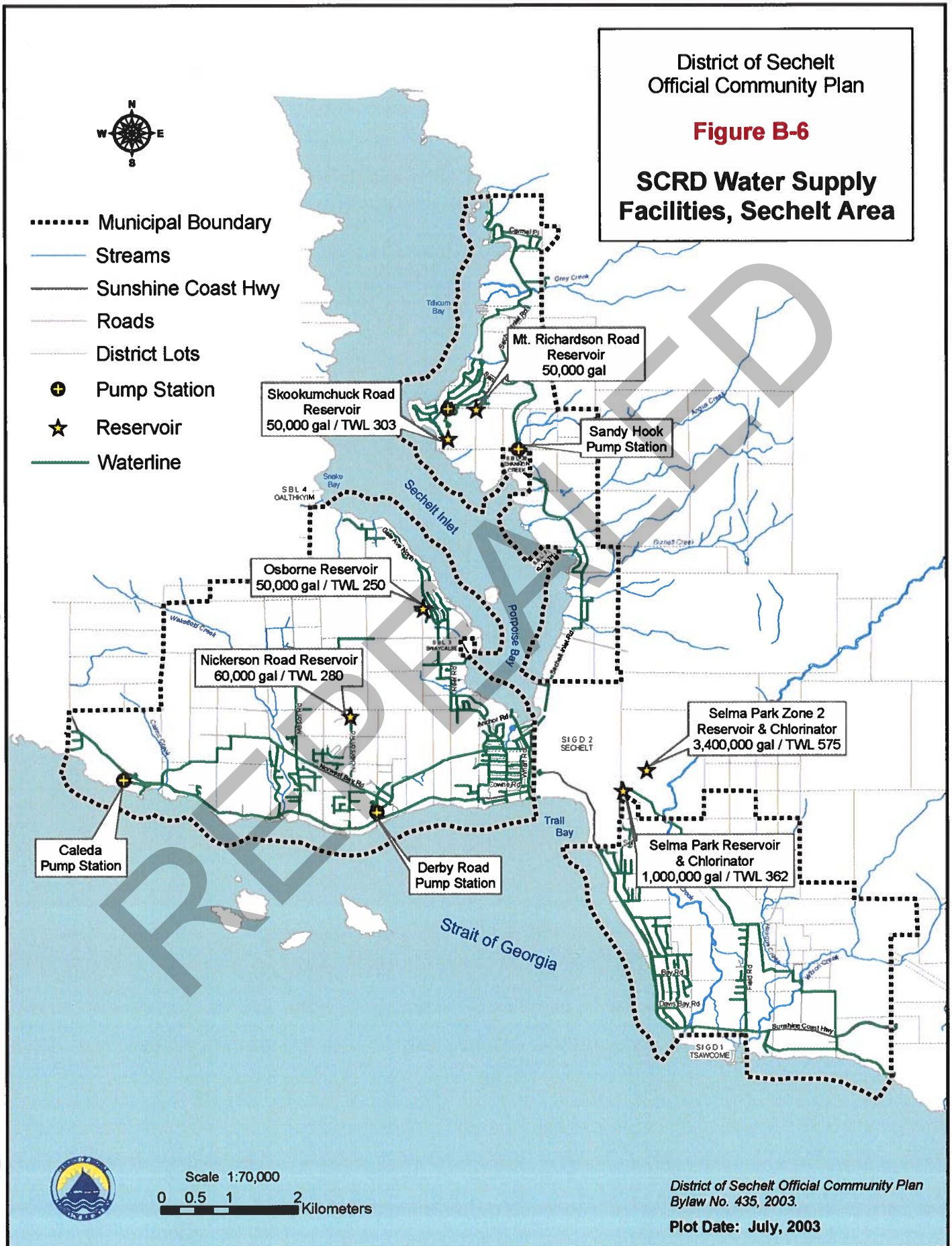
District of Sechelt Official Community
Plan Bylaw No. 435, 2003.

Plot Date: July, 2003

District of Sechelt
Official Community Plan

Figure B-6

**SCRD Water Supply
Facilities, Sechelt Area**



B.7 Transportation Network

ROAD NETWORK

While the predominant land use pattern in Sechelt is a low-density suburban or semi-rural one, most residents no longer live a "rural" lifestyle. They need to travel frequently, many of them commuting elsewhere to work. The land use pattern is also a scattered one with 'arms' of development spreading in several directions. Such a pattern does not lend itself to efficient transportation patterns. Most manufactured goods must be brought from the lower mainland by truck and ferry and many Coast residents make off-Coast shopping trips. In addition, vehicle traffic volumes can be significantly higher in the summer due to the large number of tourists both visiting and travelling through Sechelt. The existing road network layout in Sechelt is a result of the early development of the area along the waterfront, rather than efficient route planning. While several difficulties with the road system are 'here to stay', such as the limited access in Selma Park, and awkward intersections with Highway 101 in West Sechelt, new routing to serve future needs must now be considered. The financing of new roads and improvements is expected to be a significant limiting factor for new development, and in calculations of future maintenance costs.

From an emergency planning perspective, the lack of alternate routes into parts of the District, notably Davis Bay, Sandy Hook/Tuwanek, and West Porpoise Bay, have been identified.

Plans exist to widen Norwest Bay Road from Highway 101 to Mason Road to two travelling lanes with two cycles lanes. It may be possible to incorporate extra pavement or shoulder width to allow for safe movement of bicycles along Sechelt Inlet Road.

PROVINCIAL HIGHWAY

Provincial Highway 101 (the Sunshine Coast Highway), is the main east-west transportation corridor linking Sechelt with other communities on the Sunshine Coast. A number of safety concerns and administrative problems have arisen because the highway is administered as a provincial highway, yet, as it passes through Sechelt, it functions primarily as a local road. Several sections of the highway have been identified by coastal communities as priorities for upgrading. Within Sechelt the top priority sections are just inside the eastern boundary ("rat portage hill"), which has recently been upgraded, and through Selma Park.

The Ministry of Transportation has been working on plans for a new highway route which would result in declassification of the existing highway and possible transfer of jurisdiction to the District of Sechelt. As of fall 1995, the route alignment for the new highway was still under study. Actual construction is presumed to be many years in the future. Because no funding announcements have come from the Provincial government regarding the proposed new route, its approximate location cannot be shown in this Plan.

TRANSIT

There are many residents who are not able to drive, who do not have access to, or wish to own a private vehicle. For these residents, local transit service is essential to ensure access to shopping, work, school and services, and as a more energy efficient alternative to the private vehicle. Local bus service on the Sunshine Coast is operated by joint arrangement between BC Transit and the SCRD. This service links Halfmoon Bay, Sechelt, Roberts Creek, Gibsons and Langdale, and provides three local routes within the District of Sechelt: one in West Sechelt, one to East Porpoise Bay, and one to West Porpoise Bay. Routes and frequency of service have expanded several times since the transit service started in 1991.

BICYCLES AND WALKING

Unlike many parts of Canada, Sechelt's climate is conducive to year-round walking and cycling. However, steep terrain outside of the Village core, long distances between residential areas and commercial areas, periods of heavy highway traffic, and lack of recognized 'safe' routes all act as disincentives. Safe, efficient cycle and walkways are needed within and between neighbourhoods, especially to connect with the Village Core. Presently, the District of Sechelt has no designated bike routes and very few pedestrian ways other than sidewalks. Several initiatives either underway or planned for the near future will begin to address this situation.

AIR TRANSPORTATION

The airport is located between Wilson and Chapman Creeks at the north end of Field Road. The airport, with 746 by 23 feet of paved runway and ramp space for close to 50 small general and commercial aircraft, is the only one on the Sunshine Coast. The airport lands, approximately 80 ha, are jointly owned by the Town of Gibsons and The District of Sechelt and managed by a joint Management Advisory Committee. The airport mainly serves a recreation function, but did include three commercial operations in mid 1995: two helicopter services (used mostly by the resource sector), and a Cessna operator providing scheduled flights to Vancouver International Airport.

While plans to expand the runway have been considered in the past, Federal funding for airport improvements has been discontinued and it appears unlikely that further funding will be available from other sources. Two commercial seaplane operators are located in Porpoise Bay, providing connections to downtown Vancouver, Vancouver Island and other locations on the coast.

GOODS MOVEMENT

The District of Sechelt, as of Fall 1995, does not have any policies regulating heavy goods vehicle routes, nor dangerous goods transport through the District. Such regulations are commonly developed by municipalities with the aim of helping to protect human health and safety.

B.8 Community Services

SCHOOLS

There are three public elementary schools and one secondary school within Sechelt serving approximately 1215 students as of Fall 1995. Because public school catchment areas overlap municipal boundaries, as shown in Figure B-7, some students living in the Redrooffs area of Sechelt attend the Halfmoon Bay Elementary School. School District #46 administers schools on the Sunshine Coast and plans for future school construction and upgrades.

Recently approved Local Government Act legislation provides for acquisition of lands for school sites, or cash in lieu, at the time of subdivision, by joint agreement of the local government and school board. In order for such a requirement to apply to land being subdivided, the legislation requires the local government and school board to have a joint planning agreement, setting out whether school site acquisition will apply to the area, the amount of land to be set aside for school site purposes (which may include a combination of park and school site land), and the terms and conditions of the acquisition. Such acquisition does not apply to a subdivision where fewer than 3 additional lots would be created; where the smallest lot being created is larger than 2 hectares; or to a consolidation of existing parcels.

HEALTH SERVICES

The health of District residents, and of some Regional residents, is addressed by a number of agencies working within Sechelt. Two of the larger ones are the Coast Garibaldi Health Unit and Mental Health Services both of which provide provincially funded services and programmes and operate from offices in the Village core. The majority of private health care professionals (doctors, physiotherapists, chiropractors, etc.) are also found in the Village core, as is the Shornecliffe Intermediate Care Homes complex..

A Community Health Council, established in 1995 under the Health Authorities Act, has the mandate to develop a community health plan which specifies and provides for the delivery of health services, to coordinate and integrate health services, and to operate hospitals and other facilities.

HOSPITAL

St. Mary's Hospital, the Sunshine Coast's only acute-extended care health facility, has been located in the Sechelt Indian Government District near the Village core since 1964. The hospital consists of an emergency service, acute care beds, extended care beds (in Totem Lodge), and outpatient clinics. In recent years the number of beds has been slowly reduced in response to a greater emphasis on outpatient and home care (ambulatory) services. As a result of this trend and significant Province-wide funding/organizational changes, part of the second floor of the hospital is leased out to other health care agencies. The hospital has consistently met top national accreditation standards for many years.

The number of patients taken off-coast for emergency treatment by ambulance or air ambulance is very small, perhaps 5 or 6% of admissions. Because the provincial health

care emphasis is now on keeping people out of the hospital, and treating them as close to home as possible, the hospital has no plans to close, expand or change location but does plan to expand the specialist skills provided by staff. Space exists on site to increase the number of extended care beds by 25 when the need arises. As the population ages, hospital administrators believe that more intermediate care beds, will be needed.

EMERGENCY SERVICES

Police

The District of Sechelt contracts with the RCMP for police services. The ratio of police staff to population served varies depending upon the makeup of the community and Sechelt's ratio is fairly typical at approximately 1:850. While this ratio is considered appropriate given the number of files the RCMP have to manage, an emphasis on a different style of policing, such as crime prevention, could have an impact on service ratios.

Fire Fighting

Fire fighting services are provided through a Fire Protection District, the boundary of which coincides with the District of Sechelt boundary and includes the Sechelt Indian Government District. Presently, the Fire station is located on Trail Ave. in the Village but one site in West Sechelt and one in the industrial park at Wilson Creek have been set aside for the future. While present service levels are considered acceptable, fire fighting equipment limitations mean that a ladder truck will be needed as buildings taller than three storeys become more frequent.

SOCIAL AND SUPPORTIVE SERVICES

Many social and supportive services are provided in Sechelt either via Provincial programmes or other agencies. The District of Sechelt does not become actively involved in programming or service delivery but does provide financial support to specific agencies.

The Sunshine Coast Community Services Society, a non-profit, community based society administers several health, social, and educational support services on the Sunshine Coast. The Society's central office is located in Sechelt. Along with counselling, support groups and services covering a wide range of issues, the Society operates a food bank, emergency shelter and transition housing for abused women and their children.

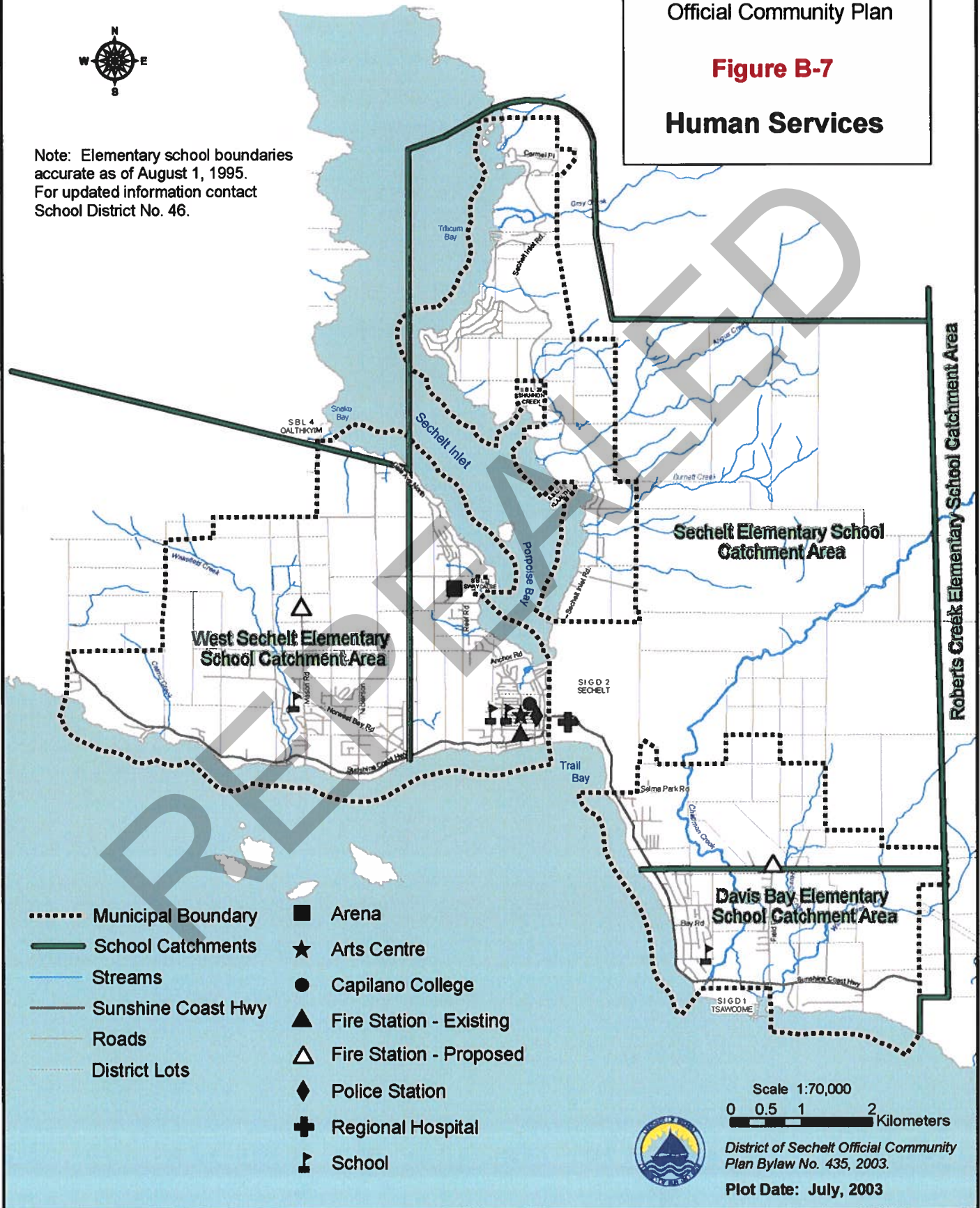
District of Sechelt
Official Community Plan

Figure B-7

Human Services



Note: Elementary school boundaries accurate as of August 1, 1995. For updated information contact School District No. 46.



Roberts Creek Elementary School Catchment Area

West Sechelt Elementary School Catchment Area

Sechelt Elementary School Catchment Area

Davis Bay Elementary School Catchment Area

- Municipal Boundary
- School Catchments
- Streams
- Sunshine Coast Hwy
- Roads
- District Lots
- Arena
- ★ Arts Centre
- Capilano College
- ▲ Fire Station - Existing
- △ Fire Station - Proposed
- ◆ Police Station
- ⊕ Regional Hospital
- 🏫 School

Scale 1:70,000
0 0.5 1 2 Kilometers



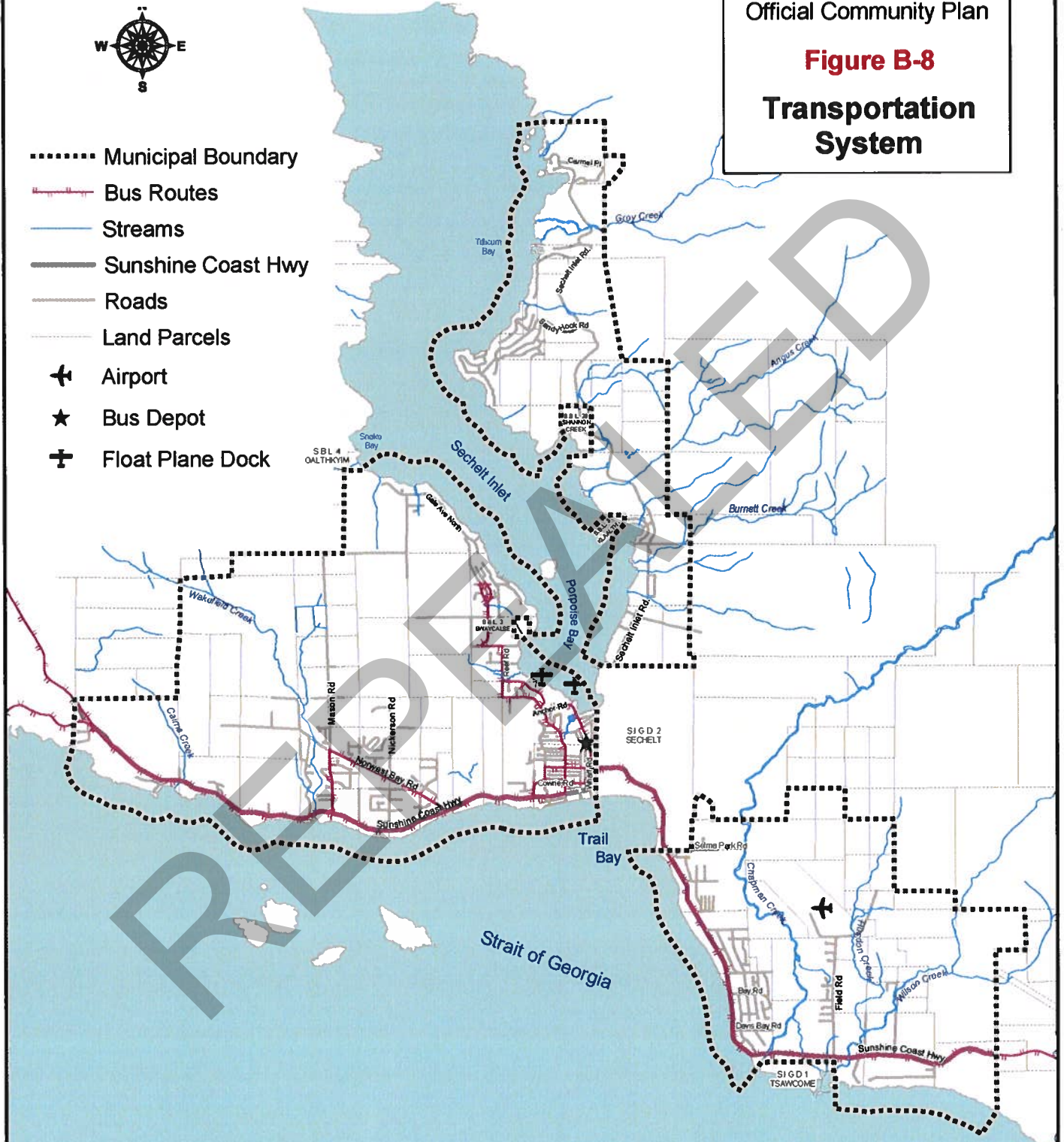
District of Sechelt Official Community Plan Bylaw No. 435, 2003.

Plot Date: July, 2003

District of Sechelt
Official Community Plan

Figure B-8
Transportation System

- Municipal Boundary
- Bus Routes
- Streams
- Sunshine Coast Hwy
- Roads
- Land Parcels
- ✈ Airport
- ★ Bus Depot
- ⚓ Float Plane Dock



Scale 1:70,000

0 0.5 1 2 Kilometers



District of Sechelt Official Community Plan
Bylaw No. 435, 2003.

Plot Date: July, 2003

APPENDIX

Appendix I – Local Government Act

Purposes of Official Community Plans

875. (1) An official community plan is a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purpose of local government.
- (2) To the extent that it deals with these matters, an official community plan should work towards the purpose and goals referred to in section 849 (regional growth strategy goals).

Purpose of Regional Growth Strategy

- 849.
- (1) The purpose of Regional Growth Strategy is to promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities and service, land and other resources.
- (2) Without limiting subsection (1), to the extent that a Regional Growth Strategy deals with these matters it should work towards, but not be limited to the following:
- (a) avoiding urban sprawl and ensuring that development takes place where adequate facilities exist or can be provided in a timely, economic and efficient manner;
 - (b) settlement patterns that minimize the use of automobiles and encourage walking, bicycling and efficient use of public transit;
 - (c) the efficient movement of goods and people while making efficient use of transportation and utility corridors;
 - (d) protecting environmentally sensitive areas;
 - (e) maintaining the integrity of a secure and productive resource base, including the agricultural and forest land reserves;
 - (f) economic development that supports the unique character of communities;
 - (g) reducing and preventing air, land and water pollution;
 - (h) adequate, affordable and appropriate housing;
 - (i) adequate inventories of suitable land and resources for future settlement;
 - (j) settlement patterns that minimize the risks associated with natural hazards
 - (k) protecting the quality and quantity of ground and surface water;
 - (l) preserving, creating and linking urban and rural open space including parks and recreation areas;
 - (m) planning for energy supply and promoting efficient use, conservation and alternative forms of energy;
 - (n) good stewardship of land, sites and structures with cultural heritage value.

Appendix II - Principles of Sustainability

1. Limit our impact on the living world to stay within its carrying capacity (its ability to renew itself from natural and human impacts);
2. Preserve and protect the environment (conserve life support systems, biological diversity, and renewable resources);
3. Hold to a minimum the depletion of non-renewable resources;
4. Promote long-term economic development that increases the benefits from a given stock of resources without drawing down on our stocks of environmental assets (through diversifying and making resource use more efficient);
5. Meet basic needs and aim for a fair distribution of the benefits and the costs of resource use and environmental protection;
6. Provide a system of decision-making and governance that is designed to address sustainability (is more pro-active, participatory, long term); and
7. Promote values and actions that support sustainability (through information and education).

REPEATED

Appendix III - Permitted Uses of Forest Reserve Land

(Sections 13 & 14 of Bill 56 "Forest Land Reserve Act", July 1994)

- (1) Forest reserve land that is Crown land or Crown licence land must not be used except as permitted by or under the Forest Act.
- (2) Forest reserve land, other than Crown land or Crown licence land, must be used in a way that is consistent with one or more of the following:
 - (a) timber production, utilization and related purposes;
 - (b) forage production and grazing by livestock and wildlife;
 - (c) forest or wilderness oriented recreation, scenery and wilderness purposes;
 - (d) water, fisheries and wildlife, biological diversity and cultural heritage resources purposes;
 - (e) a use or occupation authorized under the Coal Act, Geothermal Resources Act, Mineral Tenure Act or Petroleum and Natural Gas Act;
 - (f) a use or purpose permitted by the regulation, subject to any applicable conditions established by the commission;
 - (g) a use specifically permitted by the commission under Section 14 in relation to the land on which the use is to take place.

Specifically permitted uses of forest reserve land

14. (1) Subject to the regulations, on application of the owner made in accordance with Section 26, the commission may permit a use of forest resource land referred to in Section 13 (2) other than one authorized by paragraphs (a) to (f) of that section.
- (2) If applicable, before or at the same time as making the application under Subsection (1), the owner must apply to the applicable local government for the authorization required by Subsection (3).
- (3) If an application under this section requires, in order to proceed, an amendment to an official settlement plan, Official Community Plan, official development plan, rural land use bylaw or zoning bylaw of a local government, the application may not proceed under this section unless authorized by a resolution of the local government.
- (4) Subject to the regulations, the commission may make a use permitted under this section subject to any conditions the commission considers advisable.
- (5) Without limiting Subsection (4), the commission may require as a condition of permitting a use that a covenant against the land in favour of the commission be registered under Section 215 of the Land Title Act.

Appendix IV -District of Sechelt Proposed Recycling and Environmental Impact Initiatives

(FROM REGULAR COUNCIL OCTOBER 6TH, 1993)

Paper Waste

- * cut back on the amount of copies made.
 - instead, offer to supply them on request
- * save discarded reports, or draft letters.
 - start a "green tray" to later use the blank side for inter-office memo's like vacation notification etc.
- * encourage "no bag" lunches and eliminate the use of paper cups and wooden stir sticks.
 - each employee should have their own mug and a few spares could be purchased for non-employees
 - use cutlery and real dishes in lunchroom

Hazardous Products

- * use environmentally safe dish soaps and cleaning products.
 - instruct employees, contractors or cleaning staff to use environmentally friendly low-phosphate products.

Water Conservation

- * install toilet dams in toilet reservoirs
 - use plastic containers filled with stones in the toilet reservoir (never use bricks). Instead of using 20 Litres per flush, it will only take 16 Litres.

Employee Transportation to and From Work

- * encourage alternative forms of transportation and/or ride sharing and car-pooling.
 - those employees who choose to bike or walk to work should be encouraged by the employer supplying change/shower facilities and bike lock-up spaces. This would fall into place with the recent suggestion from the employer regarding reducing absenteeism by eating healthy and "keeping fit".

Garbage Disposal

- * set up recycling bins in kitchen areas for glass, aluminium, paper, etc.
 - encourage staff to participate by sorting their garbage into the appropriate receptacles.



District of Sechelt



SCHEDULE 2 TO BYLAW 435, 2003

DOWNTOWN/VILLAGE NEIGHBOURHOOD PLAN

Plan Vision Statement

To create a vibrant, economically and socially healthy urban village which will be the service and cultural centre for Sechelt and surrounding areas, and will accommodate future growth while respecting existing residents.

REPEALED

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REPEALED

1.0 INTRODUCTION

The Downtown/Village Plan area generally follows the traditional Sechelt Village boundary, which existed prior to Sechelt's incorporation as a District in 1986 (see *Figure 1*). Since then, the population has grown rapidly. Between 1994 and 1997, the population has increased most rapidly from an estimated 1,650 to 2,004 people as a number of new apartment buildings were constructed. The downtown area of the Village is also the central shopping place for all of Sechelt, Halfmoon Bay and nearby communities with a total market area population of approximately 11,000. The Village is also an administrative and cultural centre for the entire Sunshine Coast.

Increasing development within the Village will lead to more efficient use of infrastructure and promote a more vibrant, pedestrian-oriented, economically sound downtown. However, the District must address the needs of existing residents within the Downtown/Village Plan area and protect the natural environment that initially brought many people to the area. There are two major issues that emphasize the need for the Downtown/Village Plan:

- Growing retail competition outside of the District and the region. The local business community wishes to revitalize the downtown core of the Village.
- Accommodating new multiple family residential and commercial developments in the Village, which is aesthetically pleasing and sensitive to the natural environment.

1.1 OPPORTUNITIES

Notwithstanding these challenges, the Village neighbourhood retains a small, walkable and focused town centre. Unlike many other small communities throughout British Columbia, Sechelt has avoided creating strip commercial development along arterial roads and highways. Resurgence of interest in revitalizing small town centres has emerged for several reasons:

- Increases in consumer demand for downtown or main street shopping experiences.
- Growth in the youth and senior's populations that need and desire to live within walking distance of stores and community services and demand safe, attractive streets.
- The attraction of tourists to small town centres which reflect the local character or history of the area.

- The possibility of reducing crime in areas where a wide spectrum of people live and enjoy spending time on the streets.

Moreover, the Village is attractively situated between the Strait of Georgia and Sechelt Inlet. Sechelt has a history as a seaside summer cottage area and forestry service centre. This history is reflected in the nautical names borne by streets in the Village - from Teredo Street to Anchor Road. With careful attention to land-use planning and relatively simple design guidelines, Sechelt can revitalize its downtown core and retain the nearby residential character and the natural west coast environment of the Village. Many other communities are striving to regain these attributes through urban revitalization and environmental rehabilitation programs. In Sechelt, the Village has not lost the assets on which to build a vibrant, economically and environmentally sustainable community.

1.2

PARTNERSHIPS FOR THE FUTURE

While some of the Plan's policies are ambitious, the District, businesses and the broader community must all participate to achieve the Plan's vision and objectives. Limited resources are not viewed as obstacles to improving the Village, but are opportunities to involve all sectors of the community in improving the appearance, livability and economic viability of the Village. Experience demonstrates that widespread involvement of the public in the development of a community by all sectors of the population builds pride and a sense of ownership. Residents respect and protect a community, which they have actively helped create.

Members of the Sechelt Downtown Business Association, Sechelt Village Residents' Association and other groups as well as "ordinary" citizens have played an important role in creating this Plan. Continued involvement of these groups is desired and needed to implement this Plan's Vision and Objectives.

1.3

PLAN OBJECTIVES

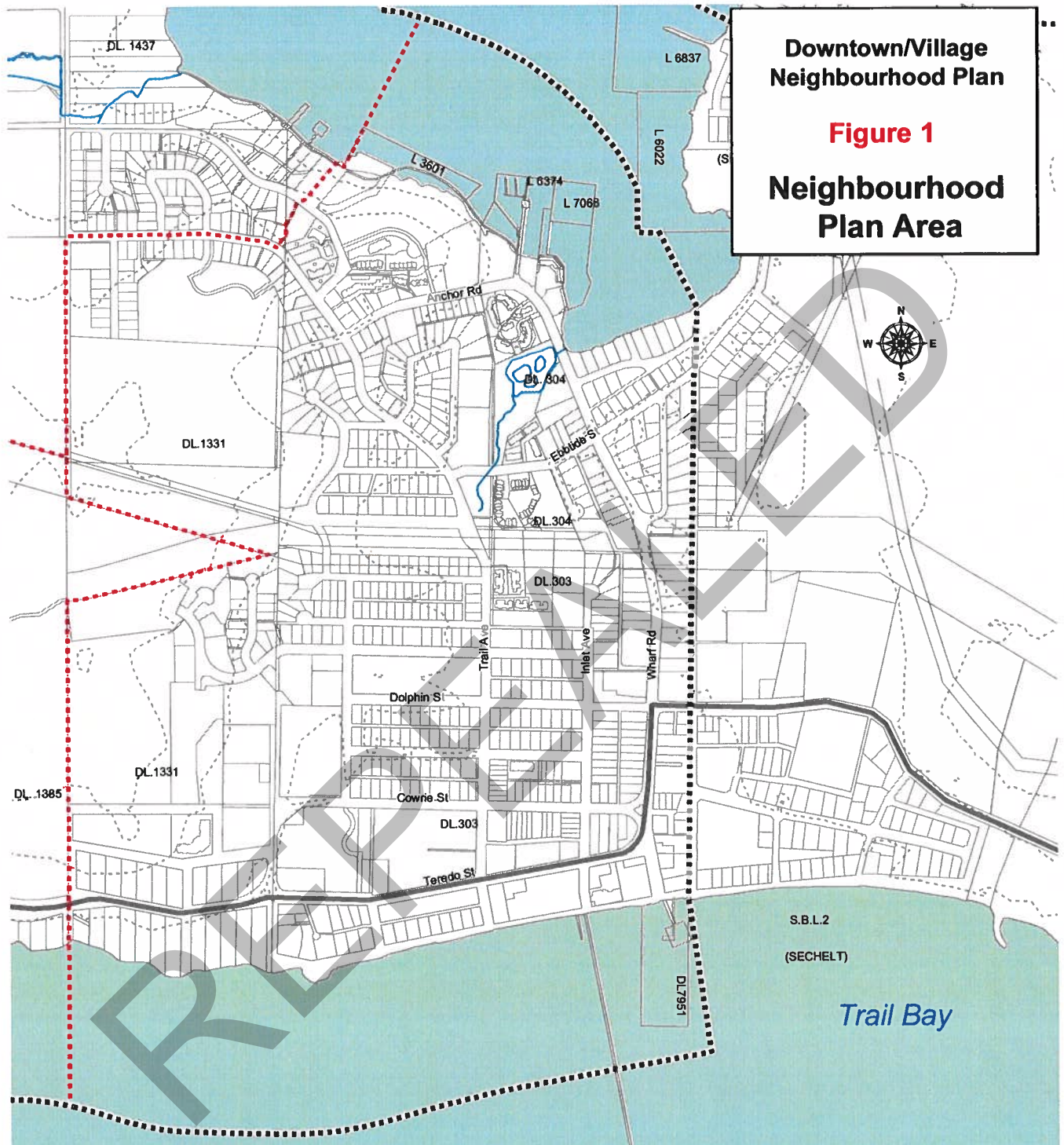
The following objectives provide guidance to the policies contained within the Plan:

- ◆ Articulate a distinctive urban village character for the downtown commercial area.
- ◆ Accommodate various forms of new multiple family buildings in appropriate areas.
- ◆ Protect special natural areas for public appreciation and habitat protection.

Downtown/Village Neighbourhood Plan

Figure 1

Neighbourhood Plan Area



- Municipal Boundary
- Neighbourhood Plan Area
- Streams
- Sunshine Coast Hwy
- Land Parcels
- Contours

Scale 1:11,000
100 50 0 100 200 Meters



Downtown Village Plan
(adopted 1998).

Plot Date: November 24, 2003

- ◆ Strengthen public access and orientation to the waterfront.
- ◆ Provide safe, attractive pedestrian areas and routes in the downtown core and throughout the Village.
- ◆ Promote forms of development, which are economically and aesthetically beneficial for the District.
- ◆ Protect the downtown core as the shopping and service centre of the Sunshine Coast.
- ◆ Encourage the expansion of visitor accommodation and services.
- ◆ Encourage varied cultural and recreational activities.

1.4

RELATIONSHIP TO THE OFFICIAL COMMUNITY PLAN

The Downtown/Village Plan is appended to the District of Sechelt Official Community Plan (OCP) and forms *Schedule 2* to Bylaw 435, 2003. More detailed *Land-Use Designations* (Section 2) will augment those contained within the OCP while the *Design Guidelines* (Section 3) replace the OCP design guidelines for the Village neighbourhood. Finally, the Plan's polices on *Streetscapes, Public Spaces, Walking and Bicycle Paths, and Parking* (Sections 4 to 7) provide detailed direction on the development of public amenities and infrastructure.

In general, the Downtown/Village Plan will give the District, residents and developers a picture of the Village neighbourhood in twenty-five years by providing:

- More certainty to residents and developers on the direction of future development with specific future land-use designations.
- Direction to create an attractive commercial environment, which stimulates economic development while reflecting the community's values and protecting the natural environment.

1.5

THE PLANNING PROCESS

In March 1997, the District hosted the *Downtown/Village Plan Ideas Exchange* to introduce the community to the planning process. Residents filled out questionnaires, viewed displays, and signed-up for the Downtown/Village Plan Committee (see *Figure 2* for an overview of the planning process). Twenty-one people from the community came to the first Plan Committee meeting in April, representing a broad spectrum of individual residents, environmental interests, small business and the construction industry. The Plan Committee selected three co-chairs and a secretary. The co-chairs and District staff conducted meetings using a consensus-based approach. The Plan Committee engaged in discussions based on agendas developed by the co-chairs and District staff. The Plan Committee held 17 meetings open to the public between April and December 1997, developing 176 recommendations.

In August 1997, the Sechelt Downtown Business Association (SDBA) commissioned Urban Systems Ltd. to prepare a Downtown Revitalization Strategy. The Strategy focused on general design concepts for improving the Business Improvement Area's physical appearance and an implementation strategy. SDBA members sat on the Plan Committee and worked with other members and District staff to ensure that the two processes were complementary. The Plan Committee forwarded agendas and minutes to Urban Systems Ltd. as background to their work and the Plan Committee integrated parts of the Downtown Revitalization Strategy into their recommendations for the Downtown/Village Plan.

After 12 meetings, the Plan Committee held an Open House on October 21, 1997, displaying the Plan Committee's recommendations for the downtown area of the Village. The displays were placed on display at Trail Bay Mall and were viewed by hundreds of Sechelt residents over the weekend of October 24-26, 1997. Very detailed questionnaires were distributed to the public attending both events. Staff carefully reviewed the completed questionnaires and a summary was provided to the Plan Committee members and Council.

The Plan Committee continued to discuss and debate issues and develop recommendations for the Village neighbourhood until December 1997. In January 1998, the Plan Committee's recommendations were summarized in the Downtown/Village Plan Committee Final Report. This report and the Downtown Revitalization Strategy were received by the Planning Committee of Council. These reports were made available for public review at four locations and discussed at a number of other meetings.

From February to March 1998 staff developed the Downtown/Village Plan (First Draft), using the recommendations of the Plan Committee as a guide. In April 1998, this document was reviewed by staff and the Plan Committee and compared to the Downtown/Village Plan Committee Report. Minor changes were made based on these comments to create

the Downtown/Village Plan (Second Draft). This document was reviewed at two Council workshops in May 1998 and by the community at an Open House held in June 1998 to allow for further comment. Modifications to the Plan were made based on these comments, to create a Downtown/Village Plan (Final Review Draft), which was referred to a number of agencies, the Advisory Planning Commission and Sechelt Village Residents' Association in August 1998. After these agency referrals were received, the final Downtown/Village Plan document was sent to Council for consideration of first reading under District of Sechelt Official Community Plan Amendment Bylaw 290-10, 1998.

REPEALED

2.0 LAND USE

Land use policies form the cornerstone of the Downtown/Village Plan. The *Future Land Use* designations described below reflect not only current land use, but also land uses and development densities needed to accommodate future growth. More importantly, future rezonings and land-use regulations must be consistent with these designations. In short, land-use designations give more certainty to landowners and the community on the development intended for an area.

Within the Village neighbourhood, the challenge is to concentrate new commercial and multiple family developments within the existing downtown area. Once the downtown core is infilled and revitalized, future geographic expansion of commercial and multiple family areas can be facilitated as set out in this Plan.

Principle Objective: Land-Use

- ◆ To revitalize the downtown core and provide opportunity for future commercial and multiple family development which:
 - Focuses redevelopment and investment needed within the existing downtown core.
 - Minimizes the need for geographic expansion of the downtown core for at least 10 years.
 - Mitigates the impact of expansion of commercial development on nearby single-family residential areas.
 - Provides a range of housing types within walking distance of shopping and other services.

2.1 FUTURE LAND-USE DESIGNATIONS

The following *Future Land-Use* designations have been created for the Downtown/Village Plan and include detailed policies for land-use and development densities.

Other *Future Land-Use* designations applicable to the Downtown/Village Plan area are included within Section 2 of *Schedule 1* to the OCP, and apply to the Downtown/Village Plan.

Policy

2.1.1 The future re-zoning of land within the Downtown/Village Plan area shall be in accordance with the land-use designations shown on *Schedule C-2* and described below.

1. Single-Family Residential

Schedule C-2 designates those areas of the Village neighbourhood as **single-family residential** which currently contain single-family dwellings and in which single-family neighbourhoods are to be maintained. **Single-family residential** includes:

- Parcels exceeding 400m², which accommodate single-family dwellings.
- Duplexes, additional guest cottages and second dwellings on larger parcels.

2. Multiple Family Residential

Schedule C-2 designates those areas of the Village neighbourhood as **multiple family residential**, which accommodate existing and future multi-family buildings. **Multiple family residential** includes:

- Apartments, townhouses and triplexes as the principle permitted uses.
- A maximum gross density of 64 dwelling units per hectare (26 dwelling units per acre) of parcel area.
- A minimum parcel area of 400m².

3. Downtown Commercial

Schedule C-2 designates the centre of the Village neighbourhood as **downtown commercial**. This area is Sechelt's "main street" shopping, cultural and administrative services area. This designation is intended to bring residents to the downtown to increase the vibrancy of the area.

The **downtown commercial** designation includes:

- The complete range of retail, service, financial, office, institutional, accommodation, leisure, recreation, and meeting facilities.
- Commercial and mixed-use buildings where multiple family dwellings are located above the ground floor commercial space.
- A maximum gross density of 85 dwelling units per hectare (34 dwelling units per acre) of parcel area.
- A minimum parcel area of 400 m².

4. Transition Commercial

As shown on *Schedule C-2*, two areas to the north of Cowrie and Mermaid Streets are designated as **transition commercial**. This designation is intended to allow for small-scale commercial development in the downtown, while providing a geographic transition between commercial areas, and adjacent residential and waterfront areas. The **transition commercial** designation includes:

- Small stores, personal and business services and restaurants.
- Building heights up to two floors plus rooflines and residential setbacks from property lines.
- Dwelling units auxiliary to ground floor commercial space to a maximum gross density of 40 dwelling units per hectare (16 units per acre).
- A minimum parcel area of 400 m² and a maximum parcel area of 850 m².

5. Service Commercial

Schedule C-2 designates an area along Wharf Avenue as **service commercial**. This designation is intended to maintain the existing functional commercial uses such as automobile dealers and repair shops. The **service commercial** designation includes:

- A complete range of light industrial, warehousing, repair shops and retail uses including the sale and servicing of automobiles.
- A minimum parcel area of 1000 m².

6. Uses Allowed in All Residential Designations

Churches, parks, day-care facilities, transition residential and home occupations auxiliary to residences are permitted uses under all residential land-use designations contained within *Schedule C-2* (Downtown/Village Plan).

Implementation

Future amendments to Zoning Bylaw 25 will be consistent with the definitions and policies for the above *Future Land-Use* designations. Development Permits and Development Variance Permits should be consistent with the above *Future Land-Use* designations.

2.2

FUTURE DEVELOPMENT AREAS

Future Development Area designations will allow expansion of commercial and multiple family developments when existing commercial and multi-family areas in the Village are built-out in the future. As shown on *Schedule C-2*, the **single-family residential** designation applies to each of the *Future Development Areas* until the years noted below.

Policy

2.2.1

The future rezoning of land shall be in accordance with the *Future Development Areas* shown on *Schedule C-2* and described on *Schedule 2 (Downtown/Village Plan)*.

1. Future Downtown Commercial Development Area (Year 2005)

As shown on *Schedule C-2*, this area straddles a section of Wharf Road north to East Porpoise Bay Road and is intended to allow for future commercial development when existing **downtown commercial** areas are more fully developed in 2005. (The definition and policies for this designation are provided under the **downtown commercial** designation.)

2. Future Transition Commercial Development Area (Year 2010)

As shown on *Schedule C-2*, this area includes two residential areas; one facing the Boulevard from Trail to Ocean Avenues and another north of Osprey Street facing Porpoise Bay. The intention is to permit limited-scale **transition commercial** development in the long-term when there is demand for water-oriented commercial development after 2010. (The definition and policies for this designation are provided under the **transition commercial** designation.)

3. Future Multiple Family Residential Development Area (Year 2010)

This area, shown on *Schedule C-2*, includes both sides of Trident Avenue and the area between East Porpoise Bay Road and Osprey Street and will allow for future apartment and townhouse development as existing multiple family areas are built-out by 2010. (The definition and policies for this designation are provided under the **Multiple Family Residential** designation.)

Implementation

Future amendments to Zoning Bylaw 25 will be consistent with the definitions, policies and timing for the above *Future Development Area* designations. Development Permits and Development Variance Permits should be also consistent with these policies.

2.3

BLOCK 7

The District of Sechelt Block 7 Master Plan prepared by Urban Systems Ltd. was completed in March 1996. The plan proposes a mixed-use, public-private development that will act as a major focal point for the downtown core. In November 1996, the Sechelt Public Library and Municipal Offices were completed. As shown on *Figure 2 and Table 1*, the Plan includes another public building, two residential buildings (4 or 8 floors), two commercial buildings and another building with options for a hotel, residential use or retail/office use.

Table 1

Area	Building	Option	Retail (sq.m)	Office (sq.m)	Civic (sq.m)	Hotel (units)	Residential (units)	Total (sq.m)
Civic Precinct	Building A				1500			1500
	Building B				965			965
Market Square	Building C		740	1000				1740
	Building D		920	460				1380
	Building E	Option 1 - Hotel	705			75		6750
		Option 2 - Resid	705				64	6750
		Option 3 - Retail/Office	2425	4325				6750
Residential Enclave	Building F	Option 1 - 4 Storey					36	3880
		Option 2 - 8 Storey					44	5016
	Building G	Option 1 - 4 Storey					34	3640
		Option 2 - 8 Storey					40	4560

Policy

2.3.1

Block 7 should be developed as generally described in the District of Sechelt Block 7 Master Plan emphasizing the following:

- Minimizing above-ground parking areas as much as possible.
- Maximizing public open space in the Market Square quadrant of the Plan.
- Creating terraced and articulated roofs for Residential Buildings G and F (see *Figure 3 and Table 1*) if the eight floor option is chosen (subject to Policy 2.5.2).

Implementation

District subdivision and sales of parts of Block 7 for development. District provision of services and development of public areas on Block 7. Create a Comprehensive Development Zone under Bylaw 25 to facilitate development according to the above policy.

2.4

HERITAGE BUILDINGS

A building is defined as a heritage building because of its age, its unique architectural style or its historical importance to the community. The Village has relatively few heritage buildings given its short non-native history and the demolition of most of its older wood frame buildings. Given this, only two buildings within the Village are described as heritage buildings: the District-owned Rockwood Lodge (already recognized by the Heritage Trust of B.C.) and the privately owned Green Cottage.

Policy

2.4.1

That Rockwood Lodge (5511 Shorncliffe) and the Green Cottage (5760 Boulevard) should be:¹

- Recognized as having heritage value by placement of plaques as allowed under Section 955 of the Municipal Act.
- Maintained in their original form to the greatest extent possible.

Implementation

Co-operation between the District and owners of heritage buildings to protect the existing architectural style. Encourage owners of adjacent buildings to use complementary styles in adjacent developments.

2.5

BUILDING HEIGHTS

Building heights are important in determining the physical character of the Village. Currently, the highest buildings in the Village are four floors. In general, a three-floor maximum height should be maintained in most areas based upon the following:

- Maintaining the small-town character of the downtown and important views.
- The District's lack of ability to provide fire protection to buildings higher than three floors.

However, in some circumstances increasing building heights may be advantageous to both the developer and the community. Increased heights can provide the development with better views, reduce building mass at grade level and provide a sense of openness to pedestrians.

¹ These policies do not prohibit the owners of the affected properties from altering or demolishing the buildings on the properties, but simply recognize the heritage value of these buildings.

Policies²

2.5.1

That the maximum height in areas with **downtown commercial and multiple family residential** land-use designations be three floors plus roofs or 12 metres (39.4 feet), whichever is less.

2.5.2

That increased building heights to a maximum of eight floors may be considered by the District on a site-by-site basis when:

- Ten percent of the lot area is dedicated as public open space for each additional floor above a building elevation of 12 metres (39.4 feet).
- The building can be sensitively integrated into the neighbourhood, not block significant views, and be at least 90 metres (300 feet) from the ocean shoreline.
- The District has the ability to provide necessary fire protection.
- The site is geotechnically suitable for the construction of such a building.

Implementation

Applications to amend Zoning Bylaw 25, Development Variance Permits and Development Permits.

2.6

BUILDING SETBACKS FROM TRAIL BAY

The Boulevard is a vital public amenity, which provides a buffer between private properties and Trail Bay, allowing the public to enjoy the waterfront for the entire width of the Village. As the Boulevard is a narrow strip of land, the location of adjacent buildings can impact the public's enjoyment of this amenity.

Policy

2.6.1

That a 15 metre (49 feet) setback from the natural boundary of Trail Bay be maintained for buildings along the Boulevard and not be relaxed through the issuance of Development Variance Permits and Development Permits.

² The policies on maximum height do not automatically allow higher buildings than permitted under the current zoning bylaw, but provide limits on the height permitted under zoning amendments and development permits.

2.7

GATED COMMUNITIES

In some places, gated communities have been developed in outlying areas to create a sense of exclusivity and safety. However, the overall effect of gated communities often reduces interaction between people of different backgrounds, leads to fewer people frequenting public spaces, and sometimes reduces public safety.

Policy

2.7.1

Gated communities in the Downtown/Village Plan area are strongly discouraged in the interest of protecting and enhancing a sense of neighbourhood and integration with the larger community.

Implementation

Development permits should not include gated entrances to strata developments. The Approving Officer should encourage strata developments that have road patterns, which are integrated with the surrounding neighbourhood.

2.8

COMPREHENSIVE DEVELOPMENT AREAS

Portions of the two Comprehensive Development Areas (CDAs) identified within the OCP are included within the Downtown/Village Plan area. The Plan does not contain policies with respect to the CDAs. OCP policies address the requirements for development within the CDAs and their relationship to the surrounding community.

3.0 DESIGN GUIDELINES

The Sechelt First Nation created the original settlements on the Sunshine Coast generations ago, using wood extensively in the construction of long houses. In the early 20th Century, the first substantial European buildings were constructed by the Whitaker family and the Union Steamship Company to build a resort community in the Village. During the 1970's and 1980's, West Coast modern architecture became popular, and lately neo-traditional architecture. To reflect this history, the best of these architectural traditions should be incorporated into new buildings constructed in the Village.

Design guidelines give direction to the District and developers on the style of commercial and multiple family buildings desired by the community. The design guidelines are not based on one specific design theme. They emphasize elements found in West Coast architecture ranging from styles used in Sechelt's past to more recently used Californian. The intent of the design guidelines is to allow flexibility, yet achieve designs, which support a socially and economically viable neighbourhood.

Principle Objective: Design Guidelines

To create attractive, pedestrian-friendly commercial and multiple family buildings that reflect a range of West Coast designs, yet allow for expression of the creativity of the individual.

3.1 DEVELOPMENT APPROVAL PROCESS

The Municipal Act gives municipalities the authority to create Development Permit Areas to establish design guidelines respecting the general design and character of commercial and multiple family buildings. Council issues Development Permits that follow the design guidelines.

Policy

3.1.1

Development Permits shall be required prior to the construction, addition or exterior alteration of a commercial or multiple family building within Development Permits Areas as shown on *Schedule B-2* except where:

- either a new building or an addition to an existing building has a floor area of less than 10m² (108 sq. ft.); or
- the value of the alteration to an existing building is less than \$10,000.

3.2

DEVELOPMENT PERMIT AREA #1 DOWNTOWN COMMERCIAL AND MULTIPLE FAMILY AREAS

Development Permit Area #1 - Downtown Commercial Multi Family is shown on *Schedule B-2* and generally includes the downtown core and multiple family areas throughout the Village.

JUSTIFICATION

The Downtown/Village Plan's objectives focus on maintaining the village character, emphasizing pedestrian orientation, increasing the village's orientation to the two waterfronts while permitting development, which is sensitive to the existing residential areas and the natural environment. The following design guidelines support these objectives.

Policy

3.2.1 Development permits issued within **Downtown Commercial Multi Family** shall be in accordance with the following guidelines.

GUIDELINES

1. Building Form

Building form helps shape the overall structure of a streetscape. The following guidelines balance the need for consistency and visual variety of building form:

- a) Generally, buildings should be designed to appear relatively small in scale and not overwhelm adjacent buildings or streets by the use of the following techniques:
 - i) varying building heights or shifting rooflines on buildings with long street frontages; and
 - ii) shaping larger buildings to give the building the appearance of being composed of a number of smaller sections or blocks.
- b) The building setback from a street should be similar to the setback for existing adjacent buildings to create a relatively consistent building elevation plane facing the street. This provision will be applicable where the building design is consistent with other provisions of these design guidelines.
- c) Terraced building forms are encouraged where suitable local environmental conditions (such as view, sun aspect, etc.) are present.

- d) Where possible, new buildings should be positioned to maintain sun exposure to sidewalks, pedestrian areas and adjacent residential buildings.

2. Building Facades

Building facades facing streets and other open areas should be oriented towards the pedestrian and made visually interesting by reflecting the following guidelines:

- a) Walls facing streets should be articulated and include bay windows and alcoves.
- b) For buildings located within areas designated as **downtown commercial** as shown on *Schedule C-2*, at least 60 percent of the area of ground floor walls and 30 percent of the area of the walls of upper floors facing streets should be windows or glass doors.
- c) Individual windowpanes should not exceed 2.0 metres (6.6 feet) in width.
- d) Covered walkways, structural canopies or awnings should be used on building facades facing streets within areas with the **downtown commercial** land-use designation (see *Schedule C-2*). Within areas designated as **transition commercial** (see *Schedule C-2*), porches and verandahs are encouraged.
- e) Where features described in subsection (d) cover public sidewalks and are permitted by the District of Sechelt, the applicant shall meet the liability insurance requirements under the current District of Sechelt Building Bylaw.
- f) Cornices, wooden trim or other similar architectural details should be used to create a visual separation between the ground floor and second floor of the building.

3. Roofs

Roofs are important in determining the character of buildings and protecting buildings from the wet climate, and thus the following guidelines are provided:

- a) Sloped roofs with pitches are encouraged. Sloped roofs should have pitches exceeding 5 in 12, and

have large overhangs. Mansard, mono-pitch and gambrel roofs are discouraged.

- b) Pitched roofs should be clad in wood shingles and shakes, tiles or coloured metal sheeting that are in keeping with the overall architectural style of the building. Asphalt shingles are permitted if they have a textured appearance.
- c) The use of dormers, roof vents and similar features is encouraged where these features are consistent with the overall architectural style and provide function for the building; not appearing to be "tacked on" to the building.
- d) Flat roofs are acceptable only where cornices or other roofline ornamentation are used to improve weatherability and are consistent with the overall building design.
- e) Where possible, rooftop ventilation and other mechanical equipment shall be concealed from view and should be located to minimize noise disturbance to adjacent buildings.

4. Cladding Materials

In general, a variety of cladding and trim materials are permitted, provided that the materials have a natural or traditional appearance subject to the following guidelines:

- a) The dominant cladding material should be wood siding or other paintable composite siding materials (such as "hardy board"), which have the appearance of wood.
- b) Sand float stucco is acceptable provided that it is accented with substantial use of wood trim, fascias and other features such as posts and beams.
- c) Outside of the area designated as **downtown commercial** on *Schedule C-2*, the use of vinyl siding is acceptable when:
 - i) no more than one-half of the area of any exterior wall facing a street is covered in vinyl siding; and
 - ii) there is substantial use of wood trim, fascias and other natural accent materials.
- d) The use of clay brick and stone (such as round river rock, split granite, Squamish rock) for building design accents is encouraged.

- e) Metal siding and artificial brick are discouraged.
- f) Exposed concrete block walls are permitted only if they are required for fire separation purposes and are painted or stuccoed.

5. Colour

- a) Wall colours should generally be earth tones, muted blues and greens; bright primary colours are not permitted.
- b) Trims, windows and doors may be painted in bright colours to accent wall colours.

6. Signage

- a) Building signs should be oriented towards pedestrians, not automobiles.
- b) Carved or textured wood and ornamental painted metal signs are encouraged.
- c) Painted canopy signs are acceptable, but shall have an area not exceeding 1/3 (one third) of the area of the canopy.
- d) Front-lit signs are preferred. Flashing light and moving signs are not permitted.
- e) Back-lit and self-illuminated signs shall be:
 - i) mounted flush to the building exterior;
 - ii) have a maximum surface area which does not exceed 0.5m² (5.4 square feet) for every 1.0 metre (3.3 feet) of building frontage to a street; and
 - iii) have a maximum profile height of 0.75 metres (2.5 feet).
- f) Where signs are attached to a building, they should be coordinated with the architecture of the building.
- g) Free-standing signs shall be limited to a height of 4.0 metres (13.1 feet) above grade and have a surface area on each side, which does not exceed 3.0m² (32.3 square feet). Signs

mounted upon a base made of stone, brick, wood or other natural- appearing materials are encouraged.

7. Lighting

- a) Lighting should be provided for pedestrian and parking areas on the property as well as to supplement street lighting on public sidewalks.
- b) Site lighting should be directed downward to avoid "light spill" on adjacent residential areas.
- c) Site lighting should be neutral in colour. High-pressure sodium lights are not permitted.

8. Art Work

"Public Art" can provide an attractive addition to any building and be a point of interest for the community. Therefore, the installation of wall murals, statues and carvings, which reflect Sechelt's history, culture, and natural environment on commercial buildings, is encouraged.

9. Pedestrian Orientation

The use of the following design elements is encouraged to help promote pedestrian orientation in the Village.³

- a) Patios and outdoor eating areas at the front and side of buildings.
- b) Mini-squares, plazas and walkways leading to, or adjacent to, public streets.
- c) Seating, street furniture and planters in the above-noted pedestrian areas.
- d) Visually attractive walkways (creating winding paths and the use of pavers or stamped concrete) are encouraged.

³ The policies under *Guideline 9 - Pedestrian Orientation* do not imply that works may be undertaken on public road allowances without the permission of the District of Sechelt or the Ministry of Transportation and Highways.

10. Landscaping and Site Development

Often, the landscaping of a site can play an important role in creating an attractive development. Thus, the following guidelines are included within Development Permit Areas designated Downtown Commercial Multi Family 1a:

- a) All site areas not covered by buildings, parking areas, and pedestrian areas and walkways shall be landscaped.
- b) Landscaping should include a mixture of deciduous and evergreen plants and/or trees which are suitable for the local climate.
- c) Wood fencing, shrubs or trees shall be used as a visual buffer between commercial buildings and adjacent residential areas.
- e) Within transition commercial character development areas as shown on *Schedule B-2*, the following additional guidelines apply:
 - i) Residential-style landscaping should be provided in the front and side yards.
 - ii) Existing mature trees should be preserved.

11. Parking

Off-street parking should not visually dominate the site and is subject to the following guidelines:

- a) Parking areas shall be located to the side of, or behind, buildings where possible.
- b) Parking areas should be screened from adjacent residential buildings and from streets by shrubs, trees, trellises and fences, which take into account crime prevention principles.
- c) The use of alternative pavement types such as paving stones, turf blocks and textured concrete is encouraged.
- d) Services such as loading bays, refuse containers and utility services shall be incorporated into the building design, screened or landscaped so as to minimize visibility from streets and adjacent buildings.
- e) Landscaping islands should be located within parking lots and contain trees where possible.

12. Public Safety

- a) All new developments should be designed to enhance the feeling of safety and security of occupants and pedestrians. The relationships between entryways, parking and public areas; visibility of entryways from both within and adjacent to the site; lighting locations and levels; and the placement and heights of landscaping features should be considered.
- b) All new development must be disabled accessible as required under the B.C. Building Code.

3.3

CHARACTER DEVELOPMENT AREAS

The Sechelt Downtown Business Association (SDBA) has prepared a Downtown Revitalization Strategy for the Sechelt Business Improvement Area which outlines design themes for certain areas within the downtown.⁴ These themes have been adapted to create four *character development areas* within **Development Permit Area #1 - Downtown Commercial Multi Family** as shown on *Schedule B-2*.

Policy

3.3.1 In addition to the general design guidelines described within **Downtown Commercial Multi Family**, the following guidelines under each *character development area* shall apply:

1. **Downtown Commercial Multi Family 1a** **Village Centre**

The businesses centered along Cowrie Street form the traditional heart of the Village. Buildings in this area should emphasize the use of wood cladding (or similar paintable siding materials), pedestrian canopies and colonnades, utilize steep rooflines, and incorporate nautical elements where appropriate.

2. **Downtown Commercial Multi Family 1b** **Seaside Terraces**

To help protect the natural atmosphere of the Boulevard adjacent to Trail Bay, additional design guidance is provided by the **Seaside**

⁴ While the Downtown Revitalization Strategy is not a District policy document and does not have legal status as such, it provides concepts which are shown in *Appendix 1* (Sechelt Downtown Revitalization - Concept Plan) and *Appendix 2* (Sechelt Downtown Revitalization - Conceptual Site Plan).

Terraces Character Development Area. Buildings should be constructed so that they do not overwhelm the Boulevard or adjacent dwellings. To achieve this, buildings should be:

- i) Terraced downwards towards the Boulevard or dwellings adjacent to the Boulevard; or
- ii) Divided into blocks of varying height (number of floors) so as to maintain view corridors of Trail Bay or the horizon.

**3. Downtown Commercial Multi Family 1c
California Quarter**

While the Wharf Street Plaza Building is exotic to Sechelt, it includes good design principles. The use of stucco complemented with substantial use of wood trim, large roof overhangs, tile or coloured metal roofs and covered walkways is encouraged.

**4. Downtown Commercial Multi Family 1d
Transition Commercial**

These areas currently contain single-family dwellings or are adjacent to residential neighbourhoods. Thus, buildings in these areas should be compatible with existing residences, using smaller-scale, residential-style architecture and landscaping.

3.4

**DEVELOPMENT PERMIT AREA #2
SERVICE COMMERCIAL AREA**

Development Permit Area #2 – Service Commercial Multi Family is shown on *Schedule B* and includes the area with a Service Commercial future land-use designation.

Justification

This area contains limited commercial trades and semi-industrial uses such as automobile repair and lumberyards. The objective of this designation is to allow continuation of such uses while ensuring that the service commercial multi family area does not overwhelm adjacent areas, is well landscaped, and provides an aesthetic route between the Village's two waterfronts.

Policy

3.4.1

Development permits issued within Service Commercial Multi Family, shall be in accordance with the following guidelines:

GUIDELINES

1. Building Form

- a) Building form should complement, and not overwhelm, adjacent residential and commercial buildings.

2. Building Facades

- a) Walls facing streets should be articulated and include bay windows and alcoves wherever possible.

3. Signage

- a) Where signs are attached to a building, they should be coordinated with the architecture of a building.
- b) Free-standing signs are limited to a height of 6.0 metres (20 feet) above grade.
- c) Flashing light and moving signs are not permitted.

4. Lighting

- a) Lighting should be provided to pedestrian and parking areas on the property as well as supplement street lighting on public sidewalks.
- b) Site lighting should be directed downward to avoid "light spill" on adjacent residential buildings.
- c) Site lighting should be neutral in colour. High-pressure sodium lights are not permitted.

5. Landscaping and Site Development

- a) Landscaping should include a mixture of deciduous and evergreen plants and trees which are suitable for the local climate.
- b) Wood fencing, shrubs or trees shall be used as a visual buffer between service commercial buildings and adjacent residential and other commercial areas.
- c) Landscaping should be located along parcel lines fronting roads and adjacent to residential areas.

6. Parking

- a) Parking areas should be located behind buildings where possible. Parking areas (not including vehicle sales lots) shall be screened from adjacent residential buildings and from streets by shrubs, trees, trellises and fences.
- b) Loading bays, refuse containers and utility services shall be incorporated into the building design, screened or landscaped so as to minimize visibility from streets.

7. Public Safety

- a) All new developments should be designed to enhance the feeling of safety and security of occupants and pedestrians. The relationships between entryways, parking areas and public areas; visibility of entryways from both within and adjacent to the site; lighting locations and levels; and the placement and heights of landscaping features should be considered.
- b) All new development must be disabled accessible as required under the B.C. Building Code.

REPEATED

4.0

STREETSCAPES

Many towns and cities are rediscovering the importance of attractive, pedestrian-oriented streets and public areas. Public areas from town squares to waterfront parks are required to provide a full range of social and recreational experiences. Furthermore, streets reflecting elements of traditional small main streets and historical city shopping districts provide an ambiance, which is conducive to enhancing social activity and the commercial success of a downtown.

Principle Objective: Streetscapes

- ◆ To create streets with a unified West-Coast design theme which are pedestrian-friendly, safe, accessible and provide an enjoyable environment for shopping, social and recreational activities.

STREETSCAPE DESIGN THEME

Many communities have been successful in revitalizing their downtown areas by use of common streetscape elements. Often the most successful revitalization efforts use designs, which reflect the natural environment and historical context of the place. Paying attention to this context helps the community appreciate its history. Secondly, by not mimicking generic modern design, the downtown will be aesthetically interesting, drawing more local residents and visitors.

Policy

- 4.1 Streetscapes should be relatively informal and emphasize the use of wood and West Coast design imagery such as whales, driftwood and bird species native to the coast. Specific streetscape elements (signage, street furniture, etc.) should use earth tone and muted green and blue colours.

4.1

COMMITMENT TO UNDERTAKE STREETSCAPE WORKS

The following policies provide a long-term vision of what streetscape improvements should be undertaken. These improvements may only be undertaken over a number of years as District resources become available, private development occurs, or when community and business groups enter into partnerships with the District (Refer to the **Implementation** section below for a description of implementation methods and phasing for streetscape improvements).

4.2

STREETSCAPE DESIGN

Collectively, the streetscape elements (sidewalks, street lights, trees, etc.), and the shaping of open spaces and public areas create a sense of place. All work in these areas must be coordinated to create a distinctive identity which tells people that they have arrived in the downtown, a special place.

A *Streetscape Design Area* is outlined on *Figure 16* and covers the Business Improvement Area (BIA) and Wharf Road to its intersection at East Porpoise Bay Road. *Appendix 2 (Sechelt BIA Conceptual Site Plan)* shows an idealized plan of streetscape improvements, which illustrate the design policies found below.

Policy

4.2.1 Within the *Streetscape Design Area*, all of the following streetscape standards will be applied. In the remainder of the Village, selected streetscape design elements will be used where appropriate.

Street Lighting and Underground Wiring

Policies

- 4.2.2** Install light standards similar to those already used on Cowrie Street and install attached banner/flower pot holders.
- 4.2.3** Remove aboveground power, cablevision and telephone services and install these services underground.

Street Trees and Landscaping

Policies

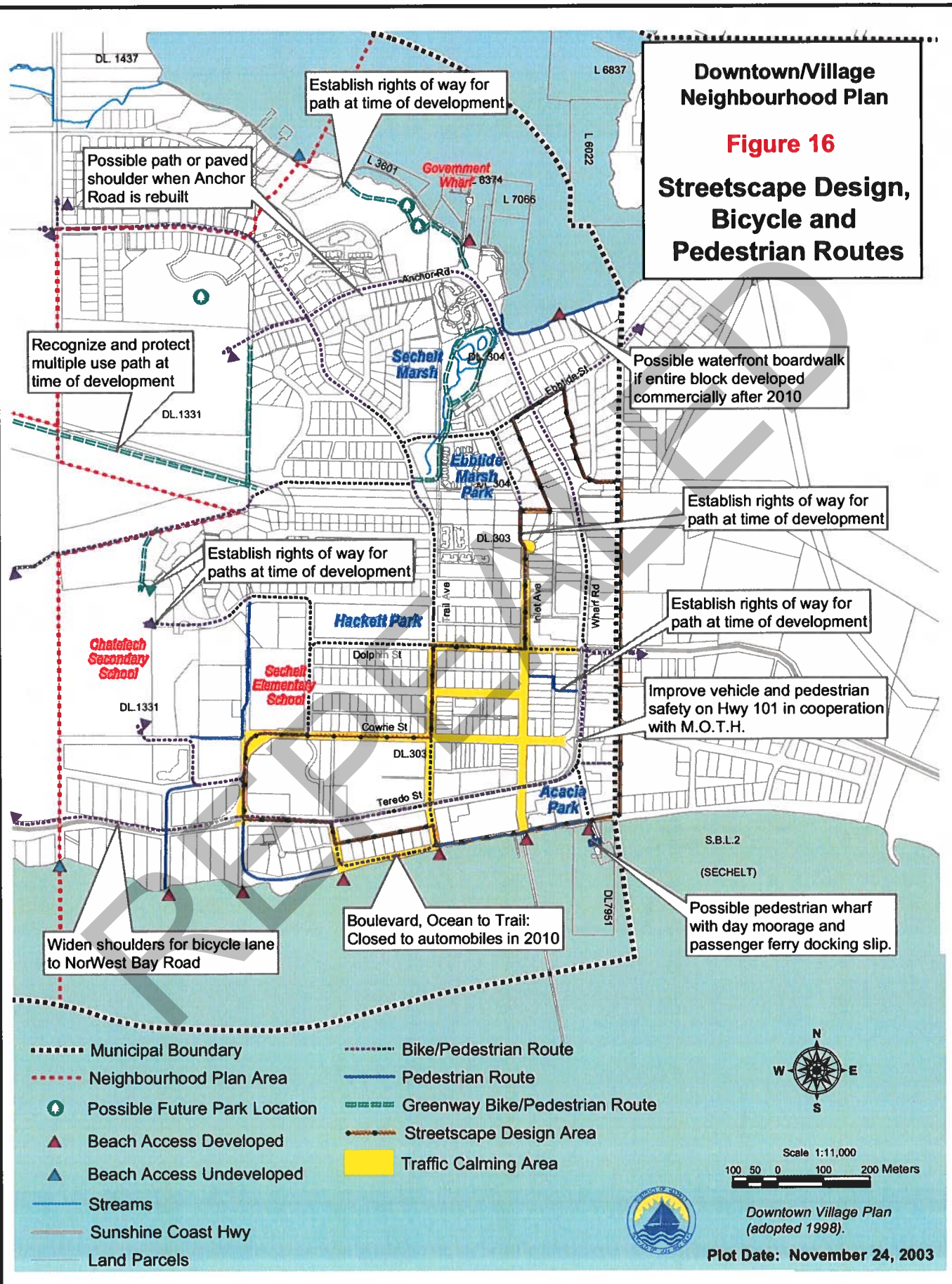
- 4.2.4** Plant a variety of deciduous street trees to provide a continuous treed boulevard appearance along streets.
- 4.2.5** Complete planting of street trees within the *Streetscape Design Area* as shown on *Figure 16* as a priority.
- 4.2.6** Complete planting of street trees within the remainder of the Village neighbourhood as desired by residents on individual streets.

Pedestrian Amenities and Signage

Public seating, signage and other amenities erected throughout the downtown area help shape the character of the built environment. These elements should be designed and constructed locally following the **Streetscape Design Theme**, if possible, instead of using costly generic manufactured products.

Downtown/Village Neighbourhood Plan

Figure 16
Streetscape Design, Bicycle and Pedestrian Routes



Possible path or paved shoulder when Anchor Road is rebuilt

Establish rights of way for path at time of development

Recognize and protect multiple use path at time of development

Possible waterfront boardwalk if entire block developed commercially after 2010

Establish rights of way for paths at time of development

Establish rights of way for path at time of development

Establish rights of way for path at time of development

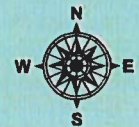
Improve vehicle and pedestrian safety on Hwy 101 in cooperation with M.O.T.H.

Widen shoulders for bicycle lane to NorWest Bay Road

Boulevard, Ocean to Trail: Closed to automobiles in 2010

Possible pedestrian wharf with day moorage and passenger ferry docking slip.

- Municipal Boundary
- Neighbourhood Plan Area
- ⊕ Possible Future Park Location
- ▲ Beach Access Developed
- ▲ Beach Access Undeveloped
- Streams
- Sunshine Coast Hwy
- Land Parcels
- Bike/Pedestrian Route
- Pedestrian Route
- Greenway Bike/Pedestrian Route
- Streetscape Design Area
- Traffic Calming Area



Scale 1:11,000
100 50 0 100 200 Meters



Downtown Village Plan (adopted 1998).

Plot Date: November 24, 2003

Policies

- 4.2.7** Install public seating, garbage receptacles and raised planters in high-use pedestrian areas and streets.
- 4.2.8** Install similar-style seating and shelters at major bus stops on Cowrie Street, Trail and Inlet Avenues.
- 4.2.9** Install bike racks adjacent to major offices, stores and government buildings.
- 4.2.10** Create uniform decorative street and directional signage following the **Streetscape Design Theme** and install as follows:
- Decorative street name signs within the *Streetscape Design Area* as shown on *Figure 16*.
 - Directional signs located at major intersections throughout the Village indicating directions to important destinations.
 - Bicycle/Pedestrian Route signs throughout the Village for routes identified on *Figure 16* as they are dedicated and/or developed to a safe standard.

Sidewalks

Sidewalks form the transition from private property to streets and link pedestrian areas throughout the Village. A relatively modest sidewalk design is recommended as experience has shown in other communities that the sidewalk material is not as important to the success of revitalizing streets as other streetscape elements.

Policies

- 4.2.11** Build concrete sidewalks having a minimum width of 2.0 metres or greater and decorative edges of stamped concrete or paving stones throughout the *Streetscape Design Area*.
- 4.2.12** Build standard 1.5 metre concrete sidewalks within other areas of the Village as desired by residents of those areas.
- 4.2.13** Install curb letdowns on existing and future sidewalks to improve accessibility throughout the Village.

4.3

WHARF ROAD REVITALIZATION

In 1994, the Wharf Road Revitalization Plan was completed, but construction of the actual improvements was not commenced due to costs and concern over loss of parking from some businesses. Since that time, the area has increasingly become a focus of commercial activity and work has been undertaken to install underground conduits on the east side of the road.

Policy

4.3.1

The District should select one of the four options described in the Wharf Road Revitalization Plan in cooperation with adjacent landowners and the MoTH, and undertake the work incrementally as development occurs or as a municipal local improvement project.

4.4

TRAFFIC CALMING AREAS

Several streets are identified as *Traffic Calming Areas* on *Figure 16* because of their proximity to shopping areas, schools and the Trail Bay Waterfront. The above *Streetscape Design Area* policies complement the following traffic calming policies. Since Teredo Street and Wharf Road are designated as Highway 101, comprehensive traffic calming approaches are not pursued on these roads. Instead, the District's cooperation with the Ministry of Transportation and Highways in improving pedestrian safety is recommended.

Policies

4.4.1

Undertake traffic safety analyses of high traffic volume streets within the *Traffic Calming Area* and throughout the Village to determine areas requiring safety improvements and speed limit changes with the assistance of organizations such as ICBC.

4.4.2

Construct crosswalks with pavers or stamped concrete and asphalt to add visual variety and act as a traffic calming measure.

4.4.3

Where possible from a traffic engineering perspective, install traffic calming devices at appropriate intersections within the *Traffic Calming Area* and on local roads leading from this area to adjacent residential areas.

4.4.4 Consider closing the Boulevard to automobiles and convert the area to a pedestrian promenade if:

- Additional public parking is created at the foot of Trail and Ocean Avenues and all of residences agree to forgo vehicle access from the Boulevard by 2010; or
- The area is completely developed for commercial uses under the **Future Transition Commercial (2010)** land use designation.

Implementation for Streetscape and Traffic Calming

Phasing

The above policies will take a substantial period of time to implement as the District's ability to undertake these improvements is subject to funding and partnerships with other groups. The Sechelt Downtown Business Association's Downtown Revitalization Strategy (see *Appendix 3*) outlines priorities for streetscape improvements within the Business Improvement Area (BIA) which are subject to funding availability. Given the length of time anticipated for construction of works, considerations for phasing of these improvements are outlined below:

- Within the *Streetscape Design Area*, undertake street improvements as recommended by the Downtown Revitalization Strategy in partnership with the Sechelt Downtown Business Association and landowners (see **Methods** section below).
- In the remainder of the Village, undertake streetscape improvements in partnership with businesses and area residents, focusing on the following elements in order of priority:
 - ⇒ Planting street trees.
 - ⇒ Installing better directional signage.
 - ⇒ Building sidewalks, installing streetlights and undergrounding utilities at the time of development or as requested by area residents (see **Methods** section below).
- In all areas, coordinate streetscape improvements with construction work planned by the SCRD, BC Tel, B.C. Hydro, Centra Gas and the Ministry of Transportation and Highways so that streetscape improvements can be "piggy-backed" on such works instead of being damaged by future utility installation.

Methods

The above-noted improvements may be funded through many methods. The time taken will depend upon the initiative and ability of the District, businesses and the general community to work together and find funding for the work (see Section 4.1). The following methods should be used in different combinations depending upon the type and amount of the improvements, timing of adjacent private developments and support from other organizations:

- Undertake work incrementally as developers construct street improvements required under Subdivision and Development Control Bylaw 430, 2003.
- Establish a Local Improvement Bylaw or Specified Area Bylaw under Sections 622 and 646 of the Municipal Act (RSBC, 1996) to charge a levy on properties in the vicinity of street improvements subject to the required property owner notification and approval provisions under the Municipal Act (RSBC, 1996).
- Access additional funding or enter into partnerships under programs offered by agencies such as B.C. Hydro, the Ministry of Transportation and Highways, private companies and other provincial and federal agencies.
- Support community-based initiatives whereby residents and non-governmental organizations partner with the District by providing financial, labour or material support to implement the above-noted street improvements.

5.0 PUBLIC SPACES

Public spaces are important in defining the physical character of a town and include areas from public squares to nature parks. Public spaces also have social and aesthetic importance, contributing to the desirability of a community for residents and visitors alike. Public spaces shape the character of a community - whether the community is striving to be a formal, urban place or attempting to maintain a relaxed, rural atmosphere. As Sechelt has grown rapidly over the last decade, the community has attempted to maintain a relaxed small-town atmosphere while accepting more development.

The on-going discussion regarding the proposed Trail Bay Park provides an example of this type of struggle wherein two different views of public spaces in Sechelt are yet to be reconciled. Nevertheless, the Village contains a diversity of other areas that provide opportunities to create a range of public spaces from treed, rocky parks to small town squares.

Principle Objective: Public Spaces

- ◆ To provide public parks and gathering areas, which respectively protect and enhance the public's enjoyment of the natural environment, provide recreation and contribute to the attractiveness of the built environment.

5.1 COMMITMENT TO WORKS IN PUBLIC SPACES

The following improvements may only be undertaken over a number of years as District resources become available with the assistance of private development, community and business groups. See the Implementation section below for a description of implementation methods for public space improvements.

5.2 VILLAGE GATEWAYS

There are only two entrances providing access for visitors to the Village - from the Sechelt Indian Government District and West Sechelt. These entry points on Highway 101 provide gateways and should be distinctive, welcoming and convey a positive image of the Village.

Policy

5.2.1

Create Village Entry / Gateway Areas which could include welcome signage, lights, benches and landscaping at the following locations:

- Corner of Teredo Street and Shorncliffe Avenue.
- Corner of Wharf Road and Dolphin Street.

Implementation

Create Gateways in cooperation with the Sechelt Downtown Business Association (SDBA) and Ministry of Transportation and Highways. (Refer to the *Downtown Revitalization Strategy Conceptual Site Plan* in Appendix 2.)

5.3

VILLAGE SQUARES

While Sechelt does not have a town square similar to those found in many older towns, several small informal squares could be created within the Village.

Block 7 - Library Common and Public Green

The Block 7 Master Plan provides a land-use plan, which includes a Library Common and Public Green as shown on *Figure 17*. These two areas will form a focal point for the Village given their proximity to public buildings and adjacent higher density commercial and multi-family uses.

Policies

5.3.1 As a priority, the District should create the Library Common as shown on the Block 7 Master Plan.

5.3.2 The Public Green should be developed at the time of development of adjacent sites as shown in the Block 7 Master Plan.

Implementation

District development of the Library Common project. Enter into public-private partnerships and/or use revenue from the sale of adjacent lots within Block 7 to create the Public Green.

Cowrie Plaza

In addition to public space provided in Block 7, the Cenotaph and Cowrie Street area provides opportunities for a permanent square and special street events.

Policy

5.3.3 Create a plaza by improving the area at the northwest corner of Cowrie Street and Wharf Road.

Implementation

Coordination between the District, the SDBA, Ministry of Transportation and Highways and the Bank of Montreal. (Refer to the *Downtown Revitalization Strategy Conceptual Site Plan* in Appendix 2.)

5.4

PUBLIC MARKET AND FESTIVAL AREA

While markets may now be held on private property, the District has no regular recognized public market place. Many communities close off streets for a day or an evening to create a regional market place. Other towns also close streets occasionally for craft fairs, street festivals and on special occasions such as Canada Day. Such special street events draw large crowds from the region as well as tourists, contributing to the vibrancy and economic health of the downtown.

Policies

- 5.4.1** Permit the closure of sections of Cowrie Street between the Cenotaph and Trail Avenue temporarily to traffic for special one-day occasions and festivals or monthly public markets.
- 5.4.2** Encourage public markets, artist and craft displays throughout the Village.

Implementation

District cooperation with the SDBA and other community groups in issuance of permits under Street and Traffic Bylaw 11 and Mobile Vendors Bylaw 265.

5.5

TRAIL BAY WATERFRONT

The Trail Bay waterfront is the most outstanding natural feature in the Village, spanning the width of the Village from east to west. This large clean, cobble beach is a relatively rare feature on the Sunshine Coast, being formed by the wave erosion of the glacial till which forms the Sechelt Isthmus. While much of the upland berm has been extensively changed due to the placement of fill, indigenous plants still cover sections of the berm.

Given the proximity to the Village, this environment is enjoyed by many residents and visitors alike. The District's 1996 Urban Greenway Study recognizes the value of the Trail Bay waterfront and makes recommendations for construction of seawalls and pedestrian facilities in the area. While the greenway concept is widely supported in the community, there is less consensus on the design for the seawall options. The challenge of planning for the Boulevard and waterfront is to maintain as much of its natural character as possible while accommodating more recreational use of the area.

Overall Objective

Draw people to the Trail Bay waterfront while protecting the natural environment and aesthetics as much as possible.

Policies

- 5.5.1** Maintain only existing protective rip-rap to prevent erosion while limiting the construction of new seawalls to pedestrian plazas at street ends as shown in the Urban Greenway Study.
- 5.5.2** Create better pedestrian accesses to the beach at street ends and several suitable locations along the Boulevard.
- 5.5.3** Consult with neighbouring residences to the Boulevard before installing upland public structures such as washrooms and change rooms as proposed in the Urban Greenway Study.
- 5.5.4** Maintain Snickett Park and the road ends to the west in a natural state while allowing pedestrian trails.
- 5.5.5** Accommodate a pedestrian-only pier at the end of Wharf Road, which may:
- Provide day moorage for up to six private pleasure vessels.
 - Allow docking of pedestrian ferries of a similar scale to those historically used by the Union Steamship Company.

Implementation

District of Sechelt maintenance and capital works programs. Partnerships with private developers and community groups in construction of amenities. Liaison with B.C. Environment before undertaking works below the natural boundary of the ocean.

5.6 PORPOISE BAY WATERFRONT

The Porpoise Bay waterfront is very different from that of Trail Bay. Located at the head of Sechelt Inlet, the Bay is subject to very limited wave action and thus has a sensitive marine environment as noted in the Sechelt Inlets Coastal Strategy. The waterfront also provides outstanding views of Mount Richardson and Sechelt Inlet. Nevertheless, Porpoise Bay has been able to accommodate small-scale commercial and marine transportation associated with the Porpoise Bay Wharf and several other docks. The designation of part of the foreshore centred on the Porpoise Bay Wharf and Mackenzie's Marina as **Tourist Commercial** will allow these uses to continue and facilitate further tourist and marine-oriented commercial uses. The **Future Transition Commercial (2010)** designation along Osprey Street also supports sensitive commercial use of the area.

Policies

- 5.6.1** Facilitate public access to Porpoise Bay by creating public pathways and boardwalks along the shoreline in the vicinity of the Porpoise Bay Wharf or other areas, which are redeveloped for commercial use.
- 5.6.2** Ensure that the Porpoise Bay Wharf is maintained as a public wharf for marine transportation needs.
- 5.6.3** Ensure that the recommendations and policies of the Sechelt Inlets Coastal Strategy are followed during the planning of developments.

Implementation

Construction of pathways as set out in Section 6 of this Plan. Liaison with the Ministry of Environment, Lands and Parks before undertaking works below the natural boundary of the ocean.

5.7

TRAIL BAY PARK PROPOSAL

This 1.13-hectare (2.79 acre) site, commonly known as the "Tong" or "Smith" property, lies adjacent to the waterfront between Trail and Inlet Avenues.⁵ After a development permit application was made by a former property owner, Mr. Tong, for a condominium in 1991, public interest in protecting the parcel emerged. In 1992, a citizen's group, the Trail Bay Park Committee, was formed and led a campaign to have the District of Sechelt purchase the property for a park. After a 1994 development permit lapsed and the property was sold for \$1.4 million as a result of a bank foreclosure, public interest in the park proposal again increased throughout 1997. Given this interest, the Downtown/Village Plan Committee made two recommendations regarding the purchase of the site in the summer of 1997. Designation of the parcel as park was beyond the scope of the Downtown/Village Plan as current law states that a municipality cannot designate a private property as park unless its purchase cost is included in the municipality's budget. Nevertheless, the majority of the Plan Committee felt that the District should take control of the site and consider a range of options from protecting the entire site as park to allowing sensitive development of the eastern part of the property for a tourist-oriented use.

Council formed the Trail Bay Park Select Committee, which submitted its report to Council in March 1998. The report included recommendations regarding the property's potential archaeological, culture and heritage significance. The Committee also recommended initiatives whereby these

⁵ The full legal description for this property is Lot A, Block B, Plan LMP 18610, D.L. 303.

values could be recognized and respected in the future use of the land. Since the release of the report, no agency or group has offered to purchase the property for the park. This parcel and other parcels with development potential along Trail Bay are designated as part of the *Seaside Terraces Character Development Area* (Downtown Commercial Multi Family 1b) under *Development Permit Area Downtown Commercial Multi Family #1* (see Section 3.3). This designation, along with a policy to maintain 15.0 metre (48 foot) setbacks from Trail Bay (see Section 2.6), are intended to provide additional guidelines to address some of the public concerns over protecting the open, natural ambience of the Boulevard.

5.8 EXISTING PARKS AND OPEN SPACES

The Village now includes several other parks, which are enjoyed by neighbourhood residents and visitors alike. In general, it is recommended that these parks continue to fulfill their current functions with little additional development.

Sechelt Marsh

This 0.68-hectare (1.68 acre) site includes a restored marsh, which provides habitat for a range of bird and small mammal species. A small lagoon within the park is linked with Porpoise and provides an attractive passive recreation area along a greenway route. This site is maintained under a partnership between the Sunshine Coast Natural History Society and the District.

Policies

- 5.8.1** Maintain the marsh in its natural state and allow existing passive recreation uses.
- 5.8.2** Maintain natural water flows as much as possible.

Acacia Park

This small 0.11-hectare (0.27 acre) park provides a very attractive treed focal point at the juncture of the downtown's three busiest streets – Wharf, Cowrie and Teredo. Given its location next to three roads and the attractive Acacia trees in this park, limited development is recommended.

Policies

- 5.8.3** Preserve existing Acacia and Arbutus trees.
- 5.8.4** Install park benches, tables and other landscape elements to enhance the park as a public gathering place.

Hackett Park

This 2.02-hectare (5.0 acre) park provides community level park space for all of Sechelt, providing a venue for a range of active sports and children's

play area. The park also contains a stand of coniferous trees, which should be maintained as landmark feature.

Policies

5.8.5 Maintain the park's existing playing field, tennis courts, and other facilities.

5.8.6 Preserve the existing large trees to the greatest extent possible.

Implementation

District of Sechelt maintenance and capital works programs. Partnerships with the Sechelt Marsh Society and other community groups.

5.9 FUTURE PARKS

Future Sechelt Bluff Park

Most of the Village has been developed, leaving few areas in which to obtain new park dedication at the time of subdivision. The future Sechelt Bluff Park provides one remaining opportunity outside of the Comprehensive Development Areas.

Policy

5.9.1 That five percent of the parcel area of Lot 22, Plan 17782, D.L. 304 and Lot 32, Plan 21109, D.L. 304 as identified on *Schedule C-2* be dedicated as park in a location which provides views of Sechelt Inlet and has pedestrian access to surrounding development.

Implementation

Dedication of park at the time of subdivision as permitted under Section 941 of the Municipal Act.

Proposed Ebbitide Marsh Park

The small marsh at the corner of Ebbitide Road and Trail Avenue provides habitat for small mammals, birds and frogs. It also functions as a natural storm water retention pond, as well as an attractive stop along the Greenway path to the nearby Sechelt Marsh.

Policy

5.9.2 Reserve and zone District-owned Lot 48, Plan 15675, D.L. 303/304 on Trail Avenue as park, reflecting the parks and open space land-use designation.

Implementation

Adopt a park reservation bylaw for this site as allowed under Section 307 of the Municipal Act and amend Zoning Bylaw 25 to rezone the site as PA-1.

5.10

IMPORTANT VIEWS

The Village is provided with a number of striking views as it sits on an isthmus of land between the end of Sechelt Inlet and the Strait of Georgia. However, the flat topography of the downtown core limits views of the Strait. While efforts are underway to reduce the visual impact of aggregate mining to the northeast of the Village, views in this direction are not generally valued to such an extent.

Policy

5.10.1

That significant views be maintained as much as possible (given other land-use regulations) by carefully locating new buildings as follows to protect the:

- View looking west on Cowrie to Rockwood Lodge.
- View corridors from Wharf Avenue and other Avenues looking north towards Mt. Richardson.
- Views looking south on Avenues to the Strait of Georgia.
- Views along the B.C. Hydro right-of-way, east of Salmon Drive, looking east towards Mt. Elphinstone.
- Large trees to the west of Shorncliffe Road to maintain a treed view from the downtown.
- Large trees on the north side of Highway 101, west of Shorncliffe Road.

Implementation

The District assesses impact of new development on views as noted above when considering issuance of Development Permits and Development Variance permits. The District does not permit cutting of trees on road allowances identified above except for access, utilities and safety reasons as stated in District Policy #7935.

6.0 WALKING AND BICYCLE PATHWAYS

Over the past decade, the general public has increasingly engaged in walking and bicycling for recreation and transportation. Many communities are investing in bicycling and walking paths in response to this growing demand. Recently, the “greenways” concept has been introduced to help integrate pedestrian and bicycling routes with protection of natural features. In Sechelt, the public has repeatedly emphasized bike and walking paths as a priority. Given the above interest and the benefits of creating a pedestrian-friendly environment for downtown revitalization, the following policies have been developed.

Principle Objective: Pathways

- ◆ To provide pedestrian and bicycle routes which provide recreational opportunities and environmentally sound methods of transportation.

6.1 PATHWAY ROUTES

Figure 16 shows desirable routes based on a review of public comments, the Urban Greenway Study and the SCRD Bicycle and Pedestrian Pathway Plan. While many other streets can provide suitable routes, the following routes are considered the most suitable for providing access to key locations throughout the Village. Thus, three types of routes have been delineated:

Bike / Pedestrian Routes

This designation shows existing and potential bike and walking routes for transportation, and to a lesser extent, recreation. Several small sections of these routes cross private properties, requiring purchase, dedication or other legal agreements to obtain 3.0 metre wide rights-of-way at the time of development.

Policies

- 6.1.1** Undertake to create safe routes as shown on *Figure 16* through a variety of means such as constructing new (or improving existing) sidewalks, pathways, and paved shoulders.
- 6.1.2** Improve Wharf Road to provide a safe, attractive bike / pedestrian linkage between Trail and Porpoise Bays as proposed in the Urban Greenway Study.
- 6.1.3** Install signage along designated routes when work is completed to allow bicycles and pedestrians to be safely accommodated on existing roads.

Pedestrian Routes

This designation shows existing and potential walking routes for transportation and recreation. Several small sections of these routes cross private properties, requiring purchase, dedication or other legal agreements to obtain 3.0 metre-wide rights-of-way at the time of development.

Policies

- 6.1.4** Undertake to create safe, attractive routes as shown on *Figure 16* through a variety of means such as constructing sidewalks, gravel and paved pathways.
- 6.1.5** Install signage along pedestrian routes when they established.
- 6.1.6** Use paving stones, turf stones or other alternatives to asphalt on pedestrian pathways in high traffic pedestrian areas where possible.

Greenway Bike / Pedestrian Routes

This designation shows existing and potential recreational bike and walking routes primarily through natural areas. Several of these routes cross private properties, requiring purchase, dedication or other legal agreements to obtain 3.0 metre (or larger) rights-of-way at the time of development.

Policies

- 6.1.7** Establish routes as shown on *Figure 16*, which respect and allow public appreciation of natural features.
- 6.1.8** Provide additional routes to Sechelt Marsh when future development occurs adjacent to the Marsh.
- 6.1.9** Install route signage along greenway routes when they are established.

6.2 Traffic Calming Areas

Traffic Calming Areas as shown on *Figure 16* are located within the downtown core and a section of the Boulevard to provide a safer, more pedestrian-friendly environment than is found along other roads. As such, *Traffic Calming Areas* are designated as *bike / pedestrian routes*.

Policies

- 6.2.1** Follow policies as described under Section 4.4 for the *Traffic Calming Areas* as shown on *Figure 16*.
- 6.2.2** Install signage on streets within the *Traffic Calming Areas*, cautioning motorists that they are driving in a pedestrian-oriented quadrant.

Implementation

- Undertake work incrementally as developers construct street improvements required under Subdivision and Development Control Bylaw 30.
- Establish a Specified Area Bylaw under Section 646 of the Municipal Act to charge a levy on properties in the vicinity of street improvements subject to the required property owner notification and approval provisions under the Municipal Act.
- Dedication of pathways to the District at time of subdivision as allowed under Section 86 of the Land Title Act.
- Access additional funding and resources from programs offered by agencies such as the Ministry of Transportation and Highways, B.C. Hydro, private companies and other provincial and federal agencies.
- Support community-based initiatives whereby residents and non-governmental organizations partner with the District by providing financial, labour or material support necessary to construct pathways.

7.0 PARKING

In 1995, the Sechelt Economic Development Committee commissioned the Sechelt Parking Study. The Study concluded that there was an average noon occupancy rate of 50% for off-street parking, and thus, no parking problem within the downtown. In short, the lack of parking is generally a matter of conception. Given this reality, existing parking areas should be better organized and marked by signage. (Also, see **Section 3 Design Guidelines** for parking design guidelines for private development.)

Principle Objective: Parking

- ◆ To provide sufficient parking while minimizing its impact on the pedestrian environment and the viability of development proposals within the Village.

7.1 PARKING ALONG THE TRAIL BAY WATERFRONT

Policies

- 7.1.1 Provide public parking for the beach along Inlet, Trail and Ocean Avenues and on the Boulevard as described in the Urban Greenway Study.
- 7.1.2 Remove parking from the Boulevard when automobile traffic is removed from the Boulevard (see Policy 4.4.4 for policies regarding the Boulevard.)

Implementation

District maintenance and capital works budgets, amendments to Street and Traffic Bylaw 11.

7.2 PUBLIC PARKING

Policies

- 7.2.1 Create and install attractive, easily recognizable, directional signage for public parking and encourage owners of commercial parking areas to use similar signage.
- 7.2.2 Create additional public parking spaces throughout the *Streetscape Design Area* as shown on *Figure 16* on existing road allowances where feasible.

- 7.2.3** Create two small municipal parking lots, which each accommodate 20 to 40 cars and are centrally located within the *Streetscape Design* shown on *Figure 16* when other public parking areas are more fully utilized.

Implementation

District installation of signage and construction of new parking spaces. Amend Zoning Bylaw 25 to create a parking variance fund to be used for the purchase of land for public parking lots as allowed under Section 906 of the Municipal Act.

7.3

PARKING IN PRIVATE DEVELOPMENTS

Policies

- 7.3.1** Encourage the consolidation of existing private parking lots.
- 7.3.2** Reduce or increase flexibility of parking requirements for developments where practical.

Implementation

The District will assist property owners by encouraging shared parking and accesses to public streets in cooperation with the Ministry of Transportation and Highways where necessary to provide for the safe and efficient flow of traffic. Restrictive covenants and easement agreements will be used to allow parking on other properties where consistent with Zoning Bylaw 25.

Downtown/Village
Neighbourhood Plan

Figure 18

Road Network Plan



Note:
Future road alignments are conceptual; actual alignment to be determined through detailed study.

- Municipal Boundary
- Neighbourhood Plan Area
- Streams
- Land Parcels
- Sunshine Coast Hwy (101)
- Municipal Arterial - Existing
- Municipal Arterial - Future
- Municipal Collector - Existing
- Municipal Collector - Future
- Local Roads



Scale 1:11,000
110 55 0 110 220
Meters

*Downtown Village Plan
(adopted 1998).*

Plot Date: December 17, 2003

ACKNOWLEDGEMENTS

The District of Sechelt thanks the following members of the Downtown/Village Plan Committee for their work in making the 176 recommendations on which the Plan is based:

Robert Allen, Trevor Birch, Claude Boisvert, Dave Detels, Dorothy Dolphin, Sheila Fredrickson, Tony Greenfield, Clark Hamilton, Jason Herz, Adrian Hovestad, Ron Howes, Joyce Kolibas, Lisa Mattaus (Co-Chair), Linda Molloy, Dennis Olson, Geoff Reed (Co-Chair), Kevin Ryan, Bill Stockwell, Ray Stockwell, Rosemary Terry (Co-Chair), Barbara Whistler, Mike Shanks, and Brian Silver.⁶

Special thanks are extended to Geoff Reed and Stephen Priestley for their work on the graphic renderings contained within the Downtown/Village Plan.

Cover photograph courtesy of Chris Staples, Photo Works, Sechelt, B.C.

⁶ This list includes the names of all of the citizens who initially signed-up for the Downtown/Village Plan Committee. All of the members did not attend all of the meetings.

Downtown/Village
Neighbourhood Plan

Schedule A - 2

**Development Permit Areas:
Environmentally Sensitive
and Hazardous Areas**

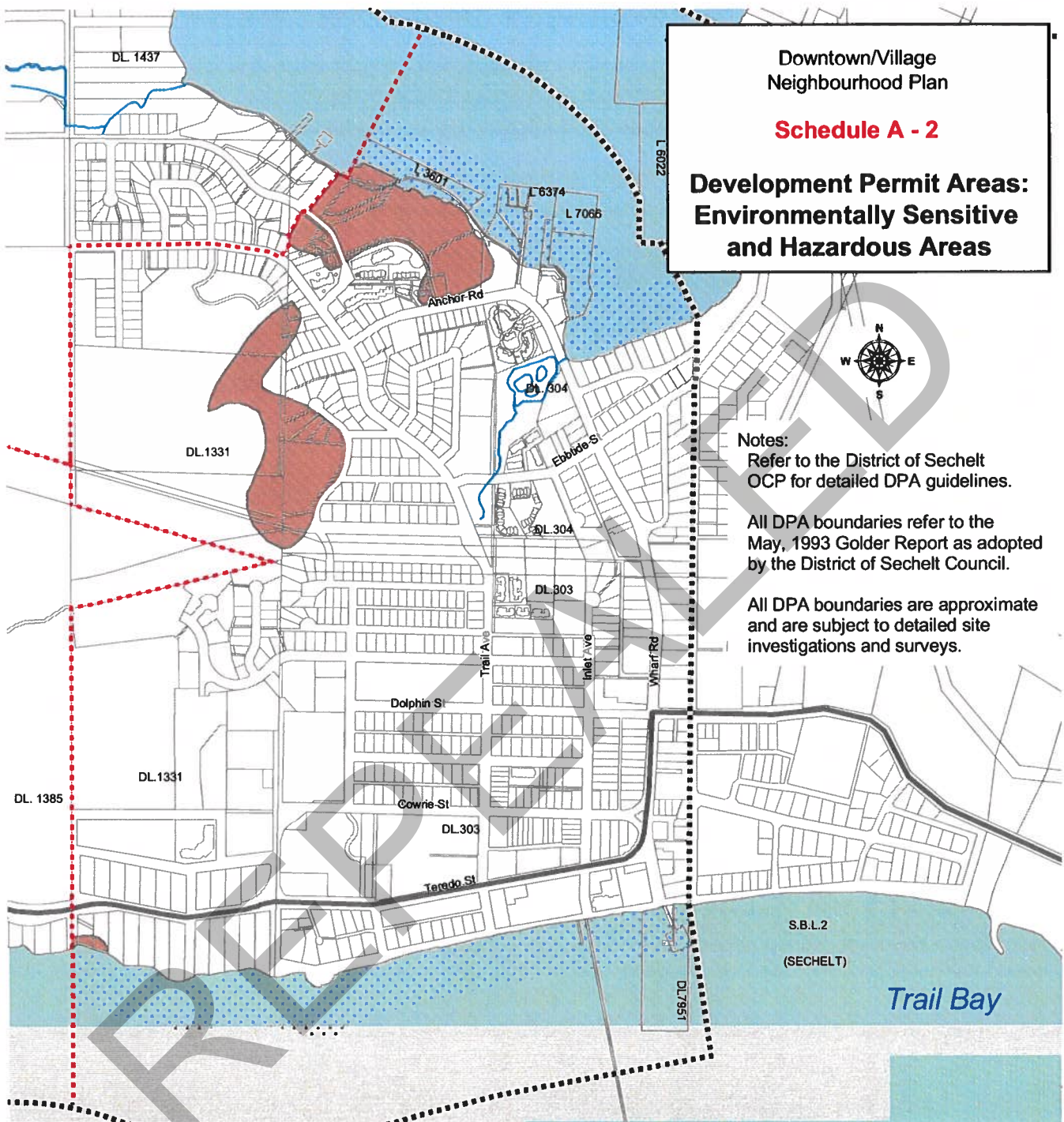


Notes:

Refer to the District of Sechelt
OCP for detailed DPA guidelines.

All DPA boundaries refer to the
May, 1993 Golder Report as adopted
by the District of Sechelt Council.

All DPA boundaries are approximate
and are subject to detailed site
investigations and surveys.



- Municipal Boundary
- Neighbourhood Plan Area
- Streams
- Sunshine Coast Hwy
- Land Parcels
- DPA E/H #3 Shoreline and Foreshore Areas *
- DPA E/H #4 Rocky Beach Front and Upland Slopes

* Development Permit Designation applies
15m above High Tide line and 15m below Low Tide line.



Scale 1:11,000
150 75 0 150 Meters

Downtown Village Plan (adopted 1998).

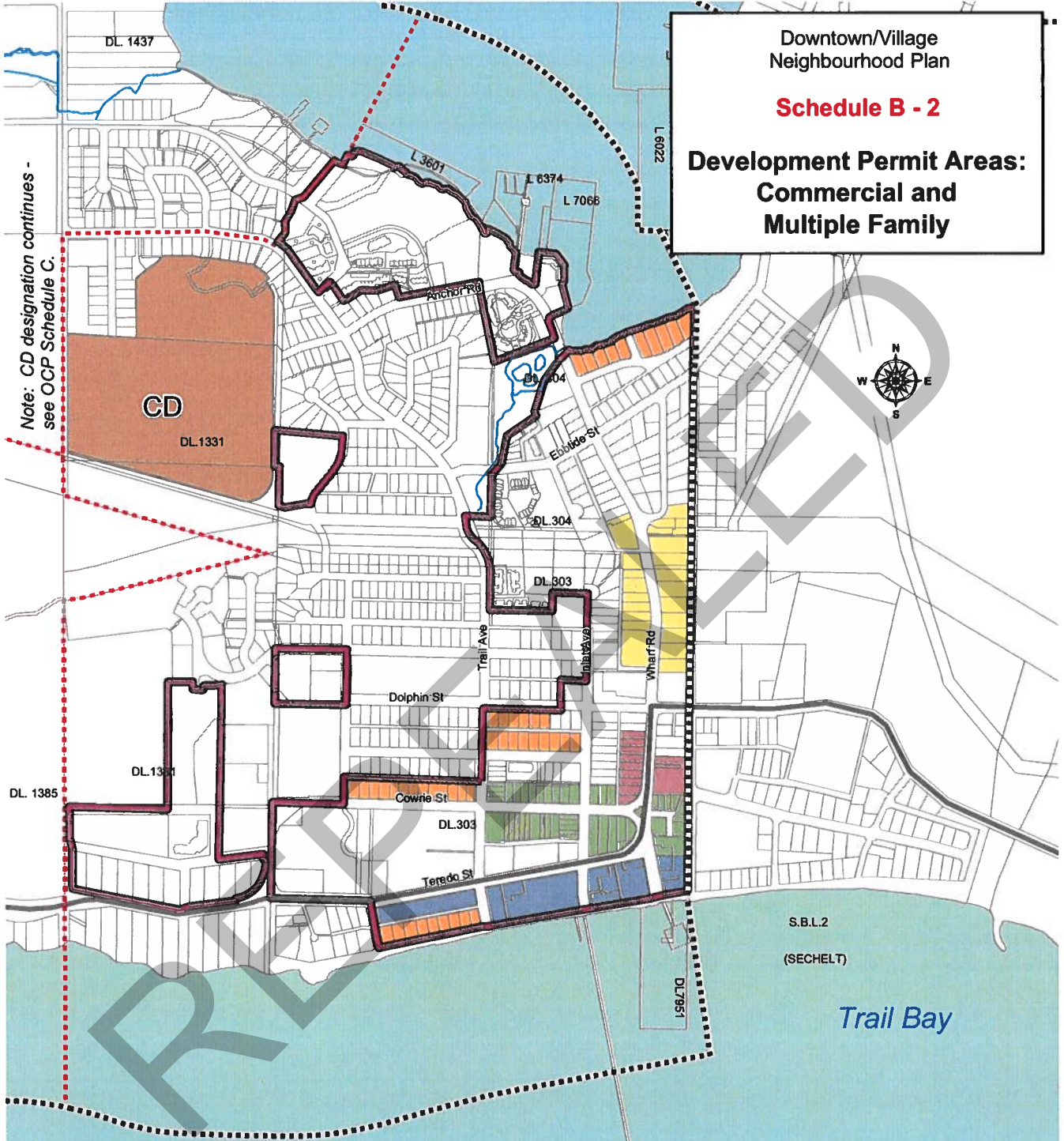
Plot Date: November 24, 2003

Downtown/Village
Neighbourhood Plan

Schedule B - 2

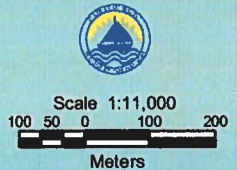
**Development Permit Areas:
Commercial and
Multiple Family**

Note: CD designation continues -
see OCP Schedule C.



- Municipal Boundary
- Neighbourhood Plan Area
- Streams
- Sunshine Coast Hwy
- Land Parcels
- DPA C/MF #1-Downtown Commercial & Multiple Family Areas

- DPA C/MF #1A-Village Centre
- DPA C/MF #1B-Seaside Terraces
- DPA C/MF #1C-Californian Quarter
- DPA C/MF #1D-Transition Commercial
- DPA C/MF #2-Service Commercial Area
- DPA C/MF Comprehensive Development



Scale 1:11,000
100 50 0 100 200
Meters

Downtown Village Plan
(adopted 1998).

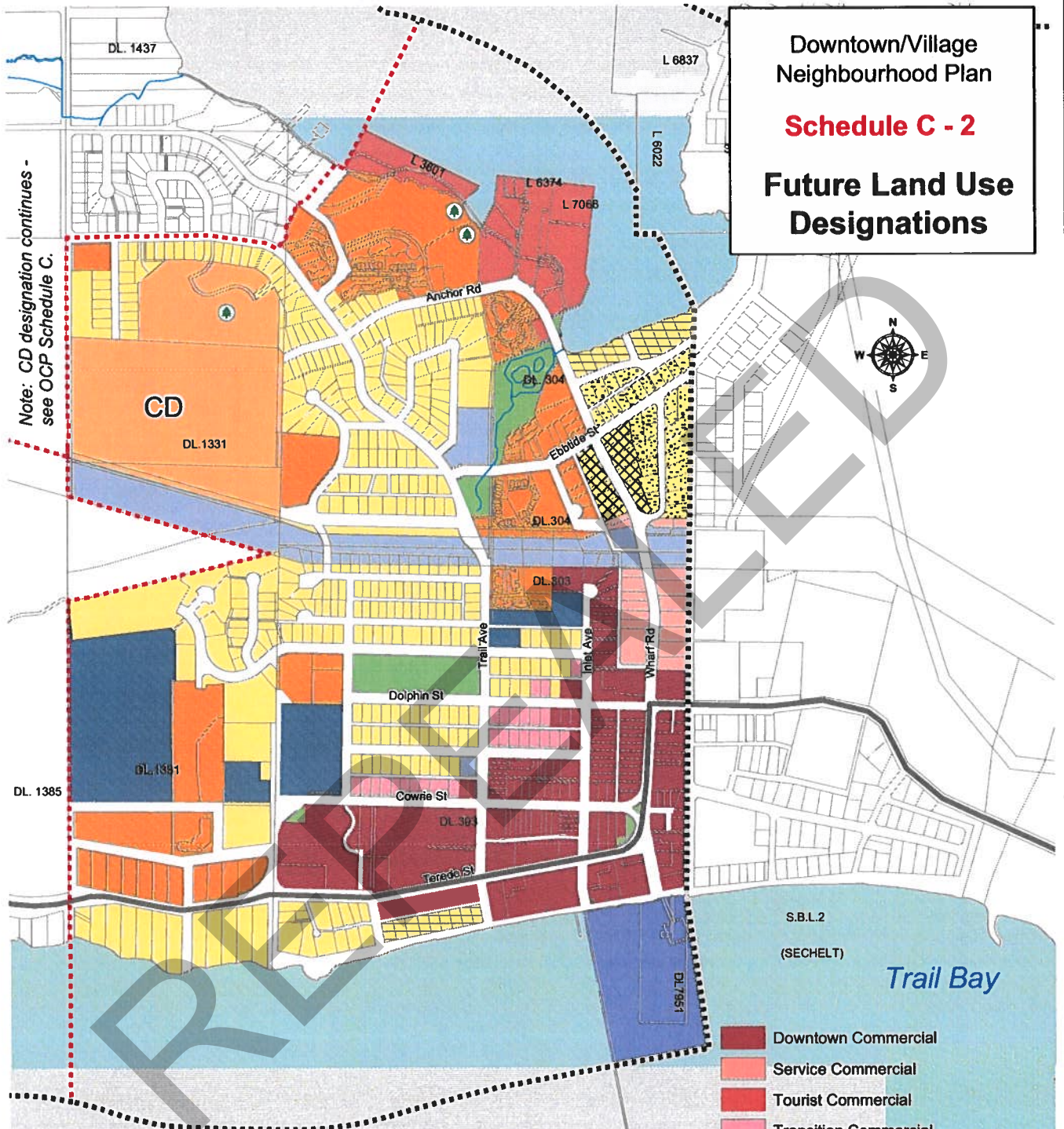
Plot Date: November 24, 2003

Downtown/Village
Neighbourhood Plan

Schedule C - 2

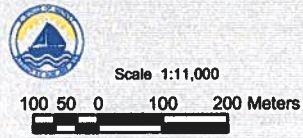
**Future Land Use
Designations**

Note: CD designation continues -
see OCP Schedule C.



- Downtown Commercial
- Service Commercial
- Tourist Commercial
- Transition Commercial
- Single Family Residential
- Multiple Family Residential
- Comprehensive Development
- Parks & Open Space
- 🌳 Potential Future Park Dedication
- Public Services & Utilities
- Public Waterfront
- Educational, Recreation & Institutional

- Municipal Boundary
- Neighbourhood Plan Area
- Streams
- Sunshine Coast Hwy
- Land Parcels
- Future Downtown Commercial (2005)
- Future Multiple Family Residential (2010)
- Future Transition Commercial (2010)



Downtown Village Plan
(adopted 1998).
Plot Date: December 19, 2003



District of Sechelt



SCHEDULE 3 TO BYLAW 435, 2003

WEST SECHELT NEIGHBOURHOOD PLAN

Plan Vision Statement

While accommodating future growth and respecting existing residents, West Sechelt will maintain the feeling of a West Coast community possessing enviable natural surroundings where man-made improvements have been carefully blended into the environment.

REPEALED

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1.0 INTRODUCTION

West Sechelt comprises Sechelt's largest neighbourhood in terms of geography with an area of 13.6 km², stretching from Redrooffs Road to the Village Neighbourhood (see *Figure 1*). West Sechelt is also Sechelt's second largest neighbourhood in terms of population with an estimated population of 2,055 in 1998.

Over the past decade, West Sechelt has been undergoing change from a rural community to Sechelt's principal suburban residential area. Future development within West Sechelt will lead to more efficient use of infrastructure and allow for the creation of more active-use recreational amenities and better roads if properly planned. However, the District must address the needs of existing residents within West Sechelt and protect the natural environment that initially brought many people to the area.

1.1 COMMUNITY CHARACTER AND GROWTH MANAGEMENT

PHYSICAL CHARACTER

The West Sechelt Plan Committee's Vision Statement reflects the community's desire to balance development with quality of life by stating:

While accommodating future growth and respecting existing residents, West Sechelt will maintain the feeling of a West Coast community possessing enviable natural surroundings where man-made improvements have been carefully blended into the environment.

Within West Sechelt's 13.6-km² landmass, the Provincial Forest and the Agricultural Land Reserve respectively cover 17% (2.3 km²) and 42% (5.7 km²) of the Plan area. The remaining 41% (5.6 km²) of the Plan area is designated for residential and commercial development. Of this area, several creek ravines and steep bluffs further reduce the developable area, but also create attractive natural landscapes and form an important part of the area's ecosystem.

Nevertheless, West Sechelt has potential for significant population growth, which is largely due to:

- Relatively large areas with gentle topography
- Proximity to services and stores in the Village
- Comprehensive water and sewerage infrastructure

However, West Sechelt has a diversity of natural landscapes, which shape the character of the built environment, creating distinct local neighbourhoods. To assist in describing specific areas and supporting

development, which is compatible with its surroundings, the following **local neighbourhood areas** are described below and are shown on *Figure 1*.

The Coastline

This area lies below Highway 101 and includes steep and rocky shoreline slopes extending from the Village to Redrooffs Road. This area is dominated by Douglas fir and arbutus trees and contains attractive permanent and summer homes.

Central West Sechelt

This area contains most of the newer residential subdivisions within West Sechelt located on gentle upland slopes between Wakefield Road and the Village Neighbourhood.

Far West Sechelt

To the west of Wakefield Creek, forested hills, and rocky knolls extend to the northern and western municipal boundaries. The majority of this area is comprised of Provincial Crown Land and a few large private holdings with a rural residential area lying along NorWest Bay Road.

Mason Road Benchlands

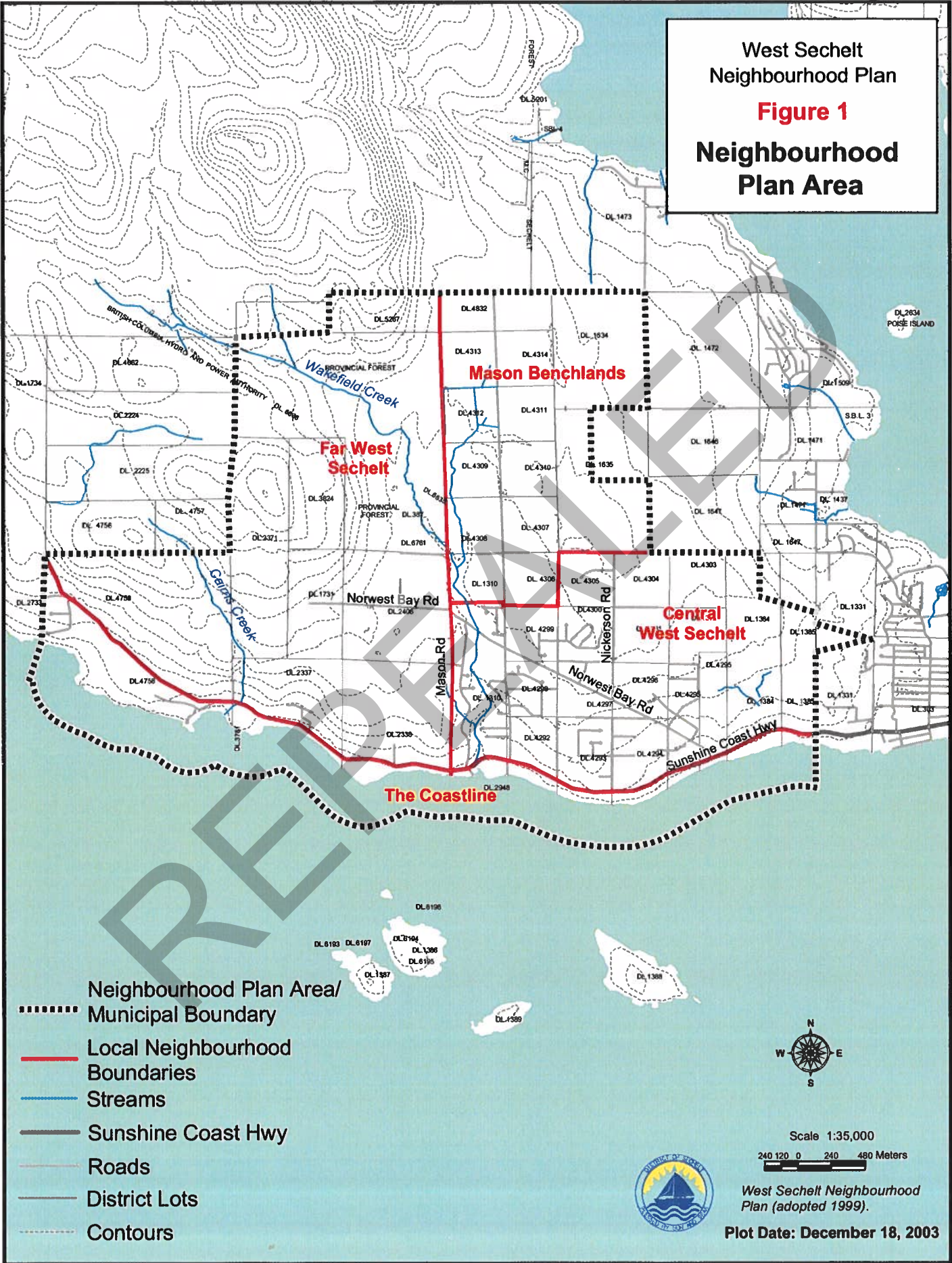
This area contains flat and gently rolling topography and includes small rural residential areas and agricultural land, generally north and east of Mason and Reeves Roads.

GROWTH POTENTIAL

While the District's population has grown at approximately 3.7% per year over the last four years, West Sechelt has grown at about a 4.1% non-compounded rate per year. It is expected that a large proportion of the District's future growth will be accommodated within the Plan area.

The Plan area is bounded on both sides by two major *Comprehensive Development Areas (CDAs)*. CDAs are significant areas of land, which will be developed in a comprehensive manner under one overall development application (See Section 2.2). Within the West Sechelt Neighbourhood Plan area, the CDAs will account for a significant amount of future development. In particular, the Mariner's Watch CDA and the West Sechelt CDA have a total development potential of up to 2,766 new dwelling units. Furthermore, development of the smaller Far West Sechelt CDA and Wakefield CDA, and infill development on other parcels could accommodate a maximum of 2,932 additional dwelling units under the Plan's policies. In total, a "maximum build-out" of 5698 units or a population of 12,820 could be possible within West Sechelt.

West Sechelt
Neighbourhood Plan
Figure 1
**Neighbourhood
Plan Area**



- Neighbourhood Plan Area/
Municipal Boundary
- Local Neighbourhood
Boundaries
- Streams
- Sunshine Coast Hwy
- Roads
- District Lots
- Contours



Scale 1:35,000
240 120 0 240 480 Meters



West Sechelt Neighbourhood
Plan (adopted 1999).

Plot Date: December 18, 2003

Given this, West Sechelt will be able to accommodate significant population growth from the 1998 population of 2,055 to 5,478 in 25 years with an assumed 4.5% compounded annual growth rate. Even with this relatively high rate of growth, West Sechelt will not reach the “maximum built-out population” of 12,575 in 25 years (See Table 1.1).

TABLE 1.1 WEST SECHELT POPULATION									
Estimates					Future Projections ¹				
1994	1995	1996	1997	1998	2001	2006	2016	2021	Max. ² Build Out
1765	1859	1924	2004	2055	2343	2922	4542	5655	12,575

GROWTH MANAGEMENT

As noted above, the “maximum build-out population” will not be achieved any time in the foreseeable future. Infill development within existing suburban residential areas will help increase levels of municipal services which are increasingly being demanded by residents as new developments are required to upgrade roads, construct branch sewer lines, and dedicate parks and pathways.

Approximately 41% of the Plan area is covered by residential and commercial *future land-use designations* as shown on OCP *Schedule C AND Schedule C-3*. The remaining 59% of the Plan area will remain as agricultural, rural residential and multiple-use Provincial Forestland. These areas will provide a buffer between *Central West Sechelt*, commercial forest harvesting to the west of *Far West Sechelt*, *West Porpoise Bay* to the north and the *Village* to the east. In short, West Sechelt will be framed with forests and farms and the Strait of Georgia to “maintain the feeling of a West Coast community” as expressed in the Plan Committee’s Vision Statement.

Section 1.3 of the Official Community Plan sets out a “*Growth Strategy for the District of Sechelt*” which generally indicates where growth should occur throughout the District. The Growth Strategy indicates that *Central West Sechelt* will continue to grow through infill development and the

¹ The following population projections are based upon a compound annual growth rate of 4.5%. The “maximum build out” population is an estimate based on the maximum development potential under the policies contained within the West Sechelt Neighbourhood Plan, Official Community Plan, servicing and topographic constraints.

² “Maximum build out” means the maximum development which can be accommodated under the development densities permitted under the Plan’s land-use designations minus land dedicated for parks, roads and left undeveloped due to geotechnical/environmental constraints. Projections are based on an assumed 2.25 persons/dwelling unit.

West Sechelt CDA will be developed at a gross density of 22 units per hectare (8.9 units per acre). Policy 1.3.2 of the Official Community Plan indicates that the Mariner's Watch CDA should only be developed if population growth is anticipated to exceed the 5 year supply of developable land and the developer can address associated servicing and financial issues. In short, the development pattern set out in the West Sechelt Plan supports development, which will allow upgrading and extension of services to where most existing residences are located.

Adherence to the Official Community Plan's Growth Strategy will enhance the District's ability to maintain West Sechelt's natural character, while allowing significant growth and providing better services to existing residents in the most cost-effective manner.

1.2 PARTNERSHIPS FOR THE FUTURE

The District, businesses and the broader community must all participate to achieve the Plan's vision and objectives. Limited resources are not viewed as obstacles to improving West Sechelt, but are opportunities to involve all sectors of the community in improving the livability of West Sechelt. Experience demonstrates that widespread involvement of the public in the development of a community by all sectors of the population builds pride and a sense of ownership. Residents respect and protect a community, which they have actively helped create.

Members of the West Sechelt Community Plan Committee and other citizens have played an important role in creating this Plan through their participation. Continued involvement of these groups is desired and needed to implement this Plan's Vision and Objectives.

1.3 PLAN OBJECTIVES

The following objectives provide guidance to the policies contained within the Plan:

- ◆ Provide housing for a range of income levels and household types.
- ◆ Accommodate various forms of new multiple family buildings in appropriate areas.
- ◆ Protect special natural areas for public appreciation and habitat protection.
- ◆ Strengthen public access and orientation to the waterfront.
- ◆ Provide parks and recreation opportunities to meet the needs of the existing and future residents.
- ◆ Provide safe, attractive walking and bicycle routes throughout West Sechelt.

- ◆ Promote development, which is economically and aesthetically beneficial for the District.
- ◆ Create small neighbourhood commercial centres, which serve local area residents.
- ◆ Recognize and protect agricultural and resource lands for long-term sustainable agricultural and forestry pursuits.

1.4 RELATIONSHIP TO THE OFFICIAL COMMUNITY PLAN

The West Sechelt Neighbourhood Plan is appended to the OCP and forms *Schedule 3* to Bylaw 435, 2003. While the Official Community Plan (OCP) provides general policies for the District, Policy 1.4.1 of the OCP states that the District undertake detailed neighbourhood planning as follows:

The District of Sechelt shall develop detailed neighbourhood plans for each neighbourhood which will address land use patterns, densities, location of any future development and needed facilities, environmental, heritage, and other community planning concerns on a more detailed level than the Sechelt OCP.

Thus, the West Sechelt Plan includes more detailed *Land-Use Designations* (Section 2) to augment those contained within the OCP. Secondly, *Design Guidelines* (Section 3) have been created for commercial and multiple family developments in West Sechelt. Finally, the Plan's polices on *Public Spaces*, and *Walking and Bicycle Paths* (Sections 4 to 5) provide direction on the development of public amenities.

In general, the West Sechelt Neighbourhood Plan will give the District, residents and developers a picture of West Sechelt neighbourhood in twenty-five years by providing:

- More certainty to residents and developers on the direction of future development with specific *future land-use designations*.
- Guidance for creating Sechelt's principle residential neighbourhood while reflecting the community's values and protecting the natural environment.

1.5

THE PLANNING PROCESS

In February 1998, the District hosted the *West Sechelt Neighbourhood Plan Ideas Exchange* to introduce the community to the planning process. Residents filled out questionnaires, viewed displays, and signed-up for the West Sechelt Neighbourhood Plan Committee (see *Figure 2* for an overview of the planning process). Twelve people from the community came to the first Plan Committee meeting in March, representing a broad spectrum of residents with recreation, environmental, development and small business interests.

One chair and two vice-chairs were selected by the Plan Committee. The chairs and District staff conducted meetings using a consensus-based approach. The Plan Committee engaged in discussions based on agendas developed by the co-chairs and District staff. The Plan Committee also reviewed the 1993 West Sechelt OCP Sub-Committee report for reference. The Plan Committee held 11 meetings open to the public between March and September 1998 and an update meeting in November 1998.

Based on the recommendations of the Plan Committee, staff wrote the First Draft of the West Sechelt Neighbourhood Plan, which was reviewed by the Plan Committee and the Community Association in March 1999, and the general public at an Open House in April 1999. In May 1999, the minor changes were made to the Plan based on this community input to create an Agency Review Draft, which was referred to agencies, the Advisory Planning Commission in May to June 1999. During the summer of 1999, the Plan proceeded through the bylaw adoption process as OCP Amendment Bylaw 290-12 to form Schedule 3 to the OCP.

2.0 LAND USE

Land-use policies form the cornerstone of the West Sechelt Neighbourhood Plan. The *future land-use designations* described below reflect not only current land use, but also land uses and development densities to accommodate future growth. More importantly, future rezonings and land-use regulations must be consistent with these designations. In short, *future land-use designations* give more certainty to landowners and the community on the development intended for an area.

Within the West Sechelt neighbourhood, most new development will be located within areas with servicing potential, moderate topography and outside of the Agricultural Land Reserve and Provincial Forest. Thus, new population growth will largely be accommodated by in-fill developments in *Central West Sechelt* and the four *Comprehensive Development Areas* (see *Figure 1*).

Principle Objective: Land-Use

- ◆ To facilitate the development of West Sechelt as Sechelt's largest residential community which:
 - Provides for a range of rural, single family and multiple family housing opportunities for households with different income levels and lifestyles.
 - Accommodates neighbourhood commercial and multiple-family development, which is sensitive to adjacent single-family residential areas.
 - Focuses new developments in the most topographically and environmentally suitable areas.
 - Focuses new urban development in areas, which have access to the major road network, and are within the SCRD's water system and Sechelt's community sewer system service areas.

2.1 FUTURE LAND-USE DESIGNATIONS

The following *future land-use designations* have been created for the West Sechelt Neighbourhood Plan and include detailed policies for land-use and development densities.

Policy

2.1.1

The future re-zoning of land within the West Sechelt Neighbourhood Plan area shall be in accordance with the *future land-use designations* shown on *Schedules C AND C-3*, and described in *Schedule 3* to the OCP (West Sechelt Neighbourhood Plan) as follows:

1. Single Family Residential (Mixed Lot Size)

Includes those areas in which there are a variety of single-family neighbourhood forms and housing types. **Single family residential (mixed lot size)** includes:

- A minimum parcel area of 500m² and average parcel area of 700m² within a development.
- A minimum parcel area of 500m² and average parcel area of 600m² may be permitted within a development if an additional 15% of the development is dedicated as park beyond that required under the Municipal Act.
- Single-family dwellings on parcels of any size.
- Duplexes, additional guest cottages and second dwellings on larger parcels.

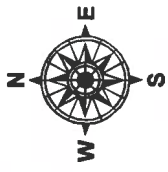
2. Single Family Residential (Large Lot)

Includes those areas in which larger single-family lots are to be maintained and new developments with larger dwellings are to be created. **Single family residential (large lot)** includes:

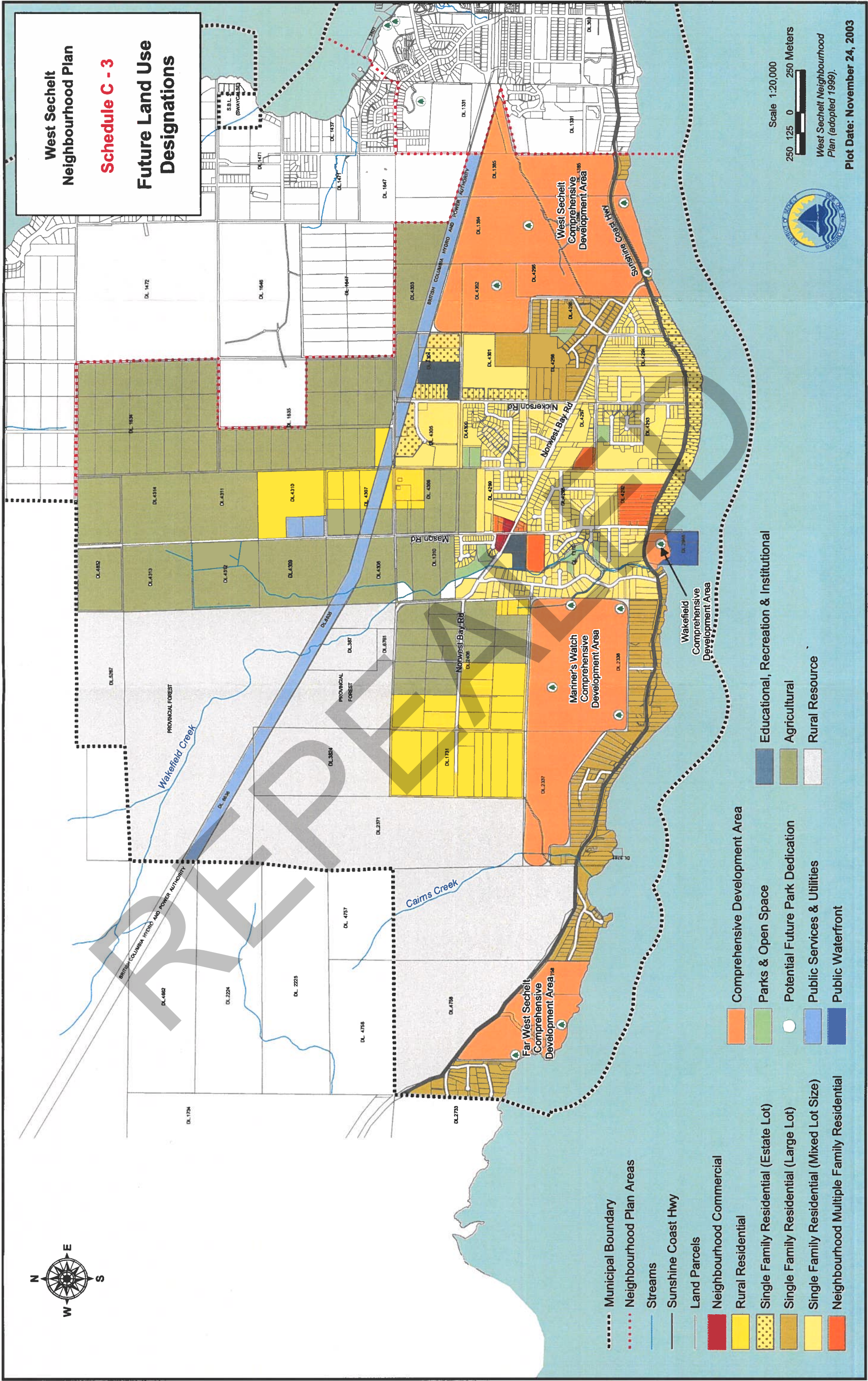
- A minimum parcel area of 900m².
- A minimum parcel area of 750m² may be permitted within a development if an additional 15% of the development is dedicated as park beyond that required under the Municipal Act.
- Single-family dwellings on parcels of any size.
- Duplexes, additional guest cottages and second dwellings on larger parcels.

3. Single Family Residential (Estate Lot)

Includes certain areas in which large lots are to be maintained to preserve a semi-rural character or accommodate servicing and topographic constraints. **Single family residential (estate lot)** includes:



**West Sechelt
Neighbourhood Plan**
Schedule C - 3
**Future Land Use
Designations**



- Municipal Boundary
- Neighbourhood Plan Areas
- Streams
- Sunshine Coast Hwy
- Land Parcels
- Neighbourhood Commercial
- Rural Residential
- Single Family Residential (Estate Lot)
- Single Family Residential (Large Lot)
- Single Family Residential (Mixed Lot Size)
- Neighbourhood Multiple Family Residential
- Comprehensive Development Area
- Parks & Open Space
- Potential Future Park Dedication
- Public Services & Utilities
- Public Waterfront
- Educational, Recreation & Institutional
- Agricultural
- Rural Resource

Scale 1:20,000
250 125 0 250 Meters
West Sechelt Neighbourhood
Plan (adopted 1999).
Plot Date: November 24, 2003



- A minimum parcel area of 2000m².
- Single-family dwellings on parcels of any size.
- Duplexes, additional guest cottages and second dwellings on larger parcels.

4. Neighbourhood Multiple Family Residential

Includes those areas, which will accommodate future multi-family buildings outside of the Village. **Multiple family residential** includes:

- A maximum gross density of 50 dwelling units per hectare (20 dwelling units per acre) of parcel area.
- A minimum parcel area of 1500m².
- Apartments, townhouses and triplexes as the principle permitted uses.
- Congregate care and seniors housing complexes, which may have a density up to, 64 dwelling units per hectare (26 dwelling units per acre) of parcel area.

5. Rural Residential

Includes those areas in which larger, rural lots are to be maintained in order to preserve rural lifestyles, protect the existing character of the area and act as a buffer between urban areas and **agricultural and rural resource areas**. **Rural residential** includes:

- A minimum parcel area of 8000m².
- Single-family dwellings on parcels of any size.
- Duplexes, additional guest cottages and second dwellings on larger parcels.

6. Agricultural

Includes those areas, which are located within the Agricultural Land Reserve where agricultural activities and rural lifestyles are protected and promoted. **Agriculture** includes:

- A minimum parcel area of 4.0 hectares.
- Single-family dwellings on parcels of any size.

- Second dwellings on larger parcels and other land uses conforming to the Agricultural Land Commission Act.

7. Rural Resource

Includes large private acreages and crown land which may be located within the Provincial Forest, Forest Land Reserve (FLR) or parts of the Agricultural Land Reserve (ALR) which are not designated as **Agricultural. Rural resource**³ includes:

- A minimum parcel area of 4.0 hectares except for land located outside of the Provincial Forest, FLR and ALR in which there is a minimum parcel size of 1.0 hectare.
- Single family dwellings, forestry, agriculture, outdoor recreation and conservation areas.
- Second dwellings on larger parcels.

8. Neighbourhood Commercial

This designation includes neighbourhood shopping and service business opportunities to serve local area residents. The **neighbourhood commercial** designation includes:

- A minimum parcel area of 1500 m².
- Convenience stores, personal service establishments, offices and restaurants not exceeding 40 seats.
- Commercial and mixed-use buildings where multiple family dwellings may be located above the ground floor commercial space.
- A maximum gross density of 50 dwelling units per hectare (20 dwelling units per acre) of parcel area.

9. Parks and Open Space

These areas are intended to provide outdoor recreation and protected conservation areas. **Parks and open space** includes:

³ The land uses permitted under this designation must conform to the Forest Land Reserve Act and Agricultural Land Reserve Act where applicable.

- Municipal and provincial parks.
- Public land, which is primarily intended, or is officially designated, for outdoor recreation or conservation uses.
- Public and privately owned indoor and outdoor recreation facilities such as golf courses which are intended to serve the general public.
- Commercial uses, which are customarily ancillary to the principal permitted uses.

10. Education, Recreation and Institution⁴

Includes government, cultural or recreational facilities, major religious institutions, research institutes, educational facilities and community halls. Government, cultural and recreational facilities may include associated commercial uses. Institutional developments may include a related residential component.

11. Marine

Includes wharf, boat ramp, private boat moorage associated with residential uses on the abutting upland, park and recreation uses and breakwaters except for that part of the Trail Bay foreshore from S.I.G.D.#2 to the eastern boundary of D.L. 1385.

12. Public Waterfront

Includes uses permitted in the Marine future land use designation, non-motorized watercraft rentals, public day-use boat moorage, and within the Village neighbourhood, waterfront-oriented tourist commercial uses.

13. Public Services and Utilities

Includes fire halls; major works yards and transit depots; landfills; major stand-alone recycling depots and operations; major composting facilities; major electrical, gas, telephone and cable installations; sewage treatment plants; and water supply facilities.

14. Uses Allowed in All Residential Designations

Subject to the appropriate zoning, the following uses are permitted under all residential *future land-use designations* within *Schedule 3* (West Sechelt Neighbourhood Plan):

⁴ The Education, Recreation and Institution; Marine; Public Waterfront; and Public Services and Utilities *future land-use designations* are the same as those found in Schedule 1 to the Official Community Plan which applies to the remainder of the District of Sechelt.

- Churches, parks, day-care facilities, special needs housing, and home occupations auxiliary to residences.
- Mobile home parks on parcels exceeding 2.0 hectares where the overall gross density does not exceed 25 dwelling units per hectare (10 dwelling units per acre).

Implementation

- Future amendments to the current Zoning Bylaw will be consistent with the definitions and policies for the above *future land-use designations*.
- Development Permits and Development Variance Permits should be consistent with the above *future land-use designations*. Mobile home parks are to be developed following the current Mobile Home Park Bylaw.

2.2

COMPREHENSIVE DEVELOPMENT AREAS

Four Comprehensive Development Areas (CDAs) occupying large or significant tracts of undeveloped land with development potential are identified on *Schedules C AND C-3* within the West Sechelt Plan Area.

Development proposals for CDAs will include a Comprehensive Development Plan (CDP) and accompanying zoning bylaw amendment. The CDP will include the location of a range of housing types, neighbourhood commercial centres, parks, bicycle/pedestrian pathways, a local road network plan and other District application requirements. Also, it is anticipated that the build-out of the larger CDAs may take many years, and thus the CDP should include a development-phasing plan.

Policy

2.2.1

The four designated Comprehensive Development Areas within the West Sechelt Plan Area identified on *Schedules C AND C-3* shall be developed in accordance with Section 3.3 of *Schedule 1* to the Official Community Plan and the following provisions:

1. Mariner's Watch CDA

This site includes approximately 70 hectares of former managed forestland to the west of Wakefield Road and above Highway 101. The site includes steep slopes on its southern boundary and in the vicinity of Cairns Creek to the west and Wakefield Creek to the east. A CDP for this CDA shall include:

- a) Up to a gross residential density of 12 units per hectare (5 units per acre) or total of 840 dwellings units of which:

- 70 to 80 percent are single-family dwelling units.
 - 20 to 30 percent are multiple-family dwellings units.
- b) Up to a 2.0-hectare neighbourhood centre, which includes land, uses permitted under the **neighbourhood commercial and education, recreation and institutional future land-use designations.**
- c) A minimum of 21.0 hectares of park and publicly accessible open space which includes:
- Public park or publicly accessible open space in environmentally and geotechnically sensitive areas on the south, east and west perimeters of the site.
 - Natural feature park space throughout the site with a minimum area of 5.0 hectares.
 - A level, Neighbourhood Park site with a minimum 2.0-hectare site area.
- d) The primary road access to the CDA will be NorWest Bay Road.
- e) A Bicycle and Pedestrian Pathway network, which will connect with the Bicycle and Pedestrian Pathway Plan described in Section 5.

2. West Sechelt CDA

This site includes approximately 107 hectares of land comprised of several large parcels between *Central West Sechelt* and the Village Neighbourhood. The site includes moderately steep and rocky topography near the coastline to more gently rolling land near the B.C. Hydro Right-of-Way. Due to the size of the site and available services, the West Sechelt CDA has the potential to accommodate up to 1925 dwelling units or about 4500 people – the largest development in Sechelt. A CDP for this site shall include:

- a) Up to a gross residential density of 18 units per hectare (7.2 units per acre) or total of 1925 units of which:

- 60 to 70 percent are single-family dwellings units.
 - 30 to 40 percent are multiple-family dwellings units (including congregate care units).
- b) A neighbourhood centre up to 1.5 hectares in area, which includes land uses permitted under the **neighbourhood commercial and education, recreation and institutional *Future land-use designations.***
- c) A minimum of 10.2 hectares of park space and school site area which includes:
- A minimum of 1.2 hectares of Waterfront Park located below Highway 101 as shown on *Schedules C AND C-3.*
 - A minimum of 4.5 hectares of level neighbourhood park space and/or elementary school sites throughout the site.
 - A minimum of 4.5 hectares of natural feature park for passive recreation use and protection significant environmentally sensitive areas.
- d) A primary road access to the CDA via the Derby – Lighthouse Arterial Connector.
- e) A Bicycle and Pedestrian Pathway network, which will connect with the Bicycle and Pedestrian Pathway Plan described in Section 5.

3. Wakefield CDA

This 2.18-hectare site includes the historic Wakefield Inn property and adjacent property to the east. With its waterfront location and prominent location on Highway 101, this site provides opportunities for an attractive mixed multiple-family / tourist commercial development. In addition, the Plan's policies on a pier⁵, the public waterfront *future land-use*

⁵ This pedestrian-only pier as described in *Section 4.3 – The Coastline* would include short-term visitor moorage and could be constructed by a private developer or a public/private partnership if desired by both parties.

designation and shoreline pathway support the development of the site as a community and tourist activity focal point. A CDP for this site shall include:

- delete
- delete and replace with (b) - - -
- a) Up to a gross density of 30 multiple-family residential units per hectare (12 units per acre).
 - b) Tourist commercial uses such as visitor accommodations, restaurants, convenience stores and recreational rentals, which may cover up to 40% of the site.
 - c) Maintenance of the historic Wakefield Inn as a focal point of any redevelopment (See *Section 2.5 – Heritage Buildings*).
 - d) A minimum of 1000 m² of public park space adjacent to the shoreline.
 - e) A 7.0 metre-wide public pedestrian pathway fronting the shoreline (See *Section 5 – Walking and Bicycle Pathways*).
 - f) A possible pedestrian-only pier, which includes short-term visitor moorage, constructed by the private developer or a public/private partnership (See *Section 4.3 – The Coastline*).

4. Far West Sechelt CDA

This 24.0-hectare waterfront site is characterized by sloping topography with steeper, rocky slopes adjacent to the shoreline. The site also includes attractive arbutus and Douglas fir stands amongst rock outcrops. In order to maintain the site's natural west-coast character, medium density clustered housing is encouraged under a CDP which shall include:

- a) Up to a gross density of 25 units per hectare (10 units per acre) or a total of 600 units of which:
 - 70 to 80 percent are single-family dwellings units.
 - 20 to 30 percent are multiple-family dwellings units.
- b) A minimum of 1.2 hectares of accessible waterfront public park in two locations in the vicinity of the locations shown on *Schedules C AND C-3*.

- c) Pedestrian pathways connecting Hill Road, public parks and Annex Road.

2.3

CLUSTER DEVELOPMENT

Throughout North America, there has been increasing criticism that newer suburban subdivisions create monotonous “cookie cutter” landscapes where homes are sited on relatively uniform, small lots, street after street. However, clustering of housing in new subdivisions can create communities with a more attractive, varied built environment. Clustering can also preserve key aesthetic and functional aspects of the natural landscape.

Moreover, the application of uniform minimum lot size requirements for developments with topographic or environmental constraints can lead to inefficient and damaging development patterns. For example, requiring a minimum lot size of 700m² throughout a development may lead to the creation of 700m² lots in sensitive areas where larger lot sizes or no development would be desirable. Conversely, 700m² would be created under such a uniform minimum size where smaller lots could be created in level areas. By creating smaller parcels in appropriate areas, greater more efficient infrastructure and reduced lot prices for purchasers may be achieved.

Furthermore, it is also advantageous to focus development in key locations such as gentle hillsides with outstanding views. Other times, development can be clustered in suitable building areas to allow for the preservation of natural features such as ponds and treed areas without affecting the overall density of the development. These areas may be dedicated as park or maintained on larger private parcels with restrictive covenants to protect natural features.

In short, cluster development allows the location of single-family or multiple-family dwellings at a higher density on a part of a site than the overall site density permitted. This exchange of density allows for the provision of open space or the creation much larger parcels on another part of the site. Cluster developments are beneficial in minimizing loss of overall site density while doing the following:

- Focusing development in the most topographically suitable areas.
- Reducing development servicing costs by focusing development in more easily serviceable areas.
- Allowing for the protection of environmentally significant sites.
- Providing open space for recreation and alternative on-site stormwater management systems.

Traditionally, cluster developments have only been created under the Condominium Act and associated Bare Land Strata Regulations. However, the West Sechelt Plan provides additional opportunities for Strata and freehold cluster development within the **Comprehensive Development Areas** and the **Single-family residential (Mixed Lot-Size) future land-use designation**.

Policy

2.3.1 Cluster residential developments are encouraged by permitting higher density on a portion of a parcel where the following can be achieved by providing a proportionate increased amount of open space, which provides:

- Additional park space beyond what would be normally dedicated under Section 941 of the Municipal Act;
- Protection of environmentally sensitive areas beyond the minimum requirements of senior government agencies; or
- Alternative on-site stormwater management systems, which significantly reduce, water runoff from the property into the municipal drainage system.

Implementation

- Amend the current Zoning Bylaw to permit lot size averaging within a residential zone or density bonusing on a parcel subject to Section 904 of the Municipal Act.
- Include alternative one-site stormwater servicing requirements under the current Subdivision and Development Control Bylaw, which are designed to permit the construction of less costly off-site municipal drainage works.
- Issue Development Permits for multiple-family developments, which focus development in areas most suitable from an environmental, and development servicing perspective.

2.4 HERITAGE BUILDINGS

In the early 20th Century, the first pioneer buildings were constructed by the Mason and Wakefield families. From this time to the 1960's, most development included wooden summer cottages and homes along the waterfront and a few homes on larger lots inland. From the 1960's onwards, the first small-lot subdivisions were created, containing West Coast modern architectural style, and lately, neo-traditional homes.

A building is defined as a heritage building because of its age, its unique architectural style or its historical importance to the community. West Sechelt has relatively few heritage buildings given its short non-native history and the demolition of its few old buildings. Given this, only two buildings are described as heritage buildings - the Wakefield Inn and the MacDonald House.

Policy

2.4.1 The Wakefield Inn (6529 Sunshine Coast Highway) and the MacDonald House (6065 Mason Road) should be:⁶

- Recognized as having heritage value by placement of plaques as allowed under Section 955 of the Municipal Act.
- Maintained in their original form to the greatest extent possible under their current use or when redevelopment of the sites occur.

Implementation

- Encourage co-operation between the District and owners of heritage buildings to protect the existing architectural style.

2.5

AGRICULTURAL LAND RESERVE BUFFERS

The Agricultural Land Reserve (ALR) covers 42% (5.7 km²) of the Plan area and has long interface with West Sechelt's urbanizing areas. Much of the ALR is not presently used for agriculture. However, it is anticipated that equestrian and market farming uses of the ALR will increase as will urban development adjacent to the ALR. To prevent conflicts between urban and agricultural uses, landscape buffers are recommended which follow provincial government guidelines.

Policies

2.5.1 Where urban residential and commercial developments abut the Agricultural Land Reserve (ALR):

- A 15 metre (49 foot)-wide buffer within the urban area shall be established to ensure urban/agricultural conflicts are minimized.
- Natural vegetation should be retained within the buffer where possible.

⁶ These policies do not prohibit the owners of the identified properties from altering or demolishing the buildings on the properties, but simply recognize the heritage value of these buildings.

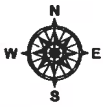
2.5.2 Where pathways to be constructed as proposed under *Section 5* are located within the ALR, the pathways should be:

- Directed towards developed and existing roads and rights of way, and not bisect agricultural operations.
- Constructed with the approval of the Agricultural Land Commission where the proposed pathways are to be constructed on undeveloped rights of way or where no rights of way exist.

Implementation

- District approves development permits and re-zonings, which include 15.0 metre buffers within urban areas adjacent to the ALR.
- District constructs trails, which avoid impacts on agricultural operations.

REPEALED



Notes:

Refer to the District of Sechelt OCP for detailed DPA guidelines.

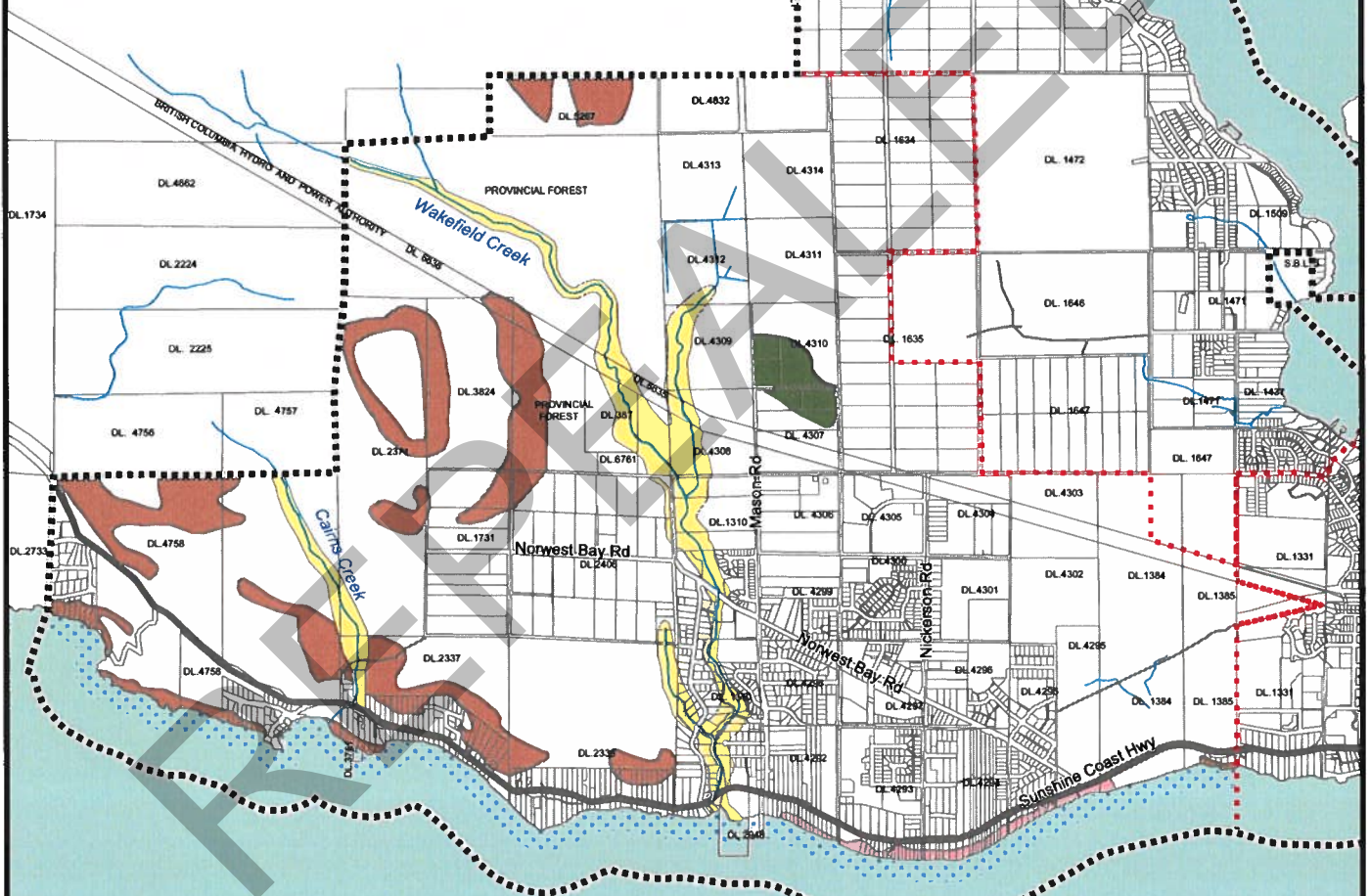
All DPA boundaries refer to the May, 1993 Golder Report as adopted by the District of Sechelt Council.

All DPA boundaries are approximate and are subject to detailed site investigations and surveys.

**West Sechelt
Neighbourhood Plan**

Schedule A - 3

**Development Permit Areas:
Environmentally Sensitive
and Hazardous Areas**



- Municipal Boundary
- - - - - Neighbourhood Plan Areas
- Streams
- Sunshine Coast Hwy
- Land Parcels
- DPA E/H #1 Gravel Pit Areas
- DPA E/H #2,7 Watercourse Hazards and Habitat Areas
- DPA E/H #3 Shoreline and Foreshore Areas *
- DPA E/H #4 Rocky Beach Front and Upland Slopes
- DPA E/H #5 Trail and Davis Bay Beach Front Escarpments

◆ Where more than one designation number is shown, the Development Permit Area guidelines for all designations apply.

* Development Permit Designation applies 15m above High Tide line and 15m below Low Tide line.

Scale 1:20,000
250 145 0 250 Meters



*West Sechelt Neighbourhood
Plan (adopted 1999).*

Plot Date: July, 2003

3.0 Design Guidelines for Commercial and Multiple-Family Developments

As West Sechelt develops into a suburban community, more multiple-family and commercial buildings will be constructed. Design guidelines give direction to the District and developers on the style of commercial and multiple family buildings desired by the community. The guidelines are not based on one specific design theme, but emphasize elements found in various West Coast architectural styles. The intent of the guidelines is to allow flexibility, yet achieve designs, which help create an attractive community.

Principle Objective: Design Guidelines

To create attractive commercial and multiple family buildings that reflect a range of West Coast designs, which complement adjacent single family neighbourhoods.

3.1 DEVELOPMENT APPROVAL PROCESS

The Municipal Act gives municipalities the authority to create Development Permit Areas to establish guidelines respecting the form and character of commercial and multiple family buildings. Staff reviews and Council issues Development Permits that satisfy the design guidelines.

Policy

3.1.1

Development Permits shall be required prior to the construction, addition or exterior alteration of a commercial or multiple family building within Development Permits Areas as shown on *Schedules B AND B-3* except where:

- either a new building or an addition to an existing building has a floor area of less than 40m² (432 sq. ft.); or
- the value of the alteration to an existing building is less than \$10,000.

3.2

DEVELOPMENT PERMIT AREA #W1 NEIGHBOURHOOD COMMERCIAL AND MULTIPLE FAMILY AREAS

Development Permit Area #W1 is shown on Schedules B AND B-3, and includes parcels with neighbourhood commercial and multiple-family residential future land-use designations.

JUSTIFICATION

The West Sechelt Neighbourhood Plan's objectives focus on allowing for substantial residential development while ensuring that it is sensitive to the existing residential areas and the natural environment. The following design guidelines support these objectives, and apply to both commercial and multiple-family buildings unless otherwise specified in the guidelines.

Policy

3.2.1

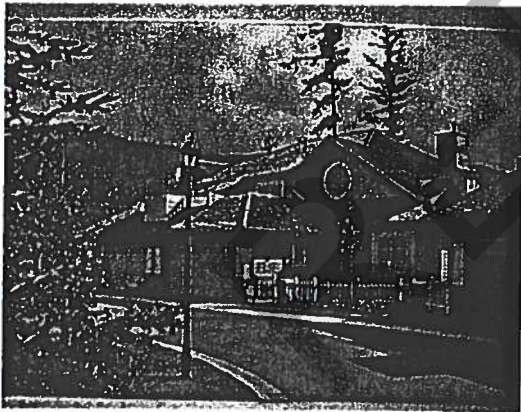
Development permits issued within **Development Permit Area #W1**, shall be in accordance with the following guidelines.

GUIDELINES

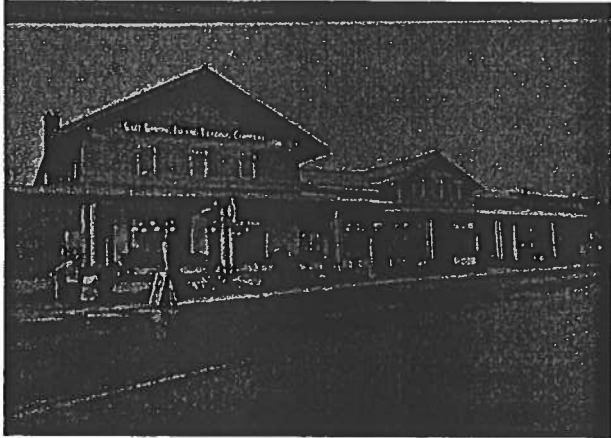
1. Building Form

Building form helps shape the overall structure of a neighbourhood. The following guidelines balance the need for consistency and visual variety of building form:

- a) Generally, buildings should be designed to appear relatively small in scale and not overwhelm adjacent buildings or streets by the use of the following techniques:
 - i) varying building heights or shifting rooflines on buildings with long street frontages;
 - ii) shaping larger buildings to give the building the appearance of being composed of a number of smaller sections or blocks.



Varied rooflines and articulated walls break up the mass of a building to make it appear relatively small in scale.



Commercial buildings with articulated rooflines and divided building masses should have consistent setbacks from streets.



Varied rooflines and divided building masses can allow larger buildings to blend into existing areas.



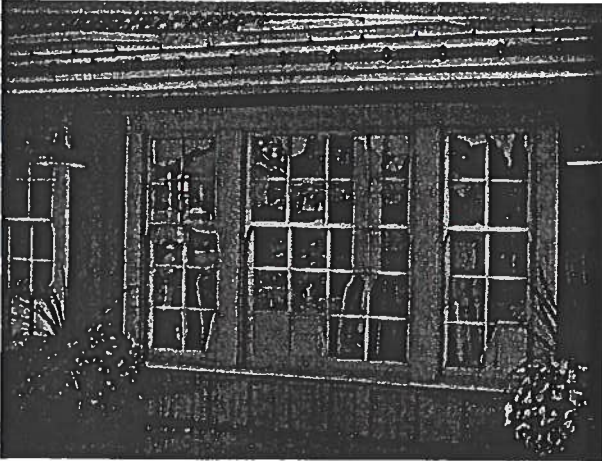
Stepped building forms can be used to create buildings, which complement the waterfront or other natural features.

- b) Within commercial areas, the building setback from a street should be similar to the setback for existing adjacent buildings to create a relatively consistent building elevation plane facing the street. This provision will be applicable where the building design is consistent with other provisions of these design guidelines.
- c) Terraced building forms are encouraged where suitable local environmental conditions (such as view, sloping terrain, sun aspect, etc.) are present.
- d) Where possible, new buildings should be positioned to maintain sun exposure to sidewalks, pedestrian areas and adjacent residential buildings.
- e) Where buildings are located adjacent to single family residential parcels, the mass of the buildings should be reduced by terracing and/or dividing buildings into smaller sections.

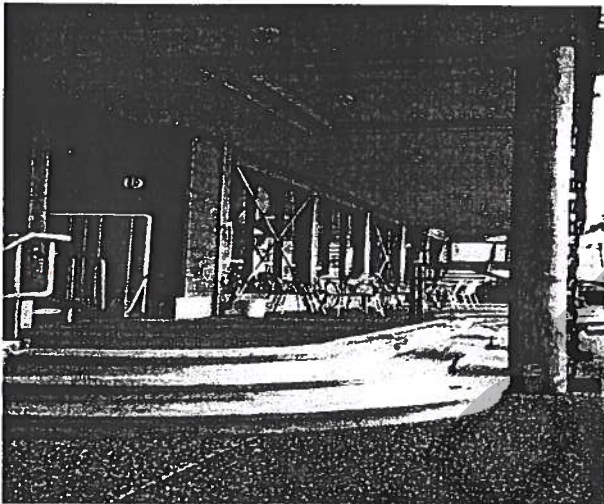
2. Waterfront and Hillside Areas

To help protect the natural features of the sloping sites and the coastline, buildings should be:

- a) Terraced downslope and towards the waterfront; and
- b) Divided into blocks of varying height (number of floors) so as to reduce the mass of buildings downslope of the development and maintain views of the ocean.



Windows can be broken into smaller sections through the use of a few vertical mullions or many small windowpanes.



Covered walkways provide shelter for shoppers and outdoor commercial space.



Buildings with pitched roofs, gables and articulated facades representing most of the design guidelines.

3. Building Facades

Building facades facing streets and other open areas should be oriented towards the pedestrian and made visually interesting by reflecting the following guidelines:

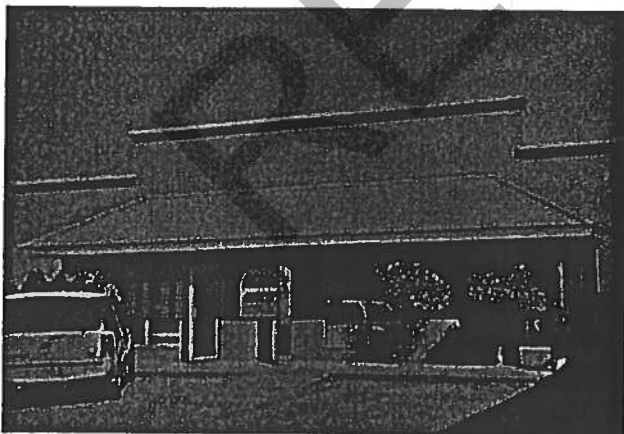
- a) Walls facing streets should be articulated and include bay windows and alcoves.
- b) For commercial buildings, at least 60 percent of the area of ground floor walls and 30 percent of the area of the walls of upper floors facing streets should be windows or glass doors.
- c) Individual windowpanes should not exceed 2.0 metres (6.6 feet) in width.
- d) Covered walkways, structural canopies or awnings should be used on commercial building facades facing streets.
- e) Porches and verandahs are encouraged on multiple-family residential buildings.
- f) Cornices, wooden trim or other similar architectural details should be used to create a visual separation between the ground floor and second floor of the building.



An example of a building with a stepped roofline.



The use of a series of gabled roofs improves the appearance of a basic building form.



The use of decorative trim and canopies can improve the appearance of a flat roofed stucco building.

4. Roofs

Roofs are important in determining the character of buildings and protecting buildings from the wet climate, and thus the following guidelines are provided:

- a) Sloped roofs with pitches are encouraged. Sloped roofs should have pitches exceeding 5 in 12, and have large overhangs. Mansard, mono-pitch and gambrel roofs are discouraged.
- b) Pitched roofs should be clad in wood shingles and shakes, tiles or coloured metal sheeting that are in keeping with the overall architectural style of the building. Asphalt shingles are permitted if they have a textured appearance.
- c) The use of dormers, roof vents and similar features is encouraged where these features are consistent with the overall architectural style and provide function for the building; not appearing to be "tacked on" to the building.
- d) Flat roofs should not constitute the dominant roof form of building. Sections of the building may include flat roofs only where cornices or other roofline ornamentation are used to improve weatherability and are consistent with the overall building design.
- e) Where possible, rooftop ventilation and other mechanical equipment shall be concealed from view and should be located to minimize noise disturbance to adjacent buildings.

5. Cladding Materials

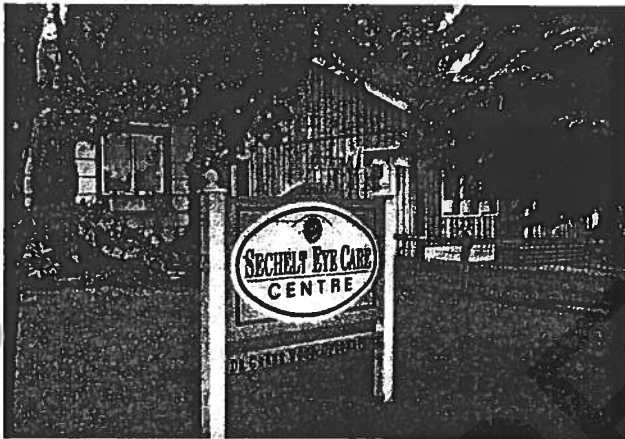
In general, a variety of cladding and trim materials are permitted, provided that the materials have a natural or traditional appearance subject to the following guidelines:

- a) The dominant cladding material should be wood siding or other paintable composite siding materials (such as "hardy board"), which have the appearance of wood.
- b) Sand float stucco is acceptable provided that it is accented with substantial use of wood trim, facias and other features such as posts and beams.
- c) The use of vinyl siding on commercial buildings is not encouraged. On multiple-family residential buildings, the use of vinyl siding is acceptable when:
 - i) no more than one-half of the area of any exterior wall facing a street is covered in vinyl siding; and
 - ii) there is substantial use of wood trim, facias and other natural accent materials.
- d) The use of clay brick and stone (such as round river rock, split granite, Squamish rock) for building design accents is encouraged.

- e) Metal siding and artificial brick are discouraged.
- f) Exposed concrete block walls are permitted only if they are required for fire separation purposes and are painted or stuccoed.

6. Colour

- a) Wall colours should generally be earth tones, muted blues and greens; bright primary colours are not permitted.
- b) Trims, windows and doors may be painted in bright colours to accent wall colours.



Painted or carved wood signs can provide good advertising and create interest in a business.

7. Signage

- a) Building signs should be oriented towards pedestrians, not automobiles.
- b) Carved or textured wood and ornamental painted metal signs are encouraged.
- c) Painted canopy signs are acceptable, but shall have an area not exceeding 1/3 (one third) of the area of the canopy.
- d) Front-lit signs are preferred. Flashing light and moving signs are not permitted.
- e) Back-lit and self-illuminated signs shall be:

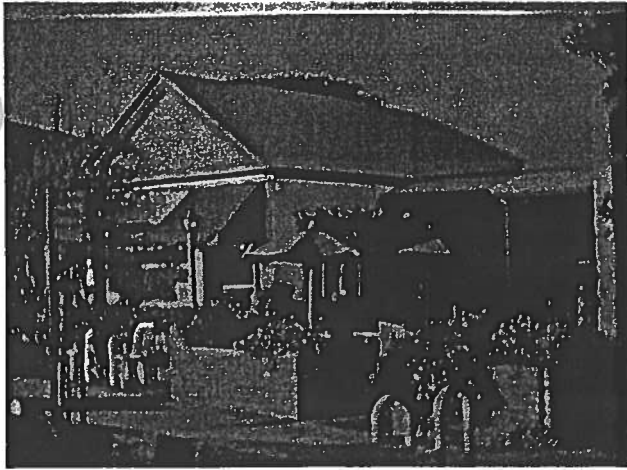


Painted or carved wood signs and landscaping can create a softer, natural image.

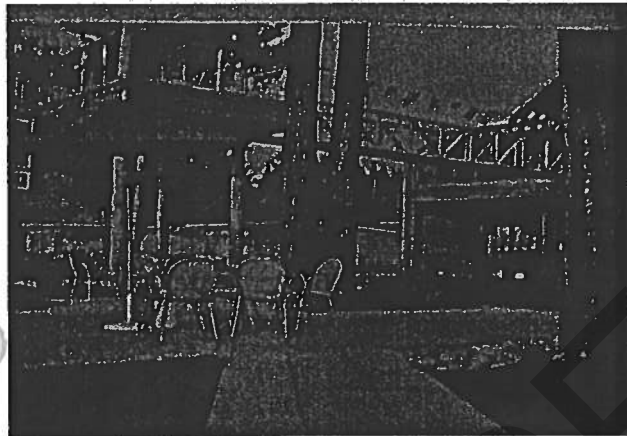
- i) mounted flush to the building exterior;
 - ii) have a maximum surface area which does not exceed 0.5m² (5.4 square feet) for every 1.0 metre (3.3 feet) of building frontage to a street; and
 - iii) have a maximum profile height of 0.75 metres (2.5 feet).
- f) Where signs are attached to a building, they should be coordinated with the architecture of the building.
- g) Free-standing signs shall be limited to a height of 4.0 metres (13.1 feet) above grade and have a surface area on each side, which does not exceed 3.0m² (32.3 square feet). Signs mounted upon a base made of stone, brick, wood or other natural- appearing materials are encouraged.

8. Lighting

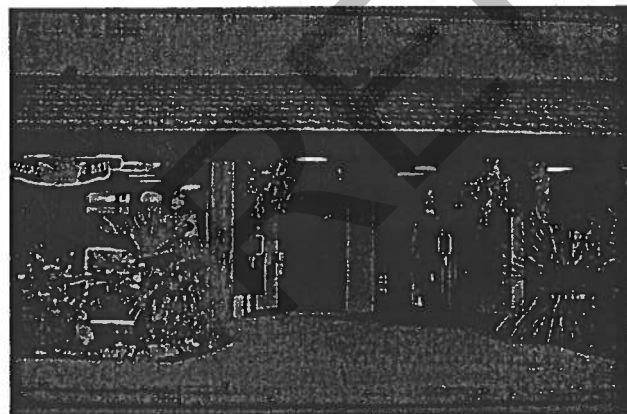
- a) Lighting should be provided for pedestrian and parking areas on the property as well as to supplement street lighting on public sidewalks adjacent to commercial buildings.



Residential-style buildings with patios can accommodate a range of uses from cafes to bookstores.



Patios and outdoor eating areas can increase pedestrianization and attract customers.



Covered walkways, landscaping and benches create a pedestrian-friendly shopping environment.

- b) Site lighting should be directed downward to avoid "light spill" on adjacent residential areas.
- c) Site lighting should be neutral in colour. High-pressure sodium lights are not permitted.

9. Pedestrian Orientation

The use of the following design elements is encouraged to help promote pedestrian orientation in commercial areas, and attractive gardens in multiple-family residential areas:⁷

- a) Patios and outdoor eating areas at the front and side of buildings.
- b) Mini-squares, plazas and walkways leading to, or adjacent to, public streets.
- c) Seating, street furniture and planters in the above-noted pedestrian areas.
- d) Visually attractive walkways (creating winding paths and the use of pavers or stamped concrete) are encouraged.

10. Landscaping and Site Development

Often, the landscaping of a site can play an important role in creating an attractive development. Thus, the following guidelines are included.

⁷ The policies under Guideline 9 - *Pedestrian Orientation* do not imply that works may be undertaken on public road allowances without the permission of the District of Sechelt or the Ministry of Transportation and Highways.



Raised planters can provide an attractive border between buildings and streets.



Landscaping can provide an attractive transition between a commercial building and sidewalk.



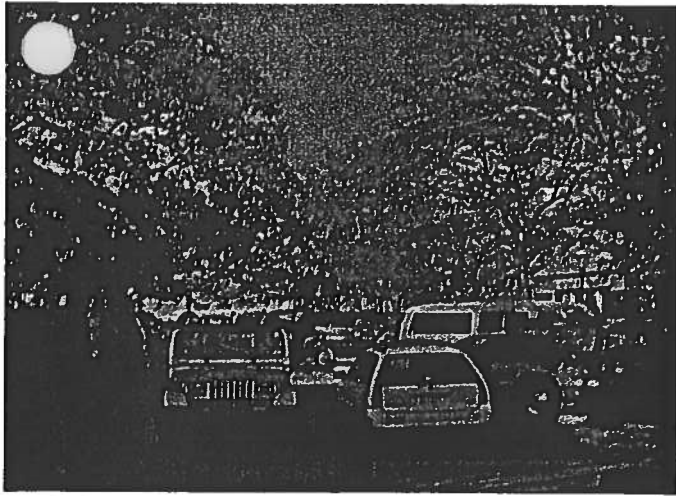
Parking lots can be landscaped or screened to soften their appearance.

- a) All site areas not covered by buildings, parking areas, and pedestrian areas and walkways shall be landscaped.
- b) Landscaping should include a mixture of deciduous and evergreen plants and/or trees which are suitable for the local climate.
- c) Wood fencing, shrubs or trees shall be used as a visual buffer between commercial buildings and adjacent residential areas.
- d) Within multiple-family residential areas, existing mature trees should be preserved where possible.

11. Parking

Off-street parking should not visually dominate the site and is subject to the following guidelines:

- a) Parking areas shall be located to the side of, or behind, buildings where possible.
- b) Parking areas should be screened from adjacent residential buildings by shrubs, trees, trellises and fences, which take into account crime prevention principles.
- c) The use of alternative pavement types such as paving stones, turf blocks and textured concrete is encouraged.



Trees located on landscaped islands within parking lots can reduce automobiles' visual impact.

- d) Services such as loading bays, refuse containers and utility services shall be incorporated into the building design, screened or landscaped so as to minimize visibility from streets and adjacent buildings.
- e) Landscaped islands should be located within parking lots and contain trees where possible.

12. Public Safety

All new developments should be designed to enhance the feeling of safety and security of occupants and pedestrians. The relationships between entryways, parking and public areas; visibility of entryways from both within and adjacent to the site; lighting locations and levels; and the placement and heights of landscaping features should be considered.

3.3

DEVELOPMENT PERMIT AREA #W2 COMPREHENSIVE DEVELOPMENT AREAS

Development Permit Area #W2 is shown on *Schedules B AND B-3* and includes the *Comprehensive Development Areas* with the West Sechelt Plan area.

Justification

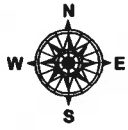
Development Permit Area #W2 includes the four Comprehensive Development Areas (CDAs). The intention is to create unified developments with integrated road, servicing, parks, and land-use plans, which include multiple family and possibly local commercial areas. Given this, a unified design should be created based on the design guidelines in the West Sechelt Plan or through the creation of custom design guidelines for the Comprehensive Development Area by the developer.

Policy
3.3.1

Development permits issued within **Development Permit Area #W2**, shall be:

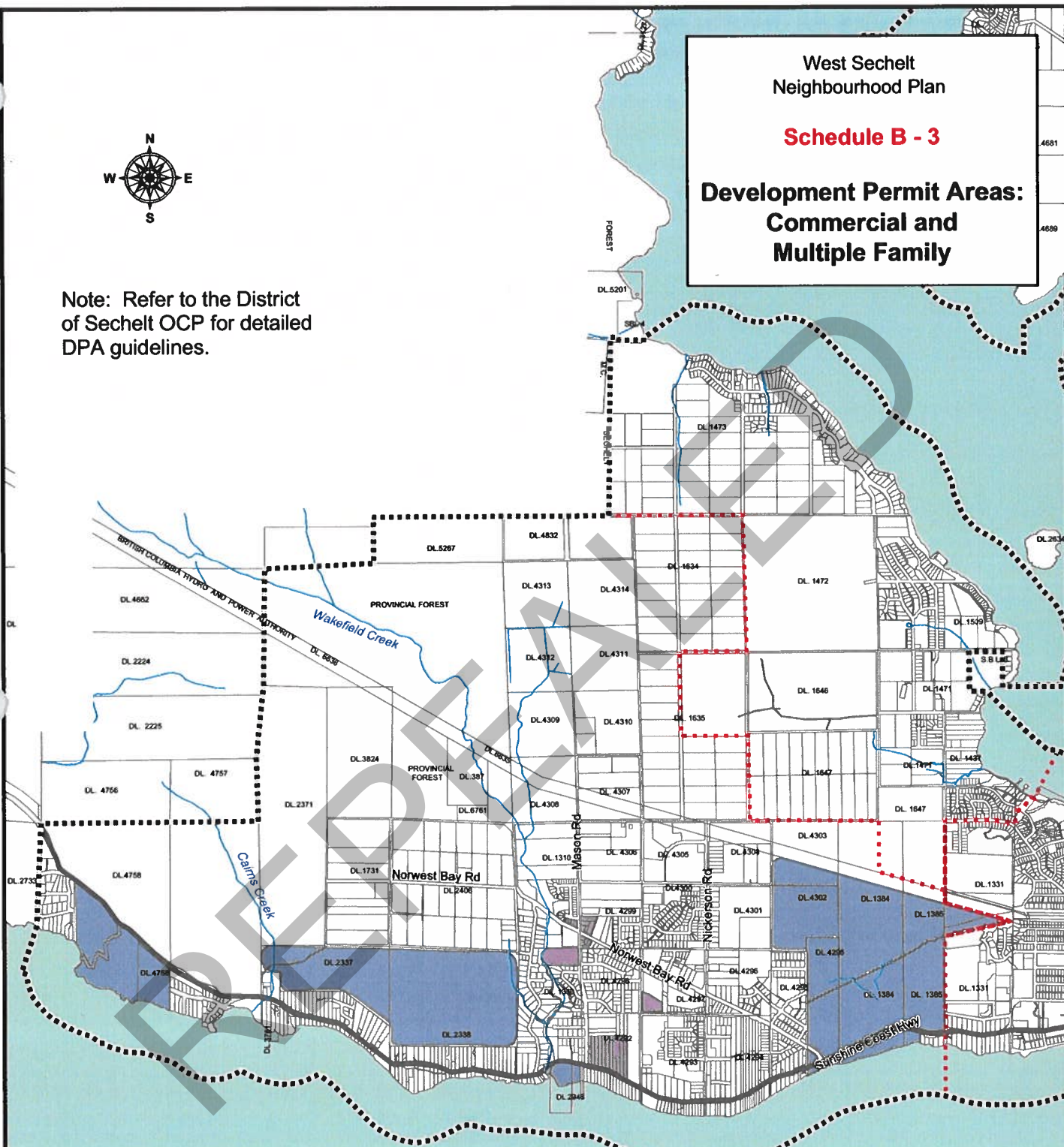
- In accordance with the guidelines under Development Permit Area #W1 (Neighbourhood Commercial and Multiple Family Areas); or
- Contained within a Comprehensive Development Plan approved by District of Sechelt Council.

REPEALED



Note: Refer to the District of Sechelt OCP for detailed DPA guidelines.

West Sechelt Neighbourhood Plan
Schedule B - 3
**Development Permit Areas:
Commercial and
Multiple Family**



- Municipal Boundary
- Neighbourhood Plan Areas
- Streams
- Sunshine Coast Hwy
- Land Parcels
- DPA W1 Neighbourhood Commercial & Multiple Family Areas
- DPA W2 Comprehensive Development Areas

Scale 1:30,000
300 150 0 300 Meters



West Sechelt Neighbourhood Plan (adopted 1999).
Plot Date: July, 2003

4.0 PUBLIC SPACES

As West Sechelt has grown rapidly over the last decade, the community has attempted to maintain a relaxed suburban and semi-rural atmosphere while accepting more development. Yet, in spite of continued growth, West Sechelt contains a diversity of landscapes that provide opportunities to create a range of public spaces from treed, rocky shoreline parks to playing fields (see *Section 1.1 – Physical Character*).

Public spaces include neighbourhood parks, natural feature parks, and crown land and public waterfront, which allow passive recreational activities. Public spaces also have social and aesthetic importance, contributing to the desirability of a community for residents and visitors alike. The West Sechelt Plan Committee and the general community have repeatedly emphasized the need to develop existing parks for active-use recreational activities.

As described in the *Plan Vision Statement*, West Sechelt residents value the natural landscape and wish to protect some of the natural character, which initially attracted them to reside in the area. However, with the exception of two parks within the Wakefield Creek ravine, there are no other natural parks or waterfront parks in West Sechelt. With respect to the upland natural environment, it should be noted that 2.3 km² or 17% of the Plan area included in the Provincial Forest and within the OCP's Environment/Hazard Development Permit areas will largely remain free of urban development.

Principle Objective: Public Spaces

- ◆ To provide parks and other public spaces, which respectively protect and enhance the public's enjoyment of the natural environment, provide recreation and contribute to the attractiveness of the built environment.

4.1 COMMITMENT TO WORKS IN PUBLIC SPACES

The following improvements may only be undertaken over a number of years as District resources become available with the assistance of private development, community and business groups. See the Implementation section below for a description of implementation methods for public space improvements.

4.2 MUNICIPAL PARKS

While West Sechelt now includes several neighbourhood and natural feature parks, few recreational facilities have been developed within these parks to date. For the most part, residents have repeatedly expressed the desire to see more recreational facilities developed – from walking pathways to playing fields. In assessing park needs, municipal parks can be classified into major categories.

Active Recreation Parks

Within West Sechelt, developed active recreation parks may be classified into two major categories:⁸

Neighbourhood Parks

These parks are generally developed for active-use recreation facilities such as playing fields, play equipment, tennis courts, jogging trails and walking paths. These parks serve the needs of the local neighbourhood within a 500 to 800-metre radius of the park. Where possible, the park should have an area in excess of 1.0 hectares (2.5 acres).

Mini Parks

Mini parks usually do not exceed 0.5 hectare (1.25 acres) in area and are developed for small-scale active recreational activities such as tennis courts, play equipment and small fields. These parks serve smaller areas than neighbourhood parks, with a service radius of less than 500 metres, particularly where there is no neighbourhood park space.

Supply of Neighbourhood and Mini Park Space

West Sechelt should contain at least the minimum standard of neighbourhood and mini park space as follows:

- Provision of 1.2 hectares of neighbourhood and mini parkland per 1000 residents.
- Provision of neighbourhood and mini parks within a 500-metre radius within residential areas.

Currently, West Sechelt has 1.8 hectares of mini and neighbourhood parkland per 1000 residents. Most of West Sechelt's population is currently within a 500-metre radius of neighbourhood or mini park sites. However, none of the parks in West Sechelt meet the recommended

⁸ The guidelines below are based on the Park, Recreation, Open Space and Greenway Guidelines (National Recreation and Park Association, 1996) and Sechelt Parks Needs Analysis (Acres International, 1996).

minimum 1.0-hectare size to create a full-size neighbourhood park. As most of this park land is not developed, the proposed development of Piccadilly Park will still leave West Sechelt short of the 1.2 hectare/1000 residents standard in terms of developed park land.

Existing Neighbourhood and Mini Parks

As shown on *Schedules C AND C-3*, there are currently approximately 3.45 hectares of mini and neighbourhood park space (1.7 hectares per 1000 residents in 1998) within West Sechelt as follows:

TABLE 4.1 EXISTING NEIGHBOURHOOD & MINI PARKS		
PARK	TYPE	AREA
Creekside Park ⁹	Mini / Natural Feature	0.80 ha.
Lynwood Park	Mini / Natural Feature	0.30 ha.
Piccadilly Park	Neighbourhood	0.74 ha.
Cascade Green Park	Neighbourhood	0.80 ha.
Pacific View Park ¹⁰	Mini / Natural Feature	0.91 ha.

Future Neighbourhood and Mini Parks

As described above, neighbourhood and mini parks are both intended for active recreation. However, as larger neighbourhood parks are most needed, the general locations of future neighbourhood parks are indicated as Possible Future Park Location on Schedule C and Park Dedication to be determined by the District of Sechelt on Figure 7 of Bylaw 435, 2003. By requiring a minimum of 5% park dedication at time of subdivision in locations indicated on *Schedule C-3, and Schedules C and E* of the Official Community Plan, an additional 7.2 hectares of Neighbourhood Park may be created. In addition to these park dedications, 1.0 hectare of neighbourhood parkland should be purchased in the vicinity of District Lot 4300 to create a full-size neighbourhood park.

⁹ Only part of Creekside and Lynwood Parks with flat terrain, which can be used for active recreational uses, is included as a Mini Park.

¹⁰ As Pacific View Park includes sloping ground and rock outcrops with a viewpoint, it is classed as both a mini and natural feature park.

TABLE 4.2 FUTURE NEIGHBOURHOOD & MINI PARKS			
PARK	Sites	Type	Area (Ha.)
Mariner' Watch CDA	1 or 2	Neigh.	2.0
West Sechelt CDA	1 or 2	Neigh.	2.0 - 4.5 ¹¹
Vicinity of District Lot 4300	1	Neigh.	1.0
District Lot 4301	1	Mini	0.40
District Lot 4305	1	Mini	0.28

Other Future Mini Parks

In addition to areas identified for potential neighbourhood park within the West Sechelt Neighbourhood Plan, the District may obtain smaller mini park dedications at the time of subdivision if they can usefully fulfill local park needs for the area.

Policies

- 4.2.1** The District should develop mini and neighbourhood parks for playing fields, tennis courts, play equipment as appropriate for the size of park.
- 4.2.2** The District should develop existing neighbourhood parks to allow as many residents as possible to be within 500 metres of a developed park where it is practical in terms of the District's long-term parks system planning.
- 4.2.3** Pursuant to Section 941 of the Municipal Act, the District shall require that level land equal to 5% of the area of a parcel being subdivided be dedicated in the vicinity of areas indicated as "Potential Future Park Dedication" on *Schedules C AND C-3* and within parcels identified on *Schedule E* of the Official Community Plan.
- 4.2.4** The District should negotiate to acquire additional parkland as described under *Section 2.2 - Comprehensive Development Areas* at the time a re-zoning application for a Comprehensive Development Area.
- 4.2.5** The District may accept other park dedications equal to, or exceeding 5% of a parcel subject to a subdivision application

¹¹ The area of neighbourhood and mini park will be dependent upon whether an Elementary School site is dedicated (See *Section 2.2 - Comprehensive Development Areas*).

pursuant to Section 941 of the Municipal Act in other areas if the site can usefully fulfill a park or recreation need.¹²

- 4.2.6** As part of the development approval process, the District should ensure that the developer builds active-use recreation facilities within future parks identified in the four Comprehensive Development Areas.
- 4.2.7** To create a full-size neighbourhood park, the District should acquire a 1.0 to 2.0 hectare site or acquire additional land to increase the size of an existing park in the vicinity of District Lot 4300.
- 4.2.8** The District should consult with residents adjacent to neighbourhood and mini parks during the planning of development of recreational facilities in these parks.

Natural Feature Parks

These parks include natural areas, which are valued for their environmental significance, their aesthetic value or for providing passive recreational activities. In particular, beaches, scenic viewpoints, walking and nature interpretation trails are the primary features of these parks. Waterfront areas, environmentally sensitive upland areas and natural landmarks such as bluffs would be included as natural feature parks.

Within West Sechelt, there are currently only two *natural feature parks* along Wakefield Creek totaling 3.54 hectares. The geotechnical sensitivity of steep slopes and fisheries habitat values found in creek ravines have lead the District of Sechelt and Ministry of Environment, Lands and Parks to prohibit development or disturbance of ravines through various means. The principle method of protecting these ravines has been through the registration of "no-build" covenants at the time of development. Given this protection and the need for more neighbourhood park space, dedication of park within ravines is not recommended.

Future Natural Feature Parks

Given the absence of any waterfront park, the community emphasized the need to acquire such parks as West Sechelt develops. Unlike neighbourhood and mini park space guidelines, there are no specific size

¹² In developments where "future park dedication" is not indicated in the West Sechelt Neighbourhood Plan or *Figure 7* of the OCP, the developer has the initial option of offering 5% of the land or cash in-lieu subject to Section 941 of the Municipal Act, PSBC 1996. The District then has the option to accept the offer of land if it is suitable, or accept cash-in-lieu if the land is not suitable. The District may also accept more than 5% of the land if offered by developer.

requirements for *natural feature parks*. Instead, the dedication of park space is dependent on the recreational or environmental value of the site.

By requiring park dedication at time of subdivision as indicated on *Schedules C AND C-3*, and as described under *Section 2.2 - Comprehensive Development Areas*, up to an additional 45 hectares of *natural feature parks* could be created as follows:

TABLE 4.3 FUTURE NATURAL FEATURE PARKS		
PARK	Type	Area (Ha.)
Mariner' Watch CDA	Upland	22.5 ¹³
West Sechelt CDA	Upland	4.5
West Sechelt CDA	Waterfront	1.2
Wakefield CDA	Waterfront	0.1
Far West Sechelt CDA	Waterfront	1.2

Policies

- 4.2.9** Pursuant to Section 941 of the Municipal Act, the District shall require that land be dedicated at the time of subdivision in the vicinity of areas indicated as "Potential Future Park Dedication" on *Schedules C AND C-3*.
- 4.2.10** The District should negotiate to acquire additional park land as described under *Section 2.2 - Comprehensive Development Areas* at the time a re-zoning application for a Comprehensive Development Area.
- 4.2.11** The District may accept other park dedications equal to, or exceeding, 5% of a parcel subject to a subdivision application pursuant to Section 941 of the Municipal Act in other areas if the site contains significant environmentally sensitive or outdoor recreational values.¹⁴

¹³ The total area of the upland natural feature parks could be less than 22.5 hectares if some of the areas in the Mariner's Watch CDA are protected and made accessible to the public through other means.

¹⁴ In developments where "future park dedication" is not indicated in the Plan, the developer has the initial option of offering a minimum of 5% of the land or cash in-lieu subject to Section 941 of the Municipal Act. The District then has the option to accept the offer of land if it is suitable, or accept cash-in-lieu if the land is not suitable. The District may also accept more than 5% of the land if offered by developer.

4.2.12 As part of the development approval process, the District should ensure that the landowner builds trails and outdoor recreational facilities within parks designated in Comprehensive Development Areas in conformity with Ministry of Environment, Lands and Parks.

4.2.13 Site development of *natural feature parks* should be designed to enhance the public's appreciation of the park, and not significantly disturb the natural feature, which the park is intended to protect.

Implementation

- Inclusion of levels and projects within the District of Sechelt's maintenance and capital works budgets.
- Partnerships with the West Sechelt Community Association and other community groups.
- Dedication of park at the time of subdivision as permitted under Section 941 of the Municipal Act.
- Negotiation with applicants during the re-zoning process for Comprehensive Development Areas.

4.3

THE COASTLINE

Spanning the width of West Sechelt from east to west, the coastline includes high bank waterfront with stony beaches and rocky promontories. At the mouth of Wakefield Creek and along several small sections of coastline, wider pebble beaches are found. Fronting the coastline, there are attractive stands of Douglas Fir and Arbutus trees characteristic of the Coastal Douglas Fir Biogeoclimatic Zone. While there is limited potential for waterfront park dedication at the time of subdivision, the adjacent intertidal zone is a significant public environmental and recreational asset for West Sechelt, which should be protected. For the most part, the coastline should be maintained in a relatively natural condition. Any foreshore development, other than associated with single-family residential uses, should be focused in the vicinity of the Wakefield Inn.

Wakefield Public Waterfront Area

The area between the foot of Mason Road and the Wakefield Inn is designated as a Comprehensive Development Area for a mixed-use residential/tourist commercial development (see *Section 2.2*). The true value of this site lies in its proximity to low-bank ocean waterfront. Thus, the development of this site will include the dedication of a public waterfront walkway and small waterfront park. These public spaces will not only benefit the entire community, but will also help create a valuable tourist commercial development. Complementing these upland uses, the

foreshore has been given the **public waterfront future land-use designation**. The Plan Committee has recommended that a pedestrian-only pier with short-term visitor moorage be considered similar to that proposed in the Village. It is likely that a private developer or public/private partnership would construct such a pier.

Policies

- 4.3.1** Accommodate a pedestrian-only pier within the **public waterfront future land-use designation**, which may provide short-term visitor moorage for not more than six private pleasure vessels.
- 4.3.2** Consult with neighbouring residents before approval of a pedestrian-only pier concept by the District alone or as part of the CDA development application process.
- 4.3.3** Maintain the remainder of the shoreline in its natural state with the exception of private individual boat floats and retaining walls to prevent erosion of property as approved by the Ministry of Environment, Lands and Parks.

Implementation

- Review crown land applications and liase with the Ministry of Environment, Lands and Parks.
- Negotiate development agreements regarding the construction of a pier under the CDA application process.

Beach Accesses

Along the coastline, there are currently 18 beach access road allowances, most of which are 20 metres (66 feet) wide. While five of these accesses have been opened up with pathways, some of the remaining accesses may be developed by the District dependent upon topography.

Policy

4.3.4 Provide public parking, trails and viewpoints on existing waterfront roads-ends where such development is cost-effective and viable from an engineering standpoint.

Implementation

- Obtain park dedication at the time of subdivision as permitted under Section 941 of the Municipal Act.
- ◆ Obtain park and public open space through the re-zoning process within Comprehensive Development Areas.
- ◆ Obtain outdoor recreation amenities as a condition of re-zoning to permit higher residential densities up to the density permitted under the *future land use designations* in Section 2 of the *Plan* and as permitted under Section 904 of the Municipal Act.
- Include additional budget levels and one-time items under the District's operating and capital works budget to acquire parkland and construct improvements on parkland.
- Access additional funding and resources from programs offered by agencies such as the Ministry of Transportation and Highways, B.C. Hydro, private companies and other provincial and federal agencies.
- Support community-based initiatives whereby residents and non-governmental organizations partner with the District by providing financial, labour or material support necessary to construct park improvements.

5.0 WALKING AND BICYCLE ROUTES

Over the past decade, the general public has increasingly engaged in walking and bicycling for recreation and transportation. Many communities are investing in bicycling and walking paths in response to this growing demand. Furthermore, recreational bicycle groups are creating and maintaining trails, which follow old skidder roads on Crown land. Recently, the "greenways" concept has been introduced by conservationists and recreationists to help integrate planning for pathway routes with the protection of natural features. In Sechelt, the public has repeatedly emphasized the creation of pathways as a priority.

Principle Objective: Walking and Bicycle Routes

To provide pedestrian and bicycle routes which provide recreational opportunities and environmentally sound methods of transportation.

5.1 COMMITMENT TO WORKS

The following improvements may only be undertaken over a number of years as District resources become available with the assistance of private development, community and business groups. See the Implementation section below for a description of implementation methods for construction of bicycle and walking pathways.

5.2 WALKING AND BICYCLE ROUTES

Figure 3 describes desirable routes for both transportation and recreation based on a review of public comments and the SCRD Bicycle and Pedestrian Pathway Plan. While many roads can provide walking and cycling routes, the following routes are considered the most suitable for providing access to key destinations in West Sechelt. Secondly, there are many undeveloped public road allowances, which can be used for recreational walking and bicycle trails. In particular, existing waterfront road allowances can be developed to provide public access to the coastline. Lastly, well-used hiking and mountain biking routes that connect West Sechelt to the Village Neighbourhood and Electoral Area B (Halfmoon Bay) have been included.

Policies

5.2.1

The District shall obtain pathway dedications at the time of subdivision as permitted under Section 75 of the Land Title Act which complete the pathway network shown on *Figure 3* and which create a network of local pathways connecting subdivisions and key pedestrian destinations.

5.2.2

The District shall obtain linear waterfront pathway dedications at the time of approval of development permits

and bare land subdivisions as provided under Section 8 of the Bare Land Strata Regulations.

5.2.3 That District shall require that the required pathways are constructed by the developer to current District standards.

5.2.4 The District should develop existing waterfront road allowances for pedestrian access to the coastline where topography permits.

5.3

TYPES OF ROUTES

In addition to the above general policies, three types of routes are delineated:

Bike / Pedestrian Routes

This designation shows existing and potential bike and walking routes for transportation, and to a lesser extent, recreation. Several small sections of these routes cross private properties, requiring purchase, dedication or other legal agreements to obtain 3.0 metre wide rights-of-way at the time of development.

Policies

5.3.1 Undertake to create safe routes as shown on *Figure 3* and other local routes through a variety of means such as constructing new (or improving existing) sidewalks, pathways, and paved shoulders.

5.3.2 Install signage and road markings along designated routes to advise motorists that cyclists and pedestrians will be using road shoulders or the paved area adjacent to curbs where a sufficient area has been constructed for their use.

Pedestrian Routes

This designation shows existing and potential walking routes for transportation and recreation. Several small sections of these routes cross private properties, requiring purchase, dedication or other legal agreements to obtain 3.0 metre-wide rights-of-way at the time of development.

Policies

- 5.3.3** Undertake to create safe, attractive routes as shown on *Figure 3* through a variety of means such as constructing sidewalks, gravel and paved pathways.
- 5.3.4** Install signage along pedestrian routes when they are established.
- 5.3.5** Use paving stones, turf stones or other alternatives to asphalt on pedestrian pathways in high traffic pedestrian areas where possible.

Greenway Bike / Pedestrian Routes

This designation shows existing and potential recreational bike and walking routes primarily through natural areas. Several of these routes cross private properties, requiring purchase, dedication or other legal agreements to obtain 3.0 metre (or larger) rights-of-way at the time of development.

Policies

- 5.3.6** Establish routes as shown on *Figure 3* which allow public appreciation of, and do not damage the integrity of, natural features.
- 5.3.7** Provide support and encourage cooperation between community groups and the Ministry of Forests in creating trails under Section 102 of the Forest Practices Code.
- 5.3.8** Install route signage along greenway routes when they are established.

Implementation

- Dedicate public pathways at the time of subdivision as allowed under Section 75 of the Land Title Act.
- Dedicate linear public waterfront pathways at the time of subdivision as allowed under Section 8 of the Bare Land Strata Regulations.
- Include provisions for several pathway standards for rural areas and urban developments under Subdivision and Development Control Bylaw 30.
- Incrementally complete work as developers construct street and pathway improvements required under Subdivision and Development Control Bylaw 30 where feasible and practical.

- Include additional budget levels and one-time items under the District's operating and capital works budgets.
- Access additional funding and resources from programs offered by agencies such as the Ministry of Transportation and Highways, B.C. Hydro, private companies and other provincial and federal agencies.
- Support community-based initiatives whereby residents and non-governmental organizations partner with the District by providing financial, labour or material support necessary to construct pathways.

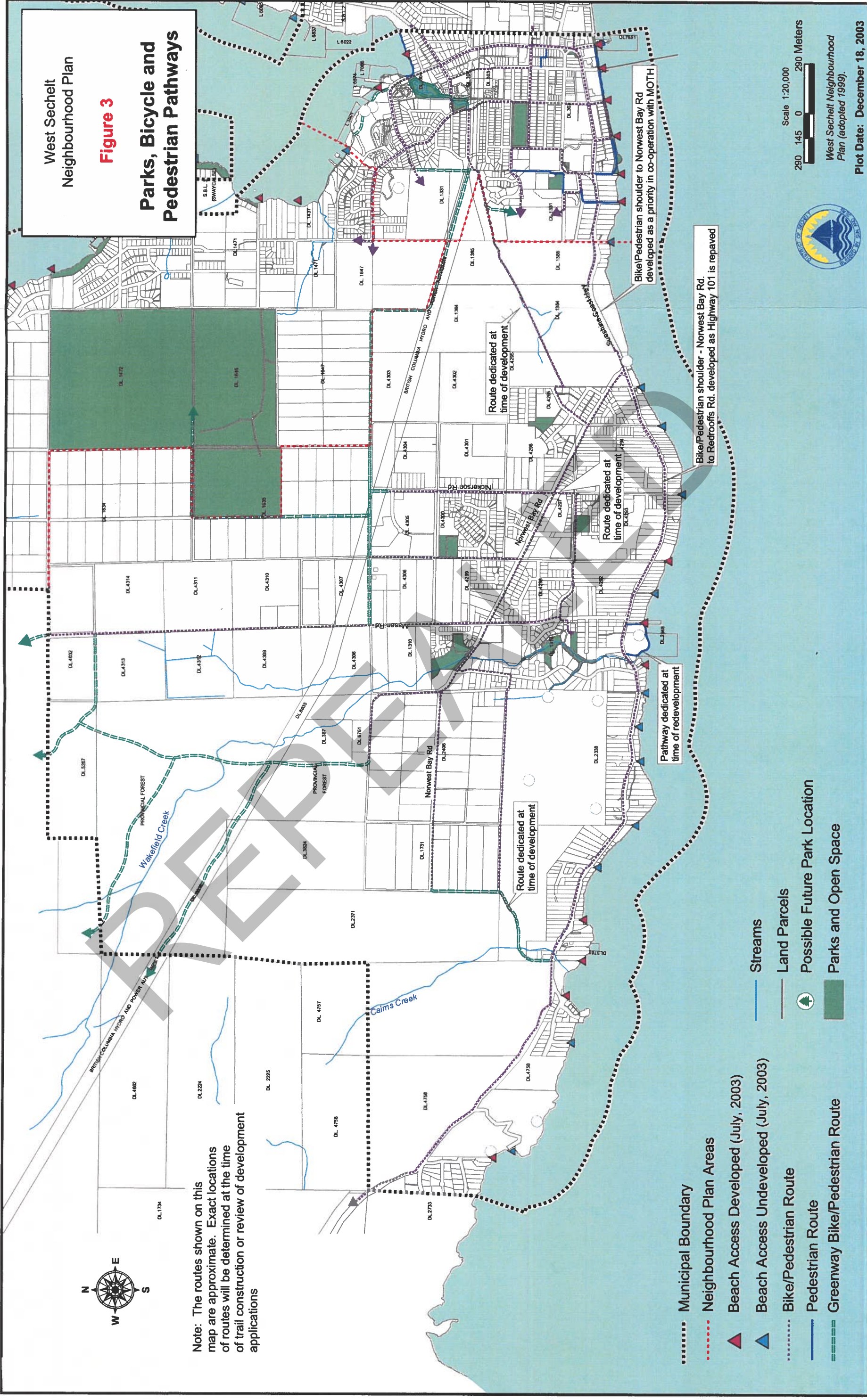
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West Sechelt
Neighbourhood Plan

Figure 3

Parks, Bicycle and
Pedestrian Pathways

Note: The routes shown on this map are approximate. Exact locations of routes will be determined at the time of trail construction or review of development applications



- Municipal Boundary
- Neighbourhood Plan Areas
- ▲ Beach Access Developed (July, 2003)
- ▲ Beach Access Undeveloped (July, 2003)
- Bike/Pedestrian Route
- Pedestrian Route
- Greenway Bike/Pedestrian Route
- Streams
- Land Parcels
- Possible Future Park Location
- Parks and Open Space

Bike/Pedestrian shoulder to Norwest Bay Rd developed as a priority in co-operation with MOTI

Route dedicated at time of development

Route dedicated at time of development

Pathway dedicated at time of redevelopment

Bike/Pedestrian shoulder - Norwest Bay Rd to Redroofs Rd. developed as Highway 101 is repaved

Scale 1:20,000
290 145 0 290 Meters



West Sechelt Neighbourhood Plan (adopted 1999).
Plot Date: December 18, 2003

ACKNOWLEDGEMENTS

Plan Committee

The District of Sechelt thanks the following members of the West Sechelt Neighbourhood Plan Committee for their work in making the recommendations on which the Plan is based:

Lynda Begg, Frieda Fawkes, Jim Gibson, Luke Gordon, Cathy Gordon, Tamara Green, Charles Hogg, Doug Lawson, Don Rose (Committee Vice Chair), Mike Shanks, Dave Stoddard (Committee Vice Chair) and Morgan Thompson (Committee Chair).

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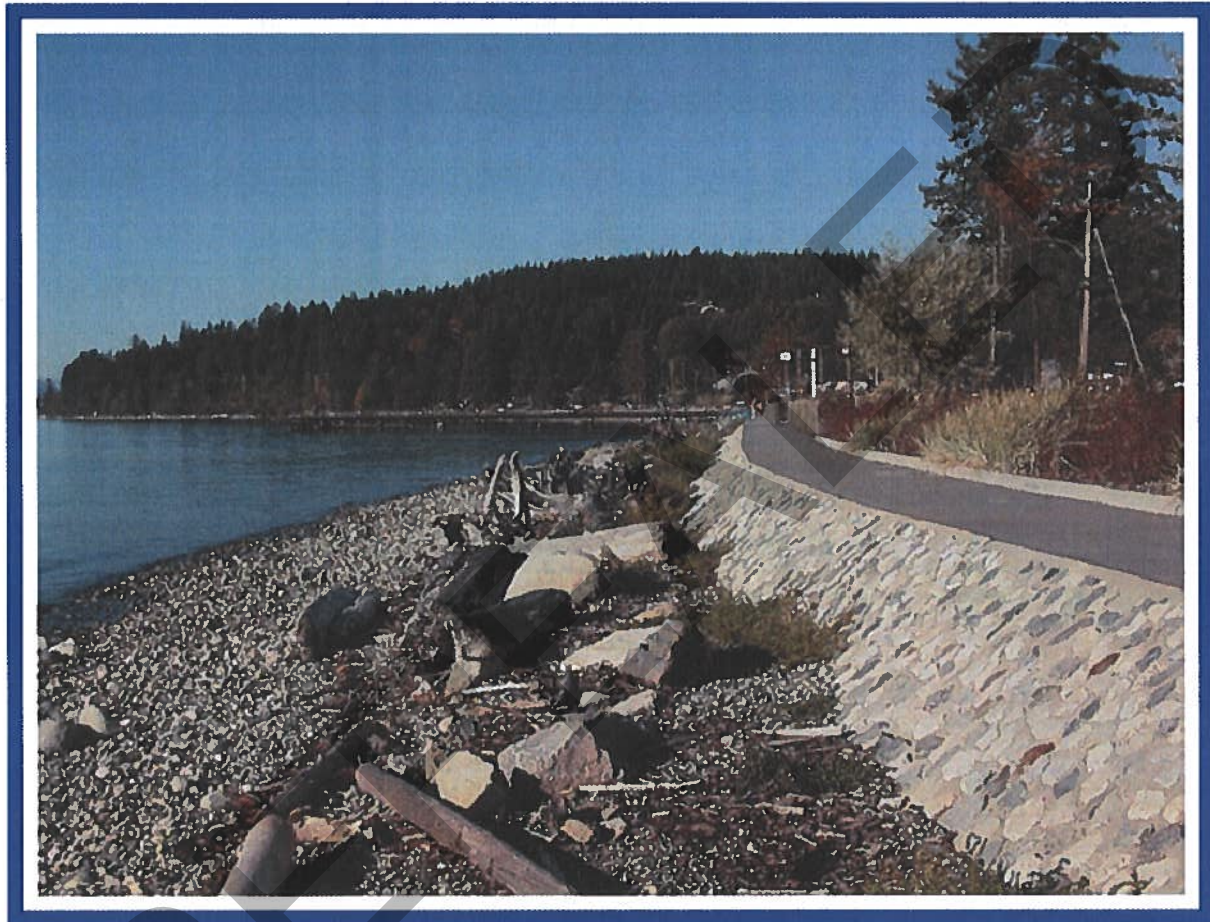
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District of Sechelt



SCHEDULE 4 TO BYLAW 435, 2003
SELMA PARK, DAVIS BAY,
WILSON CREEK
NEIGHBOURHOOD

Plan Vision Statement

To protect the rural character of our waterfront community as the scenic gateway to Sechelt by all development in an integrated and sustainable manner, using sound environmental principles and practices.

REPEALED

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1.0 INTRODUCTION

1.1 Community Character and Development

The Selma Park, Davis Bay, Wilson Creek Planning Area is illustrated on **Figure 1 – Neighbourhood Plan Area**. The neighbourhoods of Selma Park, Davis Bay and Wilson Creek comprise an area of approximately 1200 hectares (2900 acres). The area has Sechelt's largest neighbourhood population with an estimated 2,291 people in 2000.

Population by Age Group	Wilson Creek	Davis Bay	Selma Park
0-19 years	160	150	180
20-39 years	130	105	165
40-64 years	270	195	350
65-74 years	85	90	125
75+ years	55	75	65
TOTAL	700	615	885

Source: Statistics Canada 1996 Census

The Neighbourhood Plan area is rural in character; having experienced limited residential and commercial development over the last ten years. There are two main commercial nodes, 1) Wilson Creek - located at Field Road and Highway 101, and 2) Davis Bay - between Bay and Davis Bay Roads. Significant industrial development is located at the north end of Field Road near the Sechelt Airport.

Future large-scale development within the area will require the installation of approved sanitary sewage systems. However all forms of future development shall protect the natural features that are valued by residents.

New Residential Development	1995	1996	1997	1998	1999	2000
Single Family Dwelling	14	15	12	7	3	2
Mobile Home	0	1	0	0	1	1
TOTAL	14	16	12	7	4	3

Source: District of Sechelt - Building Department

*Prior to 1995 neighbourhood specific building statistics were not kept for the Selma Park/Davis Bay/Wilson Creek area.

1.2 The Planning Process

In late 1999, the District began preparation of the neighbourhood plan. To receive public input, the District held an Ideas Exchange/Open House in January 2000. In February 2000, after a formal Plan Committee was established in February. The Plan Committee is comprised of community members who volunteered to participate in the preparation of the Plan.

Comments received at the Ideas Exchange reflected community concerns with environmental protection, water resources, growth management, land use, parks and greenways, landscape features, roads and transportation among others. Further, the Committee sought input from younger residents of the area through a school survey. These comments are reflected in the Plan and represent community concerns expressed over future development.

1.3 Relationship to the Official Community Plan

The Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan is appended to the OCP and forms Schedule 4 to Bylaw 435, 2003. While the Official Community Plan (OCP) provides general policies for the District, Policy 1.4.1 of the OCP states that the District undertake detailed neighbourhood planning as follows:

"The District of Sechelt shall develop detailed neighbourhood plans for each neighbourhood which will address land use patterns, densities, location of any future development and needed facilities, environmental, heritage, and other community planning concerns on a more detailed level than the Sechelt OCP."

Thus, the Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan includes more detailed *Future Land-Use Designations* (Section 2) to augment those contained within Schedule 1 of the OCP. Secondly, *Development Permit Areas and Guidelines* (Section 6) have been created for commercial and multiple family developments, business park and stormwater management in the plan area. Finally, the Plan's policies on *Public Safety and Social and Community* considerations (Sections 4 and 5) provide direction on the issue of public amenities.

In general, the Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan will give the District of Sechelt neighbourhood residents and developers a clear picture of the neighbourhood by providing:

A high degree of certainty to residents and developers on the direction of future development with specific *future land use designations* while reflecting the community's rural values and protecting the natural environment.

1.4 Guiding Principles

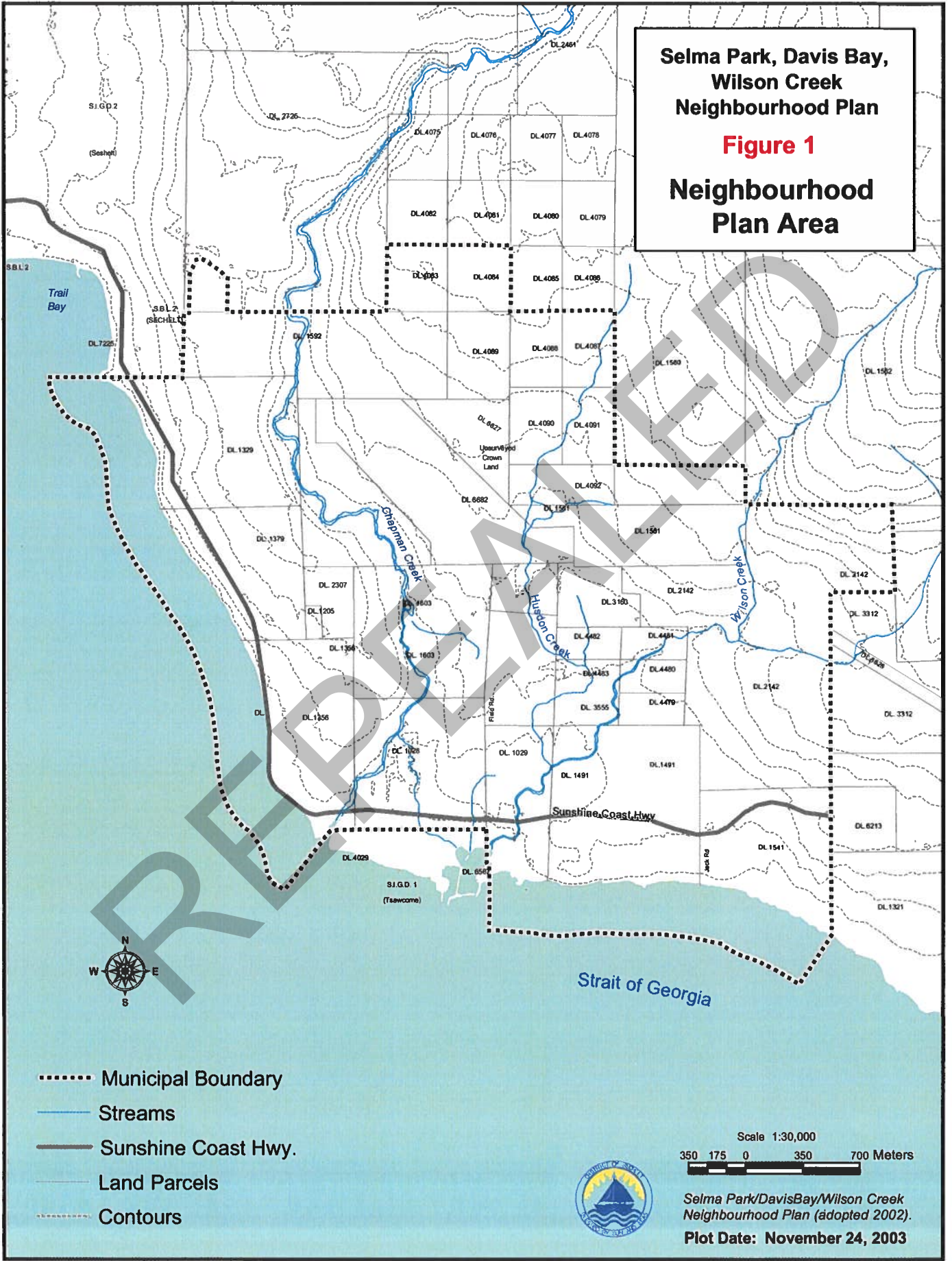
The following principles have guided the policies contained within this Plan:

1. Provide opportunities for housing for a range of income levels and household types.
2. Accommodate multiple family buildings in appropriate areas where adequate sewer services can be provided.
3. Protect special natural areas for public appreciation and habitat protection.
4. Strengthen public access and orientation to the waterfront.
5. Provide for a variety of parks and recreation opportunities to meet the needs of the existing and future residents.
6. Provide safe, attractive walking and bicycle routes throughout the Plan area.
7. Encourage aesthetically pleasing and economically beneficial development for the Plan Area in keeping with its rural coastal character.
8. Maintain the Plan area's small-scale neighbourhood residential and commercial character to best serve area residents.

**Selma Park, Davis Bay,
Wilson Creek
Neighbourhood Plan**

Figure 1

**Neighbourhood
Plan Area**



- Municipal Boundary
- Streams
- Sunshine Coast Hwy.
- Land Parcels
- Contours

Scale 1:30,000
350 175 0 350 700 Meters



Selma Park/Davis Bay/Wilson Creek
Neighbourhood Plan (adopted 2002).
Plot Date: November 24, 2003

9. Recognize and protect agricultural and resource lands for long-term sustainable agricultural, forestry, and recreational pursuits.
10. Strengthen public safety for all residents throughout the community.

1.5 Plan Objectives

The Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan includes:

- detailed *Land-Use Designations* that augment those of the OCP;
- *Design Guidelines* for commercial and multiple family developments in the Plan area;
- direction on the development of public amenities – parks, cycling and pedestrian paths, parks, and roads;
- policies for environmentally sensitive areas;
- *Development Permit Policies* for commercial, industrial, intensive residential, stormwater management, environmental hazards and multi-family uses;
- policies about the form, character and density of development in the area and;
- guiding principles to be used apply to future development.

1.6 Growth Management

Development is constrained by a number of factors, including; steep topography, lack of municipal sewers, difficulty to install on-site servicing systems and floodplain areas, among others. Further, the application of sound, community-sensitive principles to manage growth is important to area residents.

Increases in residential density can only be accommodated through improved servicing. Until these servicing limitations are overcome it is unlikely that development densities will be increased. Items to address include the following;

- *Improved water supply* – for domestic and fire fighting purposes.
- *Conventional septic systems* - approved by Coast Garibaldi Health Services.
- *Sanitary sewer service* – The District of Sechelt Liquid Waste Management Plan contemplates the servicing of the area with municipal sewers in the next 10 to 15 years.
- *Stormwater Management* – The District of Sechelt Drainage Master Plan and the Stormwater Management Study undertaken as part of this exercise will apply in regulating future development. The Stormwater Management Study establishes best practices that will be used to guide future development through site-sensitive stormwater management. Guidelines for stormwater management within the Plan area are provided in **Development Permit Area E/H #9 – Selma Park, Davis Bay, Wilson Creek Stormwater Management Area.**

1.7 Form and Density

Future development shall seek to maintain the existing character and density of development. However, all future development shall conform to the Plan designations, zoning bylaw provisions and appropriate servicing. Those developments that may be considered include:

- *Small-scale residential development* on single lots will continue to be the principal form of development locating in the area.
- *Rural subdivisions* may be developed subject to adequate servicing acceptable to the District and the Ministry of Health.
- *High-density* (on a limited basis) senior's housing units, cluster housing and apartments above new commercial development close to services and amenities and where sewage treatment can be accommodated on-site, may be considered.

Where increased densities are permitted adequate community benefits will be required of developers. These alternatives are intended to provide development alternatives while maintaining the area's rural character.

1.8 Landscape Features

Landscape often forms the most visual aspect of a community. A distant vista or panorama often marks the observer's memory or creates an impression of place. Residents note there are four natural elements in the Plan area that requires consideration in the Plan. These include:

- the Davis Bay waterfront including, the mouth of Chapman Creek and the shores in the Selma Park area;
- views of Georgia Strait from the Highway and from residential areas;
- the Land Reserves in the Wilson Creek area, adjacent to Chapman Creek, north of the airport and north of Davis Bay/Selma Park;
- the waterfront in the Browning Road area and Jackson Beach, including the marshlands adjacent to the marina, and maintain views and forested areas.

1.9 Roads and Transportation

1.9.1 Design

Ministry of Transportation, (MOT), requirements need to be met when planning development along Highway 101. All other roads within the District however are under Council jurisdiction. All roads in the area should be designed to an appropriate rural standard suitable to the area they serve and should include pedestrian and cycling considerations when being designed. Maintaining the rural character and scale of local roads are important to area residents. Area residents desire safe well-designed streets. Streets with trees, storm drainage, pedestrian access on one side and lighting, are desirable safe community assets. Roads should not dominate the desired rural landscape and should not necessarily be required in the Plan area.

1.9.2 Alternative Development Standards

Residents expressed concerns with Field Road and Highway 101 traffic speed and volume. Additional pedestrian crossings of the highway in Davis Bay, pedestrian shoulders of sufficient width and lowering speed limits in all areas are priorities for residents.

Landscaped swales are considered acceptable alternatives to storm drains. Although sidewalks and parking areas are desired these hard surfaces increase the velocity of run-off. Residents wish to have alternative materials to concrete and asphalt used where possible within the Plan area. The best management practices outlined in the stormwater management study completed as a

background to this Plan and the Drainage Study completed for the District need to be considered when development occurs in the Plan area.

1.9.3 Cycling and Pedestrian Concerns

Residents have expressed the following safety concerns:

1. Vehicle speed
2. Parking along the highway
3. Highway and street crossings
4. Access to pedestrian friendly areas

Walking and cycling are essential forms of transportation in the Plan area and therefore providing increased safe walking and cycling opportunities is important. Cyclists have serious safety concerns with the Chapman Creek bridge crossing. A solid surfaced pedestrian/cyclists' crossing on both sides of the bridge would resolve these concerns. Any off-road cycling paths should also be given consideration as community linkages when being designed.

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2.0 FUTURE LAND-USE DESIGNATIONS

The following future land-use designations and policies have been created for the Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan.

The following issues have been identified in the preparation of the Neighbourhood Plan:

- Limited availability of large lot/single owner development properties.
- Potential sewage treatment difficulties.
- Community preference, infrastructure requirements, and hydrological concerns may limit the expansion of mobile home parks.

2.1 General Policy

2.1.1 The future development within the Plan Area shall be in accordance with the future land-use designations illustrated on **Schedule C-4 – Selma Park, Davis Bay, Wilson Creek 'Future Land Use Designations'**, and described in the following policies.

2.1.2 Location and density of land development shall be consistent with the ability of the site to absorb wastewater as per Coast Garibaldi Health Services policy. The District shall encourage the installation of alternate/advanced sewage treatment systems for all forms of development, in all land-use designations within the plan area. This type of treatment may permit the sites with poor soils or drainage constraints to be developed and may potentially result in less nutrient loading of area soils, fewer opportunities for sewage 'break-outs' and generally improved environmental conditions in the Plan area.

2.1.3 The District shall apply the Best Management Practices outlined in the Stormwater Management Study to all future land development within the Plan area.

2.2 Residential

2.2.1 Objectives

- To create attractive and affordable housing supported by appropriate levels of infrastructure, such as schools and parks.
- To preserve and improve natural & community amenities.
- To provide community benefit/amenities in exchange for increased density.
- To support low-density, single family residential development.
- To recognize the necessity for seniors and special needs housing (i.e. safe house for women and children).
- To consider multiple-family development where approved sewage treatment, stormwater management and water supply needs can be addressed, and adequate community benefits provided.
- To encourage single-lot and multiple-lot developers to install alternative sewage treatment systems, such as those approved by the Ministry of Health Services.

2.2.2 Policy

The following land use designations will be coordinated with the District of Sechelt – Zoning Bylaw No.25, 1987.

1. Single Family Residential

This designation includes areas where there are a variety of single-family neighbourhood forms and types. Single Family Residential includes:

- Single-family dwellings on parcels of 900 square metres.
- The approval of the Public Health Inspector for conventional or advanced alternate sewage treatment system.
- Smaller single-family residential parcels created prior to the adoption of this plan are deemed to be legal non-conforming lots and retain their status within the context of the Plan and the applicable zoning bylaw.
- Duplexes may be permitted on lots larger than 900 square metres within the designation where adequate on-site sewage can be provided. This may include the installation and maintenance of an advanced alternate sewage treatment system and where appropriate zoning provisions are applied.

2. Single Family Residential (Large Lot)

The intent of the Single Family Residential (Large Lot) designation is to maintain the rural residential character of the area and includes:

- Single-family dwellings on parcels of a minimum lot size of 2000 m².
- The approval of the Public Health Inspector for conventional or advanced alternate sewage treatment system.
- Guest cottages and second dwellings may be permitted on larger parcels where adequate on-site sewage treatment can be provided and where appropriate zoning provisions are applied.
- Smaller residential parcels created prior to the adoption of this plan are deemed to be legal non-conforming lots and retain their status within the context of this Plan and the applicable zoning bylaw.

3. Neighbourhood Multiple Family Residential

The Neighbourhood Multiple Family Residential designation includes those areas where future multi-family development meets the following requirements:

- A maximum density of 18 units per hectare, based on the net area of the site exclusive of parks dedication and roads and the provision of a conventional advanced alternate sewage treatment system to service the site.
- The approval of the Public Health Inspector for conventional or advanced alternate sewage treatment system.
- A minimum parcel area of 2500 square meters.
- No more than 20% of the site shall be developed for the permitted use.
- Duplexes, townhouses and triplexes are permitted in this designation.

- Congregate care and seniors housing complexes may also be permitted in conformity with the policies of the designation and the requirements of applicable provincial legislation.

4. Rural Residential

The Rural Residential designation applies in areas where larger, rural lots are to be maintained in order to preserve rural lifestyles, protect the existing character of the area and act as a buffer between developed areas and areas designated Agricultural and Rural Resource. The Rural Residential designation includes:

- Single family dwellings on parcels with a minimum parcel area 0.6 ha. (1.5 acres).
- Two single-family residences may be permitted where the lot area exceeds one (1.0) hectare (10,000 square metres) and where the Public Health Inspector approves an advanced alternate sewage treatment system for the additional residence.

5. Uses Permitted in All Residential Designations

Subject to meeting the requirements of the zone and the provisions of the applicable zoning bylaw, the following uses are permitted in all residential designations within *Schedule C-4 (Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan)*:

- Parks, day-care facilities, transition houses, special needs housing, and home occupations auxiliary to residences.
- Community care facilities operated in accordance with the Community Care Facilities Act.

2.3 Agricultural

2.3.1 Objectives

- To prevent conflicts between urban and agricultural uses, landscape buffers in accordance with provincial government guidelines are supported.
- To use the Land Reserve designation as a tool to preserve valuable agricultural land within the Plan area.

2.3.2 Issues

There are two main Agricultural Land Reserve areas within the Plan boundaries, 1) is located immediately north of the Sechelt airport extending to the District's north boundary, 2) is a larger area east of Field Road and south of the airport. This area extends south to Highway 101 and east to the District's boundary. The more southerly portion of the ALR within the Plan area is under active agricultural production while the more northerly portion is forested.

- Agricultural Land Reserve properties account for approximately 25% or 300 hectares of the Plan area.
- Few agricultural lands remain within the District of Sechelt; those remaining deserve protection.

2.3.3 Policy

This designation includes lands in the Plan area that are designated within the ALR where agricultural activities are the primary land uses. The policies of this Plan are intended to protect and promote agricultural land use and preserve rural lifestyles. The Agricultural designation includes:

1. Lands with a minimum parcel area of 4.0 hectares.
2. One single-family residential use is permitted on each parcel where the sewage treatment requirements of the Ministry of Health can be met and in accordance with the applicable zoning bylaw provisions.
3. Other uses permitted within the Agricultural designation include those ancillary to agricultural operations.
4. Second dwellings shall only be permitted where the requirements of the Agricultural Land Commission Act regulations and orders of the Commission are met.
5. Where proposed residential and commercial developments adjoin lands within this designation, a 15 metre wide natural or landscaped buffer shall be established within the residential or commercial area to ensure urban/agricultural conflicts are minimised.

2.4 Rural Resource

Rural Resource lands include forested and agricultural areas located primarily north of the airport and east of Field Road. This includes land reserves, Crown lands or Provincial Forest lands generally located at the northern and eastern extremities of the Plan area. They also include lands in the Agricultural Land Reserve but are not designated Agricultural in this Plan. Development in these areas is primarily low density, large-lot residential and includes agricultural and forestry activities. The area also includes the headwaters of several creeks.

2.4.1 Objective

1. Protect and preserve the water quality and the rural environment of the Plan area.

2.4.2 Policy

1. Lands within the Rural Resource¹ designation include lands with a minimum parcel area of 4.0 hectares:
2. Single family residential uses shall be permitted where the sewage treatment regulations of the Ministry of Health are met. Two single-family dwellings may be permitted on parcels outside the Agricultural Land Reserve or Forest Land Reserve where the health regulations are met.
3. On lands, governed by the Agricultural Land Commission Act second dwellings may be permitted where the requirements of the Agricultural Land Commission Act, regulations and orders of the Commission, the sewage treatment regulations of the Ministry of Health and the provisions of the applicable zoning bylaw are met.
4. Other uses permitted in the Rural Resource designation shall include forestry, agriculture, outdoor recreation, conservation areas and other uses permitted in the applicable zoning bylaw and the Agricultural Land Commission Act, regulations and orders of the Commission.
5. Outdoor and wilderness recreational uses including hiking, biking skiing and equestrian trails and camping shall be encouraged in the Rural Resource designation. The District supports Ministry of Forests Recreation Plans that provide recreation opportunities in these areas.
6. Where recreation opportunities are developed, they shall conform to the objectives of this Plan as well as to the Regional District trail network objectives.

¹ The land uses permitted under this designation must conform to the Agricultural Land Commission Act where applicable.

2.5 Neighbourhood Commercial

2.5.1 Objectives

- Future large-scale developments shall be considered if the proposal meets acceptable planning and community standards, and includes the provision of community benefits.
- Future commercial development shall be smaller in scale with a maximum commercial floor area of 465 square meters (5,000 square feet).
- Home occupation shall be considered the extent of commercial development within the residential neighbourhood within the Plan area.
- The establishment of the Neighbourhood Commercial Development Boundary (NCD) as illustrated on Schedule C-4, will define the limit of future commercial development within the Plan area.

2.5.2 Issues

- Despite detracting from the rural character of the area, recent developments in the Plan area are considered to be desirable as they create employment benefits to the community. Nonetheless, no further intensive commercial development is proposed for the Plan area.
- Need for a corner-store in the Selma Park area was identified by the community.

2.5.3 Policy

The Neighbourhood Commercial designation includes commercial developments subject to the following policies:

1. A minimum parcel area of 2000 m².
2. Convenience commercial uses, personal service establishments, offices and restaurants not exceeding 40 seats, retail uses with a maximum floor area not exceeding 230 square metres (2,500 square feet) designed to serve the Plan area are permitted in the Neighbourhood Commercial designation subject to regulatory bylaws and the approval of agencies having jurisdiction.
3. Neighbourhood commercial uses, other than the uses noted above, with a maximum gross floor area of 465 m² be considered.
4. Neighbourhood commercial and mixed-use buildings shall be considered where multiple family dwellings may be located above the ground floor with a maximum permitted gross density of 14 dwelling units per hectare of parcel area shall be considered.
5. All local neighbourhood commercial development shall comply with the guidelines of the Commercial Development Permit Policies of this Plan.
6. The Neighbourhood Commercial Development Boundary shall establish the limits of commercial development for the Plan area.
7. The neighbourhood shopping centre located at Field Road and Highway 10, the highway commercial uses in the same area, and the mix of uses along Highway 101 in Davis Bay between Davis Bay Road and Bay Road predate this plan. Therefore policies of this section apply only to their future development.

2.6 Tourist Commercial

Tourism will likely play an increasingly important economic role on the Sunshine Coast in the future. The anticipated increase will undoubtedly place pressure on resources in the Plan area, which will be expected to accommodate the demand. This is particularly true of the Davis Bay and Wilson Creek areas where tourist commercial uses are concentrated and where access to recreational resources is high. Controlled expansion of tourist commercial use is generally supported in the community bearing in mind issues of public safety, employment, aesthetically pleasing form of development and density considerations limited by levels of servicing.

2.6.1 Objectives

- To provide sufficient opportunity for tourist commercial development subject to traffic safety, safe pedestrian access and adequate infrastructure services, including sewer, storm drainage and road access.

2.6.2 Policy

1. Tourist commercial uses are to be encouraged to locate in Tourist Commercial designations in Davis Bay.
2. Tourist commercial development locating in the Plan area shall be subject to the commercial Development Permit policies of this Plan.
3. Any tourist development proposals shall be subject to traffic and servicing studies.

2.7 Industrial

2.7.1 Issues

- Most of Sechelt's 120 hectares of industrially designated properties are located within the Plan area, and adjacent to and/or within the airport lands in the Hilltop Road, Field Road and Parkway Drive area. It is recognized that industrial development brings a dual benefit in terms of employment and tax assessment, which assists in supporting infrastructure and services that improve the quality of the community although it may detract from its rural character.

2.7.2 Policy

1. New industrial uses shall only be permitted in areas designated Industrial.
 - Industrial development shall locate in the Field Road area, either in the existing industrial area or within the Industrial Development Permit Area where;
 - a) the stormwater management requirements can be met and,
 - b) suitable community benefits are provided.
 - Industrial, light-industrial or technology-oriented industrial developments are encouraged to locate on lands within an Industrial designation.
 - Traditional industrial uses are encouraged to locate near the airport lands.
2. An industrial designation can include a variety of assembly, processing and manufacturing uses. It can also include repair, utility, storage, transportation services, limited retail sales, limited personal services catering to those working or doing business in the industrial area.
3. The amount of ancillary retail and office space permitted in Industrial designations shall be limited to a total of 30% of a building's total gross floor area to preserve these lands for industrial uses and to minimize traffic impacts.
4. Ancillary retail space, up to a maximum of 10% is permitted in buildings located in Industrial designations.
5. If a new provincial highway by-pass to Highway 101 is constructed as proposed, the District of Sechelt may consider an expansion of the airport industrial area to the north to improve access to Field Road industrial uses.
6. New industrial uses shall be prohibited from locating within estuarine² or riparian environments.
7. All industrial development locating in the Plan area shall be developed in accordance with the Development Permit Policies of Section 6.7, **Industrial Development Permit Area Policies** of this Plan.
8. Where industrial development abuts residential uses, a 15 metre wide natural landscaped buffer shall be established within the industrial area to ensure negative impacts are minimized.

² Where a fresh water current enters seawater.

2.8 Business Park

The new Business Park designation may include light and non-noxious service oriented industrial uses. When Business Park uses are proposed for an area they shall undergo an OCP amendment process and its associated public review to ensure the most suitable location for the proposed use has been identified. A corresponding land use zone will be developed subsequent to a public process being completed.

2.8.1 Objectives

- To encourage buildings that create minimal negative impacts, through design, placement of buildings, form, character, and appropriate density. Such as those designed with a 'campus' type environment, and generally clustered in pockets and oriented to take advantage of sun/shade exposure or other 'green' elements.

2.8.2 Issues

- Acceptable uses include light and non-noxious service oriented industrial uses.
- Infrastructure needs include, good road access to accommodate the business traffic and high-speed communication connections.
- Community benefits through increased employment, spin-off trade with local business, and creation of new business.
- Redevelopment of existing industrial uses will be required to comply with the applicable policies of the Plan and complementary provincial regulations.
- Limited number of suitable lots within the Plan area. Lot 8, Plan 10841, District Lot 1029 has been identified as a potential location, due to the proximity to Wilson Creek a number of environmental impacts will require mitigation.

2.8.3 Policy

1. The District may consider designating lands within the Plan area for Business Park use subject to appropriate environmental analysis, traffic impact studies and site servicing requirements.
2. Uses in the Business Park designation may include research and development business offices, technological services including research and development and assembly, consultants offices, government and major utility office space, limited residential related to principal uses, and related commercial uses including restaurants.
3. Residential uses may be permitted above the principal uses at density not exceeding 14 units per hectare.
4. Development locating in the Business Park designation shall be zoned as comprehensive zones in the District's Zoning Bylaw in order to define appropriate development parameters.
5. All uses locating in the Business Park designation shall be subject to the applicable development permit policies of this Plan.

2.9 Parks and Open Space

Community members have identified the provision of more parks and open space, establishing greenways and environmental protection as important neighbourhood objectives. The limited residential growth in the Plan area over the past several years has resulted in little new park and open space has been acquired.

Parks and Open Space Opportunities

Name	Area (hectares)	Type	Ownership
Davis Bay Seawall & Waterlot	9.5	Public walkway & Wharf	District of Sechelt & Crown
Brookman Park	1.98	Municipal Park	District of Sechelt
Davis Bay Community School	1.9	School fields/Play areas	School District #46
Crown Land - Chapman Creek	62	Crown Land	Province of BC
Sechelt Peninsula Rod & Gun Club	2.0	Public facility	Crown Land Lease
Whittaker Park	0.8	Community Park	Community Association

2.9.1 Issues

1. Environment

- Protection of streams and shoreline from;
 - Inappropriate development and erosion
 - Protecting steep slopes susceptible to slippage
- The Mission Point area in Davis Bay is an area recognized by the community as one requiring protection.

2. Parks and Open Space

- Development of additional neighbourhood parks in those areas lacking park facilities and located within walking distance of residential areas should be reviewed and monitored. Specifically the Selma Park and Wilson Creek areas are lacking parks and deficiencies should be corrected when development occurs in those areas.

Parks and Open Space areas are intended to provide outdoor recreation and protected conservation areas. The Parks and Open Space designation includes:

- Municipal and provincial parks.
- Public land that is primarily intended, or is officially designated, for outdoor recreation or conservation uses.
- Public and privately owned indoor and outdoor recreation facilities intended to serve the general public.
- Uses that are customarily ancillary to the principal permitted uses.
- Desired park facilities include; small playing fields, play equipment, benches and shaded areas suitable to all ages. The Plan Committee and the community have emphasized the need to develop existing parks for active-use recreational activities. School District #46 and Whittaker Park facilities should also be considered for use on a lease/rent basis when trying to satisfy open space needs.
- Linear facilities linking different areas of the community are considered beneficial and desirable.

- Re-development of Davis Bay Wharf is being actively pursued as a community waterfront facility.
- Many desirable open space lands are in private hands, such as those in the vicinity of Mission Point, Brookman Park and Chapman Creek and the Chapman Creek Trail. Acquiring access to these lands will require a cooperative approach to acquisition, development and maintenance while still respecting property rights.
- Standards for neighbourhood parks are based on the population served within a specific radius. Based on the standard of 1.2 hectares per 1000 persons as provided for other areas in Sechelt, the Plan area would require a minimum of 2.64 hectares (6.52 acres) of park space.
- The District may consider purchasing lands for neighbourhood park purposes in the area. Crown lands in the northern portion of the Plan Area provide opportunities for wilderness oriented recreation as well as cycling and equestrian opportunities which can conflict with open space uses provided for more developed areas.
- The extension of the Vine Street right-of-way between Laurel Avenue and Whittaker Road may be considered for development as a pocket with a pathway link between the two streets.

3. **Greenways**

Greenways are linear open space improvements often located along identifiable natural features, such as a shoreline or creek. They can also provide a specific function such as a bicycle or pedestrian path and frequently serve to link parts of a community. These should be linked to established neighbourhood facilities such as schools, churches and community halls where possible.

- Greenways have been identified as Parks and Open Space on the Land Use Schedule and include such desirable features as:
 - Chapman and Wilson Creeks in the Davis Bay/Mission Point area.
 - Brookman Park access improvements.
 - Gun Club Road right of way when the Gun Club relocates.
 - Field Road waterfront area and the Field Road to Mission Point trail.
 - Cosyann Place, a 5000 m² parcel in the Field Road area.
 - Acquisition of land at north end of Canadian Tire property.
 - Mission Road Right of Way from Brookman Park to Davis Bay Elementary.
 - Acquisition of land between Pcl B, Plan 70748, CLSR Plan 56964, end of Field Road.

2.9.2 Policy

1. The District shall strive to acquire additional lands in the Davis Bay area, more specifically at Mission Point, to increase the amount of public waterfront park, beach/waterfront access and open space.
2. The District shall require a 5% parkland dedication or a 5% cash-in-lieu of land dedication or a combination thereof when subdivisions are approved within the Plan area. Cash-in-lieu dedications can also be in the form of equipment or park improvements for lands within the Plan area as well as within a proposed subdivision.

3. The establishment of pedestrian and cycling trails in the Plan area is encouraged particularly along Chapman and Wilson Creeks and along the Strait of Georgia, including Davis Bay.
4. The District shall cooperate with the Ministry of Transportation to improve the pedestrian/cyclist crossing at the Chapman Creek Bridge.
5. The acquisition of lands and the development of trails in the Plan area shall, where possible, be coordinated with the trails being developed by the Sunshine Coast Regional District.
6. The development of a waterfront trail is encouraged when the property at the southwest corner of Field Road and Highway 101 is developed.
7. Council supports the improvement of the road right of way located between Field Road and Mission Point Road at the boundary of the Port Stalashen reserve with the District as a pedestrian trail.
8. Public waterfront uses shall be permitted in the Davis Bay portion of the Plan area. Such uses shall be publicly oriented, marine park type and recreation uses.
9. That portion of Eagle View Drive fronting Chapman Rd shall be considered for development as a pocket park with a pathway link between Chapman Road and Eagle View Drive, in order to provide access to the school pathway at Fir Street.
10. Council may consider the development of a neighbourhood park on the Vine Road right-of-way between Whittaker Road and Laurel Avenue in Davis Bay.
11. The District of Sechelt in cooperation with the Sechelt Indian Band and the Department of Fisheries and Oceans shall examine the feasibility of day lighting the storm drain south of Highway 101 at Port Stalishan.

2.10 Education, Recreation and Institution Policies

Lands designated Education, Recreation and Institution include government, cultural or recreational facilities, religious institutions, and elementary school uses at the neighbourhood level.

- Government, cultural and recreational facilities may include ancillary commercial uses and institutional developments may include an ancillary residential component.
- Institutional uses in the Plan area are concentrated in the Davis Bay Road/Simpkins Road area; these include a number of churches, elementary school and community hall.

2.10.1 Issues

- The concentration of institutional uses in the Davis Bay/Simpkins Roads area places considerable pressure on the adjacent residential area in the form of traffic, light intrusion at night and possible quiet enjoyment of property.

2.10.2 Policy

1. New institutional uses proposed for the plan area shall be sited away from the concentration of uses at Davis Bay and Simpkins Road in order to minimize impacts on adjacent residential uses
2. No additional recreational and institutional uses shall be encouraged to locate within the Davis Bay Road/Simpkins Road area of Davis Bay.
3. Future educational, recreational and institutional uses shall be encouraged to locate in areas on transit routes where sufficient parking can be provided on sites not immediately adjacent to residential areas.
4. The District of Sechelt in cooperation with School District 46 shall consider a K1-7 school in the Wilson Creek area and if possible negotiate a land swap for Lot 75 in Selma Park.
5. The District of Sechelt shall consider the development of a public walkway from the south end of Tamarack Place to the Davis Bay Elementary School

2.11 Public Services and Utilities

The Public Services and Utilities designation applies to facilities and parcels of land, which are part of a network to provide services for the benefit of the general public. This new designation recognises that utility facilities can have a negative impact on adjacent properties. Therefore when utility uses are proposed for an area they should undergo an OCP amendment process and it's associated public review to ensure the most suitable location for the proposed use has been identified. A corresponding land use zone will be developed subsequent to a public process being completed.

2.11.1 Policy

1. Public Utilities locating within the Plan area shall be permitted in all designations but shall require a zoning bylaw amendment prior to being issued a building permit.
2. Public services and utilities include halls; works yards and transit depots; landfills, recycling depots and operations; composting facilities; electrical, gas, telephone, and cable installations; sewage treatment plants; and water supply facilities.
3. The District of Sechelt in cooperation with the Sechelt Fire Department shall consider the requirement for a satellite fire station in the plan area

3.0 TRANSPORTATION

3.1 Background

The transportation network in the Plan area consists of roads, transit, trails, informal cycling paths, provincial, District and private roads and the Sechelt Airport. The District attempts to achieve the effective movement of people while providing safe and accessible transportation facilities.

There are three classes of roads defined in the Official Community Plan (OCP):

- Local roads provide access to individual properties.
- Collector roads provide access between local roads or from local roads to arterial roads.
- Arterial roads carry large volumes of traffic between destinations.

The District of Sechelt Road Network Plan (January 2000) prepared by CTS Ltd. and Associated Engineering updates the road network in the OCP. The major arterials in the plan area include a proposed arterial along the BC Hydro corridor north of the airport and Field Road extending north to the east-west connector.

In 1998 the Provincial Ministry of Transportation prepared a traffic study for the Sunshine Coast, which identified a long-term alternative corridor to the present Sunshine Coast Highway. (R.F Binney and Associates) The favoured conceptual alignment in the plan area followed the BC Hydro right of way.

Most roads in the Plan area are local roads. The exceptions to this are Field Road that has a collector status and Highway 101, which is an arterial road. The only road to the remainder of the District from the Plan area is Highway 101 (see Figure 2.0).

The Sechelt Airport provides quick access to the Sunshine Coast and the District. Although no scheduled air service operates from the facility, numerous private operator and one charter service are located there.

3.2 Issues

The volume and speed of traffic throughout the Plan area creates accessibility and safety problems for residents and visitors, specifically these are:

- Limited access to the Selma Park area from the highway.
- The Chapman Creek Bridge is the only means of crossing the creek and is difficult for cyclists to use.
- Poor pedestrian linkages between the Chapman Creek area and Wilson Creek shopping area along Highway 101 along unprotected road shoulders.
- Need for pedestrian-friendly streets throughout the neighbourhood. Few residential streets have sidewalks.
- Dependency of local residents on their vehicles or transit to access other areas of Sechelt, the coast and the lower mainland.
- Pedestrian safety along Highway 101 has been identified as a concern to be dealt with in the Neighbourhood Plan.

- Alternate alignment of Highway 101 is in development planning stage by the Ministry of Transportation. No funding commitment or construction schedule has been established for this provincial initiative.
- Better facilities are needed at the airport to accommodate scheduled air service.
- Desire to accommodate larger planes for freight handling purposes.
- Need to diversify the type of development at Sechelt Airport.

3.3 Policy

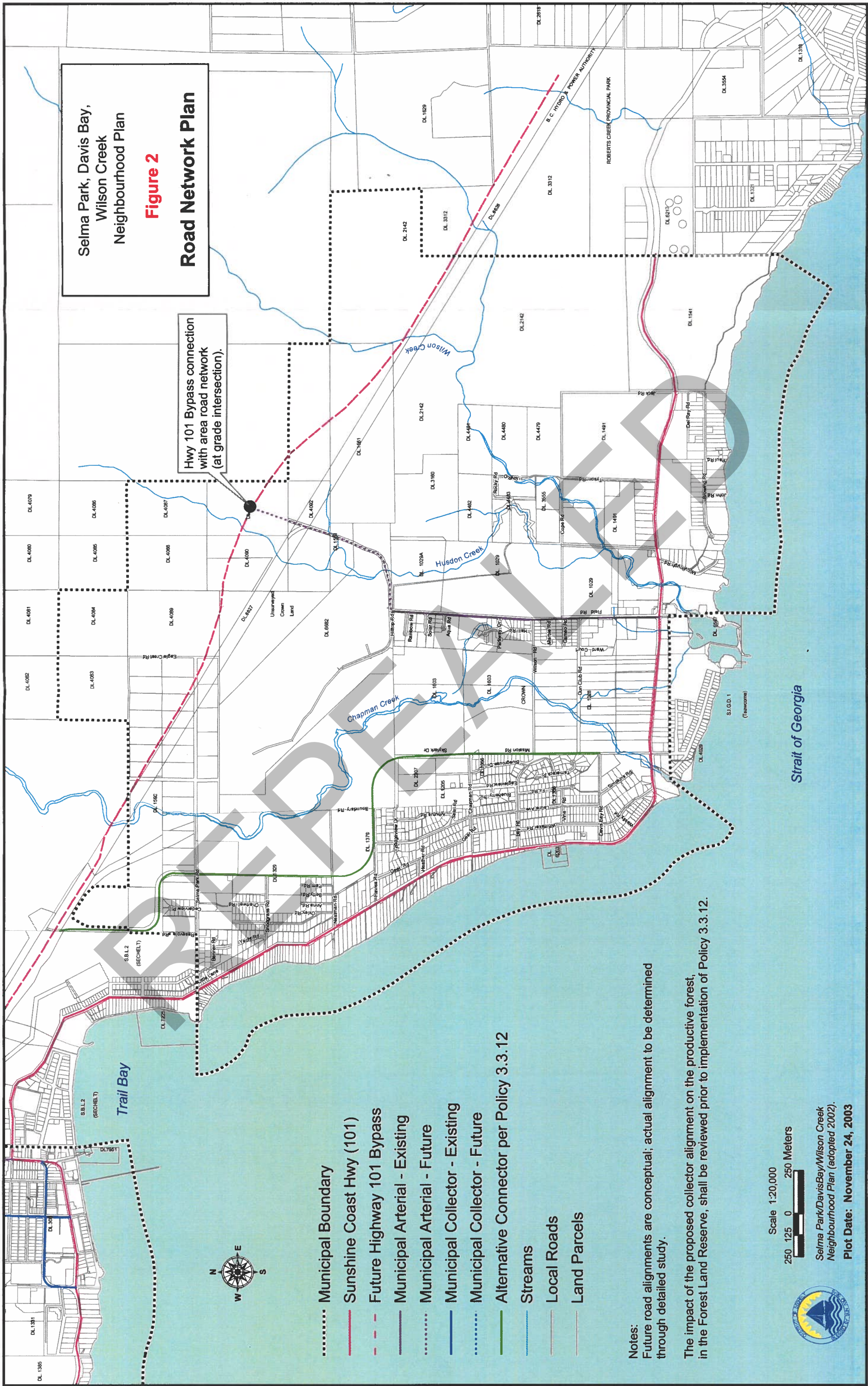
1. The District shall request the Ministry of Transportation to reduce speed limits and introduce structural improvements, particularly to the Chapman Creek Bridge to achieve increased pedestrian safety along Highway 101.
2. The District of Sechelt shall support the use of public transit within the Plan area.
3. Transit stops shall be sited in such a manner as to be highly visible from a community perspective, including consideration for their visibility at night.
4. The District encourages alternative forms of transportation and accommodating requirements for pedestrian and cycling needs in road design.
5. The District may consider reduced subdivision standards to provide neighbourhood scale roads and servicing requirements in the Plan area.
6. Consideration for cycling safety shall also be considered when new roads are being developed in the Plan area.
7. Where off-road trails are proposed for the Plan area they shall be developed in conformity with the Sunshine Coast Regional District's Bicycle and Pedestrian Pathway Plan.
8. Improved pedestrian linkages to community amenities such as schools, churches and the community shall be provided as development proceeds in the area.
9. Accessibility for persons with mobility handicaps shall be required when developing new roads in the Plan area.
10. The District shall consider expanding the use of airport lands for light industrial uses.
11. The District may consider the preparation of an Airport Strategy to accommodate future development and uses at the airport, including longer runways and improved freight handling opportunities.
12. The District shall review the feasibility of developing an alternative connector to the Sunshine Coast Highway between Havies Road and Selma Park Road (see Figure 2.0) Any feasibility study must recognize the potential impact of a road on the productive part of the working forest.
13. The District encourages development proposals to provide for road layouts and pedestrian links that facilitate transit use, and will encourage proponents to consult with Sunshine Coast Transit.

Selma Park, Davis Bay,
Wilson Creek
Neighbourhood Plan

Figure 2

Road Network Plan

Hwy 101 Bypass connection
with area road network
(at grade intersection).



- Municipal Boundary
- Sunshine Coast Hwy (101)
- - - - Future Highway 101 Bypass
- Municipal Arterial - Existing
- Municipal Arterial - Future
- Municipal Collector - Existing
- Municipal Collector - Future
- Alternative Connector per Policy 3.3.12
- Streams
- Local Roads
- Land Parcels

Notes:
Future road alignments are conceptual; actual alignment to be determined through detailed study.

The impact of the proposed collector alignment on the productive forest, in the Forest Land Reserve, shall be reviewed prior to implementation of Policy 3.3.12.

Scale 1:20,000
250 125 0 250 Meters



Selma Park/Davis Bay/Wilson Creek
Neighbourhood Plan (adopted 2002).
Plot Date: November 24, 2003



Strait of Georgia

4.0 PUBLIC SAFETY

4.1 Background

A community safety workshop held in conjunction with the BC Coalition for Safer Communities and Cowichan Safer Communities in late-2000 coincided with the preparation of this Plan. Interest was expressed in the community to provide all segments of the population regardless of age, ability, income and gender to live and work here without fear for their personal safety.

Plan Committee members also attended a safety walk in the Chapman Creek/Davis Bay Road/Laurel Road area and assessed it from a safety perspective. Participants found the area to be generally safe, however there were some concerns

4.2 Issues

- Pedestrian safety: along Highway 101, the Chapman Creek bridge, and accessing Highway 101 from Brookman Park.
- The bus stop adjacent to the Davis Bay seawall could have better lighting and that a flashing light at the crosswalk would be beneficial.

4.3 Policy

1. All commercial, industrial and intensive residential development shall consider the Section 4.3 Public Safety Policies in preparing the development permit requirements.
2. When development is proposed proponents shall assure that personal and public safety for all persons, but with particular attention to women, children and persons with special needs is afforded a priority.
3. The District of Sechelt shall facilitate cooperative efforts between residents, businesses, community groups, the District, and the Ministry of Transportation to increase awareness of public safety requirements and implement safety improvements in parks, public spaces and buildings are encouraged.
4. The District of Sechelt shall encourage public utilities such as Telus and BC Hydro to participate in community efforts to improve public safety in the community by providing technical assistance and equipment, such as the installation of public telephones and street lighting.
5. Council shall support the continued operation of the Citizens on Patrol Program in the Plan area.

5.0 SOCIAL AND COMMUNITY POLICIES

5.1 Background

Council recognizes the status and needs of all residents as having a place to participate and contribute in improving the quality of life of the community and making it a healthier and better place to live. Demographic trends in Sechelt reflect the provincial trend of an increasing older population. All individuals are recognized for their contribution to the community in terms of its quality of life, character and diversity.

Elementary and high school youth have indicated they are quite focused on home and outdoor activities and have a desire for more diversity for community activities and involvement in their community. Both groups expressed interest in participating in decision making either through meetings with youth or the establishment of a 'teen board' to represent youth interests. In addition, they wish to see a wider range of social activities as well.

5.2 Objective

- To provide a safe, accessible, and clean community for all groups.
- To provide services for the mobility, physically and mentally challenged in the plan area.

5.3 Policy

1. Council shall promote the equal and equitable treatment of individuals.
2. Council shall encourage the development of initiatives that promote co-operative efforts between residents, businesses and community groups to improve input into decision-making at the local level.
3. Council shall consider establishing zoning provisions that enable the implementation of the social policies of this Plan.
4. Council shall support the development of youth facilities such as a drop-in centre/youth centre in existing community facilities.
5. Senior's residences and affordable housing shall locate near shops and community amenities

6.0 DEVELOPMENT PERMIT AREAS

Sections 919.1 and 920 of the *Local Government Act* permit local governments to designate specific Development Permit Areas (DPA) and specify guidelines in plans to protect the natural environment, and farmland and to protect development from hazardous conditions. Provincial or municipal heritage sites under the *Heritage Conservation Act* may also be designated, as can areas for commercial revitalization. Plans can also establish objectives and provide guidelines for the form and character of commercial, industrial, intensive residential (subdivisions) or multi-family residential development.

Development Permit policies allows local governments to have a greater level of control over development. The community character and form of the built environment can be enhanced and sensitive natural areas protected. While development can also be protected from hazardous conditions through setback, drainage and other requirements. Lands subject to hazardous conditions can be identified and protected from encroachment to minimize risk to the public and to protect sensitive and unique sites.

Unless otherwise noted in this Plan, a Development Permit must be approved and issued by the local government prior to any development or subdivision of land within a DPA. A Development Permit will specify the requirements necessary to address the objectives outlined for the particular DPA.

The following sections describe the (1) rationale for the designations, and the (2) guidelines that must be observed prior to issuing a Development Permit. The detailed guidelines included in this Plan must be observed prior to any development proceeding on any designated site. Requirements applicable to the entire Plan area are included in this Plan.

6.1 General Policy

6.1.1 A developer of land in the District of Sechelt shall not alter or subdivide land, or construct, alter or add to a building or structure in an area designated as a Development Permit Area under Section 919 (1) of the *Local Government Act*, prior to being issued a development permit from the District under Section 920 of the *Local Government Act*.

6.1.2 The areas described as Development Permit Areas in this Plan and shown on Schedule A-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan Development Permit Areas: 'Environmentally Sensitive and Hazardous Areas' and Schedule B-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan: 'Commercial, Industrial and Intensive Development Areas' are hereby designated as Development Permit Areas under Sections 919, 919.1 and 920 (1) (a), (b), (d) and (e) of the *Local Government Act*. Development Permits are required for all developments locating within the Development Permit Areas. Unless specifically exempted by this Plan under Section 6.10 "Exemptions" no building permit shall be issued prior to the issuance of a development permit.

6.2 Environmentally Sensitive Areas

6.2.1 Development Permit Area Environmental Hazard #2 Watercourse Hazards and Habitat Areas

The area shown on Schedule A-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan Development Permit Areas: 'Environmentally Sensitive and Hazardous Areas' as Development Permit Area E/H #2 - Watercourse Hazards and Habitat Areas (DPA E/H #2) is designated under Section 919.1 (1) (a) of the *Local Government Act*. The designation enables the District to provide guidelines for the purpose of protection of the natural environment, its ecosystems and biological diversity.

Residents have expressed a strong interest to create an awareness of the need for environmental protection in the Plan area. More specifically residents want guidelines to provide for the protection, preservation and enhancement of wildlife habitat, including fish habitat.

Justification

Chapman, Wilson and Husdon Creeks are major fish bearing streams within the Plan area. There are also a number of smaller streams, ponds, springs, and wetlands dispersed throughout the area that are habitat areas. Lands extending 30 meters on either side of the high water mark and/or ravine crest are also included within these watercourses. The required setback area from watercourses, unless proven differently by a Registered Professional Biologist, shall include all of this defined watercourse area.

Watercourses and adjacent lands provide habitat for fish, waterfowl, other aquatic organisms and forms of wildlife. Disturbance of watercourse areas affects habitat requirements and when done without specific permission, is contrary to provincial legislation. Small drainage areas provide important habitat for developing fish, or may discharge into streams with important habitat. Wetlands, swamps, and bogs provide important functions in aquatic ecosystems by buffering the effects of storms, modifying nutrient loads and water chemistry, as water recharge areas, and providing habitat for plants and animals.

Guidelines

Developments locating within Development Permit Area E/H #2 shall be required to conform to the following guidelines. Notwithstanding the following guidelines Council may relax the development permit guidelines within the "Agricultural" designation for the specific purpose of providing for normal farm practices in accordance with published environmental guidelines for agricultural commodities.

1. Areas of sites to which this designation applies shall be retained in their natural state, preserving indigenous vegetation and trees.
2. Council prohibits the removal of vegetation or the location of a structure from within 30 metres of the top of bank of a watercourse except where the District authorises the location of a trail within this area.
3. Council may permit buildings and structures within setback areas subject to the receipt of a report prepared by a registered Professional Engineer licensed to practice in British Columbia qualified in geotechnical analysis, certifying works

can be carried out and will not negatively affect the environmental quality of the area. Council may also require a report from a Registered Professional Biologist specifying how the works may be carried out with no net loss of habitat.

4. Council endorses the implementation of stream protection guidelines of the provincial Ministry of Land, Water and Air Protection and the federal Department of Fisheries and Oceans.
5. No net increase in flow volume or velocity shall result from development on lands within this Development Permit Area. Where development is permitted, Council may require developers to install works to permit the controlled release of runoff and to buffer streams from sediment and nutrient loading. Council may require the completion of licensed professionals to determine the extent of the works required and to regulate flows from the areas to be developed.
6. Council prohibits the draining of wetlands and watercourses where fisheries habitat is directly affected.
7. Where development occurs Council shall require developers to provide public access to watercourses in conformity with the application of these guidelines.
8. Where development is permitted within the Development Permit Area, Council shall require the developer to provide:
 - a) for minimal clearing, grubbing or other works within setback areas;
 - b) provisions for erosion control for sites adjacent to the setback area; and
 - c) scheduling provisions that avoid sensitive periods during the year.
9. Works adjacent to setback areas, including drainage and septic systems, should be restricted to prevent adverse impact within the Development Permit Area or be prohibited if adverse impacts cannot be prevented.
10. Septic discharges shall not be allowed to enter any required setback area, while storm water discharges are prohibited from discharging directly to watercourses.

**6.2.2 Development Permit Area Environmental Hazard #3
Shoreline and Foreshore Areas**

All areas within 15 meters of the high tide line and 15 meters below the low tide line of all shoreline and foreshore areas along Georgia Strait and Sechelt Inlet are included within Development Permit Area E/H #3 - Shoreline and Foreshore Areas (DPA E/H #3). These are illustrated on Schedule A-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan Development Permit Areas: 'Environmentally Sensitive and Hazardous Areas' as extending from the easterly District boundary in Wilson Creek to SIGD 1 (Tsawcome) near Chapman Creek and from SIGD 1 (Tsawcome) to SIGD 2 (Sechelt) in Selma Park/Davis Bay. The areas are designated under Section 919 (1) (a) of the *Local Government Act* to provide guidelines for the purpose of protection of the natural environment, its ecosystems and biological diversity.

Justification

Shoreline and foreshore areas are defined as those areas adjacent to Georgia Strait 15 metres above and 15 metres below the high water mark. These areas are important ecologically and provide habitat for fish, shorebirds and many marine organisms. Impacts from developments adjacent or within these areas may damage fragile ecosystems and impair the visual quality of the coastline. Shoreline processes, such as erosion by natural wave action, may serve important functions in terms of providing materials for the development of sandbars and beach areas. Works that modify these processes may result in damage to adjacent ecosystems.

Discharge of materials within shoreline and foreshore areas may damage ecosystems. Filling of marshy areas may similarly damage fragile ecosystems. Estuary areas serve as important habitats for many aquatic and marine organisms and require protection.

Guidelines

Developments locating within Development Permit Area E/H #3 shall be required to conform to the following guidelines.

Development within Development Permit Area E/H #3 should be avoided where possible. Detailed studies noting the potential impact of proposed developments should be conducted prior to issuance of a Development Permit on affected sites. Such studies should be undertaken by specialists who are acknowledged by the District as being competent in the field of study. Key issues that should be addressed include:

- a) potential effects of the proposed development on the marine ecosystem;
- b) visual impacts of the proposed development; and
- c) an assessment of the need for the development and of any possible alternatives which could minimize potential impacts.

6.3 Hazardous Conditions Development Areas

A development permit adopted under this section of the *Local Government Act* may specify areas to remain free of development or only be developed under stated conditions. Lands subject to mudflows, flooding, landslip, rock falls, subsidence, avalanche or wildfires are considered to be potential hazardous conditions. The permit may require that the lands be free of septic tanks, drainage works, deposit fields or water or irrigation systems.

- Residents have expressed a strong interest to:
- Protect beach fronts and shores along Georgia Strait;
- Provide guidelines to developers to protect these areas;
- Protect, preserve and enhance natural features; and,
- To create an awareness of the significance of beachfronts and adjacent slopes.

This development Permit Area includes those slopes and the beach area of the Plan Area above the high water mark of the Strait of Georgia. They also include up to a minimum 15-m horizontal setback from the crest of the upland slopes as mapped.

6.3.1 Development Permit Area Environmental Hazard #4 Rocky Beach Front and Upland Slopes

The area shown on Schedule A-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan Development Permit Areas: 'Environmentally Sensitive and Hazardous Areas' and designated as Development Permit Area E/H #4 - Rocky Beach Front and Upland Slopes (DPA E/H #4) is designated under Section 919.1 (1) (b) of the *Local Government Act* to provide guidelines for the purpose of protection of development from hazardous conditions.

Justification

The terrain within this DPA is a predominantly steep rocky beach front and upland slope with discontinuous surficial, fine grained or granular morainal soils, or rubbly colluvium over bedrock. The soils are subject to potential shallow instability, small debris landslides and to minor storm wave erosion where they are exposed along the beachfront. Creep in the surficial soils has also been observed.

Two areas exist in the Plan area where these conditions require regulation. The first is an area of rocky beaches and upland slopes in the Wilson Creek area between Browning Road and the Strait of Georgia from approximately Paul Road to the Wilson Creek estuary/marsh. The second is in Davis Bay between Highway 101 and the Strait from Chapman Creek in the east to the SIGD lands in the west.

Guidelines

Developments locating within Development Permit Area E/H #4 shall be required to conform to the following guidelines.

1. A minimum setback of 15 metres shall be maintained free of development on lots located within the Development Permit Area. No structures, driveways, parking areas septic fields nor septic tanks shall be permitted to locate within the setbacks to the Strait of Georgia.
2. Prior to the issuance of a development permit, the potential for both rock and soil slope instability and the impact of the proposed development should be addressed by a site specific investigation and report prepared by a Registered

Professional Engineer with specific experience in geotechnical engineering and/or engineering geology. The report should:

- a) address geotechnical considerations of cut and fill, slope stability and appropriate recommendations and restrictions on excavation, blasting and filling;
 - b) determine building envelopes in relation to natural or cut slope crests and possible rockfall zones;
 - c) include possible changes in slope conditions that might indicate an imminent landslide or rockfall hazard potential, for the attention of landowners; and
 - d) consider anticipated effects of septic and drainage systems on slope stability.
3. The engineering report and any associated plans or designs should assess:
- a) groundwater conditions and potential slope instability caused by groundwater seepage; and
 - b) erosion potential by ocean waves or drainage flows.
4. Vegetation shall be maintained on slopes, and within any setback zone above slopes, to minimize erosion. In areas of bedrock, the engineer should assess the necessity for selective scaling, rock bolting and tree removal to improve stability conditions, on a site-specific basis.
5. Relaxation of setbacks to the Strait of Georgia by Ministry of Environment, Lands and Parks are discouraged in these areas in order to minimize potential impacts of erosion and runoff on the beachfront and slopes from development.
6. Alteration of the beachfront and foreshore through the construction of docks and piers, or the deposition of materials such as shot rock or riprap is discouraged within the Development Permit Area. Any deposition of materials is only permitted with the approval of the District, the Ministry of Water, Land and Air Protection and the Department of Fisheries and Oceans where a demonstrated public safety concern arises.

**6.3.2 Development Permit Area Environment Hazard #5
Davis Bay Beach Front Escarpments**

The area shown as Schedule A-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan Development Permit Areas: 'Environmentally Sensitive and Hazardous Areas' and designated as Development Permit Area E/H #5 - Davis Bay Beach Front Escarpments (DPA E/H #5), includes the area west of the Sunshine Coast Highway from a few lots south of Chapman Road, north to the boundary of SIGD 2 (Sechelt) along Davis Bay. It is designated under Section 919.1 (1) (b) of the *Local Government Act* to provide guidelines for the purpose of protection of development from hazardous conditions.

Justification

The steep beachfront escarpment slopes in this area achieve a height of 50 m. are considered unstable. They are comprised predominately of a gravelly to sandy material of marine origin and colluvium over compact to dense sand till. There are areas of active land sliding and slumping on the escarpments, and soil creep is widespread throughout the area. Discharge from septic fields, excavation of roads, driveways, footpaths and stairways for beach access has contributed to slope instability.

Seepage from the escarpment is common, particularly along the top of the dense till. Local perched groundwater tables can be expected. Gullies have formed on the escarpments and there are many areas of saturated surficial materials. Uncontrolled drainage exists in some areas and is currently directed towards and onto these slopes.

The potential for debris landslides, slumping, creep movements and gullies on the face of the escarpments is high and there is some potential for storm wave erosion. A very high probability is estimated for the occurrence of landslides and related soil instability on the escarpment slopes. A high to moderate probability is estimated for the occurrence of landslides and related soil instability within the 15-m setback zone behind the slope crest. Development of land in these areas can contribute to and exacerbate the problem. It is therefore necessary to implement restrictions to protect development from these potentially hazardous conditions.

Guidelines

Developments locating within Development Permit Area E/H #5 shall be required to conform to the following guidelines.

1. Prior to issuing a development permit, the potential for slope instability, landslide activity and creep movements has to be assessed. Further, the potential impact of development on, or by, natural hazard conditions, needs to be addressed by a site-specific investigation. When development is proposed within this Development Permit Area, a report prepared by a Registered Professional Engineer with specific experience in geotechnical engineering and/or engineering geology will be required. The report shall:
 - a) be supported by documentation detailing the extent of anticipated instability with measurements tied to physical features where possible;
 - b) assess the erosion potential of ocean waves on beachfront slopes;
 - c) evaluate groundwater conditions considering seasonal and local variations in the groundwater regime and the potential for slope instability caused by groundwater seepage;

- d) consider the anticipated effects of septic and drainage systems on slope stability; such systems should be designed to avoid surface and groundwater erosion of beach front slopes;
 - e) identify possible changes in slope conditions that may indicate an imminent landslide and bring these to the attention of the landowner
2. The engineering report and any associated plan or designs of the proposed development should:
 - a) address geotechnical considerations of cut and fill slope stability;
 - b) provide specific recommendations and criteria on design, construction and maintenance of buildings, structures and disposal systems; and
 - c) determine building envelopes with relation to natural or cut slope crests with appropriate setbacks or other restrictions within these envelopes to be specified.
 3. Vegetation shall be maintained on the slopes wherever possible and within any defined setback area above and below the slopes to minimize erosion or instability.
 4. The removal or topping of trees from the slopes or crest of slopes for view enhancement purposes is not encouraged and will only be considered on a site specific basis with resultant stability and environmental impacts taken into consideration.

6.3.3 Development Permit Area Environmental Hazard #7 Watercourse Hazards

The area shown on Schedule A-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan Development Permit Areas: 'Environmentally Sensitive and Hazardous Areas' and designated as Development Permit Area E/H #7 - Watercourse Hazard Development Permit Area (DPA E/H #7) includes areas along East Wilson, Wilson and Husdon Creeks. Restrictions on development are intended to protect property and development from hazardous conditions. The Development Permit Area is designated under Section 919.1 (1) (b) of the *Local Government Act* to provide guidelines for the purpose of protection of development from hazardous conditions. Proposed restrictions include measures to prohibit development in hazard areas, and minimum horizontal and vertical setbacks from the tops of bank of creeks and their tributaries, the crest of ravine or eroded slopes of the creeks and their tributaries.

Justification

Steep ravine slopes are subject to potential shallow slope instability in granular and fine-grained soils. Erosion of creek beds is common along all creeks. All creeks are considered to be subject to a moderate or high water flood hazard however no debris flows or floods are anticipated in these creek systems.

A portion of Wilson Creek, extending about 200 m. south from the northern District boundary, has been identified as having a moderate instability and very high to high erosion potential. A number of properties on the alluvial fans of Wilson Creek are subject to a potential flood hazard. It is estimated that a high annual probability of shallow slope instability, erosion or flooding hazard exists along lower Wilson Creek south of Cope Road right of way.

It is estimated that a moderate to low annual probability of shallow slope instability, erosion, deposition or flooding exists along Husdon and East Wilson Creeks, along Wilson Creek and from the crest of the west bank of Wilson Creek.

Guidelines

Developments locating within Development Permit Area E/H #7 shall be required to conform to the following guidelines.

1. The horizontal setback from tops of banks of creeks, the crest of ravines or eroded slopes of the creeks and their tributaries within the Development Permit Area is 15 metres. Lands extending 15 meters on either side of the high water mark and/or ravine crest are also included within these watercourses. The vertical limit is a minimum of 1.5 m above the creek high water. Where additional restrictions exist, the more restrictive criteria apply.
2. Prior to issuance of a development permit, the stability of the natural slopes, the potential for erosion or flooding, and the impact of the proposed development should be addressed by a site specific investigation and report prepared by a Registered Professional Engineer with specific experience in geotechnical and/or hydro-technical engineering. The report should:

- a) consider the potential for creek erosion, deposition and flooding along the creeks and their tributaries and the potential for slope instability on the ravine slopes;
 - b) address local bank erosion protection and flood proofing or other measures to provide suitable protection of structures;
 - c) consider protective measures, channel conditions upstream of the site as well as the potential for adverse down stream impact;
 - d) consider the influence of tides on flooding;
 - e) consider the anticipated effects of septic and drainage systems on slope instability and water quality;
 - f) ensure proposed drainage works avoid causing erosion of ravine slopes;
 - g) ensure septic effluent shall not be discharged onto ravine slopes;
 - h) consider forest harvesting activities and practices in the watershed at the time of the study in the context of potential related slope and channelized instability; and,
 - i) include provision for stream management and development controls which may become necessary if increased development along the creeks or drainage channels is planned or permitted within the OCP
3. Vegetation shall be maintained to minimize erosion throughout the Development Permit Area.
 4. Development proposals shall include standards for maintenance of vegetation, and for protection against erosion or sediment discharge and shall avoid channel modifications that are contrary to the guidelines.

**6.3.4 Development Permit Area Environmental Hazard #8
Chapman Creek Watercourse Hazards**

This Watercourse Hazard Development Permit Area includes setback restrictions on development, which are intended to protect property and development from hazardous conditions. **Development Permit Area E/H #8 –Chapman Creek Watercourse Hazards (DPA E/H #8)**, as shown on **Schedule A-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan Development Permit Areas: ‘Environmentally Sensitive and Hazardous Areas’**. The Development Permit Area is designated under Section 919.1 (1) (b) of the *Local Government Act* to provide guidelines for the purpose of protection of development from hazardous conditions. Proposed restrictions include measures to prohibit development within minimum horizontal and vertical setbacks from the top of bank of the creek and their tributaries, the crest of ravine or eroded slopes of the creeks and their tributaries.

Justification

Potential exists for continued erosion, inundation and deposition and flooding on the Chapman Creek alluvial fan. Channel and point bars are common in the stream channel zone of Chapman Creek, and streambed geometry is subject to frequent change.

Ongoing bank erosion is evident along the west bank of Chapman Creek for approximately 100 m upstream of the bridge where erosion has necessitated relocation of portions of the hiking trail. Erosion has also produced several large scars in unconsolidated materials within the steep ravine slopes. Active undercutting of the sandy ravine slopes on the west side of the creek approximately 200 m upstream of the bridge has resulted in loss of land from the upper terrace. Rip rap that has been placed along this portion of the creek as a preventative measure is inadequate for long-term bank protection.

There is a history of flooding on the fan of Chapman Creek. A serious flood in the early 1980's resulted from a combination of high creek flows, high tide levels and storm waves that caused widespread inundation of the fan.

A high probability of shallow slope instability, erosion or flooding hazards is considered to exist on the steep ravine slopes, creek valley bottom and the creek's alluvial fan. Steep ravine slopes are subject to potential shallow slope instability in granular and fine-grained soils. Creep and shallow soil slides on the ravine slopes have been observed. It is estimated that a moderate to low probability of shallow slope instability or erosion exists behind the crest of steep ravine slopes of Chapman Creek.

Guidelines

Developments locating within **Development Permit Area E/H #8** shall be required to conform to the following guidelines.

1. Required horizontal stream setbacks for Chapman Creek are established at a minimum 30 metres from the top of bank of each side of the natural boundary of the creek. A 15 metre horizontal setback from the crest of the ravine or eroded slopes of the creeks and their tributaries are also established. Further a vertical minimum setback of 3.0 metres above the creek high water level is also established. Development within these areas is prohibited unless a specific site analysis and report prepared by a Registered Professional Engineer with

specific experience in geotechnical and/or hydrotechnical engineering establishing development criteria is accepted by Council.

2. Prior to issuance of a development permit, the stability of the natural slopes, the potential for erosion or flooding, and the impact of the proposed development shall be addressed by a site specific investigation and report prepared by a Registered Professional Engineer with specific experience in geotechnical and/or hydrotechnical engineering. The report shall:
 - a) consider the potential for creek erosion, deposition and flooding along the creeks and their tributaries and the potential for slope instability on the ravine slopes;
 - b) address local bank erosion protection and flood proofing or other measures to provide suitable protection of structures;
 - c) consider protective measures, channel conditions upstream of the site as well as the potential for adverse down stream impact;
 - d) consider the influence of tides on flooding;
 - e) consider the anticipated effects of septic and drainage systems on slope instability and water quality.
 - f) Provide for drainage works which avoid causing erosion of ravine slopes;
 - g) Ensure septic effluent shall not be discharged onto ravine slopes or into creeks;
 - h) consider forest harvesting activities and practices in the watershed at the time of the study in the context of potential related slope and channelized instability; and,
 - i) include provision for stream management and development controls which may become necessary if increased development along the creeks or drainage channels is planned or permitted within the OCP
3. A comprehensive hydrological study to accurately determine the 1:200 year flood limits and appropriate bank protection measures shall be undertaken if significant development is proposed on the Chapman Creek alluvial fan.
4. Consideration should be given to improving creek bank protection to minimize erosion of ravine slopes, prevent further destruction of the hiking trail and ensure protection of the highway bridge. Large woody debris is preferred over shot rock or rip rap for bank stabilization purposes.
5. Appropriate river hydraulic studies should be conducted prior to the placement of any bank protection measures to avoid exacerbating the erosion problem to another portion of the creek bank.

6.4 Stormwater Management Development Permit Area

The Davis Bay Stormwater Management Study was completed as part of this Plan. Its purpose was to determine ways to mitigate the negative effects of stormwater on the receiving environments in the Plan area. The study focused on the physical geography features of the area in relation to existing and future development. Separate consideration was given to the land area available for development, hydrology, soils and geology, drainage patterns and areas, land use and potential contaminants from runoff in the Plan Area.

Stormwater is precipitation that flows into the ground or into creeks or rivers. Usually this water is part of the natural hydrological cycle. Because of development, this water instead often flows over hard surfaces such as driveways, roads, sidewalks and road shoulders and is often directed into a stormwater collection system. Stormwater has an intermittent and frequently flashy or freshet-like nature, potentially high volume, erosion and flooding potential and potential contamination levels. The characteristics demand it be given specific consideration in the Plan area.

The justification and guidelines related to stormwater management in the Plan area are based on the conclusions of the Davis Bay Stormwater Management Study. Details of the specific characteristics of stormwater in the Plan area are provided in the study. In addition, structural and non-structural management considerations are discussed in the Study and are reflected in the policies of this section.

6.4.1 Development Permit Area Environmental Hazard #9 Stormwater Management Area

The area shown on Schedule A-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan Development Permit Areas: 'Environmentally Sensitive and Hazardous Areas' as Development Permit Area Environmental Hazard #9 – Stormwater Management Area (DPA E/H #9) is designated under Section 919.1 (1) (b) of the *Local Government Act* for the purpose of protection of development from hazardous conditions and under Section 919.1 (1) (a) of the *Local Government Act* for the purpose of protection of the natural environment, its ecosystems and biological diversity.

Justification

This designation is justified by Sechelt's desire to implement the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan in a manner that is consistent with goals, objectives and policies of the Official Community Plan and with the following:

- support existing infrastructure improvements;
- avoid coliform, hydrocarbon and nutrient contamination of stormwater flows;
- protect fisheries-sensitive receiving waters
- protect groundwater resources;
- avoid large scale engineered systems for future development;
- manage development in upland areas to minimize negative impacts in areas of lower elevations; and,
- detain and reduce flow velocity and retain and reduce volumes on a neighbourhood basis.

Guidelines

Development Permit Area E/H #9 the following guidelines apply with regard to the protection of the natural environment and the protection of development from hazardous conditions:

1. All residential, commercial and industrial development in the DPA E/H #9 area shall be required to have on-site stormwater flows managed in a manner that results in no-net increase of flow volume and velocity from pre-development levels.
2. DPA E/H #9 intended that in the Selma Park portion of the Plan Area water quality and runoff rate control measures shall be implemented to detain stormwater from impervious surfaces, and achieve slowed release and contaminant removal.
3. Detention ponds and/or ground infiltration systems designed by a hydrological study completed by a qualified engineer registered and licensed to practice in British Columbia shall be considered as stormwater management measures in the upland sections of the Selma Park area.
4. A combination of detention ponds and ground infiltration systems with infiltration trenches and possibly constructed wetlands, combined with volume controls in the upper reaches, shall be considered in the lower elevation areas of the entire Plan area.
5. The primary focus of stormwater management measures in DPA E/H #9 shall be directed toward water quality mitigation through contaminant reduction from impervious surfaces and commercial and industrial uses.
6. Oil and grit separators shall be required as a stormwater management measures in all commercial and industrial development.
7. Developers shall be responsible for installing new stormwater management infrastructure in affected portions of DPA E/H #9 the Plan Area when the capacity of the existing infrastructure cannot accommodate flows from proposed development.
8. Impacts on existing infrastructure will be determined through a hydrological study completed by a professional engineer licensed and registered to practice in British Columbia.
9. Stormwater management options in the Rural Resource designation DPA E/H #9 shall focus on water quality mitigation, minimizing nutrient, salt and silt loading and minimizing BOD loading impacts on receiving waters.
10. The construction of biofiltration ponds/swales/burrows, constructed wetlands, and exfiltration dry detention pond systems are considered potential alternatives for maintaining stormwater quality in the Rural Resource designation of the Plan area.
11. Stormwater management methods for contaminant reduction shall meet or exceed the guidelines established in the *British Columbia Approved Water Quality Guidelines*.

6.5 Commercial Development Permit Area

Development and redevelopment are intended to reflect the areas settings, their waterfront/tourism function, and their important location within the community. It creates an environment that supports economic development at a desired community scale. A co-ordinated approach to design elements and the character of new and renovated buildings figure importantly in the designation. The use of recommended materials, landscape treatment, and consideration of building mass, shape and siting appropriately scaled commercial development is achieved. New development should reflect its setting, its neighbourhood commercial centre function, and its important location on Highway 101.

6.5.1 Development Permit Area Commercial/Multi Family #1

Davis Bay/Wilson Creek Commercial Areas

The area shown on Schedule B-4 – Development Permit Areas — Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan: 'Commercial, Industrial and Multiple Family Areas' as Development Permit Area #1 - Davis Bay/Wilson Creek Commercial Areas (DPA C/MF #1) is designated under Section 919.1 (1) (f) of the *Local Government Act*. During the Plan preparation process residents expressed a strong interest to maintain the small-scale nature of commercial development within the Plan area, create strong linkages between uses in the area and focus future commercial development within the existing commercial areas in Davis Bay and Wilson Creek. This designation establishes objectives and provides guidelines for the form and character of commercial development within the designated area. DPA C/MF #1 includes two separate areas described below.

There are two main commercial areas within DPA Commercial Multi Family #1:

1. Davis Bay Waterfront Business Area is on the east side of Highway 101 between Bay Road and Davis Bay Road. Opposite the Highway from the Strait of Georgia, it is bounded by single-family residential development to the north, east and west.
2. Wilson Creek/Field Road/Highway 101 Business and Apartment Area is located at the intersection of Field Road and Highway 101. It provides access to the Field Road industrial area and the Sechelt Airport and includes the Wilson Creek Plaza and the adjacent service and highway commercial uses. The designation ensures development and redevelopment is compatible with adjacent residential, waterfront and park uses.

Justification

This designation is justified by Sechelt's desire to implement the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan in a manner that is consistent with goals, objectives and policies of the Official Community Plan and with the following:

- To maintain the existing character of the area;
- To add variety to the range of commercial uses locating in the area;
- To improve pedestrian accessibility and safety;
- To emphasize the area's orientation to the waterfront; and,
- To encourage development to occur in a manner sensitive to the natural environment.

The intent of the following policies is to ensure quality commercial development locates within the area in a scale, form and character that reflects community needs. The following guidelines support these objectives.

Guidelines

Developments locating within Development Permit Area Commercial Multi Family #1 shall conform to the following guidelines:

1. Preservation of ocean views and view corridors in the siting, design, massing and finishing of development to enhance the relationship between new development and any adjacent uses, waterfront or open space areas.
2. New building design shall enhance the transition between residential and commercial development and encourage sun penetration to sidewalks, plazas, open spaces, or other pedestrian areas.
3. Pitched roofs and articulated rooflines are encouraged in building finishes to enhance the commercial interface with adjacent residential areas.
4. Building form and materials shall be at a scale and type compatible with low-density residential housing and can include stained or coloured wood, standard brick, stone and stucco. Large expanses of any one material shall only be permitted when relieved by architectural detail. Mixes of building materials can be considered for development locating within the Area.
5. Building elevations visible from adjacent residential streets or areas shall be treated as front elevations, with finishes, facades and windows that complement the character of adjacent residential areas.
6. Landscaping will be used to screen development from residential uses. Landscaping includes shrubs, trees and other plantings, and wooden fences or stonewalls but excludes page wire or chain link fence. Decorative landscaping materials such as paving stones, coloured or stamped concrete and similar materials over asphalt are encouraged.
7. Where possible, mature trees shall be preserved on development sites.
8. Site lighting shall be designed so as to direct lighting onto the site and to avoid spillover onto residential lands.
9. Garbage receptacle areas, utility kiosks and storage areas are to be screened with solid fencing or landscaping.
10. Parking areas shall be screened from adjoining residential development with landscaping. Large areas of parking shall include internal landscaping to enhance the character of the site.
11. Where surface parking is located along pedestrian walkways or roadways, solid fencing, landscaping, or a combination of the two, shall be used for screening.
12. Sitting areas are to be provided within new or redeveloped commercial areas to enhance the comfort of pedestrians.
13. Continuous weather protection is strongly encouraged and should be provided over all pedestrian areas, seating areas and building.
14. Signs shall be designed, sited, and sized to be in character with the proposed development and in a manner that does not impede sight visibility.
15. All new developments must be designed to enhance the safety and security of building users and pedestrians. Elements for consideration when completing

site design include; distances between entryways, between entryways and parking areas, as well as public pedestrian and vehicular access areas, visibility of entryways, and locations and levels of lighting, and placement and heights of landscaping.

REPEALED

6.6 Residential Development Permit Areas

6.6.1 Development Permit Area #2 Intensive Residential Development Areas

The area shown on Schedule B-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan: 'Commercial, Industrial and Multiple Family Areas' as Development Permit Area Intensive Residential #2' is designated under Section 919.1 (1) (e) of the *Local Government Act*. It enables the District to establish objectives and provide guidelines for the form and character of residential development within the designated area.

The character and form of the existing residential community; is distinct and serves residents housing needs as well as being a safe pedestrian community. Residents wish to see densities remain the same and their neighbourhoods retain their stability in terms of use and intensity when new development occurs. The following guidelines are intended to meet these objectives.

Justification

This designation is justified by Sechelt's desire to implement the Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan in a manner that is consistent with goals, objectives and policies of the Official Community Plan and with the following:

- To maintain the existing residential character of the area, including landscaping, and the siting, form, exterior design and finish of buildings and structures;
- To add variety to the range of residential uses locating in the area;
- To improve pedestrian accessibility and safety;
- To encourage development to occur in a manner sensitive to the natural environment.

The following policies are intended to ensure quality residential development locates within the area in a scale, form and character that development reflects community needs. The following guidelines support these objectives.

Guidelines

Developments located within Development Permit Area Intensive Residential #2 shall conform to the following guidelines:

1. Preservation of ocean views and view corridors in the siting, design, massing and finishing of development to enhance the relationship between the new development and any adjacent uses, waterfront or open space areas.
3. New building design shall enhance the transition between residential and commercial development and encourage sun penetration to sidewalks, plazas, open spaces, or other pedestrian areas.
4. Pitched roofs and articulated rooflines are encouraged in building finishes to enhance the character of residential development.
5. Building form and materials shall be at a scale and type compatible with low-density residential housing. They can include stained or coloured wood, standard brick, stone and stucco. Large expanses of any one material shall only be considered when relieved by architectural detail. Mixes of building materials can be considered for development locating within the Area.

6. Building elevations visible from adjacent residential streets or areas shall be treated as front elevations, with finishes and facades complementary to the existing character of adjacent residential areas.
7. Porous materials and similar materials other than asphalt are encouraged for vehicular areas.
8. Mature trees shall be preserved on development sites.
9. Sitting areas are to be provided within new residential developments to enhance the comfort of pedestrians and the residential character of the area.

All new developments must be designed to enhance of safety and security of residents and pedestrians. Elements for consideration when completing site design include distances between residences, street lighting, placement and height of landscaping and pedestrian and vehicular access, including public areas.

REPEALED

6.7 Industrial Development Permit Area

Development and redevelopment are intended to reflect the areas setting creating an environment that supports economic development at a desired community scale. Design elements and the character of new and renovated industrial development figure importantly in maintaining community objectives. The Industrial Development Permit Policies prescribe recommended materials, landscaping, and consideration of building mass, shape and siting to achieve appropriately scaled development.

6.7.1 Development Permit Area Commercial Multiple Family #10 Industrial Development Areas

The area shown on Schedule B-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan: 'Commercial, Industrial and Multiple Family as Development Permit Area C/MF #10 – Industrial Development Area (DPA C/MF #10) is designated under Section 919.1 (1) (f) of the *Local Government Act*. During the Plan preparation process residents expressed a strong interest to maintain the small-scale nature of industrial development within the Plan area and focus future industrial development within the existing industrial areas on Field Road in Wilson Creek. This designation establishes objectives and provides guidelines for the form and character of industrial development within the designated area.

Justification

The Selma Park/Davis Bay/Wilson Creek Plan objectives for this DPA focus on:

- maintaining the existing character of the area;
- adding variety to the range of industrial uses locating in the area;
- improving pedestrian accessibility and safety; and,
- encouraging development to occur in a manner sensitive to the natural environment.

The intent of the following policies is to ensure quality industrial development locates within the area in a scale, form and character that reflects community needs. The following guidelines support these objectives.

Guidelines

Developments locating within Development Permit Area C/MF #10 shall conform to the following guidelines:

1. New building design shall enhance the transition between residential and industrial development and encourage sun penetration to sidewalks, plazas, open spaces, or other pedestrian areas.
2. Pitched roofs and articulated rooflines are encouraged in building finishes to enhance the industrial interface with adjacent residential areas.
3. Building form and materials shall be at a scale and type compatible with low-density residential housing and can include stained or coloured wood, standard brick, stone and stucco. Large expanses of any one material shall only be permitted when relieved by architectural detail. Mixes of building materials can be considered for development locating within the Area.
4. Building elevations visible from adjacent residential streets or areas shall be treated as front elevations, with finishes, facades and windows that complement the character of adjacent residential areas.

5. Landscaping will be used to screen development from residential uses. Landscaping includes shrubs, trees and other plantings, and wooden fences or stone walls but excludes chain link fence. Decorative landscaping materials such as paving stones, coloured or stamped concrete and similar materials over asphalt are encouraged.
6. Where possible, mature trees shall be preserved on development sites.
7. Site lighting shall be designed to direct lighting onto the site and to avoid spillover onto residential lands.
8. Garbage receptacle areas, utility kiosks and storage areas are to be screened with solid fencing or landscaping.
9. Parking areas shall be screened from adjoining residential development with landscaping. Large areas of parking shall include internal landscaping to enhance the character of the site.
10. Where surface parking is located along pedestrian walkways or roadways, solid fencing, landscaping, or a combination of the two, shall be used for screening.
11. Sitting areas are to be provided within new or redeveloped industrial areas to enhance the comfort of pedestrians.
12. Continuous weather protection is strongly encouraged and should be provided over all pedestrian areas, seating areas and buildings.
13. Signs shall be designed, sited, and sized to be in character with the proposed development and in a manner that does not impede sight visibility.
14. All new developments must be designed to enhance of safety and security of building users and pedestrians. Elements for consideration when completing site design include distances between entryways, between entryways and parking areas as well as public pedestrian and vehicular access areas, visibility of entryways and locations and levels of lighting and placement and heights of landscaping.

6.8 Business Park Development Permit Area

Business Parks are planned business facilities designed to accommodate a variety of modern commercial service activities. Fundamental requirements usually include large sites, ease of access and attractive site design including high standards of architecture and landscaping. Design guidelines ensure that development reflects a high quality of design and site planning and the mitigation of traffic, lighting and environmental impacts.

6.8.1 Development Permit Area Commercial Multiple Family #11 Business Park Area

Justification

The area shown on Schedule B-4 – Selma Park, Davis Bay, Wilson Creek Neighbourhood Plan: 'Commercial, Industrial and Multiple Family' as Development Permit Area C/MF #11 – Business Park Area (DPA C/MF #11) is designated under Section 919.1 (1) of the Local Government Act.

The Selma Park/Davis Bay/Wilson Creek Plan objectives for this DPA focus on:

- Developing a business park with a high quality of urban design and visual identity;
- Coordinating development among buildings, site landscaping and site features;
- Enhancing the visual and aesthetic qualities of the neighborhood;
- Integrating urban design with natural environmental features;
- Ensuring an attractive and prominent development on a Field Road.

Guidelines

Developments locating within Development Permit Area C/MF # 11 shall conform to the following guidelines:

1. Parking

- Minimize conflict between heavy vehicles and employee/visitor traffic;
- Screen parking areas from residential areas;
- Divide parking lots with landscaping including planting berms, and landscaped islands);
- Provide adequate parking for handicapped vehicles and bicycles.

2. Landscaping

- Provide a high quality of landscaping in those areas facing Field Road including trees, shrubs, and landscaped berms;
- Accent entrances to the business park and respective anchor buildings (i.e. make entrance ways a prominent gateway feature including signage, lighting, landscape medians, landscape features);
- Accent high visibility areas with planting, art work, signage;
- Where possible maintain native vegetation;
- Provide a double row of trees along main internal roads;
- Provide landscaping in front of blank walls;
- Outdoor landscaped areas shall be provided for employees (i.e. amenity space, playfield).

3. Sustainable Development

- Where possible integrate natural elements into the site design including topography, drainage courses, native vegetation, and rock features;
- Husdon Creek shall be maintained in undisturbed state.

4. Site Lighting

- Exterior and parking lighting shall be oriented away from residential areas to avoid glare;
- An appropriate height and style of lighting standard shall be provided along internal roads.

5. Fencing

- Fencing shall be integrated into landscaping and be consistent with conventional residential fencing (e.g. wood or masonry);
- Ornamental fencing shall be used to enclose storage areas;
- Fencing along abutting streets shall be avoided.

6. Building Form and Character

- Buildings shall have a distinct architectural character and cohesive appearance including (i.e. roof details, exterior materials, finishes, glazing, textured surfaces, varying the massing and height of buildings);
- Where appropriate, door and window treatment shall match and compliment architectural form;
- Street facing buildings shall emphasize glazing, graphics, colour rather than blank walls in order to provide a strong architectural edge;
- Sidewalks and pathways shall connect the entrances of buildings;
- If appropriate, anchor principal buildings at entrances to the site in order to provide visual prominence;
- Maintain prominent entrances to each building for ease of recognition;
- Where possible, conceal or screen rooftop or exterior mechanical units;
- Loading bays and overhead garage doors shall not face Field Road or internal roads.

7. Signage

- Signage shall match the architectural character of buildings on the same site;
- Free standing signs shall be integrated into site landscaping and where possible matching the building colour and character;
- Fascia signage shall be coordinated with architecture;
- All signs shall be maintained to an appropriate standard of care.

8. Land Uses

- Retail uses shall incorporate awnings, canopies and signage to add life/character to the development;
- Outdoor extensions to cafes/ restaurants encouraged where appropriate;
- Sidewalks adjacent to retail or pedestrian oriented uses shall provide rain protection.

9. Live/Work Areas

- Live/Work areas may be provided to offer attractive residential like quality;
- Live/Work areas shall be architecturally designed and coordinated with building facades, natural elements (native trees, watercourses etc.) and landscape features);
- Loading areas, refuse, recycling areas in the live/work area shall be suitably screened.

6.9 Development Permit Application Requirements

- 6.9.1** Land cannot be altered or subdivided, or a building or structure must not be constructed, added on to or altered in an area designated as a Development Permit Area by this Plan, prior to an owner of land or a building or a structure obtaining a Development Permit from the District.
- 6.9.2** Prior to issuing a development permit, Council requires applicants to furnish, at their expense, a Development Permit application which shall include:
- a) a paid application fee in the amount prescribed in the District's Fee Bylaw;
 - b) a description of the project
 - c) survey plans of the site proposed for development indicating:
 - i. the location of the project
 - ii. existing natural features, including vegetation and features such as watercourses, bogs, springs, steep slopes and similar features and required setbacks;
 - iii. all existing and proposed buildings and structures and required setbacks;
 - iv. all existing and proposed property boundaries; and,
 - d) the location of all site improvements including proposed site access and egress points, detention/retention ponds, proposed lighting, surfacing, parking areas, refuse storage areas, signage and site landscaping; building elevations for road frontage and their relationship to adjacent uses and structures;
 - e) reports by a registered Professional Engineer licensed to practice in British Columbia in the appropriate field on:
 - i. the water and waste disposal requirements for the proposed use;
 - ii. the stability of the slope subject to the application, including topographic maps indicating contour intervals, location of slope stability and soil suitability test sites, location of unstable slopes; and,
 - iii. certification of the safety of the proposed on-site and off-site structures from hazardous topographic conditions.
 - f) where a development proposal is situated within an Environmentally Sensitive, Hazardous Conditions or Watercourse Development Permit Area, the District of Sechelt may require the applicant to provide an environmental impact statement.

6.10 Development Permit Area Exemptions

Development permits are not required if the proposed development:

- a) is an interior renovation;
- b) is minor and cosmetic in nature such as the replacement of a door or window, replacement of roofing, repairs to exterior finishes and does not involve altering the structure of the building;
- c) is an addition or alteration to an existing building which does not exceed 40 square metres;
- d) emergency repairs to buildings and structures where there is a demonstrable and immediate risk to public safety or property;
- e) changes to the text on an existing sign that was permitted under an existing development permit;
- f) where there are hazardous conditions requiring development precautions which a geotechnical study indicates can otherwise be regulated by any District of Sechelt zoning, servicing and floodplain management bylaws,
- g) tree cutting or soil removal and deposit permit bylaws existing at the time of application; or,
- h) A Development Permit issued or received under the above does not exempt any person from securing a building permit, electrical permit, road access permit or any requirement of a bylaw, statute or regulation.
- i) Where a development proposal is situated within an Environmentally Sensitive, Hazardous Conditions or Watercourse Development Permit Area, the District of Sechelt may require the applicant to provide an environmental impact statement.

7.0 IMPLEMENTATION

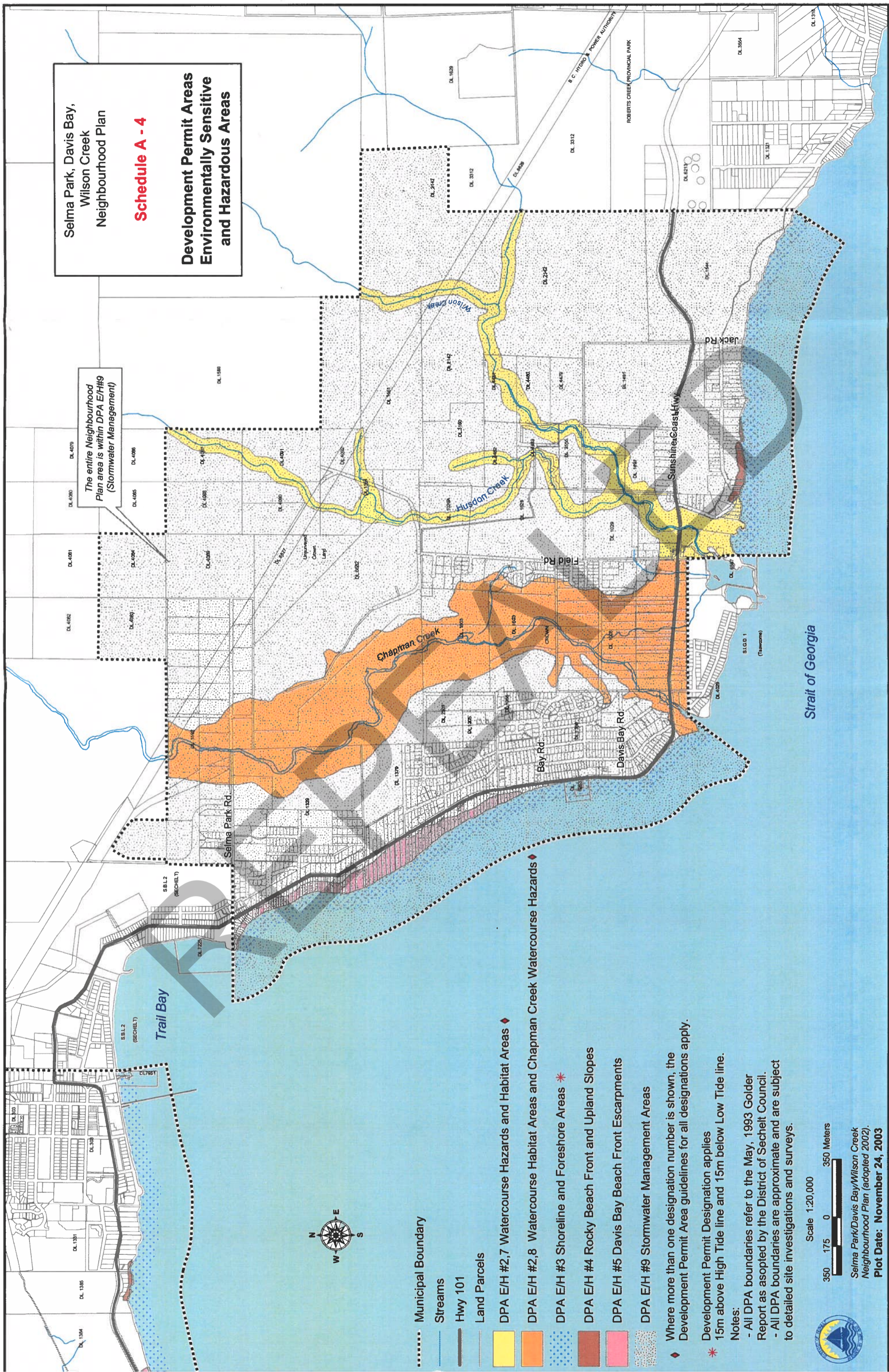
7.1 Policy

This Plan shall be implemented in accordance with the following policies:

- 7.1.1 Future amendments to the current Zoning Bylaw will be consistent with the definitions and policies for the above *future land-use designations*.
- 7.1.2 Development Permits and Development Variance Permits should be consistent with the above *future land-use designations*. Mobile home parks are to be developed following the current Mobile Home Park Bylaw.
- 7.1.3 Where possible Council may adopt Development Permit Guidelines as zoning provisions in the applicable zoning bylaw.
- 7.1.4 Where feasible and practical, the Neighbourhood Works projects identified in the Plan shall be incorporated into the District's capital works budgets.

Selma Park, Davis Bay,
Wilson Creek
Neighbourhood Plan
Schedule A - 4
Development Permit Areas
Environmentally Sensitive
and Hazardous Areas

The entire Neighbourhood
Plan area is within DPA E/H#9
(Stormwater Management)

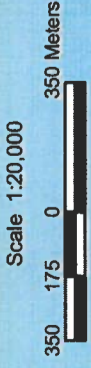


- Municipal Boundary
- Streams
- Hwy 101
- Land Parcels
- DPA E/H #2.7 Watercourse Hazards and Habitat Areas ◆
- DPA E/H #2.8 Watercourse Habitat Areas and Chapman Creek Watercourse Hazards ◆
- DPA E/H #3 Shoreline and Foreshore Areas *
- DPA E/H #4 Rocky Beach Front and Upland Slopes
- DPA E/H #5 Davis Bay Beach Front Escarpments
- DPA E/H #9 Stormwater Management Areas

◆ Where more than one designation number is shown, the Development Permit Area guidelines for all designations apply.

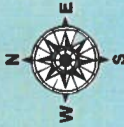
* Development Permit Designation applies 15m above High Tide line and 15m below Low Tide line.

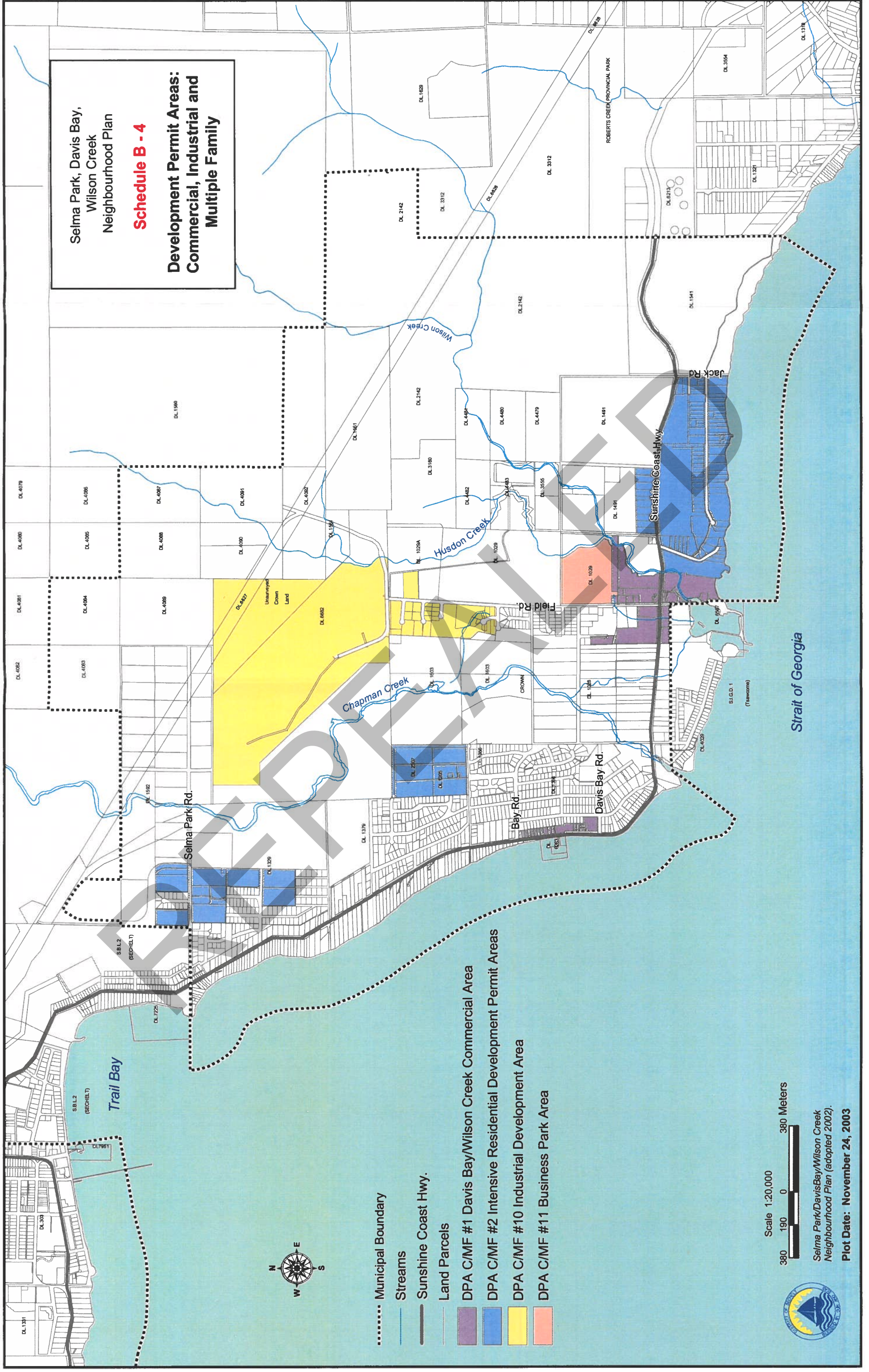
- Notes:
- All DPA boundaries refer to the May, 1993 Golder Report as adopted by the District of Sechelt Council.
 - All DPA boundaries are approximate and are subject to detailed site investigations and surveys.



Selma Park/Davis Bay/Wilson Creek
Neighbourhood Plan (adopted 2002).
Plot Date: November 24, 2003

Strait of Georgia

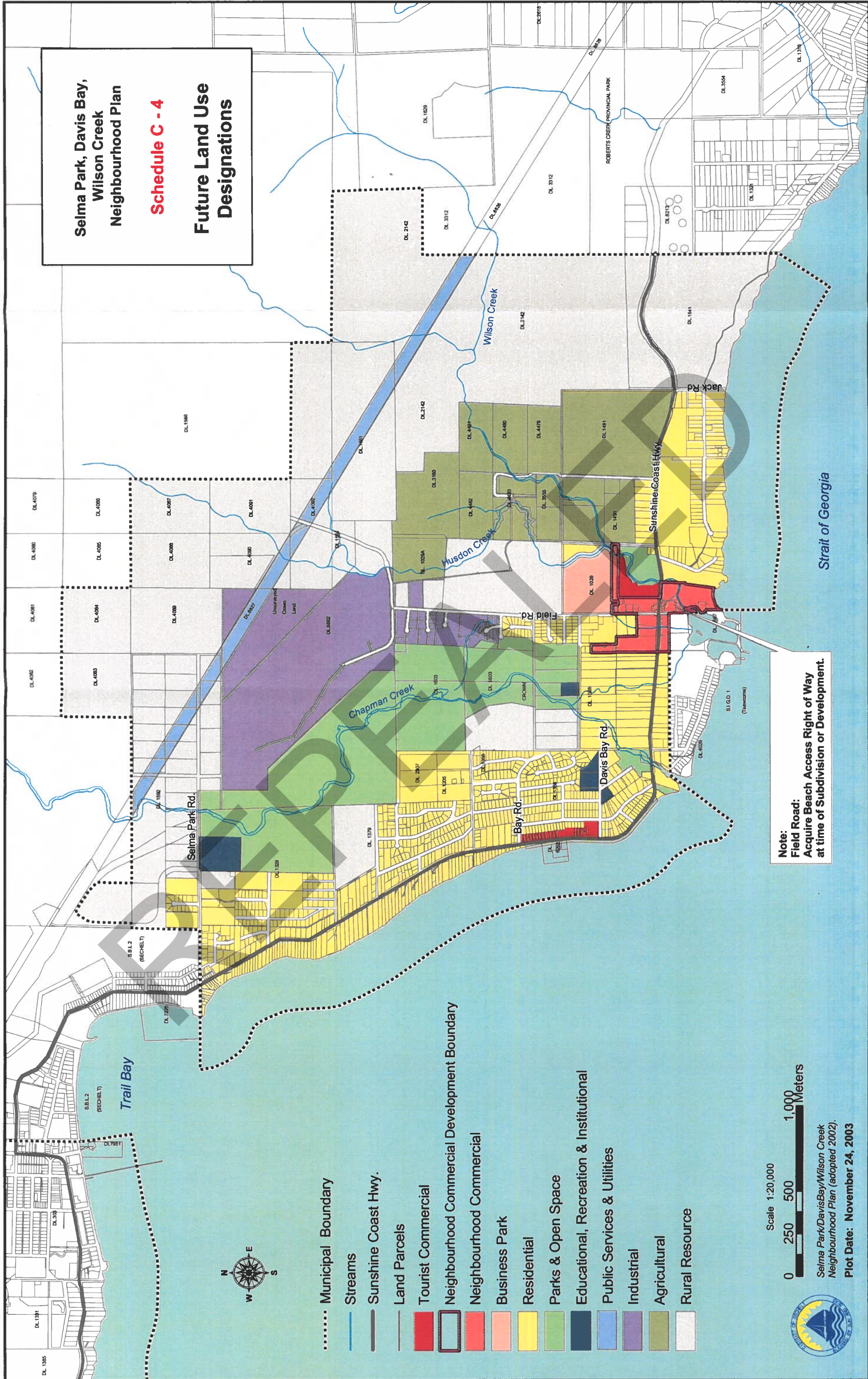




**Selma Park, Davis Bay,
Wilson Creek
Neighbourhood Plan**

Schedule C - 4

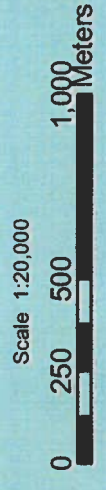
**Future Land Use
Designations**



Note:
Field Road:
Acquire Beach Access Right of Way
at time of Subdivision or Development.



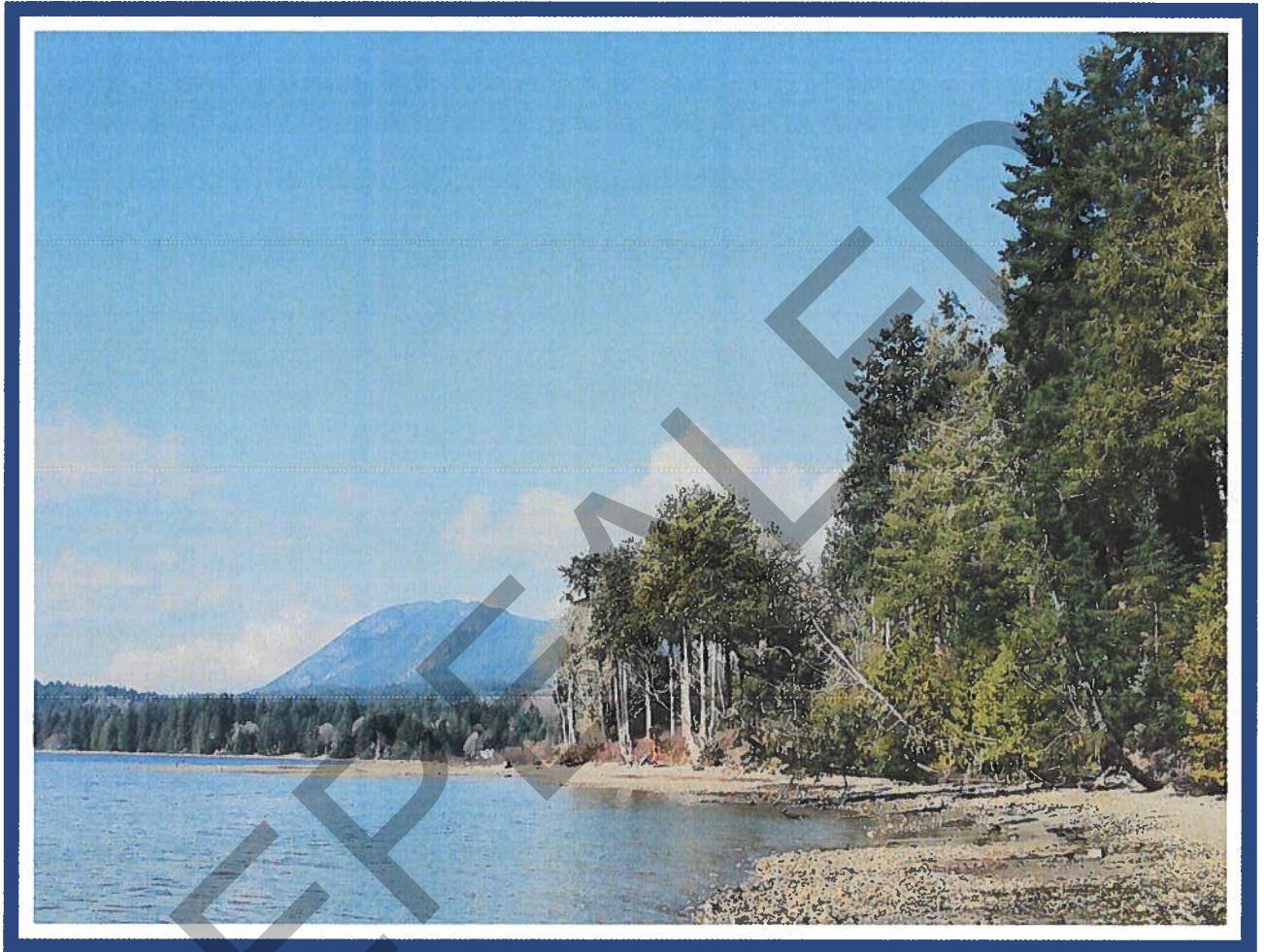
- Municipal Boundary
- Streams
- Sunshine Coast Hwy.
- Land Parcels
- Tourist Commercial
- Neighbourhood Commercial Development Boundary
- Neighbourhood Commercial
- Business Park
- Residential
- Parks & Open Space
- Educational, Recreation & Institutional
- Public Services & Utilities
- Industrial
- Agricultural
- Rural Resource



Selma Park/Davis Bay/Wilson Creek
Neighbourhood Plan (adopted 2002).
Plot Date: November 24, 2003



District of Sechelt



SCHEDULE 5 TO BYLAW 435, 2003

EAST PORPOISE BAY NEIGHBOURHOOD PLAN

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1.0 INTRODUCTION

The East Porpoise Bay Neighborhood Plan (The Neighborhood Plan) has been developed consistent with the requirements of the Local Government Act to provide detailed land development policies for the management of growth in the neighborhood.

1.1 RELATIONSHIP TO THE OCP

The Neighborhood Plan shall be consistent with the policies of the District of Sechelt's Official Community Plan and shall be read in concert with the Official Community Plan. The Neighborhood Plan contains detailed land use designations and policies that address development, servicing and environmental issues which are unique to the plan area.

The East Porpoise Bay Neighborhood Plan is adopted a schedule to the OCP pursuant to Section 7.2.1.of the OCP

"The District of Sechelt shall develop detailed neighborhood plans for each neighborhood which will address land use patterns densities, location of any future development and needed facilities, environmental heritage, and other community planning concerns on a more detailed level than the Sechelt OCP"

1.2 VISION

The following vision statement shall guide the future growth and development of the East Porpoise Bay Neighborhood.

In the long term East Porpoise Bay shall develop as a complete neighborhood with a community focal point which offers a range of amenities and provides a mix of housing densities, pedestrian connections and bike paths. Future development shall respect the need for open space, fish and wildlife habitat, an accessible waterfront and views of Porpoise Bay.

1.3 GOAL

To develop a complete and sustainable neighborhood that protects the natural environment for the enjoyment of future generations.

1.4 OBJECTIVES

The following objectives provide fundamental direction to the neighborhood plan and to future municipal works and services:

1. To provide a neighborhood focal point for future social and community activities;
2. To encourage a mix of land uses which are non intrusive, compatible and sustainable;
3. To encourage a mix use of residential uses on the waterfront;
4. To minimize conflicts between resource extraction and urban development;
5. To provide public access to the waterfront;
6. To manage the waterfront, hillsides and riparian area habitat and prevent the deterioration of water quality in the neighborhood drainage systems;
7. To develop a system of safe pedestrian and bicycle paths and a public transportation systems;
8. To limit industrial development on the waterfront to marine service and transportation services.

East Porpoise Bay
Neighbourhood Plan

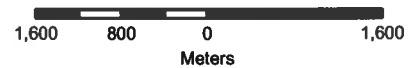
Figure 1

Location Plan



East Porpoise Bay
Neighbourhood Plan Area

1:66000



Plotted: June 8, 2004

- Municipal Boundary
- Land Parcels



2.0 FUTURE LAND USE DESIGNATIONS

The following future land use designations and policies have been created to manage and direct growth in the East Porpoise Bay neighborhood:

2.1 RESIDENTIAL

2.1.1 General Policy

Until the plan area is serviced with a community sewer system the location and density of development shall be consistent with the Vancouver Coastal Health Authority on site sewage disposal standards for subdivision assessment. Where appropriate, the District of Sechelt shall support the installation of certified alternative sewage treatment systems.

2.1.2 Objectives

The following objectives shall apply to the Residential land use designation:

- To encourage residential infill on existing vacant lots;
- To encourage residential development as the primary land use on the Porpoise Bay waterfront;
- To support low density single family residential development in the plan area;
- To support comprehensively planned development on large sites which include a mix of housing types and lot sizes;
- To provide housing that meets the needs of an aging population
- To allow residential development on Porpoise Bay in a manner that is compatible with marine industrial activities;
- To allow business enterprises on large lots that do not have a negative impact on residential uses, community values or generate excessive traffic

2.1.3 Policies

- Residential development shall be directed to the area designated "Residential" on Schedule "C-7";
- Residential development shall encourage the integration of a variety of housing forms to create a diversity of design and living accommodation;
- Subdivision designs shall facilitate efficient and economic planning of infrastructure;
- The suburban character of the neighborhood shall be preserved by sensitive site planning and landscape treatment;
- Setbacks from water courses and the natural boundary of East Porpoise Bay shall be consistent with the policies of senior levels of government and be subject to the Environmental Hazard Development Permit Guidelines of the Neighborhood Plan;

- Residential Development on steep slopes shall meet the Development Permit Guidelines of the Neighborhood Plan;
- Where possible, residential development shall preserve view corridors and site lines to Porpoise Bay, by height restrictions and building separation;
- The number of single family residences per lot shall be limited to one unit per 2000 square meters until approved sewer system is provided;
- High density residential development shall be subject to the provision of approved services and shall be subject to the Development Permit Guidelines for multi family housing. Residential densities shall be as follows:

Two Family Residential	- maximum density of 30 units/hectare
Townhouses	- maximum density of 40 units per hectare
Apartments	- maximum density of 50 units per hectare

- Business enterprises with more than two employees shall be allowed on residential lots south of Burnett Road subject to a Development Permit
- Mobile home parks shall be allowed pursuant to the District of Sechelt Zoning Bylaw.

2.2 INDUSTRIAL

2.2.1 Objectives

The following objectives shall apply to the industrial lands in the neighborhood plan:

- To provide for marine industrial and transportation services on Porpoise Bay;
- To encourage industrial development in an aesthetically pleasing environment;
- To encourage a sensitive integration of industrial uses with adjacent non industrial uses by minimizing such factors as noise, visibility, noxious emissions, hazardous traffic.

2.2.2 Policies

- Service industries shall locate in the lands designated Industrial on Schedule "C-7";
- Industrial development shall be regulated by Zoning Bylaw 25 and the Industrial Development Permit Area guidelines; (Noise, landscape treatment, fencing, buffering where activities abut residences);
- The existing industrial activities on Porpoise Bay shall be encouraged to relocate to the east side of Sechelt Inlet Road on the lands designated Industrial in the Neighborhood Plan;
- Home based business shall be allowed subject to the provisions of Zoning Bylaw 25;
- A single family residence may be allowed ancillary to the industrial uses and be subject to a restrictive covenant expressing knowledge of the main industrial use;
- Industrial development shall not adversely affect non industrial uses;

- Marine industrial activities in the Residential designation on Porpoise Bay south of Allen Road shall develop in Porpoise Bay consistent with the Industrial Development Permit Guidelines.

2.3 RURAL RESOURCES

SAND AND GRAVEL

Aggregate production is a major primary industry in Sechelt. Sand and gravel are non-renewable resources. Consequently, it is important that supplies are monitored to ensure that future needs can be met. There are significant industrial gravel reserves in the East Porpoise Bay planning area. While aggregate production is necessary to urban development, it poses challenges which include environmental impacts, visual impacts, noise and dust disturbance, traffic hazards and road damage.

2.3.1 Aggregate Objectives

- To protect lands with a high potential for aggregate production to ensure a long term economic supply of sand and gravel;
- To regulate aggregate production in a manner that minimizes the impact on the neighborhood and environment. (Control of hours of operation, dispersal of dust, traffic impact, screening and landscaping).

2.3.2 Aggregate Policies

- The lands exhibiting a high potential for aggregate production are designated "Future Aggregate Production" on Figure 3;
- Aggregate development shall be undertaken consistent with the development permit guidelines of the Neighborhood plan and the regulations pursuant to the Mines Act;
- The District of Sechelt shall encourage the Ministry of Mines to inventory the long term aggregate resources and to update the site remediation and bonding practices;
- Aggregate production shall be conducted in a manner that limits the impact on neighboring properties. Specific attention shall be directed to hours of operation, dust suppression, noise attenuation and traffic impacts;
- The District of Sechelt shall insist that reclamation activities and future land use plans shall be coordinated with municipal land development policies;
- The District of Sechelt shall encourage "value added" consideration to the primary aggregate industry.

2.4 FORESTRY

Forestry activities comprise a diminishing part of the Plan area's resource base. Certain areas can be reforested to producing timber lands or to mitigate against environmental hazards.

2.4.1 Forestry Policies

The District shall encourage stewardship practices on public and private forest lands that are consistent with the Forest Practices Code of BC.

2.5 COMMERCIAL

The East Porpoise Neighborhood has no commercial or retail services. The waterfront on Porpoise Bay offers opportunities for resort or water based commercial uses. During the preparation of this plan a private campground was developed on Sechelt Inlet Road at Dusty Road. In the future, a neighborhood retail outlet might be required to satisfy the convenience needs of residents in the plan area. The Porpoise Bay Provincial Park and the Tetrahedron alpine area are major regional tourism attractors which could generate significant private sector tourism related opportunities.

2.5.1 Objectives

- To allow a local commercial / retail facility that is compatible with a residential neighborhood;
- To support water based and upland tourism facilities.

2.5.2 Policies

- A neighborhood convenience retail outlet shall be permitted to meet the daily needs of the neighborhood residents subject to the requirements of Zoning Bylaw 25 and the Commercial Area Development Permit Guidelines;
- Water based tourist commercial activities shall be allowed in Porpoise Bay subject to Zoning Bylaw 25 and the Commercial Area Development Permit Guidelines;

2.6 OPEN SPACE, PARKS and INSTITUTIONAL USE

There are no community playgrounds, sports fields or tot lots in the plan area. Although the Porpoise Bay Provincial Park is the plan area's most significant outdoor recreation amenity its role and mandate is that of a provincial campground. Burnett Creek Park was taken as the parkland dedication for the Marmot Road subdivision. The waterfront esplanade on Porpoise Bay between Burnett Road and Allen Road is a significant feature.

2.6.1 Objectives:

- To designate land for a range of public and private recreation and institutional uses;
- To create a pedestrian trail and bike path that links the neighborhood to Sechelt;
- To ensure that statutory parkland dedication is located in appropriate locations conducive to park development;
- To develop improved public access to Porpoise Bay;
- To use, where appropriate, rights of way (Hydro / gas) for recreation activities;
- To ensure that greenways along creeks and the shoreline serve to protect fish habitat.

2.6.2 Policies

- This plan recognizes the Parks and Open Space policies of the District of Sechelt Official Community Plan that apply to the East Porpoise Bay Neighbourhood;
- Council shall provide for improved access to the Burnett Creek park in DL 1558;
- Council shall complete a pedestrian path and cycling trail that runs parallel to Sechelt Inlet Road;
- Council shall improve public access on the road rights of way that lead to Porpoise Bay as illustrated on Figure 2. In particular, Council shall examine the acquisition of the lots that abut Kontiki Road for a waterfront park. Where possible, limited vehicular parking shall be provided on all rights of way that provide access to Porpoise Bay from Sechelt Inlet Road;
- Council shall request the Regional District to examine the recreation potential of the logging road that runs between the landfill site and the Gray Creek logging road;
- Institutional facilities shall be integrated with the surrounding residential neighborhood;
- The recreation potential of utility rights of way shall be considered by the District of Sechelt in its future park planning;
- A community park and heritage museum shall be considered in the vicinity of Yew Road.

2.7 COMPREHENSIVE RESIDENTIAL GOLF COURSE DEVELOPMENT AREA

The Terraces Comprehensive Development Plan at Angus Creek is a multi phased golf course, residential development, which includes approximately 135 ha of land in East Porpoise Bay, an area which is considered premature for non-rural type development. For development within this area to be considered for approval, specific criteria as outlined in related policies must be met. Any comprehensive plan for this area will be expected to incorporate approximately 727 residential units in a mix of forms and densities, and includes the following amenities:

- a) a 4 ha school/park site
- b) a 2 ha waterfront park
- c) a total of 20,000 sq. ft. commercial space (1858m²)
- d) a total of 206 single family dwellings
- e) a total of 381 multi family dwellings
- f) a total of 140 duplex units
- g) a total of 55 acres of open space (23 ha)
- h) a 65 ha golf course

The Terraces development is designated "Comprehensive Residential Golf Course Development Area" in the Neighborhood Plan subject to the following policies:

(1) A site plan shall include the following:

- a) an assessment of the existing site features and environment;
- b) an environmental inventory and tree survey to identify natural watercourses, wetlands, tree stands and other features worthy of preservation;
- c) show how the transportation network, land use and open space layouts respond to an analysis of the site feature and environmental assessment.

(2) A comprehensive development plan will:

- a) include a range of housing densities and, where appropriate, a range of housing types;
- b) include affordable housing which is well integrated into the overall development and phasing, and is not physically isolated;
- c) incorporate neighbourhood commercial nodes if more than 400 residential units are anticipated, or where called for in other policies and schedules of this Plan;
- d) locate any required neighbourhood commercial nodes in highly visible and accessible locations;
- e) incorporate roads and cycle/pathways which function as logical extensions of the existing network;
- f) incorporate road layouts which reflect natural conditions and site features where feasible;
- g) locate parks and open spaces so that outstanding natural features are preserved, recreational opportunities maximized, and neighbourhood and community identity is strengthened;
- h) connect parks and open spaces to each other, and to the community-wide system by trails and cycleways;
- i) reflect a compromise between natural feature preservation and user safety;
- j) provide for recreational and play facilities, appropriate to the size and nature of the development.

3.0 DEVELOPMENT POLICIES

3.1 ROADS

Sechelt Inlet Road is the major municipal arterial which services the east side of Porpoise Bay from the village core to Tuwanek. It was paved in June 2002 between the "S" Bend and Burnett Road. The Advisory Committee has identified the need for an upper level industrial road to accommodate the future movement of aggregate. The future infill of properties between Burnett and Allen roads will require an arterial network plan to guide the efficient development of land.

A bike path from East Porpoise Bay to Sechelt has been identified as a priority.

3.1.1 Objectives:

- To reduce the amount of heavy truck traffic by providing an arterial that parallels Sechelt Inlet Road;
- To minimize right of way requirements for future collector and local roads where practical;
- To create an internal network of local roads;
- To minimize direct access to Sechelt Inlet Road;
- To beautify Sechelt Inlet Road.

3.1.2 Policies

- Council shall examine the feasibility of an upper level industrial road through DL 1556, 1558 and 1438 as illustrated on the Land Use Schedule C-7 to separate future heavy truck traffic from residential traffic and to reduce industrial traffic on Sechelt Inlet Road;
- A local network of internal local streets on the east and west side of Sechelt Inlet Road shall be created to make practical the subdivision of properties and provide safe and convenient access to future subdivisions;
- Council shall encourage the Sechelt Indian Band Council to coordinate road development plans in SIGD # 2 with the neighborhood plan's road network plan and the District of Sechelt Arterial Network Plan;
- Council shall plan for a bike path / pedestrian path parallel to Sechelt Inlet Road sufficient to accommodate bicycles and alternative vehicles such as motorized scooters;
- Council shall adopt a consistent road naming policy that recognizes Sechelt Inlet Road by appropriate signage and addresses;
- Developers shall consider appropriate street design for alternative forms of access within subdivisions;
- Council shall designate Sechelt Inlet Road a DCC Road for the purpose of future upgrading;

- Council shall consider a program of boulevard beautification on Sechelt Inlet Road between Delta Road and Allen Road;
- Wherever possible road design shall encourage the treatment of storm water run off by minimizing road width, road densities and protect fish habitat at stream crossings.

3.2 TRANSIT SERVICE

- Council shall encourage the Sunshine Coast Regional District to provide transit service to the East Porpoise Bay neighborhood. In particular, the provision of Public Transit shall be integrated with future development.
- Council shall encourage Sunshine Coast Transit or private sector carriers to provide optional service such as a jitney service or subsidized taxi service subject to the requirements of the Motor Carrier Commission.

3.3 WATER

The subject area is serviced by a 200 mm. (8 inch) water line. In November 2002, the Regional District adopted a 10 year Waterworks Development Plan that includes a 400 mm zone 2 trench main extension from Selma Park to the Sandy Hook Pump Station. This is currently scheduled for 2011 - 2012.

3.3.1 Policies

- Future land development proposals shall be serviced with potable water consistent with the provisions of District of Sechelt Bylaw 430 and the water servicing requirements of the SCRD.
- Any water withdrawal from surface or subsurface sources shall not result in an adverse affect on natural flow regimes.

3.4 SEWER

The District of Sechelt Liquid Waste Management Plan does not anticipate servicing the plan area with a community sewer system until 2016. However, staff is reviewing the sewage functional plan of the District including the potential for servicing the East Porpoise Bay Neighbourhood. In the interim period, lots will be serviced with on site systems which meet the "On Site Sewage Disposal Standards for Subdivision" (Vancouver Coastal Health Authority) or approved alternative systems.

3.4.1 Policies

- District of Sechelt shall encourage the Vancouver Coastal Health Authority to monitor the safety and adequacy of in ground sewage disposal systems;
- The District of Sechelt shall pursue a study to determine the feasibility of a community sewer system for the plan area;

- The District of Sechelt shall encourage the use of acceptable alternative treatment systems;
- Council shall encourage large scale land development to provide a community sewer system that connects to the Dusty Road treatment plant; Infilling benefiting properties shall be subject to a latecomer's agreement where appropriate;
- In spite of the time lines identified in the Liquid Waste Management Plan, Council shall examine the feasibility of a pump station at Sechelt Inlet Road and Dusty Road.

3.5 STORM WATER MANAGEMENT

Present development in the plan area is serviced by a system of open ditches and swales that drain into watercourses.

3.5.1 Objectives

- The primary objective of storm water management shall be to maintain water quality standards by reducing contaminants and minimizing silt loading, Biological Oxygen Demand (BOD) on receiving waters.

3.5.2 Policies

- All residential, industrial and commercial development in the plan area shall manage on-site storm water flows in a manner that results in no net increase of flow volumes and velocities from pre development conditions. To this end developments shall require a storm water management plan prepared by a qualified engineer;
- Future subdivisions shall consider alternative development standards consistent with Bylaw 430, which includes open ditches and landscaped swales as an alternative to piping storm water;
- Any comprehensive development proposal must submit a storm water management plan that calculates the Effective Impervious Area (EIA) and develops a strategy to demonstrate how the EIA will be reduced to "0" through infiltration;
- The volume from a 24 hour precipitation event which equals 90% of the total rainfall from impervious area must be collected and treated using suitable Best Management Practices (BMP's) such as biofiltration swales and constructed wetlands. Rates of discharge should not be greater than 10% of the 6month/24 hour pre-development rate;
- Storm water management systems shall be designed for the following objectives:
 - Avoid coliform, hydrocarbon and nutrient contamination of stormwater flows
 - Protect fisheries sensitive receiving waters
 - Protect ground water
 - Minimize negative impacts in areas of lower elevations
 - Detain and reduce flow velocity and volumes

4.0 ENVIRONMENT

The plan area is bounded by Porpoise Bay on the west and a ridge of mountains to the east. Four major salmon bearing streams drain into Porpoise Bay. Much of the neighborhood is treed in mature second growth. The Neighborhood Plan has adopted Environmental Hazard Development Permit guidelines from the District of Sechelt Official Community Plan.

4.1 OBJECTIVES

- Preserve stream corridors in a manner that sustains environmental quality and protect against, flooding and erosion;
- Maintain or improve the quality of natural stream environments, quality of fish habitat and water quality;
- Protect fish bearing streams and related habitat.

4.2 POLICIES

- Subdivision and land development shall be consistent with the Land Development guidelines for the Protection of Aquatic Habitat (BC Ministry of Environment and Department of Fisheries and Oceans 1992) and the Development Permit guidelines of this Plan;
- Strips measured 15 meters from the natural boundary shall be maintained to preserve the water quality of streams, protect wildlife and fish habitat and to protect against flooding and erosion. This setback standard might be reduced if prescribed by a qualified environmental consultant;
- No in ground septic system shall be located within 30 meters of the natural boundary of a water body except with the permission of the Vancouver Coastal Health Authority;
- Stream channels in the plan area shall be maintained in a natural state except as varied by permission of agencies having jurisdiction;
- Covenanted "no build areas" shall be designated as required at the time of subdivision to prohibit the development of buildings, structures, driveways and parking areas in environmentally sensitive areas.

5.0 HILLSIDE DEVELOPMENT

Most of the plan area east of Sechelt Inlet Road consists of hillsides which are presently undeveloped or have been exposed to aggregate production. Both the Gow Pit and large areas of the Terraces development are on hillsides. CAL's long term reclamation plans will likely include development proposals on hillsides which offer views of Porpoise Bay.

5.1 OBJECTIVES

- To support development in appropriate hillside locations in a manner which is sensitive to the natural topography, geotechnical constraints, and the retention of existing vegetation;
- To encourage cluster development subject to servicing in a manner that reduces site disturbance, unnecessary site grading, and encourage the retention of green spaces between development nodes.

5.2 POLICIES

- Development on slopes shall be subject to a detailed environmental and geotechnical impact assessment. An urban design plan is required to illustrate areas of site disturbance, location of roads and utilities, and show how building sites integrate with the surrounding natural environment. Development shall be consistent with accepted engineering practices, minimize excessive earth moving and terrain alteration and protect natural land forms. Where possible, mature vegetation and trees shall be retained and incorporated into the design of projects. Where natural vegetation is disturbed, the area must be replanted with appropriate indigenous plant material;
- Development on slopes greater than 30% will be discouraged unless it can be demonstrated that development will present no danger, or hazards, or servicing problems;
- Development to be consistent with the Environmentally Sensitive / Hazardous Development Permit Area guidelines (Figure A-7);
- Development on steep slopes or complex topography shall recognize existing topography, reduce the use of retaining walls, maintain natural vegetation, reduce grade difference between adjacent properties, and maintain the environmental integrity of the area.

6.0 WATERFRONT OBJECTIVES

Porpoise Bay is a significant landscape feature in the District of Sechelt. In addition to its aesthetic value, Porpoise Bay provides fish and wildlife habitat and recreation opportunities. It is important that this resource be managed to protect its use for future generations.

6.1 OBJECTIVES

- To reduce conflicts among waterfront users;
- To minimize environmental destruction caused by development on the foreshore;
- To retain and enhance waterfront habitat for fish and wildlife production.

6.2 POLICIES

- All development on the foreshore (i.e. regulation of uses, filling, construction, and land disturbance) shall address the issues of environmental protection, consistent with the Development Permit objectives of this plan; the regulations of senior levels of government having authority for environmental quality; and the environmental policies of the District of Sechelt Official Community Plan;
- The District of Sechelt shall work cooperatively with senior levels of government and non profit organizations to protect and enhance the estuaries and foreshore habitat of Porpoise Bay;
- Any building permits issued in the inter tidal zone of Porpoise Bay shall consider the protection of marine life and habitat preservation;
- Waterfront public amenities and public access shall be provided by developers as a condition of land development or redevelopment of properties bordering Porpoise Bay;
- The District of Sechelt shall actively pursue improved public access to Porpoise Bay along the Delta Road, Kontiki Road, Dusty Road, Allen Road and Yew Road rights of way;
- The District of Sechelt shall actively seek to purchase lands required for public access or public waterfront;
- The District of Sechelt supports the concept of communal moorage facilities to minimize the impact on the natural environment. The District requests cooperation with Land and Water BC on all foreshore applications.
- The District of Sechelt shall recognize the significance of the esplanade on the foreshore between Burnett Road and Allan Road and pursue a plan to establish a public trail system which is consistent with the environmental objectives of the plan;
- The District of Sechelt shall cooperate with Land and Water BC to prevent trespass on the foreshore by abutting property owners.

7.0 DEVELOPMENT PERMIT AREAS

BACKGROUND

Sections 919.1 and 920 of the *Local Government Act* permit local governments to designate specific Development Permit Areas (DPA) in an Official Community Plan and specify guidelines in their plans for the:

- Protection of the natural environment;
- Protection of development from hazardous conditions;
- Protection of farmland;
- Protection of provincial or municipal heritage sites under the *Heritage Conservation Act*;
- Revitalization of an area in which a commercial use is permitted, if that area has been designated for that purpose by the Minister; or
- Establishment of objectives and the provision of guidelines for the form and character of commercial, industrial or multi-family residential development.

Development Permit policies allows local governments to have a greater level of control over development. The character and form of the built environment can be enhanced and sensitive natural areas protected by the use of Development Permits. Development can also be protected from hazardous conditions through setback, drainage and other requirements. Lands subject to hazardous conditions can be identified and protected from encroachment to minimize risk to the public and to protect sensitive and unique sites.

Unless otherwise noted in this Plan, a Development Permit must be approved and issued by the local government prior to any development or subdivision of land within a DPA. A Development Permit will specify the requirements necessary to address the objectives outlined for the particular DPA.

The following sections describe the (1) rationale for the designations, and the (2) guidelines that must be observed prior to issuing a Development Permit. The detailed guidelines included in this Plan must be observed prior to development proceeding on any designated site. Requirements applicable to the entire Plan area are included in this Plan.

7.1 GENERAL POLICY

- 7.1.1** A developer of land in the District of Sechelt shall not alter or subdivide land, or construct, alter or add to a building or structure in an area designated as a Development Permit Area under Section 919 (1) of the *Local Government Act*, prior to being issued a development permit from the District under Section 920 of the *Local Government Act*.

- 7.1.2** The areas described as Development Permit Areas in this Plan and shown on Schedule B-7 "Commercial, Industrial and Intensive Development Permit Area and Schedule A-7 - Development Permit Areas: 'Environmentally Sensitive and Hazardous Areas' are hereby designated as Development Permit Areas under Sections 919, 919.1 and 920 (1) (a), (b), (d) and (e) of the *Local Government Act*. Development Permits are required for all developments locating within the Development Permit Areas. Unless specifically exempted by this Plan under Section 7.5 and 7.6 "Exemptions" no building permit shall be issued prior to the issuance of a development permit.

7.2 COMMERCIAL/MULTI FAMILY DEVELOPMENT PERMIT AREA #1 - EAST PORPOISE BAY (EPB C/MF #1)

Justification:

The East Porpoise Bay Development Permit Area is located on the waterfront on the east side of Sechelt Inlet adjacent to Delta Road. Multiple family residential and commercial development on this site marks the introduction of a revitalization process for this industrial part of the Bay

The objective of this designation is to ensure that development and redevelopment is compatible with anticipated adjoining residential and commercial uses. An important aspect of this objective is the need for a coordinated approach to the design elements and character of new and renovated buildings through the use of materials, and landscape treatment, and consideration of building mass, shape and siting. New development shall reflect the area's natural setting and its important location along the Sechelt Inlet waterfront.

Guidelines:

Developments locating within Development Permit Area EPB C/MF #1 shall conform to the following guidelines:

- 7.2.1** Preservation of ocean views and view corridors in the siting, design, massing and finishing of development to enhance the relationship between new development and any adjacent uses, waterfront or open space areas.
- 7.2.2** New building design shall enhance the transition between residential and commercial development and encourage sun penetration to sidewalks, plazas, open spaces, or other pedestrian areas.
- 7.2.3** Pitched roofs and articulated rooflines are encouraged in building finishes to enhance the commercial interface with adjacent residential areas.

- 7.2.4** Building form and materials shall be at a scale and type compatible with low-density residential housing and can include stained or coloured wood, standard brick, stone and stucco. Large expanses of any one material shall only be permitted when relieved by architectural detail. Mixes of building materials can be considered for development locating within the Area.
- 7.2.5** Building elevations visible from adjacent residential streets or areas shall be treated as front elevations, with finishes, facades and windows that complement the character of adjacent residential areas.
- 7.2.6** Landscaping will be used to screen development from residential uses. Landscaping includes shrubs, trees and other plantings, and wooden fences or stonewalls but excludes page wire or chain link fence. Decorative landscaping materials such as paving stones, coloured or stamped concrete and similar materials over asphalt are encouraged.
- 7.2.7** Where possible, mature trees shall be preserved on development sites.
- 7.2.8** Site lighting shall be designed so as to direct lighting onto the site and to avoid spill over onto residential lands.
- 7.2.9** Garbage receptacle areas, utility kiosks and storage areas are to be screened with solid fencing or landscaping.
- 7.2.10** Parking areas shall be screened from adjoining residential developments with landscaping. Large areas of parking shall include internal landscaping to enhance the character of the site.
- 7.2.11** Where surface parking is located along pedestrian walkways or roadways, solid fencing, landscaping, or a combination of the two, shall be used for screening.
- 7.2.12** Sitting areas are to be provided within new or redeveloped commercial areas to enhance the comfort of pedestrians.
- 7.2.13** Continuous weather protection is strongly encouraged and should be provided over all pedestrian areas, seating areas and building.
- 7.2.14** Signs shall be designed, sited, and sized to be in character with the proposed development and in a manner that does not impede sight visibility.
- 7.2.15** All new developments must be designed to enhance the safety and security of building users and pedestrians. Elements for consideration when completing site design include: distances between entryways; distances between entryways and parking areas; public pedestrian and vehicular access areas; visibility of entryways; locations and levels of lighting; and placement and heights of landscaping.

7.3 INTENSIVE RESIDENTIAL DEVELOPMENT PERMIT AREA

The Neighborhood Plan area shown on Schedule B-7 as Development Permit Area East Porpoise Bay C/MF #2 – Intensive Residential Development Area (DPA EPB C/MF #2) is designated under Section 919.1 (1) (e) of the *Local Government Act*. It enables the District to establish objectives and provide guidelines for the form and character of residential development within the designated area.

The character and form of the existing residential community is distinct and serves residents housing needs as well as being a safe pedestrian community. Residents wish to see densities remain the same and their neighbourhoods retain their stability in terms of use and intensity when new development occurs. The following guidelines are intended to meet these objectives.

Justification

This designation is justified by Council's desire that the Neighbourhood Plan be consistent with goals, objectives and policies of the Official Community Plan and with the following:

- To maintain the existing residential character of the area, including landscaping, siting, form, exterior design and finish of buildings and structures;
- To add variety to the range of residential uses located in the area;
- To improve pedestrian accessibility and safety;
- To encourage development to occur in a manner sensitive to the natural environment.

The following policies are intended to ensure quality residential development locates within the area in a scale, form and character that reflects community needs. The following guidelines support these objectives.

Guidelines

Developments locating within Development Permit Area EPB C/MF #2 shall conform to the following guidelines:

- 7.3.1 Preservation of ocean views and view corridors in the siting, design, massing and finishing of development to enhance the relationship between the new development and any adjacent uses, waterfront or open space areas.
- 7.3.2 New building design shall enhance the transition between residential and commercial development and encourage sun penetration to sidewalks, plazas, open spaces, or other pedestrian areas.
- 7.3.3 Pitched roofs and articulated rooflines are encouraged in building finishes to enhance the character of residential development.

- 7.3.4** Building form and materials shall be at a scale and type compatible with low-density residential housing. They can include stained or coloured wood, standard brick, stone and stucco. Large expanses of any one material shall only be considered when relieved by architectural detail. Mixes of building materials can be considered for development locating within the Area.
- 7.3.5** Building elevations visible from adjacent residential streets or areas shall be treated as front elevations, with finishes and facades complementary to the existing character of adjacent residential areas.
- 7.3.6** Porous materials and similar materials other than asphalt are encouraged for vehicular areas.
- 7.3.7** Mature trees shall be preserved on development sites.
- 7.3.8** Sitting areas are to be provided within new residential developments to enhance the comfort of pedestrians and the residential character of the area.
- 7.3.9** All new developments must be designed to enhance the safety and security of residents and pedestrians. Elements for consideration when completing detailed site design include distances between residences, street lighting locations and luminosity levels, placement and height of landscaping and open pedestrian and vehicular access.
- 7.3.10** Residences that have wood burning fire places and furnaces shall meet CSA, VLC or Warnock Hersey Professional Services standards.

7.4 INDUSTRIAL DEVELOPMENT PERMIT AREA

Industrial development and redevelopment supports economic development with a desired appearance. Design elements and the character of new and renovated industrial development figure importantly in maintaining community attractiveness. The Industrial Development Permit Policies prescribe recommended materials, landscaping, and consideration of building mass, shape and siting to achieve appropriately scaled development.

Development Permit Area East Porpoise Bay C/MF #3 - Sechelt Inlet Road Industrial Area designated on Schedule B-7 East Porpoise Bay Neighbourhood Plan as **Development Permit Area EPB # 3 'Commercial, Industrial and Intensive Development'** shall be subject to development Permit guidelines to regulate the appearance and scale of industrial development within the Plan area. This designation establishes objectives and provides guidelines for the form and character of industrial development within the designated area.

Justification

The objectives for this DPA focus on:

- adding variety to the range of industrial uses locating in the area;
- improving vehicular and pedestrian accessibility and safety; and,
- encouraging development to occur in a manner sensitive to the natural environment and the existing character of the area:

The intent of the following policies is to ensure quality industrial development locates within the area in a scale, form and character that reflects community needs. The following guidelines support these objectives.

Guidelines

Developments located within **Development Permit Area EPB C/MF #3** shall conform to the following guidelines:

- 7.4.1** New building design shall enhance the transition between residential and industrial development and encourage sun penetration to sidewalks, plazas, open spaces, or other pedestrian areas.
- 7.4.2** Pitched roofs and articulated rooflines are encouraged in building finishes to enhance the industrial interface with adjacent residential areas.
- 7.4.3** Building form and materials shall be at a scale and type compatible with low-density residential housing and can include stained or coloured wood, standard brick, stone and stucco. Large expanses of any one material shall only be permitted when relieved by architectural detail. Mixes of building materials can be considered for development locating within the Area.
- 7.4.4** Building elevations visible from adjacent residential streets or areas shall be treated as front elevations, with finishes, facades and windows that complement the character of adjacent residential areas.
- 7.4.5** Landscaping will be used to screen development from residential uses. Landscaping includes shrubs, trees and other plantings, wooden fences or stonewalls, but excludes page wire or chain link fence. Decorative landscaping materials such as paving stones, coloured or stamped concrete and similar materials over asphalt are encouraged.
- 7.4.6** Where possible, mature trees shall be preserved on development sites.
- 7.4.7** Site lighting shall be designed to direct lighting onto the site and to avoid spill over onto residential lands.

- 7.4.8** Garbage receptacle areas, utility kiosks and storage areas are to be screened with solid fencing or landscaping.
- 7.4.9** Parking areas shall be screened from adjoining residential development with landscaping. Large areas of parking shall include internal landscaping to enhance the character of the site.
- 7.4.10** Where surface parking is located along pedestrian walkways or roadways, solid fencing, landscaping, or a combination of the two, shall be used for screening.
- 7.4.11** Sitting areas are to be provided within new or redeveloped industrial areas to enhance the comfort of pedestrians.
- 7.4.12** Continuous weather protection is strongly encouraged and should be provided over all pedestrian areas, seating areas and buildings.
- 7.4.13** Signs shall be designed, sited, and sized to be in character with the proposed development and in a manner that does not impede sight visibility.
- 7.4.14** All new developments must be designed to enhance the safety and security of building users and pedestrians. Elements for consideration when completing site design include: distances between entryways; distances between entryways and parking areas; public pedestrian and vehicular access areas; visibility of entryways; locations and levels of lighting; and placement and heights of landscaping.

7.5 ENVIRONMENTALLY SENSITIVE AREAS

The following describes the criteria for exemption from the requirement for a Development Permit, the justification for each designated area, and the guidelines which apply.

Where a development proposal is situated within an Environmentally Sensitive Development Permit Area, the District of Sechelt may require the applicant to supply an environmental impact statement.

Exceptions

Development Permits are not required if the proposed development:

- a) is an interior renovation; or
- b) if the matters referred to in the "Guidelines" under each respective development permit area can otherwise be regulated by zoning, services and flood plain management bylaws, or by any tree cutting or soil removal and deposit bylaw existing at the time of application.

7.5.1 Development Permit Area E/H #1 Gravel Pit Areas

The area designated as E/H #1 on Schedule A-7, gravel pit areas within the East Porpoise Bay neighbourhood.

Justification

Gravel pits often contain loose, fine textured materials which, when exposed to the elements, are subject to erosion. Fine sands and silts can enter watercourses and damage aquatic habitats. Single storm events can result in the erosion of large quantities of unconsolidated fine sands, resulting in burial of spawning beds, deterioration of habitats, and filling of swamps and marshes. Erosion of sands may also impact marine habitats in creek estuaries through burial and changes in the course of the stream. Sediment laden streams may have sufficient energy to transport materials to the ocean, where with reduced velocities, the sediment load is deposited. Biotic habitats may be impacted while reduced water quality may adversely affect recreational diving.

In addition, geotechnical hazards frequently exist in the development of gravel pits. Steep slopes may be prone to local sliding and slippage. As described above, loose and exposed materials within the gravel pits are subject to erosion. These areas and associated access roads or modifications to actual drainage courses, may provide sources of material for debris flow or flood activity.

Guidelines

- 1) Proposed developments within gravel pit areas should address the potential for erosion and slope instability. Measures which will minimize erosion, both in the short term during development and during operation of gravel pits, and over the long term must be clearly determined in advance.
- 2) Development permits in gravel pit areas should not be issued until potential erosion, sediment discharge and stability issues have been thoroughly dealt with and are incorporated within a gravel extraction and reclamation plan, meeting the objectives of the OCP guidelines and those of other appropriate Authorities. Avoidance of erosion problems and unstable slopes is the primary means of dealing with such problems.

7.5.2 Development Permit Area E/H #2 Watercourse Habitat Areas

The areas designated as E/H #2 on Schedule A-7, major watercourses within the plan area including creeks, streams, ponds and wetlands and the lands extending 15 meters on either side of the high water mark and/or ravine crest.

Justification

These watercourses and adjacent lands provide habitat for fish, waterfowl and other aquatic organisms. Disturbance of watercourse habitat without specific permission is contrary to provincial and federal legislation. Works adjacent to watercourses may pose the threat of vegetation removal and potential erosion.

The following streams provide habitat for fish populations: Burnett Creek, Irgens Creek and Angus Creek.

Small drainages, whether natural or constructed, may provide important habitat for young fish, or may discharge into streams with important habitat. Wetlands, swamps, and bogs provide important functions in the aquatic ecosystems by buffering the effects of storms, modifying nutrient loadings and water chemistry, and by providing habitats for many plants and animals.

Guidelines

- 1) Development permits for work in or adjacent to these areas must accommodate the appropriate requirements of both federal and provincial legislation. Specifically, development permits should include:
 - a) avoid clearing, grubbing or other works within the setback area;
 - b) provisions for erosion control for sites adjacent to the setback area; and
 - c) scheduling provisions which avoid sensitive periods during the year.
- 2) Buildings and permanent structures¹ should not be allowed within any required setback area except if a report prepared by a registered Professional Engineer qualified in geotechnical analysis and/or a report from a Registered Professional Biologist specifies how the works may be carried out with no net loss of habitat or danger to health and safety.
- 3) Works around and adjacent to the setback area, including drainage and septic systems, should be restricted to prevent adverse impact within the DPA limits or not permitted if such adverse impacts cannot otherwise be prevented.
- 4) Where development is permitted within the Development Permit Area, Council shall require the developer to provide:

¹"Structures" in this case will be interpreted as including parking lots, roads and driveways.

- a) for minimal clearing, grubbing or other works within setback areas;
 - b) provisions for erosion control for sites adjacent to the setback area; and
 - c) scheduling provisions that avoid sensitive periods during the year.
- 5) Septic discharges should not be allowed to enter any required setback area, while storm water discharges should be treated in such a manner that deposition of sediments and contaminants are prevented from entering the watercourses.
 - 6) The draining of wetlands and water courses where fisheries habitat is directly affected shall be prohibited.

7.5.3 Development Permit Area E/H #3 Shoreline and Foreshore Areas

All areas within 15 meters of the high tide line and 15 meters below the low tide line of the shoreline and foreshore areas along Sechelt Inlet within the plan area, as shown on Schedule A-7.

Justification

Shoreline and foreshore areas are important both ecologically and visually. These areas provide habitats for young fish, shorebirds and many marine organisms. Developments within these areas may result in damage to fragile ecosystems and may impair the visual quality of the coastline. Shoreline processes, such as erosion by natural wave action, may serve important functions in terms of providing materials for the development of sand bars and beach areas. Works which modify these processes may result in damage to adjacent ecosystems.

Discharge of materials within shoreline and foreshore areas may damage ecosystems. Filling of marshy areas may similarly damage fragile ecosystems. Estuary areas serve as important habitats for many aquatic and marine organisms.

Guidelines

- 1) Development within this DPA should be avoided where possible. Detailed studies noting the potential impact of proposed developments should be conducted prior to issuance of a Development Permit for these sites. Such studies should be undertaken by specialists who are acknowledged by the District as being competent in the field of study. Key issues which should be addressed include:
 - a) potential effects of the proposed development on the marine ecosystem;
 - b) visual impacts of the proposed development; and
 - c) an assessment of the need for the development and of any possible alternatives which could minimize potential impacts.

7.6 HAZARDOUS AREAS

The following text describes conditions for exemptions to the requirement for development permits, the justifications for each individually designated area, and lists the guidelines which apply.

Exceptions

Development permits are not required if the proposed development:

- a) is an interior renovation; or
- b) where there are hazardous conditions requiring development precautions which a geotechnical study indicates can otherwise be regulated by any District of Sechelt zoning, servicing and floodplain management bylaws, tree cutting or soil removal and deposit permit bylaws existing at the time of application.

7.6.1 Development Permit Area E/H #7 Watercourse Hazards

Includes areas along Burnett and Irgens Creeks and along an unnamed creek between Burnett and Irgens Creeks, as shown on Schedule A-7.

Includes a minimum 15 m horizontal setback from each side of the creek high water or the crest of ravine or eroded slopes of the creeks and their tributaries, or as mapped. The DPA limit should also be no lower than 1.5 m above the creek high water. The more restrictive of the above criteria applies.

Justification

Steep ravine slopes are subject to potential shallow slope instability in granular and fine grained soils. Over steepened and potentially unstable slopes have been developed as a result of gravel pit operations on both sides of Burnett Creek.

All creeks are considered to be subject to a moderate or high water flood hazard, except for Cairns Creek which has been identified as having little or no flood hazard.

No debris flows or debris floods are anticipated in these creek systems.

A number of properties on the flood fans of Angus and Wilson Creeks, are subject to a potential flood hazard. It is estimated that a high annual probability of shallow slope instability, erosion or flooding hazard exists along lower Angus Creek.

It is estimated that a moderate to low annual probability of shallow slope instability, erosion, deposition or flooding exists along the creeks as follows:

- a) along Burnett, Irgens, and the unnamed creek between Burnett and Irgens Creeks as mapped on Schedule B-7

Guidelines

- 1) Prior to issuance of a development permit, the stability of the natural slopes, the potential for erosion or flooding, and the impact of the proposed development should be addressed by a site specific investigation and report prepared by a Registered Professional with specific experience in geotechnical and/or hydrological engineering.

The report should:

- a) consider the potential for creek erosion, deposition and flooding along the creeks and their tributaries and the potential for slope instability on the ravine slopes;
 - b) address local bank erosion protection and flood proofing or other to provide suitable protection of structures;
 - c) along with any protective measures, consider channel condition upstream of the site as well as the potential for adverse down stream impact;
 - d) consider the influence of tides on flooding;
 - e) consider the anticipated effects of septic and drainage systems on slope instability and water quality (drainage works should avoid erosion of ravine slopes and septic effluent should not be discharged onto ravine slopes or into creeks);
 - f) consider forest harvesting activities and practices in the watershed at the time of the study in the context of potential related slope and channelized instability.
 - g) include provision for stream management and development controls that may become necessary if increased development along the creeks or drainage channels is planned or permitted within the neighbourhood plan.
- 2) In general, vegetation should be maintained to minimize erosion along eroding eroding creek banks, creek valley floors and floodplains, on ravine slopes, and within the 15 m setback from the creek high water mark or crest of ravine slope.
 - 3) The development shall incorporate requirements for maintenance of vegetation; for protection against erosion or sediment discharge; and discourage channel modifications which are detrimental, or which are contrary to the environmental development permit guidelines.

7.7 DEVELOPMENT PERMIT APPLICATION REQUIREMENTS

7.7.1 Land cannot be altered or subdivided, or a building or structure must not be constructed, added on to or altered in an area designated as a Development Permit Area by this Plan, prior to an owner of land or a building or a structure obtaining a Development Permit from the District.

7.7.2 Prior to issuing a development permit, Council requires applicants to furnish, at their expense, a Development Permit application which shall include:

- a) a paid application fee in the amount prescribed in the District's Fee Bylaw;
- b) a description of the project;
- c) survey plans of the site proposed for development indicating:
 - i) the location of the project
 - ii) existing natural features, including vegetation and features such as watercourses, bogs, springs, steep slopes and similar features and required setbacks;
 - iii) all existing and proposed buildings and structures and required setbacks;
 - iv) all existing and proposed property boundaries; and,
- d) the location of all site improvements including proposed site access and egress points, storm drainage detention/retention ponds, proposed lighting, surfacing, parking areas, refuse storage areas, signage and site landscaping; building elevations for road frontage and their relationship to adjacent uses and structures;
- e) reports by a registered Professional Engineer licensed to practice in British Columbia in the appropriate field on:
 - i) the water and waste disposal requirements for the proposed use;
 - ii) the stability of the slope subject to the application, including topographic maps indicating contour intervals, location of slope stability and soil suitability test sites, location of unstable slopes; and,
 - iii) certification of the safety of the proposed on-site and off-site structures from hazardous topographic conditions; and,
- f) where a development proposal is situated within an Environmentally Sensitive, Hazardous Conditions or Watercourse Development Permit Area, the District of Sechelt may require the applicant to provide an environmental impact assessment.

7.8 DEVELOPMENT PERMIT AREA EXEMPTIONS

Development permits are not required if the proposed development:

- a) is an interior renovation;
- b) is minor and cosmetic in nature such as the replacement of a door or window, replacement of roofing, repairs to exterior finishes and does not involve altering the structure of the building;
- c) is an addition or alteration to an existing building which does not exceed 40 square meters;
- d) is an emergency repair to buildings and structures where there is a demonstrable and immediate risk to public safety or property;
- e) changes the text on an existing sign that was permitted under an existing development permit;
- f) shows hazardous conditions requiring development precautions which a geotechnical study indicates can otherwise be regulated by any District of Sechelt zoning, servicing and floodplain management bylaws,
- g) includes tree cutting or soil removal and deposit permitted by bylaws that existed at the time of application; or,

A Development Permit issued or received under the above does not exempt any person from securing a building permit, electrical permit, road access permit or any requirement of a bylaw, statute or regulation.

Where a development proposal is situated within an Environmentally Sensitive, Hazardous Conditions or Watercourse Development Permit Area, the District of Sechelt may require the applicant to provide an environmental impact statement.

8.0 IMPLEMENTATION

This plan shall be implemented in accordance with the following policies:

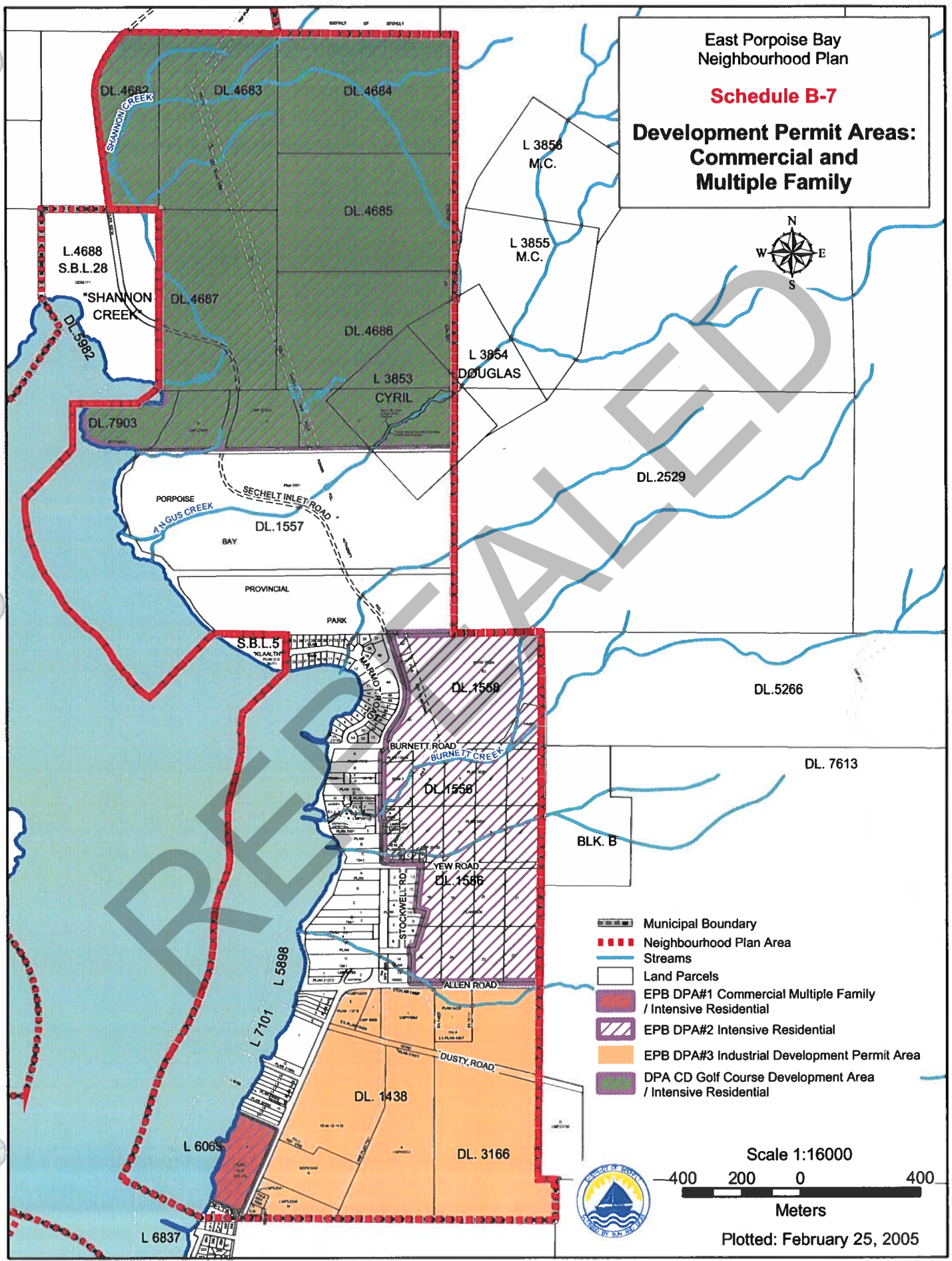
- 8.1** Future amendments to the current Zoning Bylaw will be consistent with the objectives and polices of the neighborhood plan.
- 8.2** Development Permits and Development Variance Permits shall be consistent with the future land use designations and polices of the neighborhood plan.
- 8.3** Where feasible and practical, the capital works projects identified in the neighborhood plan shall be incorporated into the District of Sechelt's annual capital works budgets, particularly the requirement for an improved bicycle path / pedestrian walkway and the development of a community park.
- 8.4** Development Permits and Development Variance Permits shall be consistent with the policies and objectives of this plan.
- 8.5** Park dedications and walkways obtained as a condition of subdivision shall be consistent with the policies and objectives of this plan.

REPEALED

East Porpoise Bay
Neighbourhood Plan

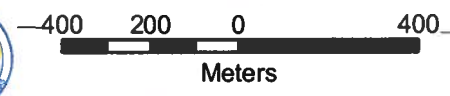
Schedule B-7

**Development Permit Areas:
Commercial and
Multiple Family**



- Municipal Boundary
- Neighbourhood Plan Area
- Streams
- Land Parcels
- EPB DPA#1 Commercial Multiple Family / Intensive Residential
- EPB DPA#2 Intensive Residential
- EPB DPA#3 Industrial Development Permit Area
- DPA CD Golf Course Development Area / Intensive Residential

Scale 1:16000



Plotted: February 25, 2005

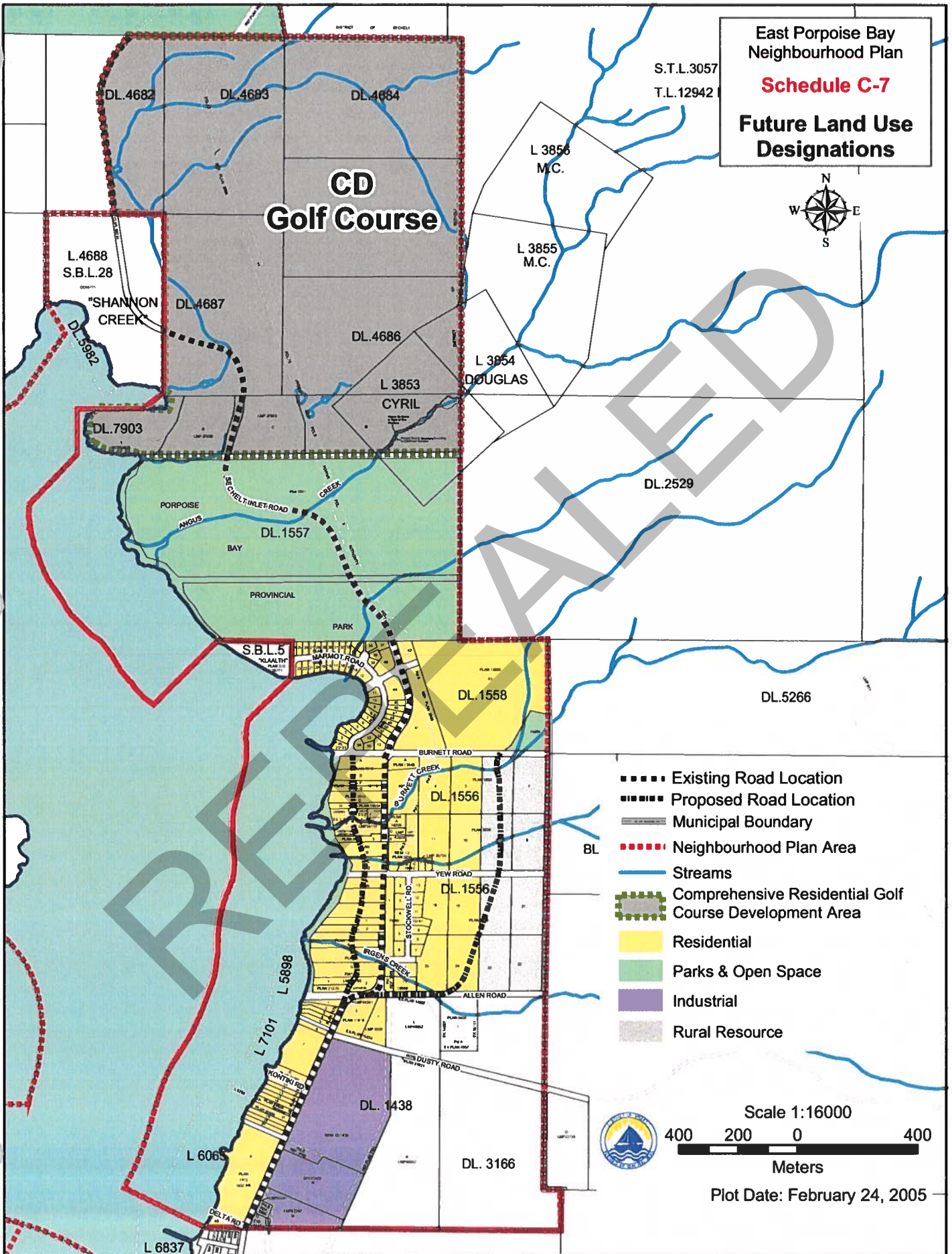
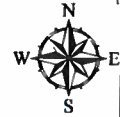


East Porpoise Bay
Neighbourhood Plan

Schedule C-7

**Future Land Use
Designations**

S.T.L.3057
T.L.12942



- Existing Road Location
- Proposed Road Location
- Municipal Boundary
- BL Neighbourhood Plan Area
- Streams
- Comprehensive Residential Golf Course Development Area
- Residential
- Parks & Open Space
- Industrial
- Rural Resource



Plot Date: February 24, 2005

EAST PROPOISE BAY NEIGHBOURHOOD PLAN
FIGURE 2
LAND USE ISSUES & INFLUENCES

East Porpoise Bay

- » Population - 240 (2001)
- » Families - 80
- Households:
 - » Dwellings - 100
 - » Owned - 80
 - » Rented - 15
 - » Other - 5

Population Growth by Households

- » 2010 - 130
- » 2005 - 116
- » 2000 - 110
- » 1996 - 100

- Issues**
- » Resource Impacts
 - » Environmental Values
 - » Quiet Rural/Semi Rural
 - » Lack of Community Focus
 - » Waterfront
 - » Future
- Influences**
- » CAL
 - » SIGD
 - » Secht Growth
 - » Services
 - » Future Highway Alignment

- Conservation
- Recreation:
 - Day Use
 - Camping
- Future Management
- Community Uses

- Proposed RV Park
- 30 units
- Access

- Gow Pit
- Future Subdivision

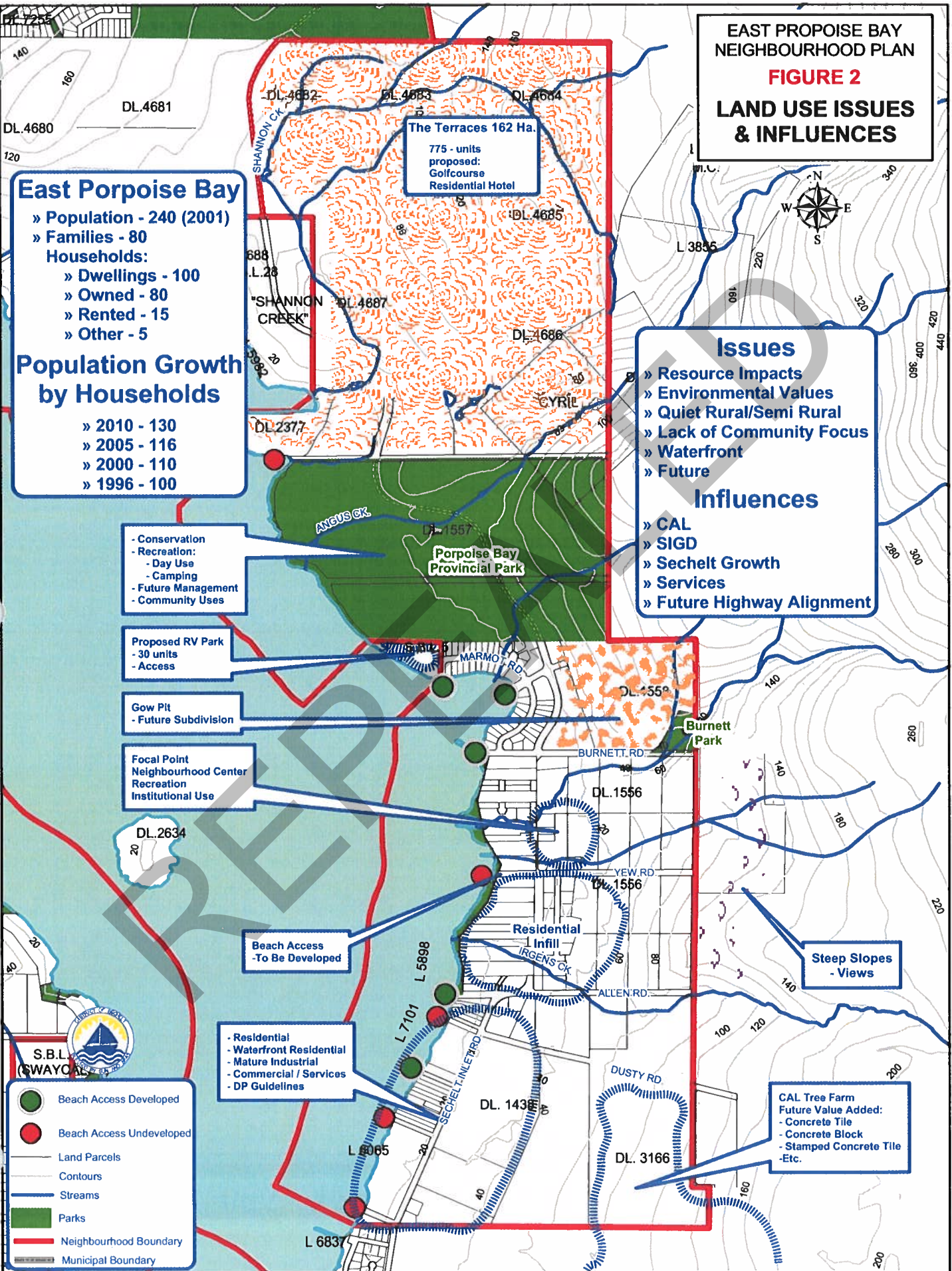
- Focal Point
- Neighbourhood Center
- Recreation
- Institutional Use

- Beach Access
- To Be Developed

- Residential
- Waterfront Residential
- Mature Industrial
- Commercial / Services
- DP Guidelines

- Steep Slopes
- Views

- CAL Tree Farm
- Future Value Added:
 - Concrete Tile
 - Concrete Block
 - Stamped Concrete Tile
 - Etc.

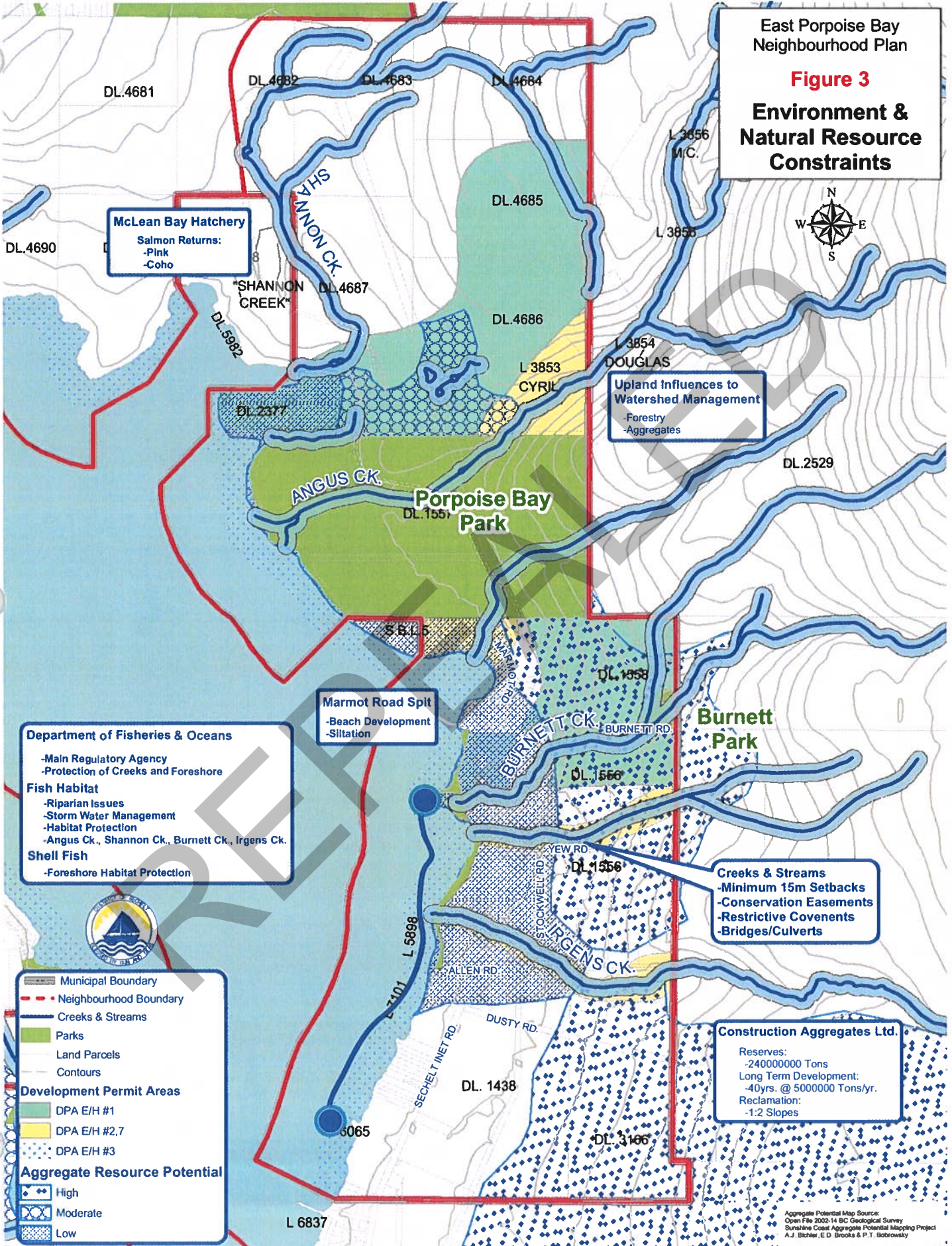


S.B.L. (SWAYO)

- Beach Access Developed
- Beach Access Undeveloped
- Land Parcels
- Contours
- Streams
- Parks
- Neighbourhood Boundary
- Municipal Boundary

Figure 3

Environment & Natural Resource Constraints



McLean Bay Hatchery
Salmon Returns:
-Pink
-Coho

Upland Influences to Watershed Management
-Forestry
-Aggregates

Marmot Road Split
-Beach Development
-Siltation

Department of Fisheries & Oceans
-Main Regulatory Agency
-Protection of Creeks and Foreshore

Fish Habitat
-Riparian Issues
-Storm Water Management
-Habitat Protection
-Angus Ck., Shannon Ck., Burnett Ck., Irgens Ck.

Shell Fish
-Foreshore Habitat Protection

Creeks & Streams
-Minimum 15m Setbacks
-Conservation Easements
-Restrictive Covenants
-Bridges/Culverts

Construction Aggregates Ltd.
Reserves:
-240000000 Tons
Long Term Development:
-40yrs. @ 5000000 Tons/yr.
Reclamation:
-1:2 Slopes

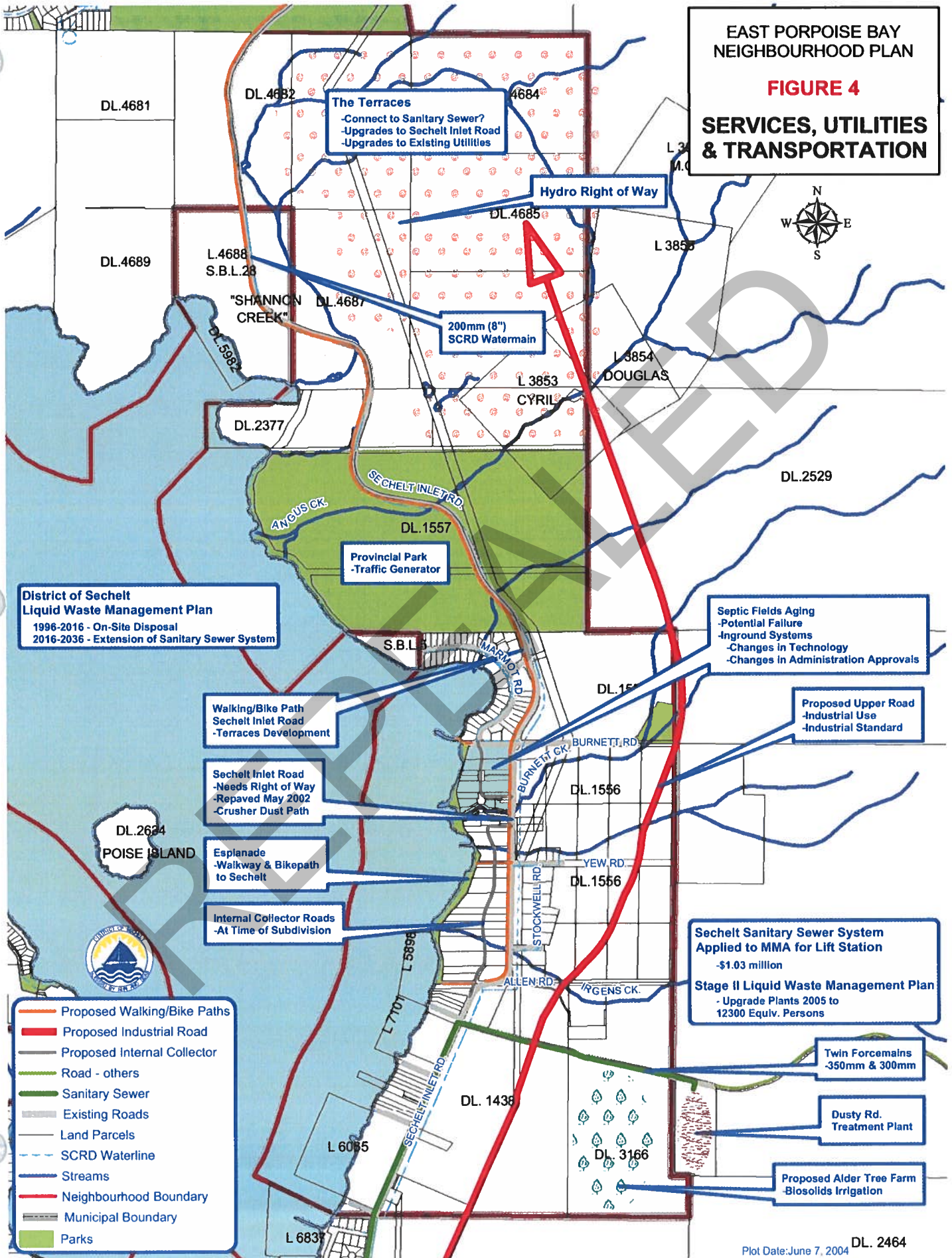
- Municipal Boundary
- Neighbourhood Boundary
- Creeks & Streams
- Parks
- Land Parcels
- Contours
- Development Permit Areas**
 - DPA E/H #1
 - DPA E/H #2.7
 - DPA E/H #3
- Aggregate Resource Potential**
 - High
 - Moderate
 - Low

Aggregate Potential Map Source:
Open File 2002-14 BC Geological Survey
Sunshine Coast Aggregate Potential Mapping Project
A.J. Bichler, E.D. Brooka & P.T. Bobrowsky

EAST PORPOISE BAY
NEIGHBOURHOOD PLAN

FIGURE 4

**SERVICES, UTILITIES
& TRANSPORTATION**



**District of Sechelt
Liquid Waste Management Plan**
1996-2016 - On-Site Disposal
2016-2036 - Extension of Sanitary Sewer System

The Terraces
-Connect to Sanitary Sewer?
-Upgrades to Sechelt Inlet Road
-Upgrades to Existing Utilities

Hydro Right of Way

**200mm (8")
SCR D Watermain**

**Provincial Park
-Traffic Generator**

Septic Fields Aging
-Potential Failure
-Inground Systems
-Changes in Technology
-Changes in Administration Approvals

**Walking/Bike Path
Sechelt Inlet Road
-Terraces Development**

Proposed Upper Road
-Industrial Use
-Industrial Standard

Sechelt Inlet Road
-Needs Right of Way
-Repared May 2002
-Crusher Dust Path

Esplanade
-Walkway & Bikepath
to Sechelt

Internal Collector Roads
-At Time of Subdivision

**Sechelt Sanitary Sewer System
Applied to MMA for Lift Station**
-\$1.03 million
Stage II Liquid Waste Management Plan
- Upgrade Plants 2005 to
12300 Equiv. Persons

Twin Forcemains
-350mm & 300mm

**Dusty Rd.
Treatment Plant**

Proposed Alder Tree Farm
-Biosolids Irrigation

- Proposed Walking/Bike Paths
- Proposed Industrial Road
- Proposed Internal Collector
- Road - others
- Sanitary Sewer
- Existing Roads
- Land Parcels
- SCR D Waterline
- Streams
- Neighbourhood Boundary
- Municipal Boundary
- Parks

1.0 BACKGROUND

1.1 NEIGHBORHOOD PLAN

The District of Sechelt consists of seven neighborhoods each of which has an elected Community Association for providing governance input to municipal council. The District of Sechelt's Official Community Plan provides broad long-term direction to land development and the provision of infrastructure in the municipality. The OCP calls for the preparation of Official Community Plans for each neighborhood. A neighborhood OCP gives more detail and specific direction to land uses, environmental protection, social issues and the provision of infrastructure than the District OCP.

1.2 THE PLANNING PROCESS

The planning process for the East Porpoise Bay OCP was started in May 2001 with the striking of a neighborhood Advisory Committee to work with staff to identify issues and develop the neighborhood plan. From time to time local and senior government officials attended the planning meetings to outline their respective jurisdictional responsibilities and relationship of their policies to the OCP. The Advisory Committee conducted a daylong field trip on November 11, 2001 in which the entire planning area was visited and a variety of land use and resource issues were examined. The Advisory Committee has been instrumental in preparing the Neighborhood Plan.

2.0 LOCATION/CONTEXT

The East Porpoise Bay planning area lies on the east side of Porpoise Bay between the Sandy Hook neighborhood on the north and the SIGD #2 on the south. The planning area is approximately 470 ha in size. The built up subdivided area adjacent to Sechelt Inlet Road is approximately 46 ha in size. Sechelt Inlet Road is the major municipal arterial road servicing the area.

The neighborhood is characterized by steep, mountainous terrain on the east that falls off to an outwash plain on Porpoise Bay on the west. The area is drained by a number of significant fishery streams that flow into Porpoise Inlet including: Irgens Creek; Yew Creek; Burnett Creek; Angus Creek; and Shannon Creek.

2.1 RESOURCES USE

The East Porpoise Bay neighborhood is impacted by a mix of resources use including aggregate mining and forestry. The neighborhood has been burdened by aggregate development more than any other Sechelt neighborhood. This influence will likely continue through the duration of the Neighborhood Plan and CAL's operating plan.

Sechelt Inlet Road has carried a high proportion of logging traffic from forestry activity in the Gray Creek watershed. Angus Creek, Burnett Creek, and Irgens Creek are fish bearing streams that drain the area. Set back requirements from fish bearing streams will have a proportionately larger impact on the neighborhood relative to other parts of Sechelt.

The jurisdictional authority for resource management belongs to senior government agencies such as: the Ministry of Energy and Mines; the Department of Fisheries and Oceans; and the BC Parks Branch. In addition, the SIGD abuts the neighborhood on the south. Land development activities must be consistent with these agencies as well as the District of Sechelt policies.

The Construction Aggregate Limited (CAL) open pit gravel operation is the dominant industrial activity and landscape feature. The CAL lands have approximately 240,000,000 tonnes of proven reserves (2002). Licenses are in place to the year 2038. CAL's land tenure includes leases from the Provincial Crown, (645 ha.) SIGB (99 ha), Canfor (197 ha) and ownership of District Lots 3116 and 3188 (113 ha). Ray Stockwell has a small gravel operation on DL 1556. As of December 2001 CAL had completed mining approximately 120,000 tonnes from the former Gow pit in DL 1558. This pit has ceased operations and been remediated to Ministry of Mines standards. Swansons hold a gravel permit between Yew Creek and Burnett Creek for their concrete plant in DL 1556.

2.2 LAND USES

The neighborhood land uses are illustrated on Figure 2.

2.2.1 Industrial

The area between the SIGB #2 and the "S" Bend on Sechelt Inlet Highway is largely light industrial with a mix of activities on both the water side and highway side of Sechelt Inlet Road. The lots on the water side are long narrow lots 150 meters x 15 meters. District Lot 1438 on the east side of Sechelt Inlet Road is a large consolidated parcel approximately 29ha in size. BC Hydro's 250 kV line bisects the area. The land above the power line in DL 1438 has been designated for a tree farm for the spray irrigation of treated effluent from the Dusty Road treatment plant.

2.2.2 Residential

The major residential area of the neighborhood lies between the "S" bend and the Porpoise Bay Provincial Park on both sides of Sechelt Inlet Road. Most lots are large and are serviced by in ground septic systems. The Gow property in DL 1558 was subject of a 60 lot subdivision proposal in 1999. The Marmot subdivision in DL 1558 contains 55 lots of which 23 are water front properties. The area between Burnett Road and Allen Road contains large lot semi rural residential lots most of which front on Sechelt Inlet Road.

The Terraces land development is an extensive mixed use 850 unit residential, golf course and commercial development proposed for DL's 4683, 4684, 4685, 4686, and DL 4687 immediately north of the Porpoise Bay Campground (see figure 3). The proposed Terraces development has been planned consistent with the CD designation in the Official Community Plan. The zoning bylaw for the development received third reading in 1996. A depressed real estate market stalled the development.

The Joerg Fischer waterfront property in the south west corner of DL 1438 is designated "Multi Family" in the OCP and zoned R4 (Multi Family Residential). This property and the upland industrial property was the subject of an extensive planning study and workshop in 1994 which considered the development of a sustainable community and alternative forms of compact development. The property remains vacant and has potential for comprehensive development.

The GOW pit (18 ha.) has been mined of commercial aggregates and has been subject of development proposals. To date nothing has been approved.

2.2.3 Parks and Recreation

Porpoise Bay Provincial Park is located north of Burnett Road and straddles Sechelt Inlet Road. This Park has 800 meters of frontage on Porpoise Bay and is one of the largest provincial government campgrounds on the Sunshine Coast. A 1.5 ha park dedicated by the Marmot Road subdivision is located on Burnett Creek. It is unimproved and relatively inaccessible.

2.3 MAJOR ISSUES, OPPORTUNITIES AND CONSTRAINTS

The Advisory Committee has identified the following issues which the neighborhood plan should address.

2.3.1 Resource Extraction

The aggregate industry has generated a variety of problems including dust, noise and heavy industrial traffic on Sechelt Inlet Road. The closure of the Gow Pit and the closure of the Jackson's log sort south of Tuwanek will lessen the impact of heavy industrial truck traffic on Sechelt Inlet Road.

The aggregate industry will have an impact for 10 –15 years on long term land uses particularly the CAL and Stockwell operations. Other long term impacts could include landscape issues, dust suppression, noise attenuation, and plant hours of operation.

2.3.2 Roads and Walkways

Figure 4 identifies the issues associated with infrastructure in the neighborhood.

Sechelt Inlet Road

Sechelt Inlet Road is a combination of public highway and Highways Act Section 4 road. The public highway comprises the four-lane curb and gutter section between the SIGD lands and the "S" curve. The Section 4 road is an ungazetted road which has been constructed on private property with no dedicated public right of way. The "S" Bend was realigned and that portion of road between the "S" Bend and Burnett Road repaved to a 7-meter width in 2002. The portion of Sechelt Inlet Road through the Band lands was paved in 2003. A 100 meter section between the intersection of Sechelt Inlet Rd and Wharf Ave and Xenichen Ave on S.I.G.D #2 requires recapping.

Pedestrian Walkway

There is no walkway or bikeway system between East Porpoise Bay and Wharf Ave. The District of Sechelt is constructing a crusher dust pathway system between Burnett Road and Yew Road on properties that have granted agreements to the District to construct adjacent to Sechelt Inlet Road.

The Committee has been emphatic about the need for a completed pedestrian walkway/bicycle path which will link the neighborhood to Sechelt.

Internal Streets

The historical subdivision pattern in the study area has not been conducive to an internal street network. The properties on the east side of Sechelt Inlet Road are serviced by Yew, Boxwood and Stockwell Road. The properties on the west side of Sechelt Inlet Road are long narrow lots that run to Porpoise Bay. Road dedications

have been taken on several of these properties located between Yew Road and Burnett Road. No mid block internal north south road has been constructed.

Transit

The neighborhood is not serviced by the Sunshine Coast Transit regular schedule.

2.3.4 Sewer

The East Porpoise Bay neighborhood is not serviced with community sewer. Most residences are serviced by septic systems. The Terraces proposal included an option of extending a trunk sewer from the Dusty Road treatment plant to the proposed development north of the provincial campground. A 350 mm force main runs along Sechelt Inlet Road from the Ebb Tide sewage treatment plant and up Dusty road to the Dusty road treatment plant (A 300 mm main returns from the Dusty Road plant).

The District of Sechelt applied to the provincial government for an infrastructure grant to construct a lift station at Dusty Road and Sechelt Inlet Road. This lift station would allow a sewage feasibility study to determine sewage collection in the neighborhood.

A 450 mm (18 inch) collector ends at the Indian Band's Bayside Subdivision. This line could be extended, however this would require the permission of the Band, acquisition of rights of way and a cost sharing mechanism with the District of Sechelt.

In the interim, sewage disposal must be accommodated by in ground systems or alternate systems, including holding tanks, which meet the requirements of the Vancouver Coastal Health Authority. The Health Authority has expressed concern about the condition of septic systems in the neighborhood and the potential for failure. This concern is exacerbated by the proximity of systems to fish bearing creeks and tide waters.

The District of Sechelt's Liquid Waste Management Plan (1998) doesn't forecast the provision of a collection system to the East Porpoise Bay neighborhood until 2016.

In September 2002, Vancouver Coastal Health Authority staff met with District Staff to advise of revisions to the Health Authority Subdivision Standards, which will require a minimum parcel size of 2000 sq. meters for lots serviced by an in ground septic system.

2.3.5 Water

Water is supplied to the neighborhood by a 200 mm line that runs along Sechelt Inlet Road

2.3.6 Utilities - Gas

Teracen's 168 mm (4") line runs up Sechelt Inlet Road as far as Delta Road.

2.3.7 Utilities - BC Hydro

The 138 kv. line from Cloholm transects the neighborhood in a 20 meter right of way.

2.3.8 SIGD Lands

The neighborhood is bounded by SIGD lands to the south. These lands can potentially develop with no regard to potential impacts on the East Porpoise Bay neighborhood.

A vacant 1.5 ha Klaath Reserve is located on the waterfront immediately south of the Porpoise Bay Park. The Band lands are the subject of a variety of residential and industrial development proposals. A multi unit recreation vehicle park proposed for the Klaath Reserve could have adverse effects on Marmot Road residents.

At this juncture there is no mechanism in place for the mutual exchange of information about developments or to assess the potential impacts of developments.

2.3.9 Parks and Recreation, Water Access

Representatives of the Provincial Parks Branch have met with the Advisory Committee. The Committee has suggested that the Parks Branch include the provision of community sports fields in the provincial park.

The road right of way / esplanade on the foreshore between Burnett and Allen Roads is a significant public land with future recreation potential. The committee advised that any improvements on the esplanade respect the environmental integrity of the esplanade.

Designated public access to Porpoise Bay exists at Yew Road, Allen Road, Kontiki Road and Delta Road, and at the north end of Marmot Road. Not all of these rights of way are signed or improved with public trails. Several have buildings in trespass and materials from adjacent land owners located on them. The committee has referenced the opportunity for improving public access to the water and the potential for a public dock or pier at Yew Road.

In August 2002 the matter of an application for a private marine railway, by a homeowner in the Marmot Subdivision gave rise to the District of Sechelt requesting Land and Water BC assisting in planning and developing a communal moorage facility.

2.3.10 Neighborhood Focus

Although East Porpoise Bay consists of 160 residences, the area does not have conventional neighborhood facilities such as schools, parks, recreation facilities, churches. The committee has discussed the need to develop a community hall or neighborhood convenience store as a focal point for the community. A heritage museum which features the history of the logging industry on the Sunshine Coast has been discussed.

3.0 ASSUMPTIONS

The East Porpoise Bay OCP is based on the following Assumptions;

3.1 DISTRICT OF SECHELT OFFICIAL COMMUNITY PLAN

The District's OCP contains the following land use designations for the planning area:

- "Rural Resource";
- "Single family residential"; and
- "Comprehensive Development"

The reactivation of the Terraces Project will have a significant impact on the future land uses as contemplated by this plan.

The Neighborhood Plan replicates the Development Permit designations and guidelines for environmentally sensitive and hazardous areas.

The Neighborhood Plan designations and policies shall be consistent with those in the Official Community Plan.

3.2 LIQUID WASTE MANAGEMENT PLAN

The subject area is not serviced with community sewer. The District's Liquid Waste Management Plan doesn't contemplate community sewer in the area until the year 2016.

The development of the Terraces project may accelerate the requirement of community sewer in the East Porpoise Bay neighborhood.

The Neighborhood Plan assumes that residential development in the foreseeable future will be limited to 2000 sq. meter (.5 acre) minimum parcel size lots where lots are serviced by a conventional septic system.

3.3 DEMOGRAPHIC PROJECTIONS

The District of Sechelt projects a population growth rate of 2% per annum for the next 10 years. The 1996 Census population for the East Porpoise Bay neighborhood was 239 and a dwelling unit count of 100 single family units. Using the District of Sechelt's projected growth of 2% a moderate level of growth could occur. However, the potential development of large properties (Fisher, the Terraces, Gow Pit) will accelerate the growth of the neighborhood.

The table below shows a population growth projection based on an annual growth rate of 2%

	PROJECTIONS	
Year	Population	Dwelling Units
2002	270	102
2005	285	108
2010	310	118

REPEALED