DISTRICT OF SECHELT OFFICIAL COMMUNITY PLAN BYLAW No. 492, 2010

Consolidated for convenience only October 2026

This Consolidation includes the following Bylaw Amendments:

492-1, 2011
492-3, 2012
492-4, 2012
492-6, 2013
492-7, 2013
492-9, 2013
492-10, 2014
492-11, 2014
492-12, 2015
492-19, 2017
492-21, 2018
492-23, 2018
492-24, 2018
492-25, 2019
492-26, 2020
492-29, 2021
492-30, 2021
492-31, 2024
492-32, 2023
492-35, 2023
492-36, 2024
492-37, 2024

This version of this bylaw is a consolidation of amendments to the original bylaw as of the date specified. This consolidation is done for the convenience of users and accurately reflects the status of the bylaw as of the specified date but must not be construed as the original bylaw and is not admissible in Court unless specifically certified by the Director of Corporate Services for the District of Sechelt. Persons interested in the definitive wording of this bylaw and its amendments should view the original bylaws at the District of Sechelt.

DISTRICT OF SECHELT

Bylaw No. 492, 2010

A bylaw to adopt the District of Sechelt Official Community Plan

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WHEREAS Council has the authority under provisions of the *Local Government Act* to adopt an Official Community Plan;

AND WHEREAS it is deemed desirable to adopt a new Official Community Plan for the District of Sechelt;

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

TITLE

1. This bylaw may be cited for all purposes as "District of Sechelt Official Community Plan Bylaw No. 492, 2010".

2. **CONTENT**
The document entitled "The District of Sechelt Official Community Plan" attached hereto as Schedule "A", together with the maps attached as Schedules "B" to "K", are hereby adopted as the Official Community Plan for the District of Sechelt.

3. **APPLICATION**
This bylaw is applicable to all lands within the boundaries of the District of Sechelt.

4. **REPEAL**
"District of Sechelt Official Community Plan Revision Bylaw No. 435, 2003" and all schedules and amendments thereto are hereby repealed.

5. **SEVERANCE**
If any section, subsection, sentence or clause of this Bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be severed and the decision that is invalid shall not affect the validity of the remainder.

6. **EFFECTIVE DATE OF BYLAW**
This Bylaw shall come into force on the date of adoption by Council.

READ A FIRST TIME THIS	16th	DAY OF	June, 2010
READ A SECOND TIME THIS	16th	DAY OF	February, 2011

PUBLIC HEARING HELD THIS DAY OF March,2011

SECOND PUBLIC HEARING HELD THIS 23rct DAY OF June, 2011

READ A THIRD TIME AS AMENDED THIS 6th DAY OF July, 2011

ADOPTED THIS 20th DAYOF July, 2011

Mayor

Corporate Officer

I hereby certify this to be a true and accurate copy of "District of Sechelt Official Community Plan Bylaw No. 492, 2010".

Corporate Officer

Schedule A

with maps attached as

Schedules B to K

District of SECHELT

OFFICIAL COMMUNITY PLAN

District of Sechelt Bylaw 492, 2010



Adopted July 20, 2011

Acknowledgements



The District of Sechelt Council – Mayor Darren Inkster and Councilors Warren Allan, Alice Janisch, Ann Kershaw, Alice Lutes, Fred Taylor and Keith Thirkell – undertook the review of the District Official Community Plan beginning in early 2009, under the guidance of Director of Planning Ray Parfitt. The members of Council and the OCP Advisory Committee are thanked for their considerable work in providing input and direction to the policies of this OCP, for attending meetings over an 18-month period, and for the respectful exchange of ideas leading to completion of this plan. The OCP Advisory Committee included:

Alan Pickard - West Porpoise Bay Community Association
Dawn Miller – Community representative
Dennis Olson - Sechelt Downtown Business Association
Gray Waddell and Sue Jackel (alt.) - Sandy Hook Community Association
John Gillespie – Coast Community Builders Association
Ken Croizier and Monica Robb (alt.) - Downtown Village Community Association
Ken Matheson - West Sechelt Community Association
Ken Sneddon - Community representative
Kevin Davie (alt.) – Community representative
Koen Drugmand - Vision Plan Committee
Linda Williams – Tuwanek Ratepayers Association
Lorraine Gallant – East Porpoise Bay Ratepayers Association
Tom Paul – Sechelt Nation
Yvette Fleming and Mike Clement (alt.) –Davis Bay/Wilson Creek Community Association

The Sandy Hook/Tillicum Bay/Tuwanek Neighbourhood Plan Committee is also thanked for their contribution in preparing a draft neighbourhood plan, which formed the basis for the OCP policies for those communities. Thanks are also extended to the volunteer Accessibility Advisory Committee, whose input has been incorporated into several policy areas of the OCP, and to the local business and industry representatives whose workshop contributions added an important economic development perspective to the plan policies.

The District of Sechelt also thanks the Sechelt Nation Council and staff, who provided insights on the issues faced by their local government and community in dealing with growth and changes in Sechelt

Schedule A – Bylaw 492

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Part One - Introduction

Why Plan?

There are several fundamental reasons for planning at the community level. These are to:

- Develop a community that is attractive and pleasing, as reflected in high standards of urban design;
- Ensure that development preserves and enhances the natural landscape and minimizes environmental impacts;
- Provide a level of infrastructure that meets the future needs of the community in an efficient and cost effective manner, and in coordination with the land use development;
- Ensure that future development is coordinated with the social services such as fire and police protection, health care, education, transportation and infrastructure planning, and the requirements of senior government agencies (for example, Fisheries and Oceans Canada).

What is the Official Community Plan?

An Official Community Plan (OCP) is a statement of the broad goals, objectives and policies of a community, intended to provide a framework for managing change. The OCP describes the vision for the community as well as the objectives and policies regarding land use, environment, housing, economic development, transportation and infrastructure, waterfront, parks and open spaces, and community services and social well-being. All future bylaws or works undertaken by Council must be consistent with OCP policies. However, the OCP does not commit Council to proceed with any projects described in the plan. The timeframe for the OCP is at least 15-20 years in order to provide certainty to residents about the long-term direction of the community. The OCP is not intended, however, to be a rigid blueprint for the future. Changing conditions may warrant reconsideration or changes to the OCP over time, and as such, the term "living plan" is a useful concept. OCP Part Six (Implementation) provides guidance on future changes to the OCP. Many communities undertake a review of their OCP every 5-10 to reassess the policy directions.

What is an OCP?

- *An Official Community Plan is the key policy document for a municipality.*
  - *Comprehensive in scope - policies to guide decisions on zoning and land use.*
  - *Long-term - 20 years or longer.*
  - *"Higher level" policies to guide zoning and neighbourhood policies.*

Neighbourhood Plans

Sechelt is a community made up of several unique neighbourhoods, each with a distinctive character, geographic setting and sense of identity. Preserving and respecting these qualities while allowing the community to grow and change is an essential part of the OCP. When these rural areas and small communities were incorporated into the municipality in 1986, Sechelt's Council made a commitment to prepare neighbourhood plans that described the goals and land use policies for each neighbourhood. The Downtown Village Plan as adopted in 1998, followed by other neighbourhood plans in 2002-03. The one remaining neighbourhood plan for Sandy Hook/ Tillicum Bay/Tuwanek is being prepared concurrently with the OCP review.

During the 2008/09 OCP review, it was noted that the neighbourhood plans included considerable repetition of policy and development permit area guidelines that were already in place in the overall District OCP. The resulting OCP had become

a very complex document, and a simpler and more user-friendly approach to these plans was sought. The 2010 OCP is now a single document, with policies that are common to all neighbourhoods directly in the overall OCP. The Neighbourhood Policies section (Part Five) contains an overview of land use policies, as well as a statement of the vision and goals for each neighbourhood.

Why Update the Official Community Plan?

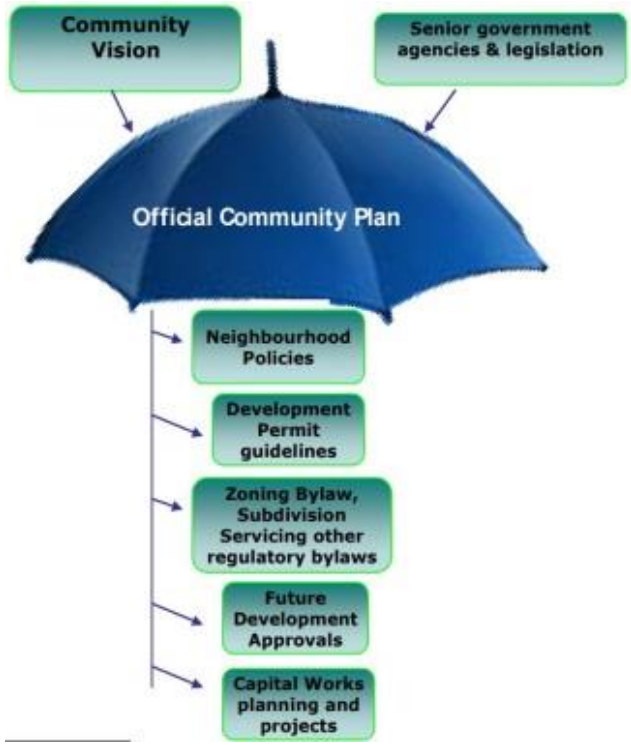
The current Sechelt Official Community Plan was originally adopted in 1995. A major reorganization of the OCP was completed in 2003, but no policy changes were made at that time. The 2009/2010 OCP review includes a reassessment of policy directions in light of substantial changes in the community, and changing views and expectations of residents.
Over the past five years, Sechelt has been experiencing high rates of growth, with many new residential developments completed or underway. For a small community of less than 10,000 residents, the pace, extent and appearance of new developments have created many concerns about the overall direction of the community. In the 2010 OCP, new policies regarding growth management and sustainable development practices have been added in response to those concerns.

How Does the OCP Affect Zoning?

The Official Community Plan is not a zoning bylaw, and OCP policies and map designations do not change the current zoning of properties. Rather, the OCP provides a policy framework for considering future zoning changes. The zoning bylaw is a regulatory bylaw, and is intended to be changed over time as new land uses are proposed. The OCP policies and Development Permit Area guidelines will be used to assess and guide future zoning decisions; any zoning amendments must be consistent with the OCP.

Integration of Vision Plan

Throughout 2006/07, the District of Sechelt engaged the community in a wide-ranging visioning exercise, resulting in a comprehensive Vision Plan that expresses the views and hopes of Sechelt residents for the future identity and quality of life of their community. The Vision Plan contains detailed strategies regarding balanced, managed and sustainable growth, protection of the natural environment, and design guidelines for the Downtown and residential neighbourhoods. It highlights new approaches to infrastructure and building using Conservation Design principles. The 2010 OCP incorporates many of the principles, directions and strategies of the Vision Plan[1], which will continue to stand alone as a reference document.



[1] Some of the Vision Plan topics such as recommendations for reclamation of the mine site on the Sechelt Nation lands are outside the mandate of the OCP and are therefore not part of OCP policies.

Public Participation in the OCP Review

The 2010 OCP builds on the public consultation that took place during the Vision Plan process. The OCP review also involved a follow-up public consultation process, based on input from an OCP Advisory Committee, District staff and Council, with assistance from a planning consultant. The Advisory Committee was comprised of representatives from each of the community and ratepayers associations, business associations, the original Vision Plan committee, and members of the public. The OCP Advisory Committee identified planning issues, considered options for growth management and provided critique and direction on draft OCP policies. A number of "kitchen table" meetings were also held with Neighbourhood Associations to discuss issues and ideas for the OCP. Several public Open Houses were held to obtain feedback on the OCP issues and draft policies.



During preparation of the plan, discussions were held with the Sechelt Nation, as well as a series of workshops with business and industry stakeholders. Senior government agencies also contributed knowledge/expertise to the OCP review, and play an on-going role in development processes and approvals.

Interpretation

OCP policies express Council policy on extensive issues and topics. As the OCP is intended to provide broad, long-term policy direction, and is not a regulatory bylaw, policies are often expressed in more general language than is typical in a regulatory bylaw (such as a zoning bylaw). The following interpretations apply to the OCP:

- Terms such as "*may*", "*should*" or "*will consider*" mean a course of action that could be followed provided specific criteria are met, or that are deemed advantageous to implement.
- Terms such as "*shall*", "*will*" or "*are supported*" indicate measures that must be taken or applied, and are interpreted to be firm or binding Council policy.
- Policies using wording such as "Sechelt may" or "Sechelt will" means decisions or actions by the District of Sechelt Council and the administration/staff of the District.

Part Two - Community Vision

Sechelt's Vision for the Future

The following guiding principles provide a statement of Sechelt's priorities and broad vision for its future.[2] They provide an overall framework to guide future decisions on land use and development and other aspects of community life within the District of Sechelt.

- **Managed Growth** - *Sechelt ensures that growth and development, including redevelopment and renewal, are planned, managed and sustainable.*
- **Compact Development** - *Sechelt seeks to limit sprawl and will support approaches to development, including redevelopment, renewal and adaptive reuse, that will create a more compact and well- designed community.*
- **Diverse Age Groups** - *Sechelt will recognize and support all age groups in the community, particularly initiatives to retain youth in the community and become an intergenerational community with a balanced age profile.*
- **Caring and Accessible Community** - *Sechelt will be an accessible and inclusive community that provides opportunities for residents of all ages and abilities.*
- **Downtown First** - *Sechelt has a vibrant Downtown that acts as a focal point for the entire community.*
- **Protect and Enhance the Environment** - *Sechelt is developed in harmony with its unique natural environment, and protects its natural ecosystem.*
- **Waterfront Access** - *Sechelt will continue to provide and improve public access to its many waterfront areas.*
- **Create a Strong Local Economy** - *Sechelt will maintain and expand its diverse, stable and sustainable economy.*
- **Create Walkable Neighbourhoods** - *Sechelt facilitates a variety of transportation modes that link neighbourhoods, with more sidewalks, bicycle routes and transit.*
- **Provide a Range of Housing Opportunities** - *Sechelt supports the development of diverse housing types to increase affordability, and to meet the needs of the changing demographics in the community.*
- **Building Green and Sustainably** - *Sechelt supports and encourages innovative building design and green infrastructure;*
- **Diverse Heritage and Arts Community**- *Sechelt celebrates its arts and preserves its rich cultural heritage;*
- **Foster Communications** - *Sechelt will continue to collaborate with other jurisdictions to ensure coordinated planning.*

[3] These guiding principles were developed in consultation with Sechelt residents as part of the Vision Plan process.

Part Three - Community Background

A Growing Community

The District of Sechelt has experienced rapid development over the past several years, with visible changes occurring in many areas of the community. The quality of life on the Sunshine Coast, and relative affordability compared to more urban areas of the Lower Mainland, make Sechelt attractive to many retirees seeking a high quality of life in a smaller community. For these reasons, the rate of growth in Sechelt has exceeded the provincial average in all census periods shown. The 1986-1991 census period had the most rapid period of growth (over 30%). The population has effectively doubled since 1986, with some 4500 new residents during the twenty-year period. Population growth since 2001 has been at a somewhat slower pace, although the 2006-2008 period also had a substantial rate of increase. Sechelt now has a population of some **9200 residents**. Sechelt is the largest municipality on the Sunshine Coast, representing 31% of the total 29,951 population.

Figure 1 Sunshine Coast Population Distribution, 2009 est.

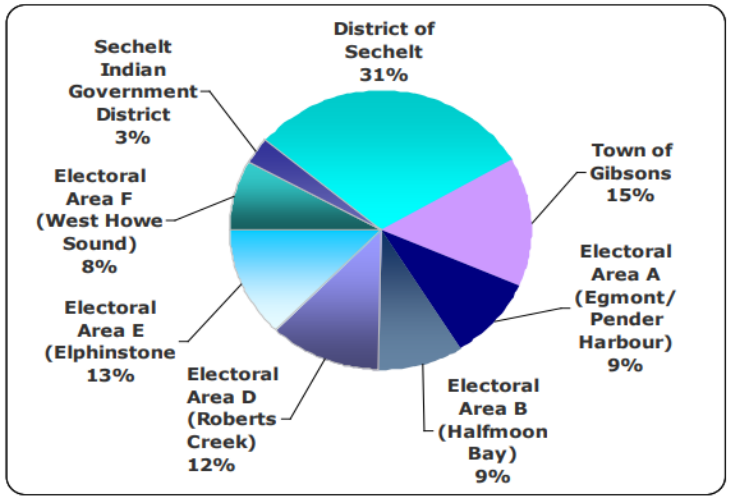


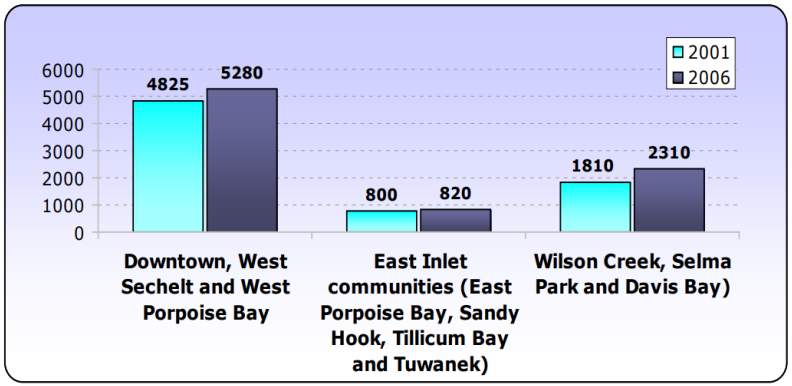
Figure 2 Sechelt Population 1986-2010

Year	Pop.	Increase (new residents)	Increase over 5 years: Sechelt	Increase over 5 years: B.C.	Sechelt Average annual increase
1986	4700				
1991	6123	1,423	30.2%	13.8%	6.1%
1996	7343	1,220	20.0%	13.5%	4.0%
2001	7775	432	5.9%	4.9%	1.2%
2006	8454	679	8.7%	5.3%	3.1%
2010 est.	9235	781			1.7%

Neighbourhood Population Changes

As shown in Fig.3, the combined Downtown/West Sechelt/West Porpoise Bay areas are the most populated part of Sechelt. Between 2001 and 2006, both that area and the Selma Park/Davis Bay/Wilson Creek area had growth of some 455 and 500 residents respectively. On a percentage basis, growth was highest in Selma Park/Davis Bay/Wilson Creek with a 28% increase compared to 9% for Downtown/West Sechelt/West Porpoise Bay.

Figure 3 Neighbourhood Population 2001-2006



An Aging Population

Sechelt has a substantially older population compared to the provincial average. Some of the notable characteristics from the 2006 census:

- Sechelt has a median age of 50.7, some ten years higher than the provincial median age of 40.8 years.
- Sechelt has as many residents over age 85 as it has preschoolers (0-4 years).
- There is a substantially lower percentage of young adults aged 20-29 in Sechelt (6.6%) compared to B.C. (12.4%), as well as fewer in the "young family" age group of 30-44, which is only 15% of Sechelt's population compared to 21.4% in B.C.
- Sechelt has close to double the percentage of seniors over age 65 (25.3%) compared to B.C. (14.6%). This demographic that is similar to other communities on the Sunshine Coast, Vancouver Island and Kootenays, all of which are experiencing a retirement "boom".
- Sechelt has a higher percentage of female residents (52.9%) than males (47.1%) in total, and within most age groups. Fig.5 shows the distribution of age groups by gender (as a percentage of the total population).

Why does this matter?

Planning for the requirements of an increasingly older population is a significant and immediate issue for Sechelt. With a high proportion of seniors, new development needs to provide housing forms that focus on smaller housing units, single-storey living and housing that is closer to amenities and services. Health care and community service providers will need to prepare for increased demand for all forms of health care and for more "accessible" forms of transportation (buses, safe walking environments and provisions for scooters). The very low numbers of young adults also highlight the need to increase employment/business and educational opportunities, a challenge if Sechelt is to retain the young people needed to sustain a multigenerational community.

Figure 4 BC and Sechelt Age Group Comparison, 2006 census

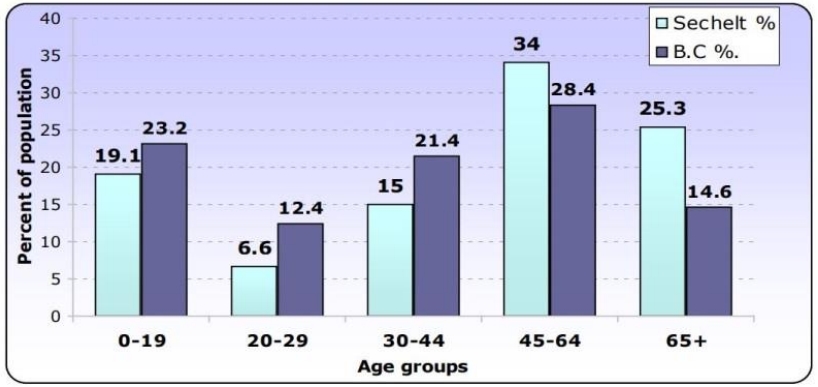
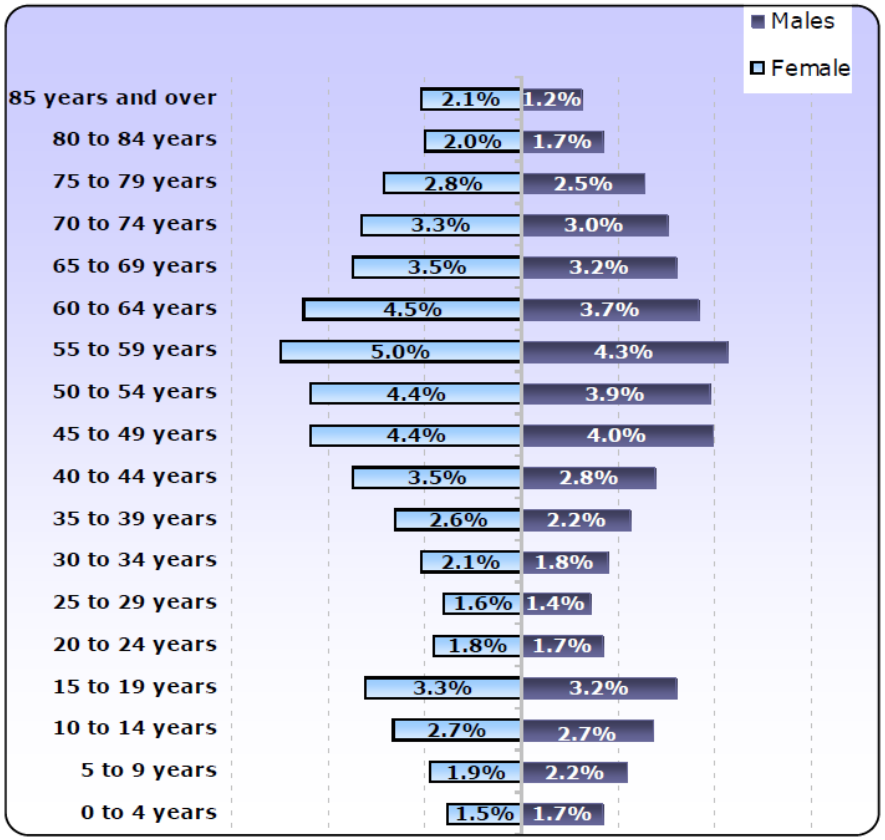


Figure 5 Sechelt Population Pyramid, 2006 census



A Service Oriented Economy

The following table indicates the main occupations of the Sechelt labour force in the 2006 census. As shown, the main occupations were the broad "service" category, which includes activities such as retail sales, personal services, health, education, and arts/culture/recreation. The trades, transportation and primary industry occupations are slightly higher in Sechelt than the provincial average, while business/finance and processing/manufacturing occupations are lower than the provincial average. This graph shows the relatively small amount of employment in primary industries and processing/manufacturing which have declined over the past five years, both provincially and in Sechelt. Overall, occupations of residents in Sechelt are very similar to those of the province.

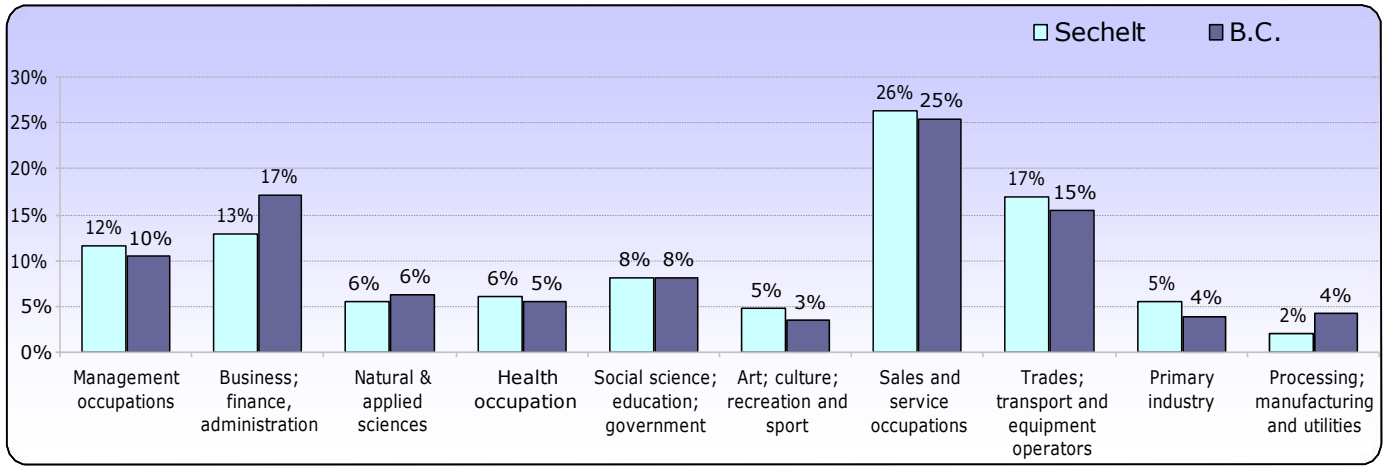
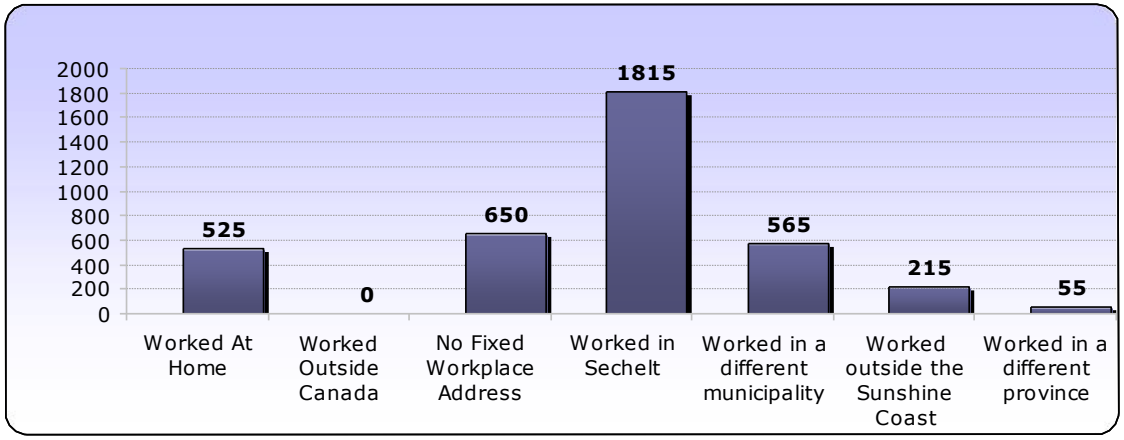


Figure 6 **Labour Force By Occupation - B.C. and Sechelt Comparison (2006 census)**

Working Locally

The following chart indicates the location of work for the 2006 Sechelt labour force. As shown, the largest percentage (47%) worked within the municipality, followed by those with no fixed workplace (i.e. building contractors etc.), then by those working in another municipality or at home. Overall, the majority of the labour force is working locally, which is a sign of a healthy community.

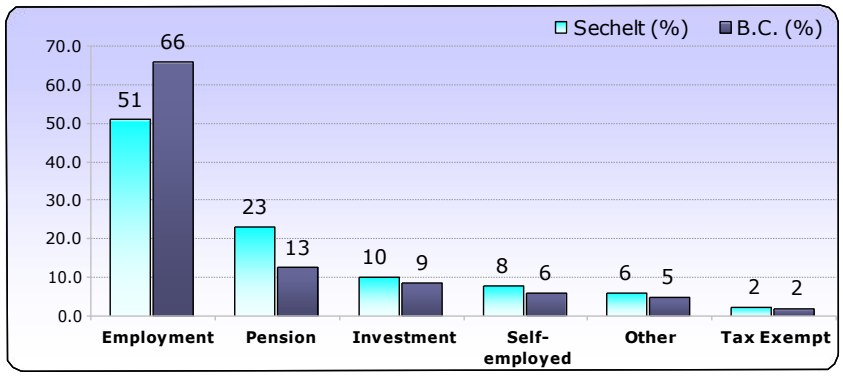
Figure 7 **Places of Work 2006**



Sources Of Income

The sources of income in Sechelt are quite different from those of the province overall. While the main source of income for Sechelt residents is employment income (jobs), there is a much greater reliance on pension and investment income than in the province. This is consistent with the older age profile of Sechelt. Self-employment is also more important in Sechelt than provincially.

Figure 8 Sources of Income 2006



Housing and Affordability

As shown in the next table, housing in Sechelt is characterized by:

- A very high rate of home ownership (80%) in Sechelt with relatively few renters (20%).
- Income levels are lower in Sechelt than the provincial average.
- Average rents in Sechelt are lower than the provincial average ($778 vs. $828) but, the proportion of residents paying more than 30% of their household income on rent is higher in Sechelt (38% in Sechelt vs. 35% for B.C.).
- Average mortgage payments in Sechelt were considerably lower ($831) compared to B.C. ($1,059), and the same percentage of residents (23%) paid more than 30% of their income toward mortgages.
- The incidence of low income in Sechelt was 32% for single people, compared to 8.7% for those in a family household.
- The cost of renting in Sechelt is almost the same cost as average mortgage payments, yet many renting cannot afford down payments or qualify for mortgages.
- The actual numbers of residents paying more than 30% of their income toward housing indicates that some **370 rental households and 710 owner-occupied households** are potentially in difficult or vulnerable financial situations. These are significant numbers in a community of 3800 households.

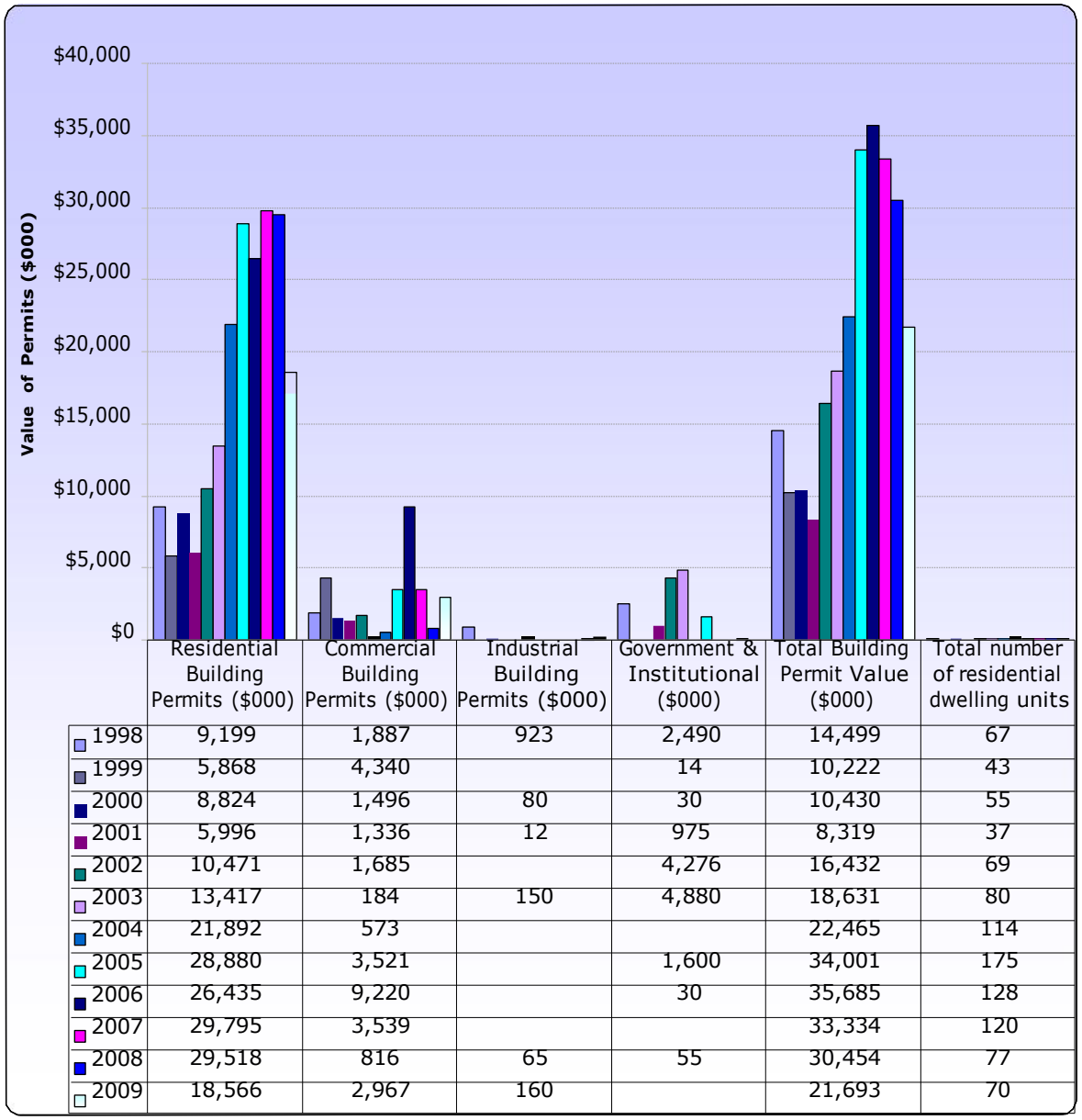
Figure 9 Housing Affordability and Income Levels 2006 census

	Sechelt	B.C.
Total housing units	3,865	-
Renters	775 (20%)	(30.4%)
Average gross rent	$778	$828
% spending more than 30% of household income on rent	38%	35%
Owners	3,090 (80%)	(69%)
Average mortgage payment	$831	$1,059
% spending more than 30% of household income on payment	19%	20%
Income Levels 2005		
Incidence of low income (all economic families)	8.7%	13.3%
Incidence of low income unattached persons ages 15+	32.4%	36.7%
Median after tax income (all households)	$40,470	$46,472
Median after tax income (single person households)	$21,507	$24,987
Median income (all economic families)	$56,989	$65,787

Building Permits 1998-2009 ($000)

The following graph outlines the building permit activity in Sechelt from 2000-2009. As shown:

- Residential construction has been the predominant force in building activity.
- Commercial permit values are second in importance, with peak activity in 2006.
- Government and institutional building is a minor component, with values peaking in the 2002/3003 period.
- Industrial permits are a very small component, with no construction value in some years.
- Total permit values had a substantial jump from 2004 to 2007, with a peak in 2005.
- Sechelt averaged some 86new residential unitsperyearonaverageover a12-yearperiod.
- The 2009 figures reflect the recent economic slowdown, although commercial and industrial permits were significant.



	Residential Building Permits ($000)	Commercial Building Permits ($000)	Industrial Building Permits ($000)	Government & Institutional ($000)	Total Building Permit Value ($000)	Total number of residential dwelling units
1998	9,199	1,887	923	2,490	14,499	67
1999	5,868	4,340		14	10,222	43
2000	8,824	1,496	80	30	10,430	55
2001	5,996	1,336	12	975	8,319	37
2002	10,471	1,685		4,276	16,432	69
2003	13,417	184	150	4,880	18,631	80
2004	21,892	573			22,465	114
2005	28,880	3,521		1,600	34,001	175
2006	26,435	9,220		30	35,685	128
2007	29,795	3,539			33,334	120
2008	29,518	816	65	55	30,454	77
2009	18,566	2,967	160		21,693	70

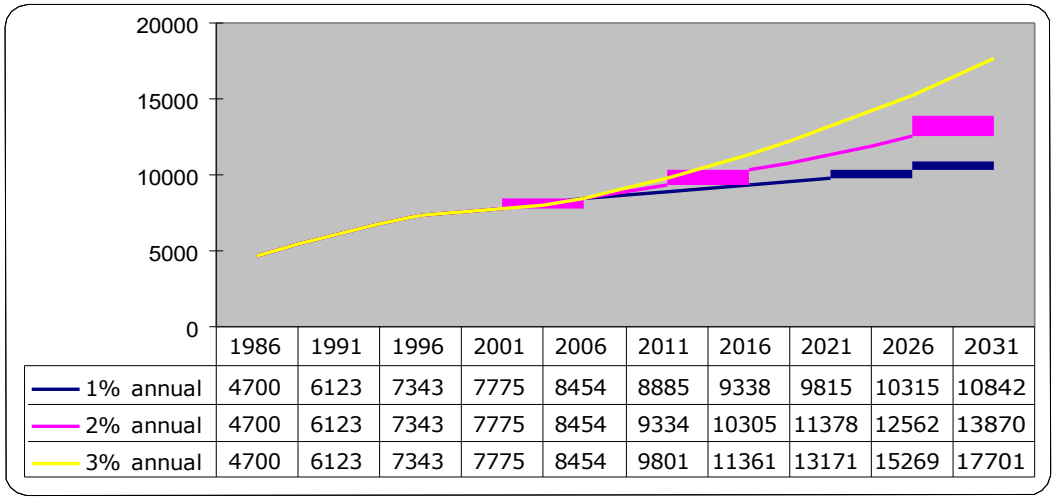
Source:
http://www.bcstats.gov.bc.ca/data/dd/handout/build.pdf

Note: BC Stats figures are used for consistency in comparing with other jurisdictions. These numbers may differ slightly from municipal statistics.

Population Projections

A range of population growth rates are used in the following graph, reflecting historic growth rates and projected demands for the Sunshine Coast overall (based on BC Stats projections). An annual growth rate of 1-2% is projected as the most realistic for the long term in Sechelt. This is similar to the long-term average growth rate from 1986-2006. A 2% annual increase results in a total of some 11,000-14,000 residents by 2031. This is a modest long-term increase above the estimated 9,200 current residents.

Figure 10 Sechelt Population Projections to 2031



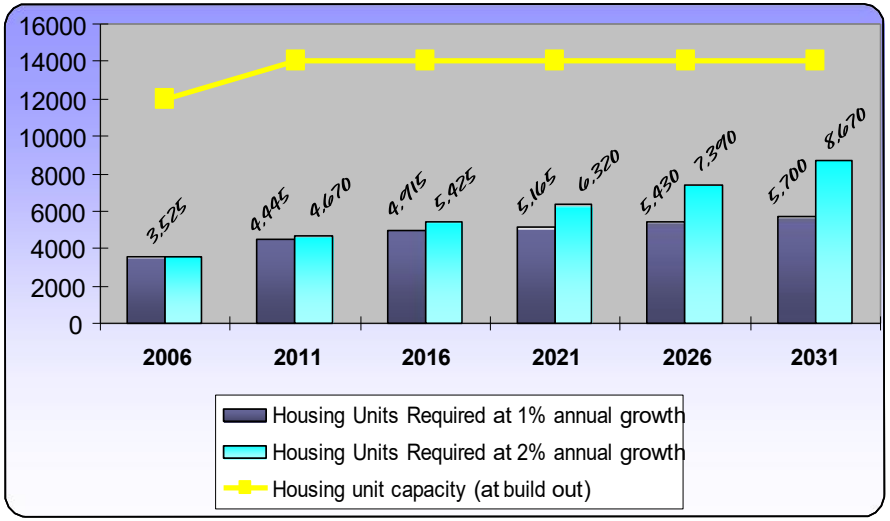
	1986	1991	1996	2001	2006	2011	2016	2021	2026	2031
1% annual	4700	6123	7343	7775	8454	8885	9338	9815	10315	10842
2% annual	4700	6123	7343	7775	8454	9334	10305	11378	12562	13870
3% annual	4700	6123	7343	7775	8454	9801	11361	13171	15269	17701

Residential Build Out Capacity

As shown in Fig.11, some 2,175 to 5,145 additional housing units may be required by 2031, depending on the actual rate of growth. These numbers represent an average of some 110 to 245 units per year, based on 1% or 2% annual growth rates respectively. This compares to an average of 86 units per year for the past 12 years. The number of housing units will increase at a higher rate than the population growth rate due to the expected changes toward smaller household sizes, projected to decline from an average of 2.1 (current) to 1.6 persons per household over the time period shown.

Sechelt has far more residential land available than is needed to meet future demands. Currently zoned residential lands could accommodate more than 10,000 housing units (primarily in single-family zoning). With additional density and multifamily housing forms, this capacity could easily increase to some 12,000 - 14,000 housing units, far more than is needed. Given this large residential land base, managing growth is a major challenge for Sechelt.

Figure 11 Sechelt Housing Projections 2006-2031



Part Four - Land Use Policies

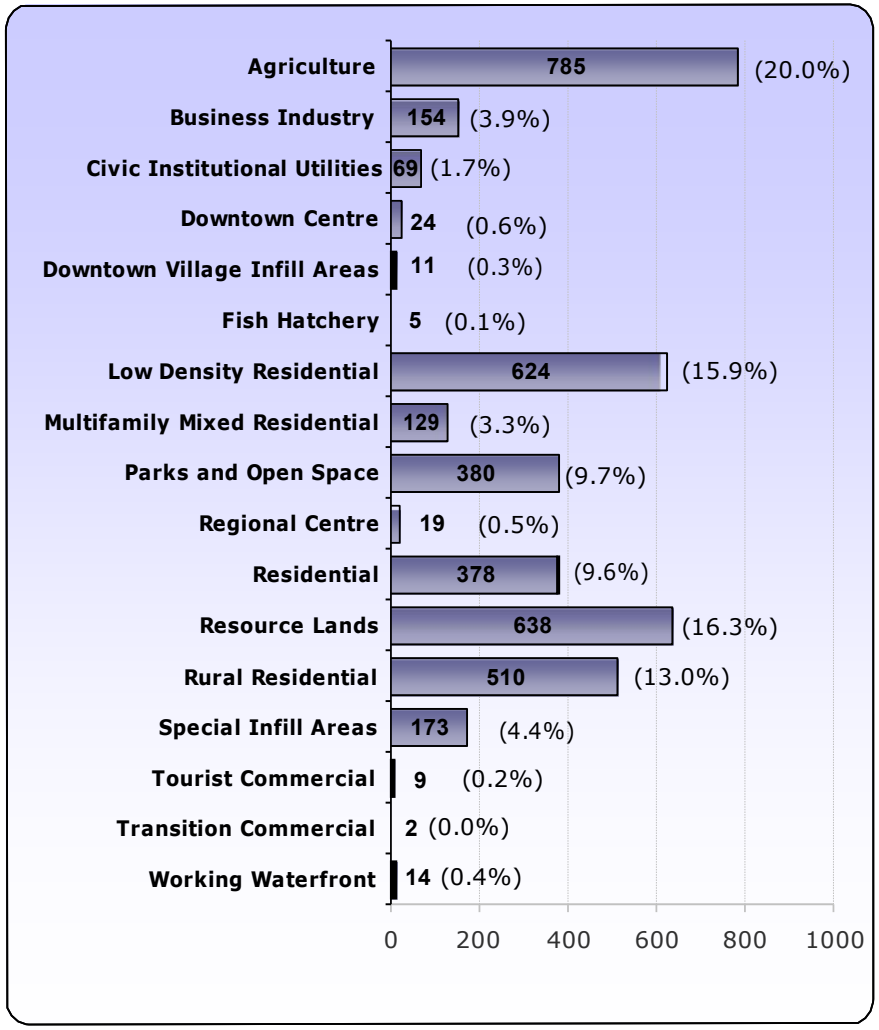
The following sections of the OCP contain the formal policies that will direct future decisions on land use and development within the District of Sechelt.

- Part Four contains the overall district of Sechelt land use policies.
- Part Five contains additional detailed Neighbourhood Plan descriptions and policies.
- Part Six summarizes implementation actions needed to bring the OCP policies into action, and monitor their effectiveness in the future
- Part Seven identifies development approval information that must be submitted to the District with future development applications.
- Part Eight contains Development Permit Area guidelines that apply in specific circumstances, for:
    - Protection of development from hazardous conditions.
    - Protection of environmentally sensitive areas.
    - Form and character of intensive and multifamily residential, commercial and industrial development.
    - Revitalization of the Downtown.
    - Energy conservation and reduction of greenhouse gas emissions.

Land Use Designations

The OCP land use designations are indicated on Map Schedule C (Future Land Use). Details of these designations are outlined in the following policies. The general intent of each policy is also described in Part Nine (Definitions). The following graph indicates the overall allocation of land uses in the District of Sechelt OCP by hectares and percentage of total area. As shown, overall land use is predominantly low intensity uses – agriculture, resource lands, rural and low density residential.

Figure 12 OCP Land Use Designations (hectares and percent of total)



Source: District of Sechelt GIS analysis, May.2010

1. Growth Management

Sechelt has developed as a community built primarily along the lengthy ocean waterfront, extending into the upland slopes and benchlands that offer views of Georgia Strait and Sechelt Inlet. Due to this geographic setting Sechelt has evolved with a very spread-out settlement pattern that is not easily changed to a more compact form. When the rural areas and neighbourhoods were incorporated into the municipality in 1986, they retained their original suburban and rural zoning, effectively "pre-zoning" much of the land base for residential development. In addition, it is recognized that the more spacious properties and neighbourhoods have been attractive to many residents, and represent a lifestyle choice that is characteristic of the Sunshine Coast.

However, the environmental and infrastructure costs of continuing to build low-density versus more compact neighbourhoods are increasing concerns. Developing a more focused approach to overall growth and more emphasis on improving the form and quality of new development are fundamental issues for Sechelt residents, and among the key objectives expressed in the Vision Plan. Residents are seeking a greater level of certainty about the location of new development and are seeking better outcomes regarding the pace, quality and visual appearance of new developments. Residents are also seeking improved community amenities and links between neighbourhoods that often require higher density if they are to be achieved.



Rural communities are characteristic of the settlement pattern in Sechelt.

Growth Management Challenges

- Much more land is available than is needed to satisfy projected growth rates.
- Loss of natural areas and changes to neighbourhood character
- Dispersed development is inefficient and infrastructure costs are higher.

But

- Existing land use pattern is well-established, with zoning in place for dispersed development.

Financial implications to the District are also a fundamental growth management issue. The costs of servicing low-density development are much higher than more dense development.[3] It is in the community's interest to manage this growth more carefully, recognizing that costs include not only the direct capital costs to developers/future owners, but also the long-term maintenance costs for the municipality associated with roads,

[3]Research from Smart Growth BC indicates additional costs of 25-40% for dispersed development.

sidewalks, transit, sewer, water, police, fire protection, garbage and other municipal services.

Environmental costs of spread out development are also significant, including the loss of forest cover and natural habitats, increased paved surfaces and associated stormwater runoff, and higher energy consumption overall due to more trips to work and shopping areas. These costs also affect other agencies, including school districts, emergency services and transit.

The growth management strategy outlined in the following policies is intended to focus new growth within or adjacent to existing developed areas. A key part of this strategy is defining an "Urban Containment Boundary (UCB)", which is intended to define the limits of urbanization and the areas where full municipal services will be extended over time. Not all land within the UCB is intended for urban development. Protection of environmentally sensitive areas and provision of parks, open space and trails is essential within the developed parts of the community. To address concerns with the quality and appearance of development, Development Permit Area guidelines (see Part Eight) provide direction to ensure a high quality of urban design.

Sechelt Nation

The District of Sechelt municipal boundary adjoins five reserve land areas of the Sechelt (shíshálh) Nation, whose traditional territory extends far beyond the settled areas. In 1986, the Sechelt Nation became an independent self-governing body. It holds jurisdiction over its lands and exercises the authority to provide services and education to its residents. The Sechelt Indian Government District (SIGD) is responsible for levying property taxes, providing services such as water, sewer, streetlights, and garbage collection, and other typical local government functions. A first draft Strategic Land Use Plan for the broad Sechelt Nation territory was approved in 2007. This plan provides a broad description of the values and resources, and identifies goals for the management of land and resources, and highlights opportunities for economic development.[4]

While the District of Sechelt does not take part in decisions on SIGD land use, there are many issues common to both parts of the community that will benefit from joint planning and cooperation as referenced in the following policy sections.

Growth Strategy Principles

1. **Build an Attractive Community** – manage urban design, landscaping and other aspects of new development to create an attractive and pleasing community.
2. **Strong Urban Containment** - Limit sprawl and focus compact development within well-defined urban containment boundaries (UCB). This maximizes use of existing infrastructure and provides residential opportunities within existing neighbourhoods.
3. **Protect the Natural Assets of the Community** - Meet community needs for housing, commercial, industrial and public uses while protecting natural habitats, ecosystems or environments.
4. **Downtown First** - Support and revitalize the Downtown as a vibrant mix of commercial, residential, civic and cultural uses.
5. **Nodal structure** – Recognize and protect neighbourhood character and identity; develop neighbourhood centres that provide a focal point and local services to create complete communities; use Development Permits to carefully evaluate the design of new development.
6. **Economic Development Lands** - Provide a long-term supply of commercial and industrial lands; preserve agricultural and resource lands from urban development.

[4] http://www.secheltnation.ca/

7. **Transportation Alternatives** - Develop trails, parks and pedestrian greenways that link neighbourhoods and provide alternatives to vehicle use.
8. **Access to waterfront and recreation opportunities**– Enhance and acquire parks and waterfront access throughout all areas as new development occurs.
9. **Smart Infrastructure** - Focus municipal services and infrastructure spending within the Urban Containment Boundary; support alternative approaches to infrastructure, particularly stormwater and road standards.
10. **Engage the community** in decision-making and ensure the community is consulted in land use planning decisions.

Policies

Urban Growth Areas

1.1 New residential and commercial development will be focused within the Urban Containment Boundary shown on Schedules B and C. These areas provide more than 20 years supply of residential land to accommodate a mix of housing types in various neighbourhood settings, and to allow the District to concentrate infrastructure spending and community amenities within or near the Downtown.

Preserve Natural Areas

1.2 Environmentally sensitive areas, including steep slopes, marine and freshwater riparian zones, wetlands and major tree stands shall be protected during development. Protection of these natural assets will be a priority, and development directed to less sensitive portions of sites.

Downtown First

1.3 The majority of new growth, particularly higher density residential uses, shall be located in close proximity to the Downtown as shown on Schedules B and C. This approach will reinforce the role of the Downtown as the primary business, cultural and service centre for Sechelt.

Strong Neighbourhood Centres

1.4 Vibrant neighbourhood centres with a mix of residential housing types, local commercial services and civic/community uses that serve the local neighbourhood, but are limited in scale, are supported with the Neighbourhood Centres shown on Schedules B and C.

Preserve Rural and Resource Lands

1.5 Areas outside the Urban Containment Boundary designated as **Agricultural**, **Resource** or **Rural Residential** will be retained as small acreages ranging from .6 ha (1.5 acre) to 2. ha (5.0 acre) lot sizes for Rural Residential lands (see OCP policy 5.8) and 4.0 hectares (10 acres)for Resource or Agricultural (ALR) lands. These lands are not intended to develop within the next 15-20 years, and will not be considered for residential development until lands within the Urban Containment Boundary are substantially built out and development is intensified within the Downtown Centre and neighbourhood centres.

Phasing of Growth

1.6 The general sequence of residential development within the Urban Containment Boundary will be as follows, and as illustrated generally on Schedule B:

(a) PriorityGrowthAreas – lands in the Downtown/ Village, West Sechelt and West Porpoise Bay will accommodate the majority of new development in the next 5-10 years. These areas are within the municipal sewer service area and are the priority for new and infill development at urban densities.

(b) SecondaryGrowthAreas – Lands in East Porpoise Bay and Selma Park/Davis Bay/Wilson Creek are attractive for infill development due to the waterfront setting and proximity to services. Most growth will consist of infill development at current lower densities. These neighbourhoods may accommodate higher densities or mixed uses within the Neighbourhood Centres if sanitary

sewer service becomes available (generally because of developer constructed sewer extension). Lands in Sandy Hook/Tuwanek have some opportunity for lower density residential infill as well as tourist/recreation development in accordance with OCP policies.

Resort Developments

1.7 New resort development that includes residential uses outside the UCB will only be considered if the criteria outlined in Residential land use chapter 5 are met.

Efficient Use of Infrastructure

1.8 Infrastructure expenditures will be focused within the Urban Containment Boundary.

1.9 Land use and density decisions shall prevent underutilization of land with sewer service.

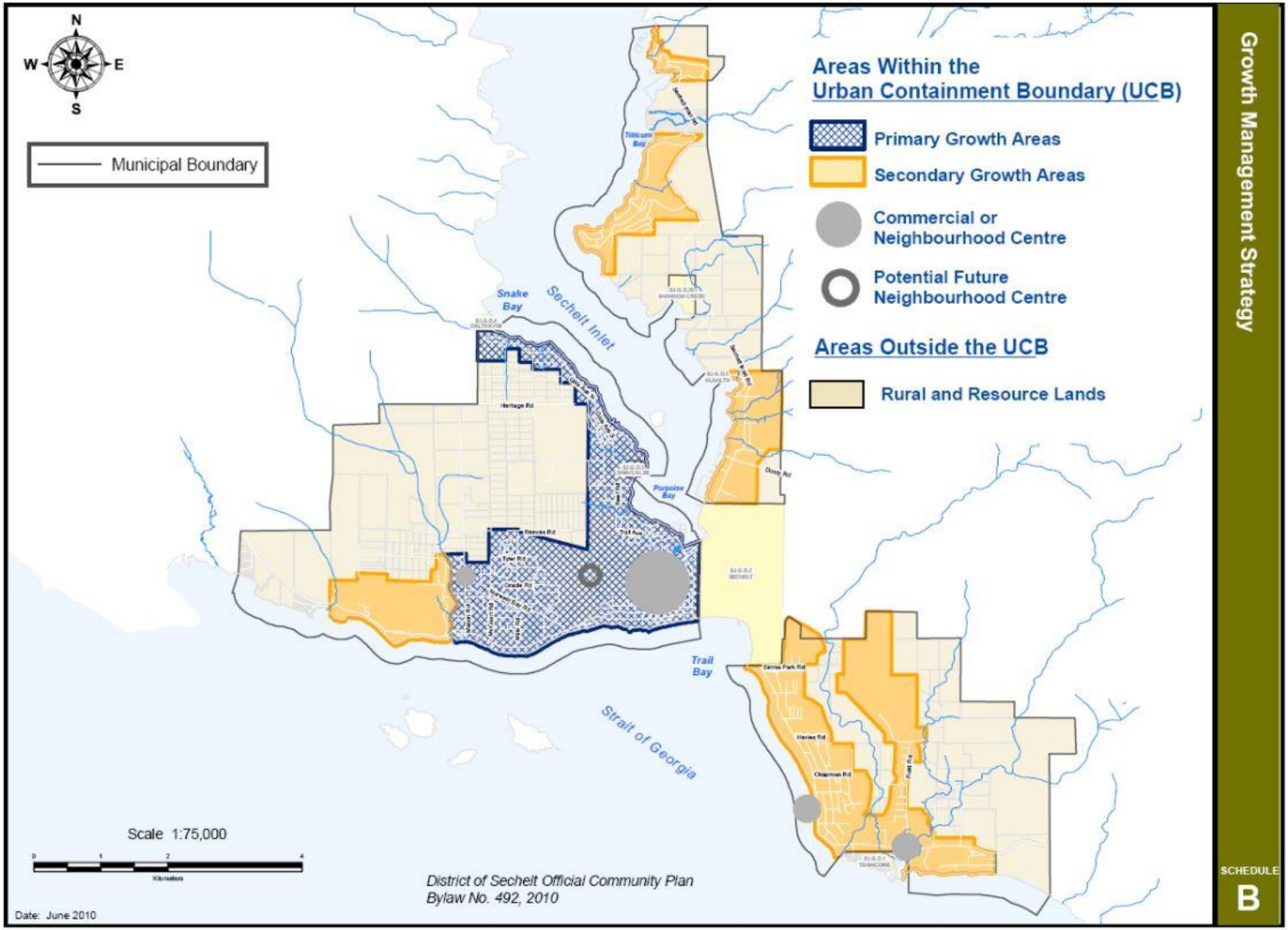
1.10 Lands outside the Urban Containment Boundary will generally not be serviced with full municipal services such as sanitary sewer, sidewalks or streetlights.

1.11 Sanitary sewer service will not be extended outside the UCB except where demonstrated health concerns exist and sewer can be provided in a cost-effective manner.

Cooperation with Adjacent Local Governments

1.12 The District of Sechelt will work cooperatively with the neighbouring local governments – the Sechelt Nation and the Sunshine Coast Regional District - to achieve a coordinated approach to land use planning, environmental protection and provision of services to community residents. Areas of mutual interest include:

- water and sewer system planning;
- watershed protection;
- road network planning;
- development of complementary commercial and industrial areas;
- waterfront development and pedestrian links;
- sustainability initiatives.


N
W
E
S
Municipal Boundary
Areas Within the
Urban Containment Boundary (UCB)
Primary Growth Areas
Secondary Growth Areas
Commercial or
Neighbourhood Centre
Potential Future
Neighbourhood Centre
Areas Outside the UCB
Rural and Resource Lands
Snake
Bay
Sechelt Inlet
Porpoise
Bay
Trail
Bay
Strait of Georgia
Scale 1:75,000
District of Sechelt Official Community Plan
Bylaw No. 492, 2010
Date: June 2010
Growth Management Strategy
SCHEDULE
B

2. Sustainable Land Use

The term "sustainability" embraces many incremental actions that a community undertakes to meet future needs in ways that reduce the impacts on finite resources and the natural environment. One of the commonly used definitions of sustainable development is "*development that meets the needs of the present without compromising the ability of future generations to meet their own needs*.[5]



Sustainability also embodies a viewpoint where the three "pillars" of sustainability– environmental, economic and social considerations - are applied in all decision-making. In Sechelt, OCP sustainability policies are focused on the following areas where the municipality has direct influence, specifically:

- Growth management policies and incentives to create more **compact development** and **complete communities.**
- Policies and strategies that recognize the **social, cultural and accessibility needs** of the diverse population.
- **A conservation design** approach to development that places priority on preserving and enhancing open spaces and creating attractive new neighbourhoods.
- Requiring **green building/sustainable design** through material selection, water conservation, energy efficiency and glare-free, full cutoff light fixtures for new construction.
- A new Active Transportation Plan that focuses on **alternatives to vehicle use.**
- Preparing community-wide Greenhouse Gas (GHG) reduction targets to promote **energy efficiency**.
- Developing **"green" municipal infrastructure** that takes a long-term view of economic and environmental costs.
- Taking a **leadership role** with the District's own operations for vehicle fleet management and energy efficient buildings.

Conservation Design/Design with Nature

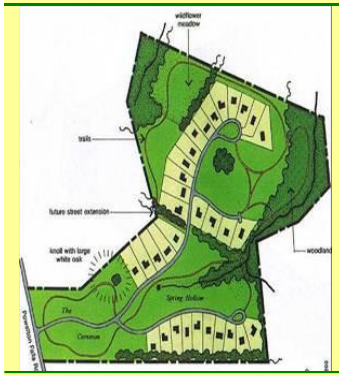
Adopting a new approach to development is an essential issue for Sechelt. Many of the concerns expressed by residents regarding growth in the community are related to the appearance or quality of new developments, rather than the fact that growth is taking place. Changes to the character of neighbourhoods and extensive impacts to the natural landscape have occurred in recent years. Residents have expectations that land be developed "sustainably" and that development practices respect the natural site conditions and retain significant open space areas. This requires a change from conventional



[5] Our Common Future, Bruntland, World Commission on Environment and Development, 1987.

subdivision design approaches that have resulted in loss of forested areas, disturbance and alteration of sloped lands, habitat and rural landscapes, to more innovative forms of development. The Vision Plan describes this approach as "***conservation design***". This approach clusters the housing units in a manner that protects open space (typically 50% of the land area), reduces infrastructure costs, reduces paved surfaces and stormwater discharges, and provides for more diverse housing types. The key principles of conservation design have been incorporated into OCP land use and infrastructure policies and Development Permit Area guidelines.

A 'Design with Nature' approach to community design means:



- Develop compact, complete communities
- Increase transportation options
- Reduce the loads on water, waste and energy systems
- Protect and restore urban green space
- Strive for a lighter hydrologic footprint
- Achieve higher levels of stream, wetland and shoreline protection

Tree Preservation and Retention

In additional to the visual importance of trees within new development, retaining trees and vegetation during development is one of the most important practices in "sustainable" development. Trees and forests provide a key component of the health of an urban ecosystem, and provide oxygen and absorb carbon dioxide and air pollutants. Trees also absorb significant amounts of water and prevent or reduce the severity of flooding, while also providing habitat for a wide range of wildlife, and shade and shelter for human activities. To ensure trees are retained (or replanted) during development, Sechelt has implemented a tree cutting permit bylaw[6], which applies to new development sites (not existing residential lots).

Green Building and Infrastructure

Sustainable development also involves new approaches to building and servicing. **Green building and infrastructure tools** include:

- Building material selection, looking at process and material lifecycles, material extraction, processing, transportation and disposal costs
- Minimizing generated waste and promoting reuse
- Water conservation using low-flow fixtures and water meters Energy efficient buildings and appliances
- Use of new renewable energy sources (solar, geothermal, tidal)
- Use of alternative road design and stormwater management approaches to reduce impacts to natural areas.
- Use of exterior full cut-off light fixtures to promote glare-free livable neighbourhoods and streetscapes.

OCP policies in this chapter, Transportation (chapter 12), Infrastructure (chapter 13) and Development Permit Area guidelines (Part Eight) provide detailed policies and recommendations to support future green building and infrastructure. Some "green" infrastructure and building approaches can increase costs by 10-15% above conventional approaches, and the District of Sechelt will need to consider incentives (such as density bonus) to achieve these new approaches to development.

[6] Environmental Management and Protection Bylaw 484, 2009

Preparing For Climate Change

Changes to the earth's atmosphere and climate are occurring at a more rapid pace with much higher levels of carbon dioxide in the atmosphere, resulting in climate changes that are already affecting our forests, rivers, lakes and shorelines, wildlife species, infrastructure and land use. For Sechelt, provincial climate models[7] suggest increased risks of coastal flooding associated with sea level rise, storm surges and more severe weather events pose increasing risks. Warmer temperatures and drier conditions also increase the potential for insect infestations, wildfire threats and longer periods of summer drought place increased demands on water supply. Much of the settlement in Sechelt is focused along the shoreline, and increased rates of erosion of properties or flooding may occur. Many of the climate change actions identified by the province are important for Sechelt, particularly actions to:

- Minimize building in flood prone areas; allow room for rivers/ocean to flood and surge;
- Improve the flood protection infrastructure, if necessary, for existing developed areas;
- Buffer the effects of extreme water flows by retaining wide, healthy riparian zones that can store carbon dioxide, reduce erosion during storm flows, protect aquatic habitat during low flows and store/provide water during times of drought;
- Retain large areas of forested lands to absorb CO2 and mitigate temperatures.

OCP Chapter 3 (Natural Environment) and Part Eight (Development Permit Area guidelines) provide detailed policies regarding setbacks and protection of natural systems vulnerable to climate change.

[7] See further discussion in Chapter 3, Natural Hazards.

Air Quality

Sechelt has limited industrial uses, and the main issues related to air quality arise from open burning due to backyard burning, woodstoves and land clearing. Air quality in Sechelt has been monitored regularly by the Ministry of Environment since 1995, and reports by the Ministry indicate that emissions in the District are consistently below provincial and federal standards.[8] Provincially, new standards have been put in place through the BC Air Action Plan, and two new particulate samplers have been installed on the roof of the Trail Bay Mall and the Airport. Some concerns have been raised by residents that these samplers do not accurately assess conditions further up Sechelt Inlet. Localized burning continues to be an issue for area residents, and Sechelt enacted a bylaw to ban backyard burning as of Jan.1, 2006. Burning of large areas of cleared land is still permitted and regulated by the province under the Environmental Management Act. OCP policies recommend that land development use other methods of disposing of land clearing waste, and that Sechelt consider adopting an anti-idling bylaw to further reduce emissions. Other actions the municipality may take include regulating woodstoves (requiring new installations to meet specific standards) and banning woodstove burning during times of poor air quality.

Energy Conservation and Greenhouse Gas Emissions

Municipalities play a significant role in energy use, energy conservation and greenhouse gas emissions. Although direct municipal emissions account for some 1% of GHG emissions in

8 http://www.for.gov.bc.ca/hfd/library/documents/bib97378.pdf

B.C., the municipality influences or controls some 60% of emissions through land use, building and infrastructure decisions. Energy efficiency is also a very important issue both for housing affordability, especially for residents on fixed incomes. It is also highly important for business and industry, whose economic viability is closely tied to energy costs. Currently the Sunshine Coast is estimated to spend over $100 million annually to pay for energy services, most of which leaves the community. Reducing these costs and/or developing locally produced energy can bring substantial economic benefit to the community.

In 2008, the Province enacted Bill 27, the Local Government (Green Communities) Statute Amendments Act, which requires local governments to include targets for reducing greenhouse gas emissions, and to enact policies to achieve those targets in their OCP's (see policies on following pages). A number of tools are now available to municipalities, including reductions in parking standards to support alternative modes of transportation, reduced DCC fees for compact development with lower greenhouse gas emissions or lower environmental impact, and use of development permit area guidelines to reduce energy and water consumption. The 2010 OCP makes use of these new tools throughout the policy sections and DPA guidelines.

Sechelt participated with the SCRD in 2009/2010 to complete a Community Energy and Emissions Plan (CEEP). The targets from the draft plan[9] are included in the OCP policies. As shown in the following graphs, the majority of GHG emissions in Sechelt are due to transportation (66%). Without any changes to land use, transportation use and buildings, emissions are projected to rise from 62,357 Tonnes per year in 2006 to more than 81,407 Tonnes by 2031. The target for reduced community GHG emissions for Sechelt is 58,300 Tonnes per year by 2031. This is 7% below 2007 baseline levels, and 29% GHG reduction below "business as usual". Figures 13 and 14 show a comparison with other communities and Sechelt's estimated baseline emissions (from the CEEP report).

[9] Sunshine Coast Regional District Community Energy and Emissions Plan, 2010

Figure 13 GHG Comparisons (per capita)

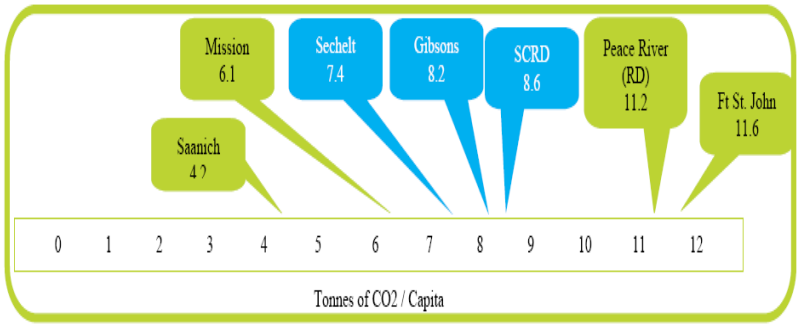
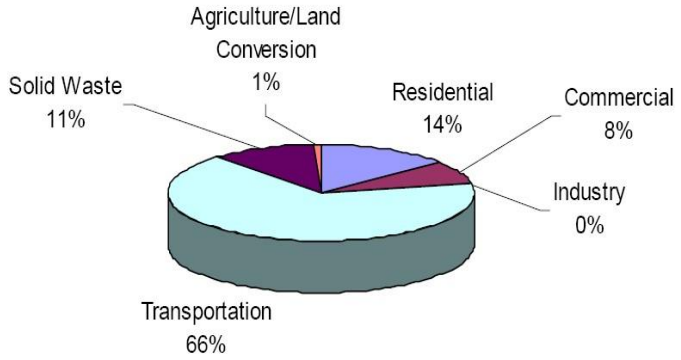


Figure 14 Sechelt Greenhouse Gas Emissions, 2006



Objectives:

- Create high quality built environments that respect, enhance and integrate with the natural surroundings of the area.
- Reduce energy consumption and GHG emissions through design of compact, mixed-use neighbourhoods which encourage walking, cycling and support transit usage.
- Plan for possible impacts of climate change by minimizing new development in flood or landslide prone areas.
- Conserve energy, materials, water and other resources in new developments.
- Support alternative infrastructure standards that are appropriate to local site conditions.
- Reduce greenhouse gas emissions associated with municipal operations.

Policies

Conservation Design for New Developments

2.1 All new subdivision and development applications will be evaluated in accordance with Conservation Design[10] principles, to achieve preservation of natural site features and large areas of contiguous open space within new developments, while achieving the same density.

2.2 Alternative design approaches such as clustered housing and mixed housing types and lot sizes are supported and favoured over conventional subdivision layouts in order to implement Conservation Design approaches.

Preserving Trees and Vegetation

2.3 The District of Sechelt will use its Environmental Management and Protection Bylaw and Development Permits as the key tools to manage the visual and environmental impacts of new development.

Green and Sustainable Building

2.4 The District of Sechelt will develop and implement a performance-based "sustainability checklist" to evaluate conservation design and sustainability measures, including reduced water consumption, stormwater/rainwater retention measures, enhanced energy efficiency, glare free full cut-off exterior light fixtures, alternative energy systems, accessibility, and environmental/ecosystem protection measures.

2.5 New development shall demonstrate use of natural and/or local site and building materials, reuse of materials, and minimal waste production.

Alternative Engineering Standards

2.6 Innovative approaches to design of on-site and off-site infrastructure are supported where the alternative approach provides a better fit with neighbourhood character, or provides environmental, economic or other benefits to the community. Long-term maintenance and lifecycle costs of alterative approaches shall be considered, in addition to up-front construction and installation costs.

2.7 The development standards in Subdivision and Development Servicing Bylaw 430 will be reviewed to ensure infrastructure requirements are aligned with OCP Sustainability goals and Conservation Design principles.

[10] See the Vision Plan for more details.

Adapting To Climate Change

2.8 New residential and commercial development will be located where long-term risks of flooding, wave action and landslip are not present, or where risks can be safely managed without significant cost to the municipality or owners. See Development Permit Area guidelines (Part Eight) for potential risk areas.

2.9 The District of Sechelt will update the natural hazard assessment (Golder Report) to review climate change impacts related to building setbacks and elevations for streams and coastal areas.

Energy Use; Reducing Greenhouse Gas Emissions

2.10 The District of Sechelt supports the B.C. Climate Action Charter goals to reduce emissions. The target for overall greenhouse gas emissions in Sechelt is 58,300 Tonnes per year by 2031, which represents a 29% reduction compared to "business as usual".

2.11 Recognizing the majority of emissions in Sechelt (and the Sunshine Coast) are generated through transportation activities, the priority actions and goals for Sechelt focus on compact land use patterns and transportation demand strategies (i.e. reducing dependence on vehicles).

Actions and Incentives

2.12 The District of Sechelt will consider adopting incentives to improve the energy efficiency of new and existing buildings, and create more compact communities, including:

(a) Use of the Urban Containment Boundary to increase density in the Downtown and neighbourhood centres;

(b) Implementing the Active Transportation Plan to reduce dependence on vehicles, with more walking, cycling and transit use;

(c) Establishing or adopting Built Green standards for Sechelt (or R2000, Built Green, Leed or other standards);

(d) Providing for bonus density for green buildings/infrastructure or developments that include renewable or alternative energy sources;

(e) Priority processing for applications that achieve Built Green standards;

(f) Reduced building permit fees for buildings that achieve Built Green standards;

(g) A revitalization tax exemption bylaw under S.226 of the Community Charter providing a temporary tax exemption for higher density or infill development within the Downtown Centre (i.e. 100% exemption during year 1, 50% during year 2 etc.);

(h) Tax exemption bylaw for buildings that achieve Green building standards;

(i) A bylaw under S.904 of the Local Government Act establishing a density bonus for green buildings and/or conservation design approaches listed in policies 2.2 and 2.4;

(j) Use of Local Improvement Charges to assist existing buildings to finance energy efficiency improvements over a longer payback period;

(k) Incorporating energy efficiency and full cutoff exterior light fixtures as part of the Development Permit guidelines;

(l) Maintaining healthy urban forests; requiring tree retention and planting of development sites;

Air Quality

2.13 Backyard burning is prohibited in Sechelt through Bylaw 446

2.14 Burning of waste from land clearing is discouraged in favour of retention of significant areas of vegetation/trees and use of alternatives such as chipping and composting of waste materials. New developments will be required to submit a waste management plan as part of any Development Permit applications.

2.15 The District of Sechelt will adopt an anti-idling bylaw.

3. Natural Environment

Important Habitats and Ecosystems

Vision:
Sechelt is developed in harmony with its unique natural environment.

The District of Sechelt contains a wide range of important natural features and habitats, including marine and freshwater riparian areas, rocky outcrops, steeply sloped hillsides and mountain areas, major streams and watersheds, wetlands, floodplains and forested lands. These diverse areas support extensive plant and wildlife species, and are highly valued natural features of the community. The environmental resources of the community are identified in the inventory completed in the 1993 *Geotechnical and Environmental Reconnaissance Study* (Golder Associates). That study provides an assessment of environmentally sensitive areas and potentially hazardous lands, and forms the basis of the Development Permit Area designations of the OCP. The general location of these habitats and sensitive areas is indicated on Schedules D and E (Environmental and Hazard Development Permit Areas). The Sunshine Coast Habitat Atlas (2002) provides additional detail on old growth and forested areas as well as localized environmentally sensitive areas such as smaller wetlands, streams and eelgrass beds.



The 2010 OCP includes a number of changes to the environmental policies to follow the original intent of the Golder report, and to reflect changes in provincial legislation. These are:

- Inclusion of single family parcels in the Natural Hazard and Environmental Protection Development Permit Area designations.
- Inclusion of all streams in the Watercourse Habitat (riparian) Development Permit Areas.
- Implementation of recommendations regarding tree cutting/preservation of forested areas.

Watersheds

Several major and minor watersheds are located in Sechelt as shown on the sketch below. Each of these watersheds is a natural system that stores and purifies rainwater, maintains stream flows and recharges groundwater to surrounding lands. Protection of these invaluable resources is a priority in the OCP. Two major watersheds terminate within the District of Sechelt – Chapman and Gray Creeks. Chapman Creek provides the majority of the water for the SCRD water supply system, which services most residents of Sechelt as well as the other portions of the regional district. The lower portions that are within the District of Sechelt consist of both private lands and Crown lands. All areas adjacent to streams within the municipal boundary are designated as Development Permit Areas, to assess and minimize any environmental impacts associated with development near streams.

The majority of land within these watersheds is outside the municipal boundary, within the Provincial Forest and the Tetrahedron Provincial Park, and large portions of the upper

watersheds are within the Sechelt Community Forest (under the tenure of the District of Sechelt as the sole shareholder of Sechelt Community Projects Inc.) This includes portions of Grey, Chapman, Angus/Burnett and East Wilson Creek watersheds.



Watersheds and Riparian Areas Within and Bordering the District *Source: Vision Plan*

Streams and Riparian Areas

Streams and their adjacent riparian areas play a vital role in Sechelt's natural environment. Riparian areas, when in a natural state, have dense and complex vegetation that has high biodiversity and supports a high number of wildlife species. Small or seasonal streams may not support fish populations but provide water and nutrients to larger streams. Riparian vegetation supplies shading, food and nutrients that are essential to these species. When protected, the ecological health of the stream is preserved and stream banks are stabilized by retaining vegetation, allowing water quality to be maintained through filtering of waterborne sediments by the vegetation and soil microorganisms.

Stewardship of streams and the adjacent riparian areas is a municipal responsibility. Development can have significant impact on riparian areas through the loss of trees or vegetation, diminishing the ability of riparian areas to function as described above. The Riparian Area Regulation (RAR) came into effect in March 2005 and all local governments are required to protect riparian areas in accordance with RAR, or to enact an alternative regulatory scheme that, in their opinion, is comparable to or exceeds RAR. It applies to all streams, rivers, creeks, ditches, ponds, lakes, springs and wetlands that are connected by surface flow to fresh water fish habitat. The Development Permit Area guidelines in Part Eight of the OCP implement riparian area protection in Sechelt.

Marine Environments

See chapter 4 for ocean and shoreline policies.

Natural Hazards

Lands with potential risk to development have been identified in the 1993 Golder Report, including:

- Areas prone to landslides or rockfall hazards;
- Beach front areas and gullies with erosion hazards;
- Creeks and streams with risk of flooding and/or debris flow hazards

Properties affected by these potential hazards are identified on Map Schedule D. More detailed descriptions of the hazard areas are contained in OCP Part Eight (Development Permit Areas). Floodplain maps and required setbacks for Burnett Creek, Angus Creek, Gray Creek, Chapman and Wilson Creek are also contained in the zoning bylaw.

Coastal Flooding

As discussed in the climate change section of the previous chapter, Sechelt may be at increased flood risk in the future. Beachfront areas may be subject to coastal flooding or future coastal flooding under climate change. A hydrological study is needed to determine flood levels before any development in the alluvial fans is considered. While the 200-year flood level is the

standard design flood for British Columbia, more frequent or more intense floods in the future may warrant a higher standard. New information regarding sea level increases also suggests that the current building elevations and setbacks should possibly be increased. Recent estimates for nearby B.C. coastal areas indicate a potential mean sea level increase of .11m for Nanaimo and .5m for the Fraser River delta[11]; however, even state-of-the-art scientific models are uncertain and future increases could be greater than those forecast today. Reassessment of flood hazards should also reflect legislative changes[12] that transferred floodplain responsibility to local government and Approving Officers in 2003. The Ministry of Environment no longer approves floodplain bylaws or variances, but has published provincial Flood Hazard Land Use Management Guidelines. Those guidelines recommend that agriculture, open space, recreation and park uses are appropriate for flood prone lands, with residential use, particularly multiple-family and manufactured home use being the least suitable[13]. These guidelines have been incorporated in the OCP policies and Development Permit Area guidelines.

[11] Projected Sea Level Changes For British Columbia in the 21st Century; R.E. Thomson, B.D. Bornhold and S. Mazzotti (2008) http://www.google.ca/search?hl=en&source=hp&q=projected+sealevel+changes+for+british+columbia&meta=&rlz=1W1FUJA_en&aq=f&oq=

[12] Flood Hazard Statutes Amendment Act, 2003

[13] Ministry of Environment

Objectives

- Protection of the quality and integrity of ecosystems in Sechelt.
- Protection of large areas of undisturbed habitat to support wildlife movement and diversity of species within Sechelt.
- Direct future growth to lands outside environmentally sensitive or potential hazard areas.
- Carefully manage any development that must occur in environmentally sensitive areas to minimize the extent of use or habitat alteration.
- Ensure new land uses do not contribute to deterioration in air, light or water quality or site contamination.

Preservation of Natural Areas

3.1 Unique or special natural features such as wetlands, streams, marine environments and other habitat areas, rock outcroppings, mature trees and vegetation, steep hillsides and ridgelines will be identified and protected. Any new development applications shall comply with Development Permit area guidelines for environmental protection and be designed in accordance with Conservation Design principles.

3.2 Rezoning and development proposals will not be approved if the development could adversely affect the natural environment.

Natural Hazards

3.3 Lands subject to flooding, rockfall, landslip or other natural hazards are not suitable for residential development, and development will be limited to locations where professional assessment confirms the land can be safely used.

Development Permit Areas

3.4 Land within the Environmental Protection and Natural Hazard Development Permit Areas as designated on Schedules D and E shall not be altered or developed, or subdivision approval granted, unless a Development Permit is issued in accordance with the guidelines in Part Eight of this plan.

Steep slopes; Hillside development

3.5 New development will be directed to lands with slopes averaging less than 20%, and may be considered within lands of 20-30% slope.

3.6 Lands with slopes averaging more than 30% are not considered suitable for residential development.

3.7 Portions of the sites with slopes over 30% will not be included in the calculation of density or developable area. Calculation of development density will be based on the areas of the property **excluding land areas with original slopes greater than 30%.**

3.8 Lands with greater than 20% slope are designated as Steep Slope Development Permit Areas on Map Schedule E. Special requirements or restrictions for these areas will be identified during the Development Permit process (see Part Eight). Measures may include:

(a) Retaining large portions of the site undisturbed.
(b) Increase in minimum lot sizes and reduction in development density to reduce slope clearing and other impacts;
(c) Clustering housing units on less steep portions of the site;
(d) Shared driveways or reduced road widths to less site clearing;
(e) "No build" covenants restricting future use.
(f) Restrictions on building techniques and/or mitigative measures such as replanting disturbed slopes.

3.9 The District of Sechelt will adopt a Soil Conservation Bylaw in accordance with the Community Charter in order to regulate the alteration of natural grades, loss of native soil cover and to manage trucking of materials through the community.

Environmental Stewardship

3.10 The long-term stewardship of ecologically significant private lands is encouraged. Owners of land with special natural features are encouraged to protect those lands through a S.219 Covenant under the *Land Title Act* in favour of the District of Sechelt. The District will consider implementing property tax exemptions or discounts for portions of a property subject to conservation covenants.

3.11 The cosmetic use of pesticides on private and public properties is not permitted in the District of Sechelt in order to protect the land, air and water quality from chemical contamination.

Watersheds

3.12 Protection of the water resources and ecosystems in the watersheds areas is a priority for the District.

3.13 New development will be directed away from watercourses. Any development on private lands will be sited and developed in a manner that ensures protection of the ecological values of the watercourse in accordance with Development Permit Area guidelines.

3.14 Inter-jurisdictional initiatives to protect watershed resources are supported, particularly those that form part of the community water supply for the Sunshine Coast, including providing direction to the Community Forest.

3.15 The District of Sechelt will work with provincial agencies and adjacent local governments to obtain permanent tenure on Crown lands adjacent to Chapman Creek within District boundaries.

Streams and riparian areas

3.16 Aquatic habitat will be protected. All new development (including renovations, redevelopment or any alteration of land) within a Riparian Assessment Area will require a Development Permit in accordance with Part Eight of the OCP unless specifically exempted.

3.17 The policies of the OCP, and Development Permit requirements in Part Eight, provide a level of protection that, in the opinion of the District of Sechelt, is comparable to or exceeds that of the Riparian Areas Regulation of the *Fish Protection Act*.

Flood Protection

3.18 To protect against loss of life and to minimize property damage, lands subject to flooding shall be used for low intensity uses such as agriculture, open space, parkland, recreation or similar uses. This is particularly important as many areas of Sechelt may face rise in sea levels or floods in the future.

3.19 Existing residential properties shall be developed in accordance with DPA 2 guidelines, including building setbacks, flood proofing, preservation of floodways, designation of flood protection rights-of-way and other mitigation measures as recommended through site-specific professional hazard assessment and to standards specified by the Ministry of Environment.

3.20 Floodplain mapping for flood prone areas will be prepared and updated as required to adequately define future flood risk and any mitigation measures required. Other floodplain areas will be assessed through the Development Permit process if any development is proposed.

3.21 Where future developments (which may be located on separate parcels) are subject to a shared flood hazard, the District of Sechelt may develop and implement a Community Flood Mitigation Strategy, which shall be reflected in development permits issued under DPA 2or DPA 3.

Contaminated sites

3.22 Prior to any development or redevelopment, owners of lands with known or potential site contamination based on previous commercial or industrial use shall complete a professional site assessment and remediation plan to the satisfaction of provincial agencies and legislation.

Forest Fire Interface

3.23 Any new development adjacent to forested areas will be required to implement "Fire Smart" development practices, based on guidelines from the Home Owners Fire Smart Manual (BC Edition). This may include actions such as reducing vegetation within 10m of the buildings, reducing fuel and debris up to 30m from buildings, using flame resistant building materials and installing fire sprinklers where required by the District. In the long-term, the District of Sechelt will consider developing Forest Interface Development Permit Area guidelines.

Wildlife Interface

3.24 The District of Sechelt will work toward preventing conflicts between settled areas and wildlife by:

(a) becoming a "Bear Smart" community in accordance with provincial Bear Smart Community principles, particularly on-going public education to reduce bear attractants.

(b) identifying and preserving wildlife corridors within parks and new development areas, and reducing public access to such areas where appropriate;

(c) minimizing disruption of large forested areas that provide important habitat for deer, bears and other species.

4. Ocean and Shoreline Areas

Sechelt has a lengthy marine shoreline along the more exposed waters of Georgia Strait/Trail Bay (approximately 12 km) and the sheltered waters of Sechelt Inlet (approximately 16 km). The coastal waters and shoreline are major recreational and environmental assets of the community. Protection of the ecology of marine waters and foreshore areas, while still providing improved public access and opportunities for marinas and related commercial uses, are key issues for the OCP.



Environmental Values

All coastal shorelines and marine waters are considered environmentally sensitive. The intertidal zone and estuaries are key parts of the marine habitat, as they provide rearing grounds for many salmon species and spawning habitat for a range of other fish. In all coastal areas, natural shoreline vegetation provides food sources for fish and other aquatic species, cools and shades the waters, and provides one of the most effective and least expensive erosion controls. Eelgrass beds within Sechelt Inlet (see map Schedules D1-D3) are critical habitats that form the



basis of a complex food chain, and are particularly important to juvenile salmon. Eelgrass beds are highly sensitive to sedimentation of streams from upland activities, pollution (both chemical and nutrients such as fertilizer), and to construction of seawalls, breakwaters or other structures which alter the shoreline processes that are necessary to retain the fine sediment in which eelgrass grows.

The sheltered waters of Sechelt Inlet sustain important fisheries and recreational resources, and are particularly fragile due to the "fjord" geography. Average annual freshwater discharges into the inlet are relatively small and there is limited overall flushing in this water system. Porpoise Bay has extensive areas of sensitive habitat, and has regional significance for fisheries and waterfowl production.

Due to the sheltered location, it also has a high level of use for residential, commercial and recreation purposes. [14] Porpoise Bay is particularly sensitive to water quality impacts. Although monitoring of beaches (by Vancouver Coastal Health Authority) has indicated good water quality for swimming, there are permanent shellfish closures in place due to contaminants. [15] As with other coastal areas, shellfish closures are due to fecal contamination from point source discharges such as stormwater outfalls, and non-point source discharges from private septic systems, vessels, as well as various shoreline and floating installations.

Access to the Waterfront

The waterfront is one of the most important natural assets in Sechelt, attracting residents and visitors to the many beaches and viewpoints, and sustaining a vital tourism industry. Access to the waterfront is provided throughout Sechelt, with linear parks and waterfront walkways in the Downtown and Davis Bay, small parks in West Sechelt and through numerous beach access points at dedicated "road ends" along the shoreline (see further details in Parks chapter 9).

The pier at Davis Bay is one of the most prominent landmarks of Sechelt, and the new Maritime Gateway planned for the Downtown will add a second major waterfront amenity for the community. Increasing public access to the waterfront is an on-going goal for Sechelt, as the majority of the shoreline is in private ownership. Any new developments along the waterfront are required by OCP policy to provide improved public access in forms such as linear parks.

[14] [14] *Ambient Water Quality Objectives for Sechelt Inlet, Overview Report*, Water Management Branch, Ministry of Environment, March 1993.
[15] http://www.pac.dfo-mpo.gc.ca/fm-gp/contamination/biotox/index-eng.htm

Private Docks and Wharves

A number of private docks exist along the shoreline, mainly in the more sheltered waters of Sechelt Inlet. Construction of new docks requires a foreshore lease issued by the Province (and any related federal approvals) as well as appropriate zoning from the District of Sechelt. Currently the majority of the water area is zoned W-1 which allows for private boat moorage (which by definition means a dock, float or buoy), as well as community boat launching facilities. Sechelt Council adopted a Council Policy in 1991 to establish guidelines for individual residential wharfs, stating, "foreshore leases for individual wharfs were not supported in principle where marina facilities are possible to provide service within a reasonable distance". It is unknown to what extent this policy has been used or what distance is considered reasonable. The 2010 OCP policies recommend that private docks not be supported in the future in favour of community marinas or shared docks (i.e. Sunshine Heights community marina).



Numerous individual docks create environmental and visual impacts; shared or community wharves are preferable.

Commercial and Industrial Uses

Many important commercial and industrial activities depend on access to the marine waters in Sechelt, including tourism and recreation businesses, forestry, aquaculture, gravel extraction and other resource uses. Public and commercial marinas located at East Porpoise Bay, the Downtown and Tillicum Bay provide moorage for boats, floatplanes and barges to serve these businesses and to provide access to more remote areas. Marine businesses are important to Sechelt economically, but the potential impacts on the water and shoreline environments require careful management by Sechelt and other approval agencies. A 1993 Ministry of Environment report indicated that the small marinas and scattered recreational boating probably have minor environmental effects within Sechelt Inlet at present, but that expansion or development of large commercial marinas and related facilities in Porpoise bay could have serious environmental effects.[16] For these reasons, OCP policies recognize and support existing marine uses, but future or new commercial or industrial uses require environmental assessment to minimize any additional discharges or other impacts to the marine waters.

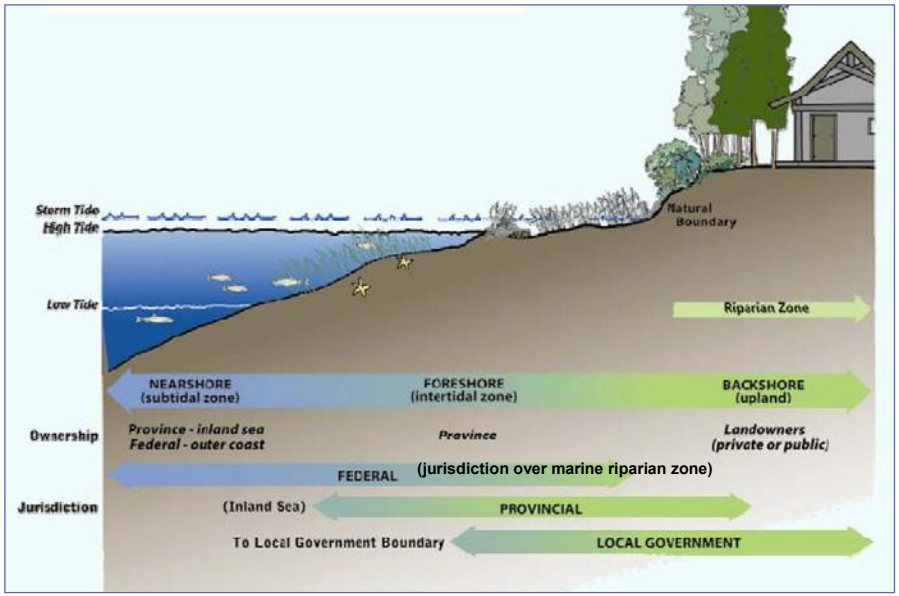


Marinas are important economic activities, providing access to marine areas for residents and visitors. Careful design and siting is needed to prevent impacts to water and shoreline ecology (Tillicum Bay).

Shoreline Jurisdictions

Management of the marine shoreline requires coordination between municipal, provincial and federal governments, each of which have a role in the management of the water areas, foreshore and adjacent upland. Briefly, the responsibilities are:

- Municipal – OCP policies, Zoning and Development Permit Area designations apply to the waterfront within the municipal boundary. Sechelt zones the marine waters to a distance of 300 metres from the natural boundary (high water mark). Building setbacks of 15 metres from high water mark have been in place in the zoning bylaw for some time, although many buildings may precede this zoning. The entire waterfront is also within Development Permit Area No.3 for environmental protection. OCP policies recommend that Sechelt consider acquiring additional management authority for its marine waters. Numerous B.C. municipalities have taken this step, including the Town of Gibsons, which has a recreation lease with the Province that extends offshore 300m along the entire waterfront. Similarly, West Vancouver has a Head Lease along its shoreline. Other municipalities, including smaller communities such as Ladysmith, Nanaimo and



Campbell River have become Port Authorities or Harbour Authorities (Gibsons and others) in order to manage their active port/harbour areas more directly.

- Provincial – The Province (Crown) "owns" the foreshore area and water areas within the municipality. The Ministry of Agriculture and Lands issue licenses of occupation or leases for activities such as docks and wharfs. Vancouver Coastal Health Authority is responsible for managing septic disposal systems and the Ministry of Environment regulates larger sewage systems (see discussion in chapter 13, Utilities).
- Federal – Fisheries and Oceans Canada (DFO) has jurisdiction over fish habitat which includes riparian zones adjacent to freshwater and marine habitats. Protection of navigable waters is also a federal responsibility (Transport Canada) under the Navigable Waters Protection Act. Numerous other federal environmental Acts may also apply.
- SecheltNation – has historic and on-going interests in the management and use of the marine areas, and is an important referral agency for any proposed uses.



Low- impact boat storage on upland provides community access to the ocean without docks or structures (Sandy Hook).

Riparian Rights

Waterfront property owners have "riparian rights", which include (1) the right to unimpeded access to and from their property for the purposes of navigation, (2) the right to protect their property from erosion, and (3) the right to acquire ownership of accreted lands.[17] Riparian rights, however, do not permit construction or shoreline protection (such as retaining walls or placement of fill) or marine structures (such as docks) without the consent of the relevant municipal, provincial and federal agencies.

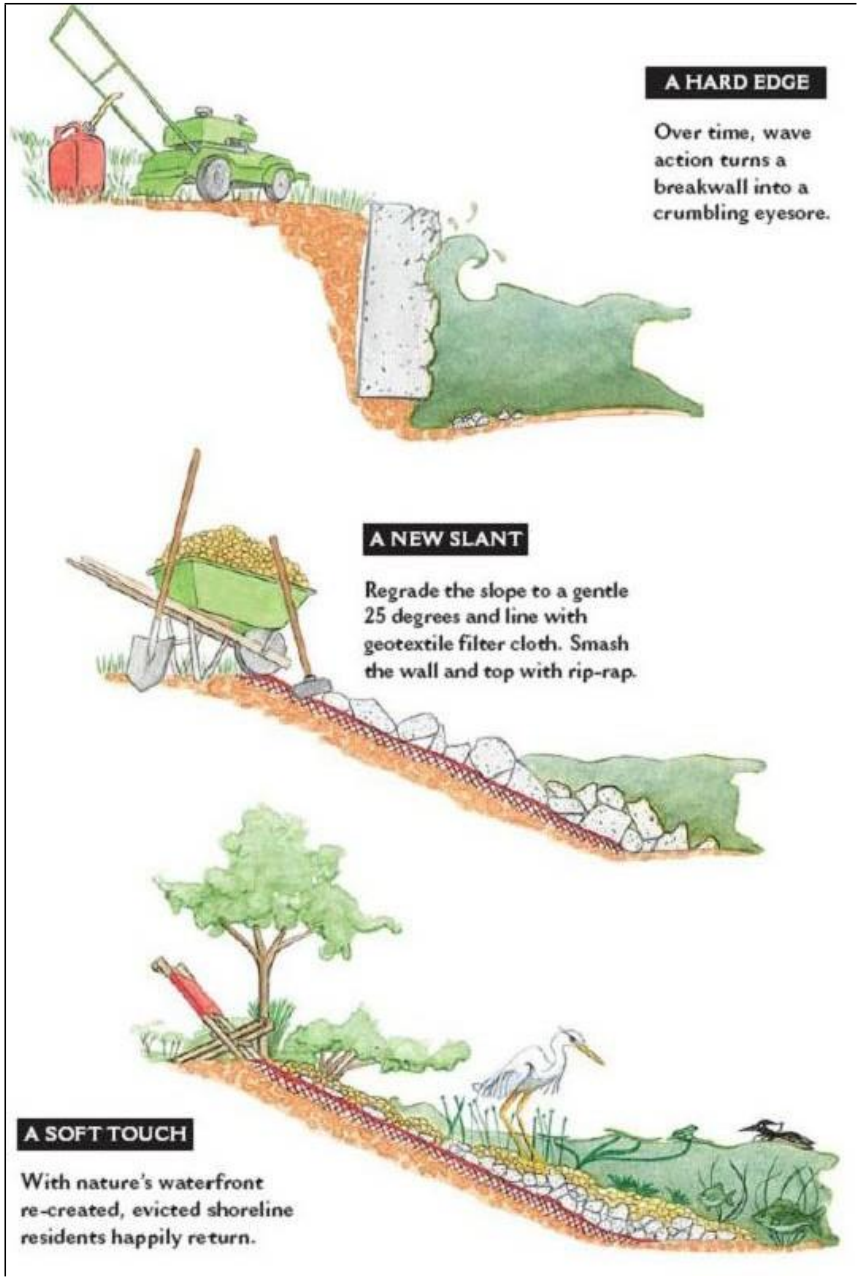
Shoreline Retaining Structures

Portions of Sechelt's shoreline have been altered over the years, mainly to protect properties from erosion through placement of riprap or retaining walls. These hard surfaced structures cause many impacts to the marine environment by:

- Disrupting natural sediment transport along beaches, which may lead to sediment deficient beaches and intertidal areas;
- Altering the shoreline profile through increased erosion forces from the hard surfaces;
- Burying habitat, and/or reducing the connectivity between the upland and marine environment by loss of vegetation and shade that is crucial to fish, birds and other wildlife;
- Blocking public access along the shoreline and water areas.

OCP policies and DPA guidelines recommend the use of appropriate building setbacks and "softer" shoreline treatments to reduce the environmental impacts of these structures (see Part Eight for additional details). DPA guidelines also require assessment of flood hazard for shoreline properties to assess potential hazards from wave action and coastal inundation.

[17] Riparian Rights and Public Foreshore Use in the Administration of Aquatic Crown Land; Ministry of Agriculture and Lands, Crown Land Administration Division



Objectives

- Protection of shoreline habitat and coastline, and related natural processes.
- Recognize the marine waters and waterfront as an integral community resource, and as a major destination for recreation and commercial activities.
- Protect development from coastal flooding hazards.
- Support and improve public access to and along the shoreline.
- Protect the District's unique and diverse shoreline and ocean environments using an ecosystems based "Greenshores"[18] planning approach to:
    - Preserve the integrity or connectivity of coastal processes;
    - Maintain or enhance habitat diversity and functions;
    - Minimize or reduce pollutants to the marine environment;
    - Reduce cumulative impacts to the coastal environment.

Policies

Environmental Values

4.1 The natural shoreline environment will be protected to retain or enhance the habitat value in the water, foreshore and adjacent riparian areas shown as Shoreline Recreation and Conservation on Schedule C.

[18] Greenshores planning promotes the sustainable use of coastal ecosystems through planning and design that recognizes the ecological features and functions of coastal systems. http://www.greenshores.ca/

4.2 Structural intrusions into the foreshore are not supported except where the land or foreshore is specifically zoned to provide a necessary marine-oriented service, business or public facility. Any uses must be designed in accordance with Greenshores principles and Development Permit Area #3 guidelines.

Development Permit Area Designation

4.3 The entire coastline is designated as Marine Shoreline Development Permit Area #3 as shown on Schedules D1-D3. Any development, including alteration of land or foreshore areas, occurring within 15 metres upland of the natural boundary (high tide line) to 15 metres below the low tide level requires a Development Permit in accordance with OCP Part Eight. Portions of the the marine shoreline may also be in Development Permit Areas #8,9 or 10 that regulate the form and character of multiple family, commercial or industrial development. The landscaping, building form and other criteria of those DPA's also apply.

Waterfront Access

4.4 Development of continuous waterfront walkways and improved public access are important long-term goals for the District of Sechelt. Public access to the shoreline and linear walkways are a priority with any new waterfront development, and shall be provided in accordance with policies in OCP chapter 9 (Parks, Trails and Open Space). The location, size and form of public access will be determined by the District at the time of development application.

4.5 The acquisition of Crown accreted areas by adjacent upland property owners is discouraged, as these areas may have environmental or public use value.

Retaining Walls and Shoreline Reinforcement

4.6 The District does not support armoring of the shoreline on private properties with retaining walls, cement blocks or other hard surfaced structures unless erosion is threatening an existing building.

4.7 New development should be setback and designed to avoid the need for shoreline stabilization.

4.8 The District encourages shoreline protection using natural vegetation, driftwood and logs and other methods that reduce wave energy.

4.9 Any necessary shoreline protection works or structures must be located on private land in accordance with a Development Permit from the District of Sechelt.

Private Wharfs and Docks

4.10 Additional or new private residential wharf, dock, float, ramps or other marine facilities are not supported.

4.11 Community or neighbourhood wharf facilities that serve a number of property owners or the adjacent neighbourhood may be supported, where the use does not disrupt natural shoreline processes of erosion and sediment transport, or disrupt public use and enjoyment of the beach area or marine waters, and sufficient parking area is available.

4.12 Private moorage buoys, which do not impede use of the foreshore by other users, and are not located in areas with eelgrass beds, are acceptable within the plan area.

Working Waterfront

4.13 Land and water areas designated as **Marine Access** on Schedule C provide for wharf, day float, boat launch, boat ramps, marina and similar facilities, including group facilities that serve a local neighbourhood or multiple properties.

4.14 Areas designated on Schedule C as **Working Waterfront** at Tillicum Bay, the Downtown (Porpoise Bay) and East Porpoise Bay provide water-access facilities to serve residents and visitors. Uses in the **Working Waterfront** designation shall include light industrial uses which have historically operated

in these areas, as well as marine businesses for which waterfront access is essential (i.e. floatplane, barge services, marinas, marine services, boat building).

4.15 Some tourist commercial uses such as small boat launching, hotel or associated uses such as restaurants may also be supported without amendment to the OCP, provided such uses can demonstrate a high level of environmental protection and compatibility with marine/industrial businesses and adjacent residential uses. A limited amount of residential use to accommodate live-work businesses or to allowing existing single family uses to rebuild within their existing footprint will also be considered in this designation, provided the primary business/industrial functions are preserved.

4.16 Any **Marine Access** or **Working Waterfront** uses shall be designed, located, and operated in a way that ensures there will be no discharge of toxic material into the marine environment from boats or other activities (such as fuels, oils, maintenance by-products, etc.). Adequate and convenient facilities for pump-out, holding and treating of sewage from boats shall be provided. All development in the **Working Waterfront** areas requires a Development Permit in accordance with DPA 3 guidelines, as well as municipal zoning and provincial/federal approvals.

4.17 All **Marine Access** and **Working Waterfront** uses shall provide adequate on-site parking and loading areas, and adequate screening/buffers from any adjacent residential areas.

4.18 Industrial manufacturing and processing uses in estuarine areas are not supported.

4.19 Sechelt does not support the issuance of any new industrial or commercial foreshore leases where the upland is designated as **Low Density Residential**, **Rural Residential, Residential** or **Parks and Open Space**.

4.20 Sechelt does not support water-based aquaculture within its marine waters due to environmental impacts and potential impacts with adjacent upland uses.

Ocean and Shoreline Management

4.21 The District of Sechelt will seek additional management authority through a Recreation Lease, Head Lease or Port Authority in order to better manage the water and shoreline areas within the municipal boundary.

4.22 The marine zones in the Zoning Bylaw will be revised to:

(a) Include a Marine Business or Working Waterfront zone specific to those businesses supported by OCP policies;

(b) Restrict construction of private residential wharves or docks.

5. Residential and Special Infill Areas

General

Numerical references in this section pertaining to development density and building height are superseded by a revised Figure 17 and explanatory notes. Floor area ratio is the key baseline density calculation and references to 'units per hectare' should no longer be considered. Generally, the revision to Figure 17 on December 4, 2024, was deemed necessary to support residential development trends and anticipated housing needs at a broad community level. References in Figure 17 are intended as flexible policy guidelines and, pursuant to the Local Government Act, all density and height regulatory requirements for development remain in the Zoning Bylaw.

Notwithstanding Policies 5.14 and 6.21, lot consolidation and apartment development within the Downtown Village and Transition Commercial, Special Infill Areas may be supported to achieve the desired densities now encouraged in Figure 17. References in Policies 6.13 and 6.14 to 'Maximum Building Heights' for the Downtown Waterfront, Special Infill Areas may also be considered at a rezoning stage.

The granting of density and height increases for residential development in exchange for amenity contributions may still be considered via the rezoning process; however, in consideration of updated Provincial legislation, the Density Bonus policies of this section may not be conducive for site-specific development proposals.

The land use designations on Schedule C indicate the location of existing and future residential areas. Sechelt has extensive lands available for residential development, far exceeding the projected demand for the next 25 years. As indicated in the Growth Management policies, the majority of new residential development is intended to occur within the Urban Containment Boundary (UCB), consisting of smaller infill developments as well as comprehensively planned major developments on larger sites. Lands outside the UCB provide opportunities for rural lifestyles.

Built Form and Urban Design

Creating attractive, distinctive and appealing neighbourhoods is an important goal of the OCP. Careful use of the development approval process is required to create high quality-built environments that respect and fit within the neighbourhood context. Use of local materials, with an emphasis on wood, is a goal of the Development Permit Area guidelines. OCP policies require preservation of natural site features and provision of amenities such as open space and integrated walkways as part of any higher density uses.



Use of wood, mixed building designs and other features create a good fit with the neighbourhood.

Housing Mix

Currently, the majority of housing in Sechelt consists of single- family dwellings (some 85%). Yet, more than one-third of Sechelt's population now lives in single-person households, a percentage that will increase substantially in the next decade as the population ages. Sechelt needs to develop diversity in its housing stock to meet the changing needs of the population (i.e. for accessible and smaller units for single adults/smaller families). OCP policies encourage a wider range of housing types and densities in the Downtown area and other centres.

To encourage more diverse housing types, ground-oriented housing forms such as townhouses, duplexes and cluster housing are supported as part of the housing mix within all Designated Residential areas.

Figure 15 Current Housing Mix (2006)

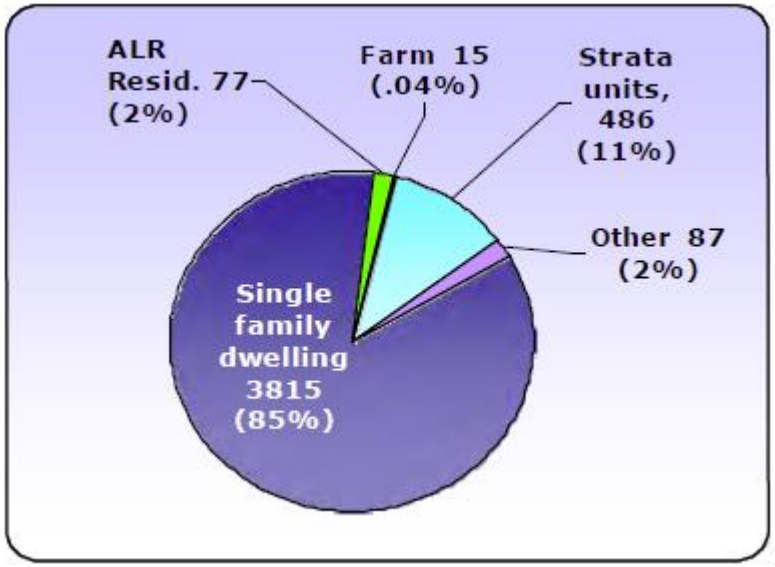
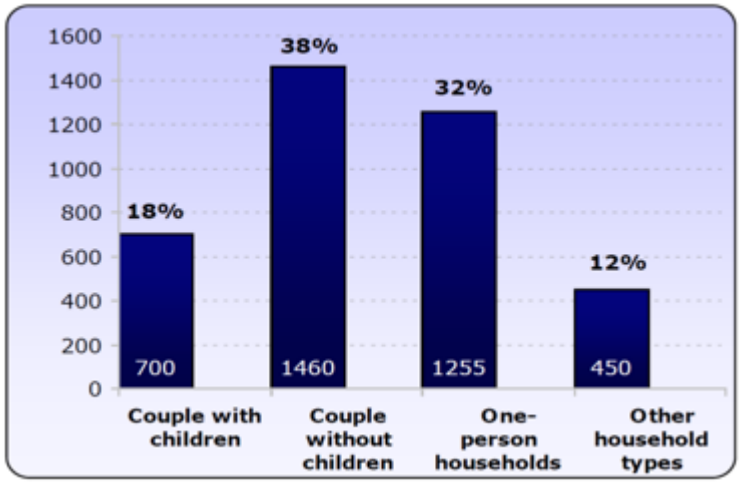


Figure 16 Household Types – Sechelt 2006



Affordable and Special Needs Housing

Affordable housing on the Sunshine Coast has become an increasingly important social and economic issue due to rises in real estate values combined with modest increases in income levels in recent years. Very little rental housing is being built, as senior government assistance programs have diminished. Specialized housing for specific groups is available to a limited extent in Sechelt, including Mountainview Court (21 units owned by the Coast Housing Society), Sunshine Coast Community Services Society (4 units), Greencourt (85 housing units primarily for low-income seniors provided by the Lions Housing Society) and Sunshine Coast Association for Community Living (7 units). Many of these programs have wait lists, and the need for additional housing for residents with low income or specialized needs is expected to increase in the future.

The issue of affordable housing was reviewed in detail for the Sunshine Coast as a whole in 2006[19]. The study indicated that affordable housing is particularly important for specific groups of residents:

- Low-income renter households with household income less than $20,000/year in need of non-market rental housing;
- Households including people with special needs (living with addictions, physical or mental disabilities or youth leaving foster care) in need of supportive housing.
- Young families/starters (ages 21-44) with household income less than $40,000/year in need of low cost market or rental housing.
- Seniors with household incomes less than $40,000/year in need of low cost market or rental housing.
- Single person households (median incomes are approximately one-half of median incomes for other household types).
- Homeless people on limited or no income, in need of shelter or supportive housing (some with treatment or support services).

[19] Full details can be reviewed in the Sunshine Coast Affordable Housing Study, Update 2009, Eberle Planning and Research, L.Campbell, 2009

In response to these identified needs, Sechelt Council adopted new policies in 2008 requiring affordable housing and community amenity contributions from new developments. In 2008, Council also adopted amendments to the zoning bylaw to permit secondary suites, which have been informally part of the housing stock for some time. These affordable housing policies are incorporated in the 2010 OCP.

Continuum of Care

The District of Sechelt supports its residents' ability to choose how they are cared for and supports residents' ability to live out their lives in comfort, autonomy, security, and dignity. The intent of the policies of this Part is to provide the flexibility required to provide residents with facilities that allow for aging in comfort, security, and dignity while respecting existing neighbourhood character and good planning principles.

Care can be provided in a broad range of forms and intensity, creating a Continuum of Care with different options and levels of care. In general the Continuum of Care ranges from persons living independently with a small amount of care or aid to people requiring more intensive medical and personal care and supervision.

Density Bonus Incentives

The Local Government Act allows municipalities to permit additional density (density bonus) in their zoning bylaws. The following residential OCP policies encourage this approach, establishing base densities for various types of residential uses, plus a possible density "lift" or bonus in exchange for several types of amenities, including affordable housing, additional open space, accessible and adaptable housing, daycare or other community amenities. This is an important tool to support creation of varied and more compact housing types, and to achieve environmental protection, where additional open space is provided in exchange for more compact or clustered development.

Special Infill Areas

A number of properties within existing neighbourhoods are designated in the OCP as **Special Infill Areas.** This designation applies to several large undeveloped properties, as well as some smaller areas with opportunity for various housing types in the form of incremental infill, at a scale that integrates with the surrounding neighbourhood. Within these Special Infill Areas, detailed site planning will be required as part of the rezoning and Development Permit process to determine the appropriate housing forms and scale for each area.

Resort Developments

Resort developments pose some distinct challenges to the District of Sechelt, and do not fit neatly into either the "residential" or "commercial" land use policies. They potentially offer a form of low impact tourism-oriented development, providing local jobs and commercial tax assessment. At the same time, resort communities can be viewed as primarily residential developments that are located outside the Urban Containment Boundary rather than truly commercial uses. They potentially bring a very large amount of development to a rural area, may be a poor fit with the character of existing community, and place demands on limited infrastructure such as roads, water supply and sewage treatment, particularly in outlying areas. There are a number of large, mainly waterfront, properties that may be attractive for future "resort" use, in Sandy Hook/Tuwanek, East Porpoise Bay and far West Sechelt (indicated on Map Schedule C). Given the District's history as a summer retreat/cottage community, and the availability of these large parcels of land, the attractiveness of Sechelt for resort-type development is expected to continue. The challenge for the OCP is to ensure that any resort development is developed at a scale and density that is a fit with the adjacent community, meets the broader OCP goals and policies, and provides clear economic and social benefits.

Objectives

- To support development of a full range of housing types and tenures to ensure people of all ages and income levels have housing choices in the community, including families, singles, seniors and those with special needs.
- To support a higher proportion of multifamily housing within Sechelt;
- To create more compact residential areas through innovative site planning.
- To develop high quality, well-designed buildings and developments, with attractive streetscapes, landscaping and other amenities.
- To create affordable housing as part of new developments, and protect affordable housing in the existing housing supply.
- To incorporate adaptable design features into new housing to accommodate people of all ages and abilities, and to support aging in place.

Policies

General

5.1 Future housing needs will be met through a variety of housing types and densities on lands designated for residential purposes on Schedule C.

Conservation Design

5.2 New residential developments and subdivisions shall be designed in accordance with Conservation Design principles, in a manner that respects the character of the neighbourhood, preserves open space and important natural attributes of the site. This will be achieved through a number of innovative site planning approaches as appropriate to the type of development, including more compact building forms, clustering of housing units, a mix of housing types or developing mixed uses within a building. [20]

[20] Refer to the Vision Plan for additional details and examples

Appearance of New Developments; Development Permits Required

5.3 Creating higher quality, attractive and livable residential areas is a key goal of the OCP. All multiple family, intensive residential, Special Infill areas, Village Residential Infill or mixed residential/commercial uses require a Development Permit, subject to the guidelines in Part Eight so that design and appearance can be carefully managed.

5.4 The current zoning bylaw density provisions will be reviewed, and new floor area ratio (FAR) standards introduced to regulate overall mass of buildings. This is particularly important for higher density housing forms and infill forms of development.



Alternative designs A and B preserve large areas of open space and reduce road construction, while providing the same number of housing units (Vision Plan drawing)

Housing Types and Density

5.5 Lands designated as **Residential** will consist primarily of fully serviced single- family residential use, with secondary suites permitted. Lot sizes will vary depending on the neighbourhood and site conditions, but typically range from 600 - 900 sq.m. (6460 - 9690 sq.ft.) Average density will range from 10-20 units/ha (4-8 units/acre), depending also on community amenities provided (see bonus density policies 5.18 to 5.28).

5.6 To encourage a mix of housing types and intensification, lands designated **Residential** also allow for intensive residential use, which may include two-family (duplex), small lot single family subdivisions, laneway cottages or carriage house, or ground-oriented attached housing forms such as townhouses or row houses. These housing forms will generally require a parent parcel size of 0.4 hectares (1.0 acre) or larger. Smaller sites may be considered where the development is compatible with surrounding uses. Rezoning is needed for these intensive housing types, and Development Permits will be used to ensure the new development fits with the existing character of established neighbourhoods.

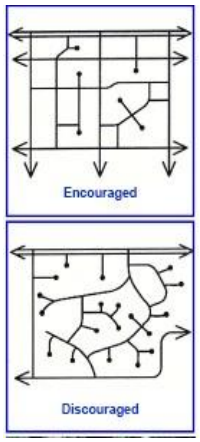
5.7 **Low Density Residential** areas will consist primarily of single-family residential use on larger lots of at least 2000 sq.m. (21, 528 sq.ft. or 1/2 acre) where community sewer is not available or an average of 900 sq.m. (9,690 sq.ft.) if community sewer becomes available.

5.8 **Rural Residential** areas will consist of small acreages ranging from .6 ha (1.48 acre) to 2.0 ha (5 acre) minimum lot size to support a rural lifestyle, and provide a buffer or transitional use where adjacent lands are in the Agricultural Land Reserve. The .6 ha minimum applies to existing parcels of 4.0 ha or less. The 2.0 ha minimum lot size applies to parcels over 4.0 ha (10 acres), or lands with development constraints such as steep slopes.

Single Family Subdivisions

5.9 New single-family residential subdivisions should include a mix of lot sizes to reflect site topography and natural features, and to provide variety rather than uniformity within the new development.

Connectivity



5.10 All subdivision and residential developments should be designed to ensure mobility and connectivity to surrounding areas through road design and pedestrian routes. Multiple family development sites may also be required to provide public pathways to facilitate pedestrian connections.

Higher Density Housing

5.11 **Multifamily/Mixed Residential** areas provide for attached and detached housing forms, but at a higher density than Residential areas. Housing forms include intensive residential uses, as well as apartments and stacked townhouses, within the density range described in Fig.17. New multiple family uses should generally be located near transit, commercial and community services and major roads.

5.12 Manufactured home developments are supported in the Multiple Family/Mixed Residential and Low Density Residential designations in appropriate locations, as a viable and important source of affordable housing. New locations will be considered where compatible with surrounding uses, subject to rezoning and the Intensive Residential Development Permit Area guidelines in Part Eight.

Continuum of Care

5.13.1 The District of Sechelt supports a continuum of care and housing options that address the needs, safety, well-being, and independence of older adults. Developments shall consider opportunities to facilitate age-in-place opportunities that are in keeping with the form, character and scale of the neighbourhood, and that provide appropriate access and amenities.

5.13.2 Independent living facilities, including assisted living, and community care facilities, may be accommodated in all designations and zones that accommodate multi-unit development and mixed use development. The District will develop provisions in the zoning bylaw to calculate density and parking standards that reflect the different unit sizes and use intensities associated with these facilities.

5.13.3 Institutional facilities such as complex-care and large-scale community care facilities may be accommodated in all designations and zones that accommodate high-density residential, regional commercial, and institutional uses. The District supports developments that are well served by transit, medical facilities, recreational opportunities and commercial amenities.

5.13.4 Where new care facilities are proposed for areas that were not contemplated by the OCP or Zoning bylaw, Council may consider them through a comprehensive development zone, providing the development demonstrates need, high standards of urban design, and accessibility. The development would need to adhere to the criteria for evaluating OCP amendments contained in Part Six of this OCP.

Village Residential Infill

5.14 Properties designated on Schedule C as **Village Residential Infill** have rear lane access and are suitable for incremental redevelopment over time to housing forms such as small lot subdivisions, duplex, triplex or carriage homes/rear laneway cottages. This area is intended to provide "gentle infill" with modest increases in density, allowing for two to three smaller units as an alternative to large single-family homes. Development that is compatible in scale, form and

appearance with the existing Village character is a priority. Apartment structures are not supported, and consolidation of more than three single lots is not supported. A new zone will be developed to regulate the building forms, maximum density, height, building coverage, access and other standards for the Village Residential infill area.

Special Infill Areas

5.15 Lands designated as **Special Infill Areas** on Schedule C consist of large undeveloped parcels or potential redevelopment areas that require comprehensive site planning. Any development applications for these sites must demonstrate a high standard of design, amenity and integration with the surrounding neighbourhood. Detailsof permitteddensitiesandlandusewillbeestablishedatthe timeof rezoning, within the following general guidelines:

- **Special Infill Area #1** (Clayton/Sangara lands) – This area consists of several large parcels on a sloped south facing hillside. It will be a major growth area for Sechelt in the next decade, potentially accommodating up to 2300 new housing units, depending on the extent of community amenities

provided. This new neighborhood shall provide a focal point for all of West Sechelt, and integrate with the surrounding neighbourhoods. A mix of single family, intensive residential

and multiple family housing types is supported, with at least 30-40% multiple family units. The design should be focused on a new neighbourhood centre with local commercial and community amenity /educational uses. Requirements for this area include a major community park of at least 3-4 ha (8-10 acres); protection of natural areas and pedestrian trails that link to the Downtown and adjacent areas. For this site of approximately 107 ha, a base residential density of 10 units/ha (4 units/acre) is supported, up to a maximum overall density of 25 units/ha (10 units/acre), with provision of amenities, open space dedications and affordable housing. A comprehensive design providing land uses and densities for all parcels is required before rezoning individual lots.

- **Special Infill Areas #2 and 3** (Downtown and Porpoise Bay waterfronts) – These areas have potential for infill or redevelopment to intensive residential, ground-oriented multifamily and/or small-scale tourist commercial uses such as restaurant or small inn/boutique hotel. Development will likely be incremental and must respect and be compatible with the scale of surrounding uses. Heights will generally be in the form of 2-3 storeys; typical block-like apartment structures are not supported. The range of permitted uses, building massing, density and heights are to be established through the rezoning process and application of Development Permit Area design guidelines. Waterfront park/walkway dedications will be required as a condition of any new development.
- **Special Infill Areas #4, 5 and 6** (Anchor Road and Cook Creek areas) – These larger sites have a number of stream and/or topographic constraints. They provide an ideal opportunity for compact or clustered housing to protect open space areas. A mix of single family and intensive residential housing types supported. The rezoning process and Development Permits Area be used to establish appropriate density and design.

  Base density for these areas of 8 units/ha (3.2 units/acre) is recommended for these sites, up to a maximum of 20 units/ha (8 units/acre) with protection of natural features and open space amenities.

- **Special Infill Area #7** (Wilson Creek/Field Road) – this special area has potential for a mix of uses, which may include commercial, residential uses and/or tourist commercial use such as a small-scale resort. Protection/rehabilitation of the marine shoreline and providing public waterfront park/access will be key considerations for this site. Sewer service will be needed to accommodate increases in density.



An example of small houses on small lots (lots are less than 400m2) with shared driveways.

Resort Developments

5.16 Properties indicated with a **Resort Potential** symbol on Schedule C may be considered for future tourist commercial or destination resort use, subject to site-specific evaluation during the rezoning process. Resort uses must suit the neighbourhood in scale and design and suit the physical characteristics of the property. Smaller-scale resorts are preferred. Resorts will be considered where they:

(a) Do not impose significant impacts to the District infrastructure and provides the necessary utility infrastructure (roads, trails, water, sewer, stormwater, fire suppression, emergency services) or upgrades to municipal services;

(b) Preserve and enhances the natural environment, habitat and natural qualities of the site.

(c) Provide significant public access to the waterfront or other natural amenities, and to recreational facilities of the resort;

(d) Integrate with the surrounding community rather than closing off the local community (for example, through provision of trails, waterfront walkways, public marina spaces etc.);

(e) Provide clearly defined long-term economic benefits to the community (job creation, commercial assessment) and demonstrates that residential use and ownership is clearly tourist-oriented;

(f) Do not result in the loss of land that has high value for forestry, agriculture or other resource use;

(g) Contain commercial uses that are oriented toward serving tourists and visitors, and do not compete with the range of businesses and services in the Downtown. Commercial uses may include recreation, restaurant, conference facilities, accommodation and similar uses, and may include some retail and personal service uses that serve the resort and immediate neighbourhood;

(h) Provide detailed project information outlined in Development Approval Information Areas (OCP Part Seven).

Amenity Contributions

5.17 Council encourages proponents of all new developments to include community amenities in their proposals as voluntary contributions.

5.18 All residential developments are encouraged to provide additional public open space and protect natural features of the site through the "density neutral" Conservation Design approaches described in the Vision Plan.

5.19 To the greatest extent possible, neighbourhood amenities obtained should be located in the neighbourhood in which the development is taking place.

5.20 Any open space or other amenities must be approved by the District. The priorities listed in Part Five (Neighbourhood Policies) provide a general guide to preferred amenities.

Amenities provided in exchange for a density bonus may include:

- Affordable housing or housing for people with special needs

- Youth or family oriented amenities (i.e. facilities)
- Recreation amenities or community meeting spaces
- Contributions to library services
- Senior or special needs amenities (i.e. elder care services)
- pen space preservation and rehabilitation, particularly environmentally sensitive and/or unique areas
- Waterfront walkways, public plazas, piers
- Public art
- Preservation of historic structures
- Additional usable parkland above the 5% minimum subdivision requirement.
- Other amenities agreed to by Council.

Affordable, Accessible and Special Needs Housing

5.21 Sechelt supports initiatives to create more accessible and adaptable housing to accommodate aging in place and for people with permanent or temporary mobility issues.

5.22 Secondary suites are supported as a primary means of creating affordable housing for both owners and renters within all single-family areas.

5.23 The District of Sechelt will use the tools provided by the *Local Government Act* to guarantee the long-term affordability of affordable, special needs and accessible/adaptable housing acquired from new developments, within the following general framework:

(a) Where Affordable Housing for Groups in Need[21] is provided by a developer, Council may enter into a housing agreement pursuant to S.904 or S.905 of the *Local Government Act* and/or S.219 of the *Land Title Act* to ensure lots/units are retained in the long-term for Groups in Need;

(b) Council may accept land in lieu of housing units for Affordable Housing, based on guidelines in the District of Sechelt Policy Manual;

(c) Lands acquired by Council for Affordable Housing may be conveyed to a registered non-profit Housing Corporation for the provision of Affordable Housing;

(d) Council may accept funds of cash in lieu of housing units for Affordable Housing, based on guidelines in the District of Sechelt Policy Manual. Any funds acquired will be appropriated to the Affordable Housing Statutory Reserve Fund.

Density Bonus – General Framework

5.24 The District of Sechelt supports bonus densities for residential developments in exchange for the provision of Affordable Housing and Community Amenities. Council may allow a density bonus only within the framework of the policies below.

5.25 Base and maximum density limits will be based on policy 5.28 (Housing Types and Density) except where existing zoning for a site allows a higher base density. In that case, the base density of the zoning provisions for a site will apply.

5.26 Affordable Housing requirements will be part of any residential development that is rezoned to a higher residential density. At least 20% of the increase in potential residential units (or "lift") in a development will consist of Affordable Housing for Groups in Need. This means the housing must be affordable to low or moderate income households or have special features that the private market does not typically provide.

5.27 A density bonus may be achieved by providing a combination (as appropriate to the development site and location) of community amenities described in policies 5.17 to 5.20 in addition to Affordable Housing as described in policies 5.21 to 5.26. The following increases in density will be considered:

(a) 2% density bonus for every 10% of the total number of units built adaptable and accessible;

(b) 10% density bonus for every 5% of total site area as additional protected, publicly accessible open space in locations satisfactory to the District. This open space is separate from any open space requirements as a result of increased building heights under policy 6.14;

(c) Up to 10% density bonus for providing cultural or recreational facilities in locations and forms satisfactory to the District;

(d) 2% in density bonus for every 10% of the total number of units built according to green standards (Built Green Gold or Ashrae 90.1(2007) or better standards).

Housing Types and Density

5.28 In order to provide a range of housing, the housing forms and densities listed in Fig. 17 are supported in the areas identified on Schedule C. The lower density figures are considered the "base" density; higher density up to the maximum density shown in Fig.17 may be achieved through provision of additional open space, affordable or special needs housing or other amenities as outlined in policies 5.17 to 5.27. Site-specific density and building forms, amenity/affordable housing contributions and other appropriate conditions, will be determined through the rezoning process.

5.29 Notwithstanding any other provisions of the OCP, the maximum density of the combined properties with the following legal descriptions is 175 units/ha and a 1.76 FAR:

a. LOT A BLOCK 11 DISTRICT LOT 303 GROUP 1 NEW WESTMINSTER DISTRICT PLAN LMP48362 (PID 024-927-775) at civic address 5821 Medusa Street;

b. LOT 1 DISTRICT LOT 303 GROUP 1 NEW WESTMINSTER DISTRICT PLAN EPP12200 (PID 028-696-247) at civic address 5583 Ocean Avenue; and

c. STRATA LOT 1 & 2 DISTRICT LOT 303 GROUP 1 NEW WESTMINSTER DISTRICT STRATA PLAN EPS408 (PID 028-712-536 and PID 028-712-544) at civic address 5583 Ocean Avenue.

5.30 Notwithstanding any other provisions of the OCP, the property legally known as Lot 1, Plan BCP36628, District Lot 304, PID 027-536-998 (addressed 5656 Hightide Avenue):

a) has a Base Density of 50 apartment dwelling units per hectare of lot area;

b) which may be increased to a Maximum Density of 221 rental apartment dwelling units per hectare of lot area OR 40 rental apartment dwelling units on the lot, whichever is less, subject to the following conditions:

i. Providing four of the dwelling units are constructed to an adaptable accessibility standard and four of the dwelling units are built to a wheelchair accessible standard with wheelchair roll-in showers and wheelchair accessible sinks, counters and kitchenettes;

ii. Providing 100% of the dwelling units on the lot are guaranteed as Affordable Housing where the District of Sechelt and the owner have entered into a Housing Agreement under Section 483 of the Local Government Act to provide not-for-profit rental housing;

iii. Providing the building is no more than three (3) storeys in height with a maximum 1.1 FAR.

[21] Defined as priority groups that are in need of Affordable Housing as identified by the District and derived from the Sunshine Coast Affordable Housing Study 2006 or updated studies.

5.31 Notwithstanding any other provisions of the Official Community Plan, the maximum density on LOTS 20, 21, 22 AND 23 OF LOT D BLOCK 11 DISTRICT LOTS 303 AND 304 PLAN 8643, is 196 units per hectare and 2.3 Floor Area Ratio.

5.32 Notwithstanding any other provisions of the Official Community Plan, the maximum density on BLOCK 12, DISTRICT LOT 1471, PLAN VAP3660, PID 015-471-675, at 5981 SHOAL WAY, is 58 units per hectare and 1.4 Floor Area Ratio.

5.33 Notwithstanding any other provisions of the Official Community Plan, the maximum density on LOT 2, BLOCK 18, DISTRICT LOT 1471, VAP15606 at 5875 Reef Road , is 38 units per hectare and 0.6 Floor Area Ratio.

5.34 Notwithstanding any other provisions of the Official Community Plan, the maximum density on PARCEL C DISTRICT LOT 304 PLAN 15854, is 170 units per hectare and 1.70 floor area ratio.

5.35 Notwithstanding any other provisions of the Official Community Plan, the maximum density on BLOCK 12, DISTRICT LOT 1471, PLAN VAP3660, PID 015-471-675, at 5981 SHOAL WAY, is 58 units per hectare and 1.4 Floor Area Ratio.

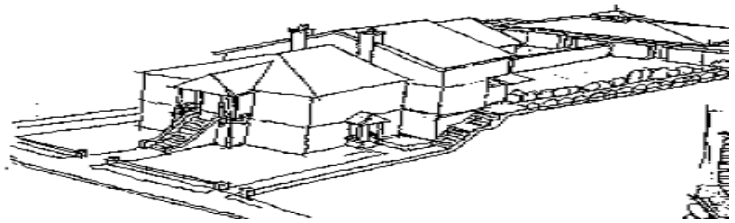
5.36 Notwithstanding any other provisions of the Official Community Plan, the maximum density on LOTS 20, 21, 22 AND 23 OF LOT D BLOCK 11 DISTRICT LOTS 303 AND 304 PLAN 8643, is 196 units per hectare and 2.3 Floor Area Ratio.

Future Residential Land Use Designation

5.40 Lands designated Future Residential on Schedule C may be considered for future residential use in a ten plus year timeframe with a mix of housing types in areas that require comprehensive site planning to address critical wildlife corridor and ecosystem protection issues.



Properties along the Sechelt waterfront (Special Infill Area 2) are characterized by small "cottage" style houses. Retaining this character while allowing additional density requires careful design and use of rear lanes for access.



In this example, additional density is added in the centre and rear of a sloping lot, retaining the appearance of a small-scale building at the upper (waterfront) level

Figure 17 – Typical Building Forms, Density and Heights

Land Use Designations	Typical Building Forms	Density in Floor Area Ratios	Heights in Storeys
Low Density Residential	Single-Family Dwellings Accessory Residential Units	Up to 0.4	Up to 2
Residential	Single-Family Dwellings Accessory Residential Units	Up to 0.4	Up to 2
	Duplex, Triplex, Townhomes	Up to 0.6	Up to 3
Special Infill Areas 1 - 7, including: • Waterfront SIA 2 & 3 • Village Residential Area • Transition Commercial	Cluster Housing Duplex, Triplex, Townhomes Apartments / Condominiums	Up to 1.5	Up to 4
Neighbourhood Centre	Duplexes, Triplexes, Townhomes Apartments / Condominiums Upper Floor Units	Up to 1.7	Up to 5
• Downtown Centre • Multi Family / Mixed Residential	Apartments / Condominiums Upper Floor Units	Up to 2.4	Up to 6

Figure 17 - Explanatory Notes

- Figure 17 supersedes all references to floor area ratios and building heights throughout Official Community Plan Bylaw No. 492. References to "units per hectare" are no longer valid.
- Figure 17 is intended as a flexible policy guideline for residential development and rezoning considerations.
- The provision of community water and sanitary wastewater systems for most residential development is required to achieve typical densities and heights within the land use designations noted above.
- Floor Area Ratio = Gross Building Floor Area divided by Gross Lot Area
- Building Height: 1 storey typically = 3 - 4 metres
- District of Sechelt Zoning Bylaw No. 580, as amended, is the source document for development regulations including but not limited to building height, unit densities and floor area ratios, definitions and measurements, and density bonus provisions in lieu of amenity contributions.

6. Downtown Sechelt

Downtown Sechelt is the focal point of the community, providing shopping, restaurants, cultural, education and government uses. The waterfront setting and seaside character are particular strengths of the Downtown, attracting many flourishing shops, restaurants and businesses, as well as arts, cultural and social activities that serve the wider community. The Downtown also contains diverse and growing residential neighbourhoods - the original Downtown Village, as well as new multifamily developments in and near the Downtown. Many positive changes have taken place in recent years to reinforce the role of the Downtown as the "heart of the community", including completion of the Civic Centre with the new municipal hall, library, aquatic centre and courthouse, and development of several new commercial, multifamily and mixed-use buildings. Renewal continues with upgrades to older buildings, as well as new businesses that bring a sense of vitality and activity to the Downtown.

While there are many challenges to revitalization of the Downtown, the established core of business, government/civic uses and potential for increased living in Downtown ensure the long-term viability of this vital part of the community. Retail analysis indicates that strong demand for street-level retailing is a major trend in all communities, and is a particular asset and opportunity for Sechelt. Difficulties in assembling large commercial sites means the Downtown will play an increasingly specialized role in Sechelt's business environment, providing shops, restaurants and specialty retail that attracts visitors and serves local residents. OCP policies support this range of uses, with emphasis on the quality of design and scale of street-level uses to reinforce the seaside character.





Concentrated investment in the public realm – streets, sidewalks, signage, greenways and marine access – is particularly important to revitalize some key blocks of the Downtown. Proposed long-term changes to arterial routes, particularly to eventually remove major through traffic from Wharf Road and Teredo Street, will also play a major role in improving the pedestrian environment and Downtown livability. In the short term, improvements to those major routes are needed to slow the speed of traffic and improve pedestrian safety, so the Downtown functions as a town centre, rather than a highway route. New development also needs to present a more attractive "face" to these primary routes, with landscaping, building design and careful placement of parking areas.



Previous Studies

Several previous studies have been used to develop the OCP policies for the Downtown. The Vision Plan provides many ideas to guide future development of the Downtown into a more pedestrian-oriented environment, with greater emphasis on mixed-use buildings. Many of these ideas were also expressed in the 1998 Downtown Revitalization Strategy (Urban Systems), and are slowly being implemented with each new development. Elements of these plans have also been carried forward into the Downtown Development Permit Area Guidelines (OCP Part Eight).

Vision, Identity and Goals for the Downtown

- To develop the Downtown as a vibrant and welcoming seaside community, that is connected to its waterfront, with unique places to shop, live and enjoy the social and cultural activities of the community.
- To develop with an attractive but consistent urban design approach that emphasizes the pedestrian experience and retains the unique Sechelt "village" character.
- To take actions to revitalize the Downtown by investing in streetscape upgrades that improve the pedestrian routes throughout the Downtown and provide attractive "gateways" to the entrances to Downtown and waterfront areas.
- To increase the opportunities for living Downtown with a range of housing types, including multiple family and infill housing.

Policies

Downtown First

6.1 The **Downtown Centre** designation on Schedule C includes the "main street" shopping and business areas. This designation is intended to bring a vibrant mix of uses and to increase the number of people living in the Downtown, and permits a wide mix of retail, office, tourist commercial, cultural, institutional and residential uses.

6.2 Downtown Sechelt will continue to serve as the institutional and community services centre for the Sunshine Coast. Council will actively support initiatives to strengthen these public sectors (education, health care, justice, government and social services).

6.3 All public uses shall be designed to be accessible for all residents.

6.4 The extent of office and retail development will be limited in outlying commercial and industrial areas in order to retain and expand the professional and business service role of the Downtown.



New development in the Downtown should provide public plazas and wide pedestrian/seating areas to encourage street level interaction and activity (Vision Plan sketch).

6.5 Sechelt recognizes the importance of the arts and cultural services in the Downtown and supports development of facilities and activities that promote arts and culture.

6.6 New development on Cowrie Street, Teredo Street and Wharf Road should include ground floor commercial or cultural/public uses to create a continuous commercial streetscape. Buildings on these key commercial streets, including waterfront locations on Teredo Street, should "face the street" with welcoming entryways and other design features that create a 'town centre" appearance rather than a highway route. Upper storeys may include commercial, office and/or residential uses. In secondary locations (such as Inlet Avenue), ground floor commercial is

optional. All uses shall have pedestrian sidewalks, and road design may be altered to slow through traffic, using features such as four-way stops, pedestrian activated crossing lights or other measures that give priority to the pedestrian environment.

6.7 All new buildings in the **Downtown Centre** should have upper storeys; single storey uses are not supported. Redevelopment of major sites such as the Trail Bay shopping centre to include upper storey residential is also supported.

6.8 To achieve the long-term goals for the Downtown, the previous "Service Commercial" designation no longer applies to the lands on Wharf Street south of the hydro right-of-way. Existing uses will remain under their current zoning, but over time, redevelopment and rezoning to mixed commercial/residential uses is encouraged for this block.

Transition Commercial

6.9 The "transition commercial" OCP designations and zoning has allowed small-scale businesses, personal services and professional offices to develop within existing residential buildings near the main commercial areas. This has preserved a unique Downtown character while providing a geographic transition between commercial and residential areas. However, this designation is now reduced in scope to reduce "leakage" from main downtown commercial streets. For these reasons, **Transition Commercial** areas will be limited to those shown on Schedule C,



This sketch illustrates mixed -use development on the east side of Wharf Road, with wide pedestrian sidewalks, landscaping and small on-street parking nodes (Vision Plan sketch).

Appearance and Design Quality

6.10 All new development shall have a distinctive design quality that reinforces the scale and unique character of Sechelt as a small coastal waterfront community.

6.11 The Downtown is designated as a Development Permit Area to implement a high standard of urban design, landscaping and streetscape improvements with any new development. The emphasis of these guidelines is to ensure the streetscape elements, pedestrian scale, and important design elements such as building materials, window and entry elements and building transitions to upper storeys are carefully managed (see OCP Part Eight for details).

Wood and Natural Materials

6.12 Wood is an important local material and should be featured prominently in new development in the Downtown.



Maximum Building Heights

6.13 Building heights are very important in defining the physical character of the Downtown. Currently Sechelt has a small-scale feel and character, particularly along the main business streets and waterfront, with most buildings currently ranging from 1-3 storeys. To retain the Downtown Village character, new commercial and/or multifamily buildings in the **Downtown Centre** shall be limited to a maximum of 3 storeys in height (including any ground level parking structures) or 12 metres (30.4 feet) whichever is less.

6.14 Additional height may be considered in special circumstances where:

(a) The building is no more than four storeys in waterfront locations or six storeys in locations where views are not affected (i.e. against hillsides);

(b) For the Lot A, Block B, DL 303, LMP 18610 only (Pacific Spirits site on Teredo Street), building heights up to 5 or 6 storeys may be considered by Council, provided significant public amenity is provided through additional open space or other provisions;

(c) The building can be sensitively integrated into the neighbourhood and the increased height does not significantly affect views or overshadow adjacent uses;

(d) Upper storeys are terraced back from the first floor at street level and/or from the waterfront, public park or open space areas;

(e) Additional park or public open space is provided that creates significant benefit to the downtown. As a general guide, a minimum of 10% of the lot area should be dedicated for each additional floor above a building elevation of 12 metres (39.4 feet);

(f) For waterfront sites, the required additional open space must be located adjacent to the waterfront; and

(g) The District has the ability to provide the necessary fire protection; and

(h) The site is geotechnically suitable for the construction of the building.

Streetscape and Greenway Improvements

6.15 Sidewalks are the essential element in successful Downtowns. The District of Sechelt will upgrade the pedestrian environment in the Downtown by budgeting for and undertaking streetscape upgrades, in conjunction with property owners and utility agencies. This will include;

(a) Placing wiring underground (remove above ground electrical power, cable and telephone services);

(b) Planting of street trees, planted medians and soft landscaping;

(c) Providing continuous pedestrian sidewalks on both sides of all Downtown streets, including the sections of Highway 101 (Wharf Road and Teredo Street) that pass through the Downtown.

(d) Widening of sidewalks to at least 3m width or wider wherever possible within the Downtown Centre.

(e) Special street furniture, pedestrian-scale, non-glare full cutoff street lights

(f) Install public seating, garbage receptacles and raised planters in high-use pedestrian areas and streets.

(g) Bus shelters and bike racks

(h) Create uniform decorative street and directional signage.

Wharf Road Redevelopment

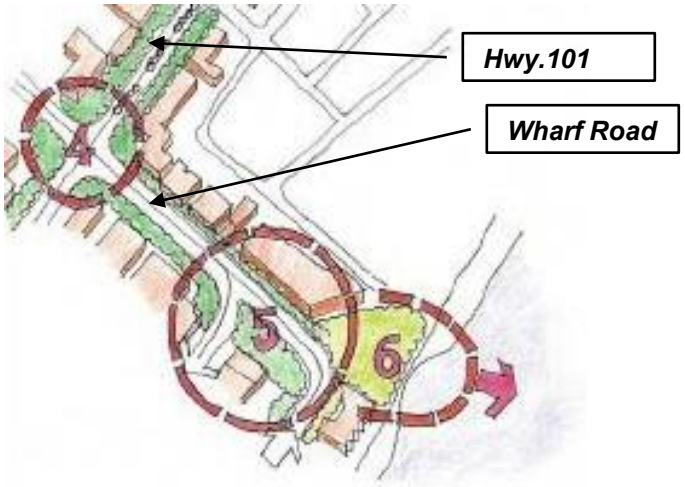
6.16 (a) The portion of Wharf Road between Dolphin and Cowrie Streets is a key entry point to Downtown and a priority area for future redevelopment to mixed-use buildings with ground floor commercial use. Council will support redevelopment of this key Downtown area, including use of the Revitalization Tax Exemption program and other incentives to facilitate redevelopment. Improvement of the pedestrian areas, streetscape, landscaping and relocation of parking to the rear of buildings will be key considerations for new development.

(b) Over time, the area of Wharf Road north of Dolphin Street is recommended to redevelop into a more retail oriented area, with ground floor commercial and upper storey offices or residential use. Service commercial uses are encouraged to relocate in the long term to light industrial areas. Street improvements to add landscaping, wide pedestrian sidewalks and pedestrian crossings are needed in this area.

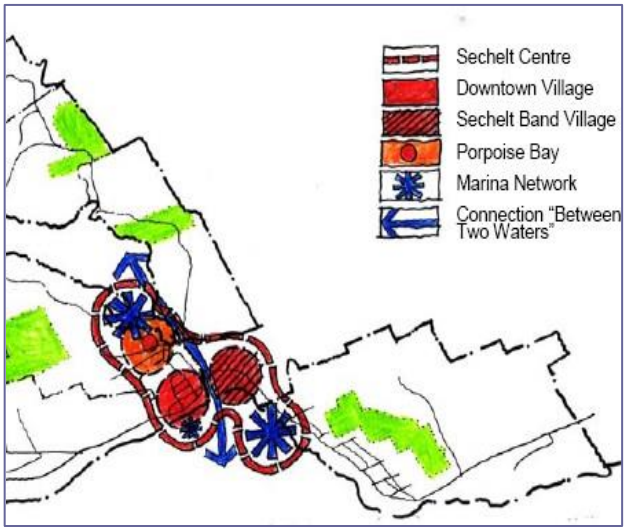
Downtown Incentives

6.17 The District of Sechelt will take steps to actively support revitalization of the Downtown. Council supports the use of development incentives to encourage development and redevelopment in the Downtown, particularly in the core Business Improvement Area (BIA). A range of incentives will be considered within the BIA and priorities will be established by Council, which may include:

(a) A Revitalization Tax Exemption program to support façade improvements, new residential units in the downtown or other priority types of development in the BIA (Business Improvement Area), as permitted in S.197 (a) of the *Community Charter*. The details of this bylaw and program will be developed in consultation with the BIA.



Priority gateway areas in Sechelt are Wharf/ Dolphin (4) and Wharf/Cowrie (5) intersections and the Trail Bay wharf/Maritime Gateway (6)(Vision Plan drawing)



Connecting the two waterfronts with a safe, attractive and prominent pedestrian route is a high priority for the Downtown. (Vision Plan drawing).

(b) Providing annual awards of distinction for new developments or activities that add to the Downtown vitality and built environment;

(c) Where appropriate, and within the financial means of the District, consider varying DCC charges or delaying DCC payments for the priority redevelopment areas (i.e. for the highly visible blocks of Wharf Road described above);

(d) Reduced building permit fees for priority areas;

(e) Potential cost-sharing of off-site works associated with the development;

(f) Consider developing public parking areas through use of cash-in-lieu of parking spaces from new developments/businesses;

(g) Priority processing of development applications within the Downtown area that meet the objectives, policies and Development Permit guidelines of the OCP. This could include delegation of authority to issue Development Permits to staff.

Marinas and Tourist Commercial Use

6.19 Marinas and the waterfront are important gateways and community amenities. Council supports these uses in appropriate locations where adequate upland area and on-site parking are available and environmental impacts can be mitigated.

6.20 Development of the Maritime Gateway project on Trail Bay with a day moorage facility is a high priority for Council.

Downtown Village - Residential Areas

6.21 As the historic centre of the community, the Downtown Village plays a special role in Sechelt, providing opportunities for living within walking distance of shopping and services. Providing for an increased range of housing choices to community residents is a goal for Sechelt, and increasing the density and diversity of the housing stock are important elements of Downtown revitalization. At the same time, respecting the scale and character of the existing community requires careful integration of new development. OCP policy chapter 5 (Residential) provides detailed policies for future land use and densities in all areas of Sechelt, including the Downtown/ Village. The following summary outlines the residential policy directions for the Downtown Village:



Small cottages at the rear of single-family homes can increase density and affordability, while preserving the character of the neighbourhood (Vision Plan sketch)

- The **Multiple Family/Mixed Residential** designation provides for all forms of multiple-family uses (apartments, townhouses and triplexes).
- The **Village Residential Infill** areas have rear lane access and are suitable for infill development to housing forms such as duplex, carriage homes over garages, "laneway" cottages or small lot housing. This designation provides for incremental increases in density. Retaining a scale compatible with the neighbourhood character is a priority in this designation. Apartment structures are not supported. Prior to rezoning individual properties, the District will develop a new zone to regulate the building forms, maximum density, height, building coverage and other standards for these infill areas.

- **Special Infill Areas # 2 and #3** are waterfront residential areas with potential for increased residential density and/or tourist commercial or specialized commercial uses in the long term. Before considering development applications for these areas, more detailed analysis and discussion with area residents is required to establish a framework for appropriate uses, building forms, heights and densities. Any development in this area will be expected to provide a high standard of design, scale appropriate to the neighbourhood setting, improved public access/walkways along the waterfront, and a high standard of environmental protection and rehabilitation of the shoreline

Park and Greenway Priorities

6.21 As an urban area, the types of parks and open space in the Downtown/Village include traditional park areas as well as smaller features such as public plaza or landscaped areas within development sites. Park, recreation and open space priorities for the Downtown/Village are:

(a) Acquisition and development of a pedestrian walkway/esplanade along the Porpoise Bay waterfront to East Porpoise Bay;

(b) Acquisition/development of a continuous pedestrian route connecting the Downtown Village to Davis Bay;

(c) Maintaining significant views of the waterfront from major roads and existing pedestrian areas as part of any new development;

(d) Maintaining the Porpoise Bay Wharf as a public wharf for marine transportation needs, and restricting vehicle traffic on the Boulevard;

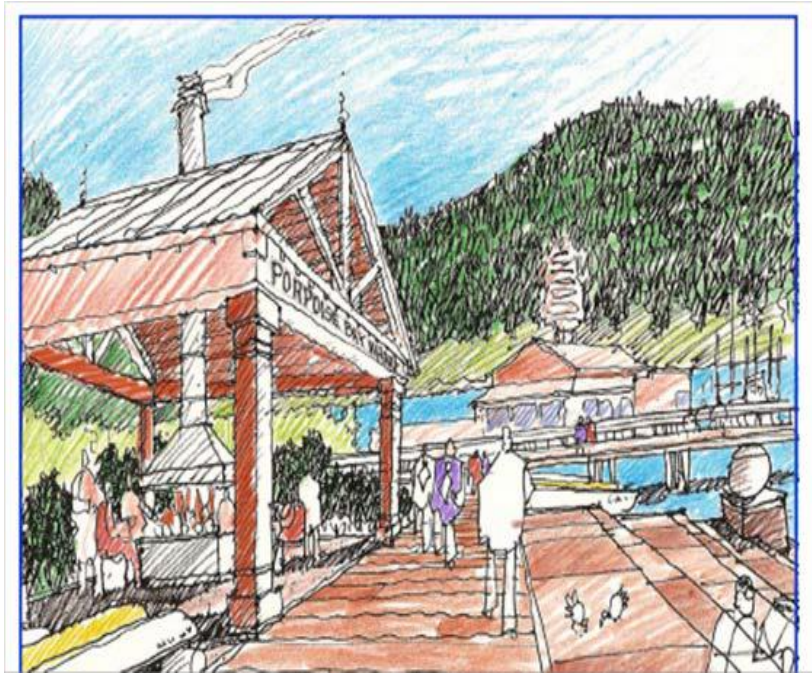
(e) Develop safe, accessible and continuous sidewalk/pedestrian routes through all portions of the Downtown Village including commercial areas;

(f) Smaller parks connected by walking paths that include rest stops/seating to serve the growing seniors population;

(g) Close the Boulevard to vehicle traffic to improve pedestrian safety and use;

(h) Develop Village gateway features as detailed in the Vision Plan;

(i) Coordinate streetscape improvements with BIA, owners and utility agencies.



Maritime gateways at both Trail Bay and Porpoise Bay should include wide pedestrian seating and viewing areas.

Downtown Sechelt Future Land Use (see Schedule C for details)



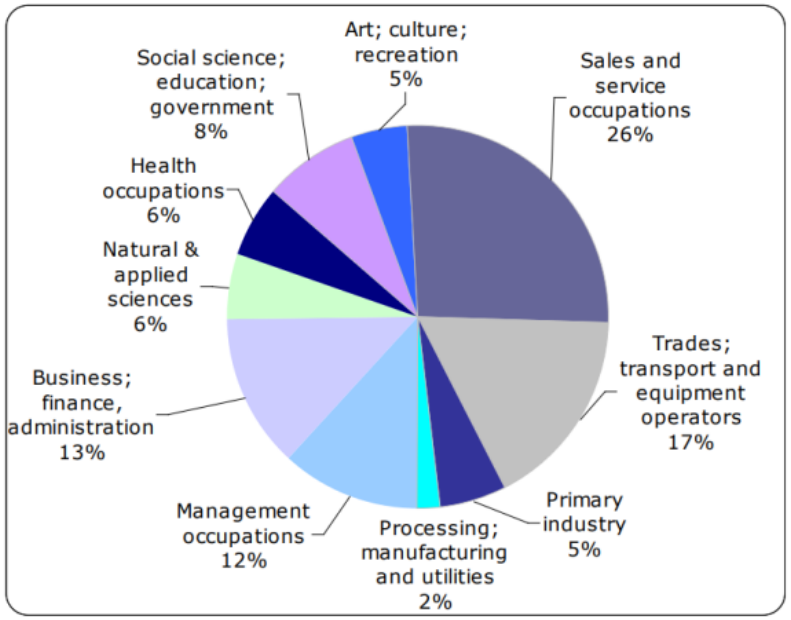
7. Business and Industry; Economic Development

A vibrant local economy that provides a full and diverse range of goods, services and jobs is a cornerstone of a sustainable community. Sechelt now has an economy based primarily on the service sector rather than any single industry. Economic development is closely tied to housing and population increases. The labour force in Sechelt is predominantly employed in the sales, service, trades and business occupations. Challenges for economic development in Sechelt are the relatively small market and overall population on the Sunshine Coast, distance from major markets, transportation costs, and the need to create well-paying jobs to retain young people in the community.

Primary resource activities (forestry, mining and agriculture) have declined in recent years, but continue to play a role in the Sechelt economy, and generate spin-off jobs in transportation and other sectors. Arts, culture and recreation occupations are significantly higher in Sechelt than the provincial average, reflecting the importance of the tourism and "amenity migration" trends that bring visitors and new residents.

The OCP anticipates that employment in these main sectors will continue to grow in response to the continued influx of new residents. Creating a positive and supportive policy approach to support the business community, and ensuring high quality built environments are equally important, both to area residents and to attract new businesses.

Figure 18 Labour Force By Occupation



Land Base

Ensuring adequate commercial lands are available to meet the long-term needs of the community is a fundamental role of the OCP. Currently there are approximately 212 hectares of land zoned for commercial and industrial uses in Sechelt, representing less than 2% of the total land base. The majority of this land is located in the Wilson Creek/Field Road/Airport area, followed by the Downtown and East Porpoise Bay areas. Approximately 85 ha of the total consists of land at the Sechelt Airport, and the remaining 44 ha zoned for other industrial uses. Providing for growth in the commercial and industrial sectors is a key issue in Sechelt, given the limited land base currently available for these purposes. Additional industrial lands will be needed within the timeframe of the OCP, and lands north of the airport are important to the long-term supply for

Figure 19 Commercial and Industrial Lands

Type	Zoning	Area
Commercial/light industrial	C1 to C7, CD zones	54.5 ha
Industrial Zones	I-1 to I-6	129 ha
Working Waterfront	M1 to M4 zones	28.1 ha
Total		211.6 ha

Source: District of Sechelt GIS Analysis, Feb.2009

future industrial use. A proposed $7-9 million expansion of the runway is also a long-term initiative aimed at increasing the transportation choices for residents and business.

Adjacent to the Downtown, the Sechelt Indian Government District (SIGD) has developed a major new Tsain-Ko shopping centre and has a number of existing highway commercial uses. There is potential for additional commercial growth on the Sechelt Nation lands, particularly between the Tsain-Ko Shopping Centre and lands north toward East Porpoise Bay (previous gravel mining area). The waterfront SIGD lands near Selma Park are also suitable for tourist commercial use, with potential for marina, hotel and convention centre uses.

Tax Base

The ratio of commercial/industrial lands is an important measure of economic viability for a municipality. Sechelt's residential assessments form an increasingly high proportion of the total taxable assessment, rising from 87% in 1987, 89% in 1995 to 93% in 2008. This compares to somewhat lower levels of residential assessment in other smaller communities such as Campbell River (84%), Courtenay (84%), Gibsons (89%), and Squamish (83%).[22] Balancing residential growth with job creation is a goal for Sechelt. While there were increases in the light industrial, business and managed forest sectors in 2007, these have been outweighed by the extensive residential increases.

Retail Trends and Issues

A recent retail study[23] for Sechelt reviewed opportunities and demands for Sechelt, within the context of overall Sunshine Coast supply and demand for retail. The study analyzed the amount of retail already developed in comparison to current and projected population levels, and typical per capita standards for retail development. The main conclusion of the retail analysis was that Sechelt is undersupplied in a number of retail areas.

Other key findings of the report were:

- The region has severe retail outflow where a large proportion of residents' retail spending takes place outside the local community.
- There is considerable opportunity for additional retail development, including ample demand for a new supermarket, as well as ample demand for a department store and home centre.
- The preceding anchor tenants are the main engines of growth in retail development.
- Large format retailers prefer to locate either downtown or on a traditional large suburban site on a highway or intersection, usually requiring about 8 acres. It would be very difficult to assemble such a large site in the Downtown. The only viable locations for large format stores would be in Wilson Creek or the Sechelt Nation lands, adjacent to Downtown. The report recommended that Sechelt attempt to secure this use in the municipality to create new jobs, generate new taxes and maintain planning control.
- Downtown type retail is gaining strength as many consumers enjoy street front retail. Additional retail development is warranted in Downtown Sechelt as the area has an excellent existing infrastructure and well-established retail sector.

The OCP policies reflect some of the information in the retail study, particularly in supporting the Downtown. Accommodating large format retail is an issue requiring further discussion with the community. The OCP has included a new designation of **Regional Centre** in the Wilson Creek area to recognize existing regional commercial uses, and provides for a modest extension of these uses further west on Highway 101, and on Field Road.

[22] http://www.cd.gov.bc.ca/lgd/infra/library/Sch707_2008.xls
[23] Retail Development Review District of Sechelt, August 2009, Site Economics Ltd.

Business and Industrial Areas

The dispersed nature of development among the commercial and industrial areas is a challenge for Sechelt's business community. Each of the business areas has distinct characteristics, and must be developed in a complementary manner. Home based business are also a very important part of the local economy, with many types of professional and service uses operating from home businesses. The main business areas and their OCP designations are described below.

- The **Downtown Centre** is the major business district in Sechelt. OCP policies support retail, office, cultural, administrative, and mixed commercial and residential uses. The Downtown consists of the Trail Bay shopping centre, the "main street" shopping district along several blocks of Wharf and Cowrie Streets, as well as service commercial areas on Wharf Street. See Part 5 for detailed Downtown policies.



Sechelt's Downtown Centre

- **Wilson Creek** contains a mix of commercial uses, with a neighbourhood shopping centre that serves the Wilson Creek/Davis Bay and Roberts Creek communities. This area also contains tourist commercial, large-format retail and other highway-oriented uses. The OCP recognizes the role of this area with a **Regional Centre** designation. This designation provides for a limited amount of commercial growth, for uses that require large site areas and location on major arterial roads. A major waterfront site could develop as a mix of uses, including resort/tourist commercial or multiple family uses.



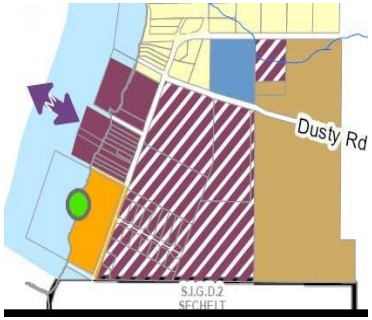
Regional commercial and tourist commercial areas at Wilson Creek

- **Tourist Commercial** uses are an important part of the commercial fabric in Sechelt. Facilities such as restaurants, marinas, pubs, motels and campgrounds are located in the Downtown, Davis Bay, Wilson Creek and Tillicum Bay neighbourhoods. Bed & Breakfast uses, marina and small-scale recreation uses such as kayak rentals are located throughout the District, particularly in waterfront locations.



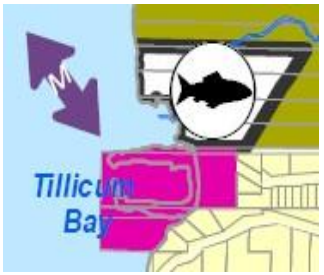
Tourist Commercial area at Davis Bay

- **East Porpoise Bay** contains varied businesses uses within the area designated as Business and Industry in the OCP. Uses include light industrial and marine businesses such as floatplane, marina and barge operations within the **Working Waterfront** designation. Light industrial uses are located on the uphill side of Sechelt Inlet Road in the **Business and Industry** designation. Gravel extraction and reclamation activities occur on the surrounding **Resource** lands. OCP policies support only those marine businesses for which water access is essential, and light industrial uses for non-waterfront upland areas.



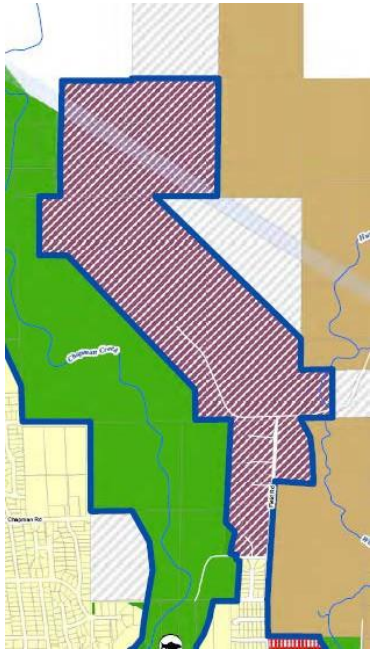
East Porpoise Bay – Working Waterfront and Business & Industry designations uphill of Sechelt Inlet Road.

- **Tillicum Bay** contains tourist commercial use (Tillicum Bay Marina) and Target Marine, an established fish hatchery facility.



Tillicum Bay tourist commercial and fish hatchery use.

- **Field Road/Airport Industrial area** contains a mix of light industrial, office use, and some manufacturing and processing uses (such as sawmills). The airport is currently partially developed with a number of aviation businesses. The OCP designates this area as **Business and Industry**, with policies supporting future industrial development, major road improvements and airport expansion. Future zoning changes are also recommended to ensure industrial land is not underutilized for purposes such as offices or retail use.


Industrial areas on Field Road and at Sechelt Airport

- The **Porpoise Bay** waterfront in the Downtown contains a vibrant mix of multifamily residential, tourist commercial and Working Waterfront uses (with float plane and marina uses).


Marinas, float plane businesses and tourist commercial uses at the Porpoise Bay waterfront (Downtown).

Objectives

- Diversify and expand the economic base.
- Create and sustain well-paid jobs, especially for youth.
- Increase the commercial and industrial tax base in order to provide for community amenities.
- Attract business and development that reflects the Official Community Plan and is aligned with the community's environmental and cultural values.
- Create attractive and well-designed business areas.
- Use District-owned airport lands to develop a regional airport facility that improves access to the Sunshine Coast and supports related businesses.
- Develop a positive business climate for existing and new businesses.

Commercial and Industrial Policies

General Policies

7.1 Lands to be used for commercial and industrial purposes are designated as **Business and Industry, Neighbourhood Centre, Regional Centre, Tourist Commercial** and **Working Waterfront** on Schedule C. The permitted uses within these designations are described in the following policies. Specific uses within these broad designations will be determined at the time of rezoning, or through zoning bylaw standards and regulations.

7.2 The District of Sechelt will ensure that commercial, light industrial, manufacturing and processing businesses have access to adequate industrial lands.

7.3 The industrial and commercial land base will be protected as a vital community and economic asset used to create significant local employment, property taxes and other benefits to the economy.

Economic Development Strategy

7.4 Economic growth and diversification will be supported by implementing the strategies outlined in the *Sechelt Investment Attraction Strategy*[24]. Key actions include:

(a) Establishing a Mayor's Economic Development Advisory Committee to provide direct liaison between the business community and the municipality;

(b) Consider funding a Economic Development Officer to actively promote and recruit business opportunities;

(c) Support existing businesses with business retention and expansion programs and by assisting with area promotion;

(d) Actively recruiting retail and service businesses to diversity and strengthen the Downtown;

(e) Actively promoting the airport industrial lands and privately owned industrial sites;

(f) Promoting Sechelt's community assets, quality of life and investment opportunities at industry and trade shows;

(g) Support expansion of the tourism sector, especially destination tourism, ecotourism and adventure markets;

(h) Support the retention and recruitment of businesses and employees by ensuring access to appropriate and affordable housing, childcare and other community services.

(i) Facilitating infrastructure improvements and developing "permit ready" industrial lands.

[24] Sechelt Investment Attraction Strategy, Warner Architecture and Planning, 2004.

7.5 Sechelt recognizes the importance of amenities as a draw for new businesses, residents and visitors, and will place priority on infrastructure improvements, park and trail development, Downtown revitalization, marine access and arts, cultural and educational opportunities that improve community amenities.

Quality and Appearance of Commercial and Industrial Areas

7.6 To create attractive and successful business areas, all commercial and industrial lands are designated as Development Permit Areas to regulate the form and character of development. Should any additional lands be designated or rezoned for commercial or industrial use, Development Permits are required for those uses in accordance with Part Eight of this plan.

7.7 Landscaping of commercial and industrial areas visible from major roads or residential areas is particularly important. The District of Sechelt will develop a detailed landscape design scheme for industrial areas to facilitate development permit issuance and ensure quality and consistency of landscaping in business/industrial areas.

Downtown First

7.8 The Downtown shall be the primary location of new commercial development. Lands designated as **Downtown Centre** shall include a mix of retail, office, restaurants, service, institutional and civic/cultural uses, and will include upper storey residential uses whenever possible. Other detailed land use policies should be referenced in chapter 6 (Downtown).

7.9 Existing service commercial/light industrial uses on Wharf Road are encouraged to relocate to industrial areas in the long-term to support a transition of this area to higher density uses such as commercial with upper storey residential uses.

Incentives

7.10 Council will consider incentives to encourage redevelopment and revitalization of the Downtown as outlined in chapter 6 (Downtown policies).

Tourist Commercial

7.11 Tourist commercial uses are supported in the Downtown, in Neighbourhood Centres at Davis Bay and Wilson Creek, and in Tillicum Bay as shown on Schedule C.

7.12 New tourist commercial uses will be considered at other locations without amendment to the OCP, subject to site – specific evaluation at the time of rezoning for conformance with OCP environmental policies and Development Permit Area guidelines, provision of adequate land area to support parking and related facilities, and overall compatibility with adjacent uses.

7.13 Public waterfront access will be sought as part of any development application for tourist commercial use on waterfront properties.

7.14 Conventional retail or office uses are not supported in the **Tourist Commercial** designation, and shall be located in the Downtown, except for convenience level uses.

Resort Development

7.15 See residential policies for details.

Neighbourhood Centres

7.16 Neighbourhood commercial use consisting of a mix of retail and personal service uses to meet local shopping needs is supported within the areas designated as **Neighbourhood Centre** on Schedule B.

7.17 Neighbourhood Centres are intended to complement the services available in the Downtown, and commercial floor space shall not generally exceed 500 sq.m. (5,380 sq.ft.) for any individual use (except for a grocery store), or 2500 sq.m. (26,900 sq.ft.) of total commercial floor area.

7.18 Neighbourhood Centres are encouraged to include multifamily residential uses to create more viable commercial areas and increase housing opportunities within neighbourhoods.

Regional Centre

7.19 The sites designated on Schedule C as **Regional Centre** in Wilson Creek (Highway 101 and Field Road) are currently in use as, or have potential for, larger format commercial uses that serve the broader community. These uses require access to major arterial roads and require large sites that are not available within the Downtown. To prevent under-utilization of lands in the **Regional Centre** designation, properties should not be subdivided into small sites.

7.20 Development Permits will require that commercial uses in this area are compatible with and reflect the character of the neighbourhood with extensive landscaping, high quality building design and signage.

7.21 Sechelt does not support continuous commercial development on Highway 101between Field Road and Davis Bay. Additional Regional Commercial lands will not be considered unless it can be demonstrated that use of existing commercial lands has been maximized and intensified.

7.22 Mixed residential and commercial uses are supported to create walkable and compact centres.

7.23 Commercial or industrial uses in the Field Road area shall not use local residential streets for access.

Municipal Airport

7.24 Runway expansion and improvements to navigation services are supported to fulfill the role of the Sechelt Airport as a major part of the transportation and economic infrastructure of the community.

7.25 Expansion of industry and commercial uses that are complimentary to the development of the Sechelt Airport are supported.

Industrial Areas

7.26 To support job creation within Sechelt, a wide range of industrial uses are supported within the **Business & Industry** designations shown on Map Schedule C. The Field Road/Airport corridor is the primary industrial area; lands in East Porpoise Bay provide a secondary location.

7.27 To ensure best use of industrial land, non-industrial uses such as retail, office, restaurant or other associated uses shall be limited to no more than approximately 20% of the total floor area or land area. Revision of the zoning bylaw will be undertaken to implement this policy.

7.28 A comprehensive mix of commercial, industrial, live/work and other related uses may be supported in the **Business and Industry** designation, subject to site-specific rezoning to Business Park use. Business park proposals will be carefully evaluated to ensure they do not conflict with other OCP goals for strengthening the Downtown or preventing under-utilization of industrial land.

7.29 The District will review and revise the zoning bylaw to develop zones specific to the distinct needs of light industrial, working waterfront, manufacturing and processing uses.

Manufacturing and Processing Industries

7.30 Manufacturing and processing uses are supported within the **Business and Industry** designation, subject to site-specific rezoning to evaluate proposed uses. These uses will generally require a larger property to ensure adequate buffering and screening and sufficient area for outdoor storage, parking and delivery areas, and should not create excessive noise, traffic, odour or other impacts on adjacent areas.

7.31 Lands in the **Resource** designation on Schedule C may be considered for rezoning to industrial use for manufacturing and processing, provided the use does not cause excessive noise, traffic or other impacts to residential areas, and includes direct use of local resources.

7.32 An expanded range and scale of home occupations may be considered in the Zoning Bylaw for larger parcels in the **Rural Residential** and **Resource** designations.

Industrial expansion areas

7.33 Lands north of the airport designated as **Business and Industry** are considered a long-term industrial expansion area. Portions of this area may be suitable for manufacturing and processing use due to the distance from residential areas. Development of suitable road access will be a requirement for development of this area. The District will pursue applications to Land and Water B.C. to secure tenure over Crown lands in this area for future industrial use.

Working Waterfront

7.34 Marine businesses such as marinas, barge or floatplane operations are supported in specific locations, as described in chapter 4 (Marine Shoreline) policies.

Road Network Improvements

7.35 Construction of the full Highway 101 bypass is supported to provide effective access to business/industrial areas. As an interim measure, Sechelt supports and will work with the Ministry of Transportation and Infrastructure to facilitate the development of the Field Road interim bypass route as described in Transportation chapter 12.

7.36 Improvements to the lower portion of Field Road will be undertaken to reduce industrial and through traffic impacts on the adjacent residential neighbourhood. Development of sidewalks on both sides of this road is a priority, both for resident safety and to improve the entry to the business district.

Temporary Commercial and Industrial Uses

Temporary use permits are intended to provide a short-term opportunity for new businesses. The *Local Government Act* S.921 allows municipalities to issue permits for business or industries for up to two years, with possibility of extension for a second two-year term.

7.37 Council may consider issuing permits for temporary commercial or industrial uses where:

(a) The property is zoned for commercial or industrial use, or is designated in the OCP as Business and Industry, Downtown or Neighbourhood Centre or Resource use;

(b) The property is designated for residential use and the temporary use permit is for a display home/sales centre only;

(c) The use is an interim, seasonal or occasional use that does not qualify as a home occupation;

(d) The public has had opportunity to comment on the proposed use as outlined in the *Local Government Act;*

(e) The temporary use does not negatively affect existing business or surrounding properties in terms of noise, lighting, parking , traffic or other impacts;

(f) Special permit conditions, including time and use limitations, site restoration and security provisions will be required as appropriate.

8. Agricultural, Rural Residential, and Resource Lands

The lands indicated as **Agriculture** and **Resource** on Schedule C consist of agricultural and forest lands, as well as areas with mineral/aggregate resources within the District of Sechelt. Resource and agricultural lands provide significant long-term economic, environmental and recreational value for the community. These lands also contain many of the streams and watersheds discussed in chapter 3 (Natural Environment) and the important habitats associated with large areas of forest. These lands also offer opportunity for rural living on large parcels. Although primary industries account for some 5.5% of Sechelt's direct employment (see Fig. 6 in Community Background), these industries support jobs in other sectors such as transportation, processing and manufacturing and other business sectors. Developing "value added" jobs and business related to the District's resources is an essential economic goal of the OCP.

Agricultural and resource lands are intended to remain as "working lands" under OCP growth management policies, and not to be utilized for urban purposes. Sufficient land exists outside the Resource and Agricultural designations to satisfy the projected demands for residential, commercial and industrial uses.

Agricultural Land

The District contains some 660 hectares of land designated as Agricultural Land Reserve (ALR), primarily located in the West Sechelt, West Porpoise Bay and Wilson Creek areas as shown on Schedule F and designated as **Agriculture** on Schedule C. While much of the agricultural land in Sechelt is not currently in active farm use, OCP policies support retaining this land for future agricultural use. BC Assessment records indicate that 24 properties were assessed as farm use in 2009, and another 78 properties were assessed as Residential ALR, indicating the current trend toward "lifestyle" use of ALR land rather than active farming. Active farm uses are located in Wilson Creek (mixed farm use at Tyson Road), West Sechelt (turf farm and mixed farm use, future Botanical Garden), West Porpoise Bay (mixed farm use) and Selma Park (Dahlia Farm). No specific farm statistics are available for Sechelt (Statistics Canada combines Sechelt with



the SCRD statistics), but the Sunshine Coast had some 95 farms in 2006, with an average size of 9.0 hectares and total farm receipts of $2.5 million.

Soil capability ratings for farmland in Sechelt are considered to have "moderate" potential for crop production, but within the Sunshine Coast context, these are still important lands to retain for future use. On a classification scale of 1-7 indicating the general suitability of land for agricultural use (Class 1 is the most suitable) most of the West Sechelt lands are classified as Class 4 and 5, with a small amount of Class 7. West Porpoise Bay has mainly Class 4 and Class 5, with a small area of Class 3 land. The Wilson Creek area is mainly Class 5 with smaller areas of Class 4 and Class 7 lands. Despite the limited number of farms at present and the moderate current capability of the soils, these lands do have long

term potential for many agricultural uses such as greenhouse, livestock breeding, and fruit/nut growing which are not dependent on soil qualities. Long-term concerns regarding food security also highlight the need to retain land for future food production. The Sunshine Coast is heavily reliant on imported food, and faces on-going increases in transportation costs.

The Agricultural Land Commission (ALC) regulates permitted uses on agricultural land, and Sechelt OCP policies and zoning bylaws must be consistent with the ALC regulations. Farming and associated uses are the primary permitted uses for ALR land, and a number of "conditional" uses may also be permitted upon application to the ALC. OCP policies support retention of ALR lands, but also support a review of the ALR designation in Sechelt in consultation with the ALC and Agricultural Advisory Committee to review the soil capability ratings in more detail and "fine-tune" the ALR designations. Discussions with the ALC staff indicate that current designations are based on very broad-brush soil review. The review may result in recommendations to include or exclude some land areas in the ALR.

Forestry

Large portions of Sechelt's land base are within some form of forest tenure as shown on Schedule F. Forest tenures in Sechelt include:

- Provincial Forest and Forest Land Reserve areas (Crown land)
- Private Managed Forest
- Portions of the Sechelt Community Forest

The *Private Managed Forest Land Act* was adopted by the province in 2003 and applies mainly to lands in the Wilson Creek area. This Act permits private owners to log with greater autonomy than lands managed under Tree Farm Licences or Provincial Forest tenures.

The Sechelt Community Forest is managed by Sechelt Community Projects Inc (SCPI), which manages and administers timber harvesting and related forest management activities. (The District of Sechelt is the sole shareholder of Sechelt Community Projects Inc.) The majority of the Sechelt Community Forest is located outside the District's boundaries, although some lands are located in upper Wilson Creek and Sandy Hook areas. OCP policies support retaining these lands in long-term forest management. Schedule F also indicates Old Growth Management Areas[25], which forest licensees are required to maintain to achieve biodiversity targets as part of their forest management plans.

Mineral Aggregate Resources

The *Local Government Act* requires OCP's to identify the location of existing sites and areas with potential for sand and gravel extraction. There are extensive aggregate (sand and gravel) deposits within and near the District of Sechelt as shown generally on Schedule G. Other subsurface resources (minerals, coal, oil, gas, geothermal) regulated by the province may also be present. The Ministry of Energy and Mines has rated the industrial and mineral potential of much of the area surrounding Sechelt as high in comparison to other areas of the province. The gravel pit operated by Construction Aggregates (Lehigh Cement) is the main active and visible mine operation, located primarily on SIBD and Crown lands, with a small area within the District of Sechelt. Rough projections are for extraction of approximately 5 million tones annually, and a long-term supply exists for at least the next 20 years of production.[26] Some areas of extraction near the

[25] From Sunshine Coast Habitat Atlas

[26] http://www.empr.gov.bc.ca/Mining/Geoscience/PublicationsCatalogue/ExplorationinBC/Documents/2008_SW.pdf

Downtown are nearing completion and reclamation activities will reduce the visual impact of this mine in future years.



There are also substantial land areas owned by Pan Pacific Aggregates on the Sechelt Peninsula (in the SCRD, adjacent to West Sechelt/West Porpoise Bay), and mining operations have been proposed recently. Area residents have expressed concern and opposition to this potential mining use near residential areas. Regulation of sand and gravel and other mineral extraction is a provincial responsibility under the *Mines Act* and the *Mineral Act*. The District of Sechelt can regulate or prohibit the processing of these resources as an industrial use, but cannot regulate or prohibit the resource extraction itself. The District can also regulate the hours and routes of trucking activities through a Soil Conservation Bylaw, as permitted under the *Community Charter*.

Objectives

- Utilize and preserve natural resources in a manner that achieves long-term economic, ecological and social benefits.
- Retain all land with agricultural potential for long-term agricultural use.
- Support the agricultural industry, support local food production, prevent degradation of soil, and minimize impacts of urban development on agricultural land.
- Support sustainable forestry use within the District.
- Support value-added industries based on local resources.
- Manage resource extraction to minimize the impacts on residential neighbourhoods.
- Retain resource lands in large parcel sizes, and direct urban development to existing developed areas.

Policies

General

8.1 The primary use of lands designated as **Agriculture** on Schedule C is agricultural use, silviculture, and horticulture and associated farming activities as permitted by the Agricultural Land Commission (ALC), including botanical gardens, passive recreation and similar uses.

8.2 Lands shown as **Resource** on Schedule C are to be used for forest management and timber production/harvesting, sand and gravel extraction, outdoor recreation and conservation purposes.

8.3 Within the **Agriculture** and **Resource** designations, a minimum parcel size of at least 4.0 hectares applies to lands within the ALR, Provincial Forest or other forestry tenure. For lands outside these tenures, a minimum parcel size of 2.0 hectares will apply. The District will review the zoning bylaw to implement these lot sizes.

Supporting Agriculture and Food Security

8.4 Growth, diversification and development of the local agricultural economy is supported, including farming and associated activities such as farm-gate marketing, farmer's markets, value-added agricultural processing, and agri-tourism opportunities that are ancillary to farming and support the viability of the farm use.

8.5 Infrastructure policies such as reduced water rates or use of biosolids that will benefit agricultural production are supported.

8.6 Intrusions of urban infrastructure into agricultural areas will be minimized.

8.7 Residential developments abutting agricultural land will be required to reduce potential conflicts between residential and agricultural uses by:

(a) Designing road access to direct traffic away from agricultural land;

(b) Using larger lot sizes along the interface with farming to provide for greater separation;

(c) Providing screening and landscaping buffers within the residential development to protect residents from agricultural activities;

(d) Increased building setbacks for residential buildings along the agricultural edge; and

(e) Provide a drainage study prepared by a Professional Engineer to ensure runoff from the proposed development does not affect agricultural land.

8.8 Land-based aquaculture is supported in appropriate locations as a means of enhancing local food production.

8.9 All lands within the Agricultural Land Reserve (ALR) as indicated on Map Schedule F are subject to the provisions of the Agricultural Land Commission Act and the regulations and orders of the Agricultural Land Commission (ALC). The Act and regulations generally prohibit or restrict non-farm uses and subdivision of ALR lands, unless otherwise permitted or exempted by the ALC.

8.10 The District of Sechelt does not support the exclusion of lands from the ALR except where approved by the Agricultural Land Commission. The District may require that equivalent land areas be added to the ALR to compensate for any lands removed.

8.11 A detailed assessment of the ALR designations will be undertaken in conjunction with the Agricultural Land Commission to confirm the accuracy of ALR designations within the municipality. This review may result in revision to the Agriculture designation, with the goal of ensuring that viable agricultural lands are retained within the ALR.

Forest Lands

8.12 Forest management including timber production, harvesting and reforestation are supported as the primary activities on lands with forest tenure, in accordance with provincial legislation.

8.13 The District of Sechelt does not support removal of land that is assessed as Managed Forest under the *Private Managed Forest Land Act*. Lands removed from forestry tenure will not necessarily be considered for urban purposes except where such uses are consistent with the Growth Management objectives and policies of this plan.

8.14 Protection of the Hidden Grove Recreation Area is supported to reflect the high recreation values and historic use.

Sand, Gravel and Mineral Resources

8.15 Sand and gravel extraction activities (i.e. gravel pits) are provincially regulated and approved under the *Mines Act*. The District will consider implementing a Soil Removal and Deposit Bylaw under *Community Charter* S. 8(3)(m) to regulate soil removal activities within municipal boundaries, including days and hours of operation, and to establish fees related impacts on municipal road and drainage infrastructure.

8.16 See chapter 7 (Business & Industry) for polices regarding industrial processing of sand and gravel resources.

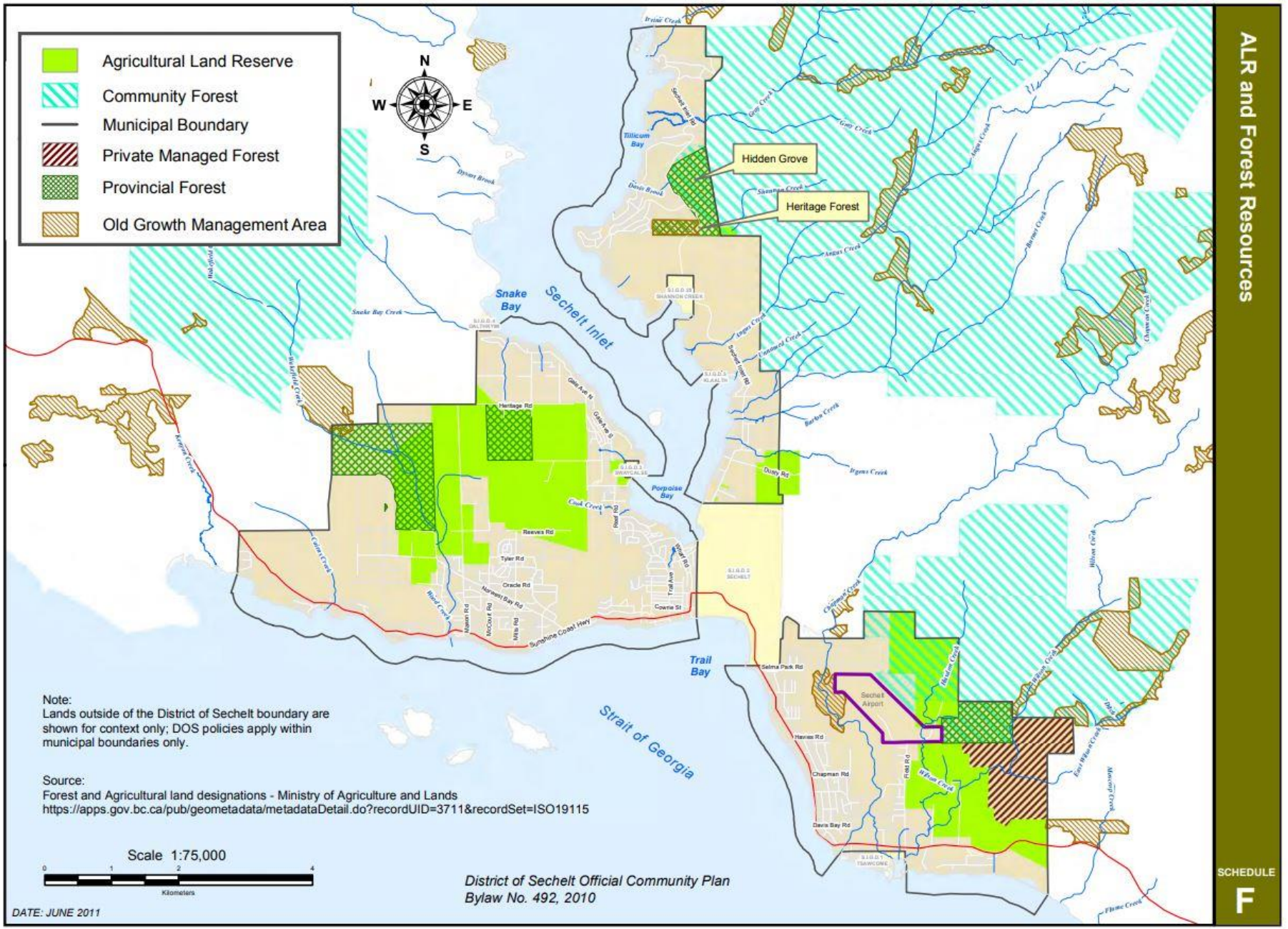
Rural Residential

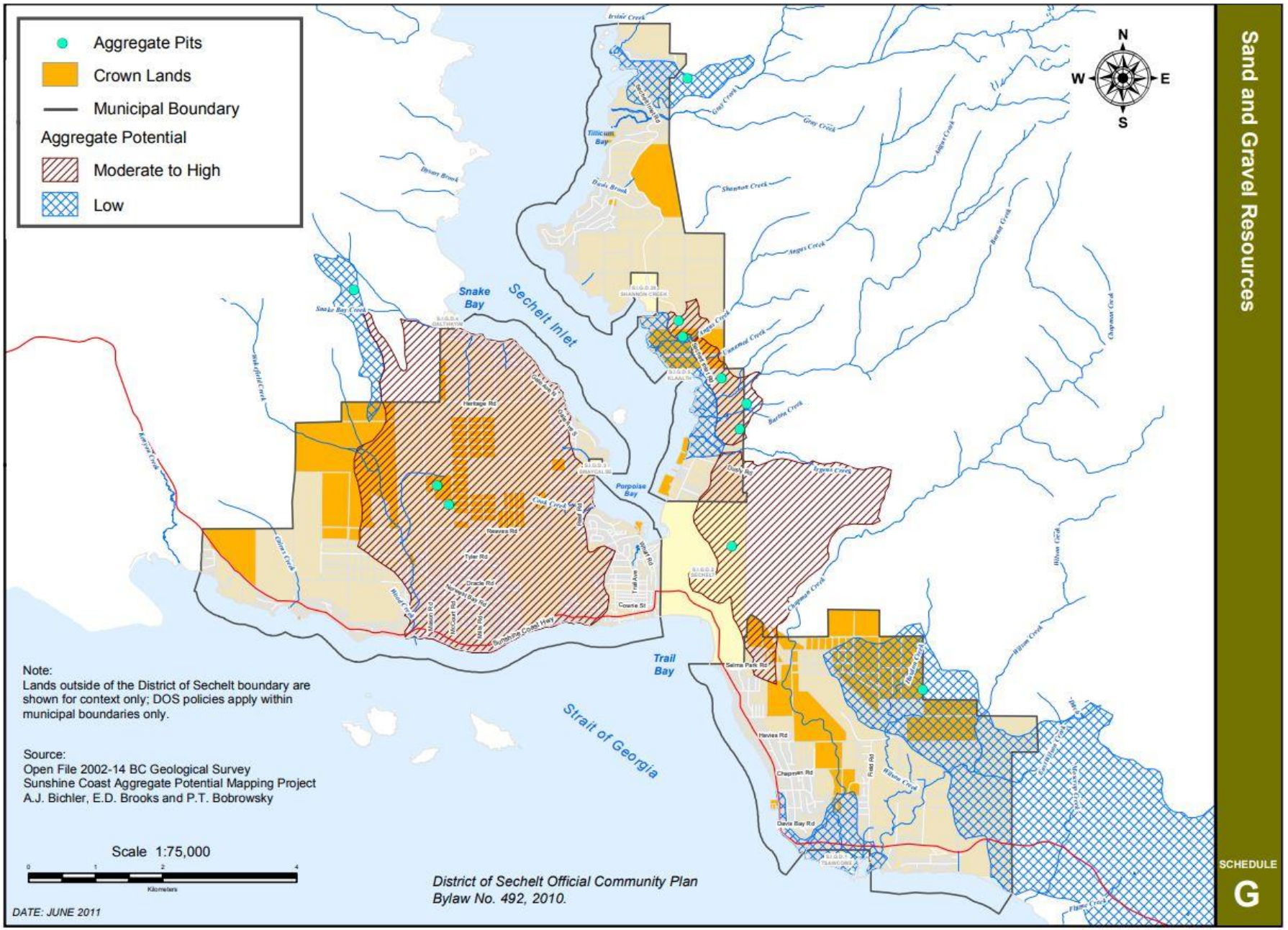
8.17 The primary uses of lands designated as Rural Residential on Schedule C are agricultural and residential.

8.18 Minimum parcel sizes for new subdivisions in Rural Residential lands may range from no less than 0.4 ha to 2 ha or larger.

8.19 Rural Residential lands are not intended for growth or urban development. Rural infrastructure standards shall be applied to lands in this designation including gravel roads where possible, and no sidewalks or street lights.

8.20 Intrusions of urban infrastructure into Rural Residential areas is not supported.


Agricultural Land Reserve
Community Forest
Municipal Boundary
Private Managed Forest
Provincial Forest
Old Growth Management Area
N
W
E
S
Hidden Grove
Heritage Forest
Snake Bay
Sechelt Inlet
Porpoise Bay
Trail Bay
Strait of Georgia
Sechelt Airport
Note:
Lands outside of the District of Sechelt boundary are shown for context only; DOS policies apply within municipal boundaries only.
Source:
Forest and Agricultural land designations - Ministry of Agriculture and Lands
https://apps.gov.bc.ca/pub/geometadata/metadataDetail.do?recordUID=3711&recordSet=ISO19115
Scale 1:75,000
Kilometers
DATE: JUNE 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010
ALR and Forest Resources
SCHEDULE
L


Aggregate Pits
Crown Lands
Municipal Boundary
Aggregate Potential
Moderate to High
Low
N
W
E
S
Sand and Gravel Resources
Snake Bay
Sechelt Inlet
Porpoise Bay
Trail Bay
Strait of Georgia
Note:
Lands outside of the District of Sechelt boundary are shown for context only; DOS policies apply within municipal boundaries only.
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 1:75,000
Kilometers
DATE: JUNE 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010.
SCHEDULE
G

9. Parks, Trails and Open Space

Provision of a comprehensive system of parks to provide for recreational activities, as well as protection of natural areas, is a priority for District of Sechelt residents. These important public spaces include active parks, beach accesses, trails and natural feature parks that provide for passive recreational activities. Parks are one of the defining features of neighbourhoods, and provision of well-located parks is essential to the sense of community in Sechelt.

Background

The District prepared a Parks and Open Space Master Plan in 2003 (updated in 2006 to reflect recent park acquisitions and identify future opportunities for additional parks). The Master Plan has been used to guide the OCP policies, including the recommendations specific to each of the neighbourhoods. OCP parks and open space policies are also interrelated with policies for protection of the natural environment (OCP chapters 2 and 3) and the marine shoreline (chapter 4) and pedestrian and bicycle use (OCP chapter 12), which should be cross- referenced for information regarding recreation use and access.

Future Requirements

Although many plans approach park planning based on standard amounts of park per capita, or on a specific distance from residential areas, the OCP policies do not base park recommendations strictly on standards. General standards are used for Community and Neighbourhood parks, but these standards are intended to be guidelines only. The many beach access points, trails within adjacent forested areas, as well as community priorities for greenways and protection of natural areas make the quality of park areas more important criteria than numerical standards.



Discussions with area residents, parks staff, community and ratepayers associations, and OCP Committee members indicate some of the key issues related to park requirements are:

- Need for a comprehensive system of trails and greenways to facilitate a wide range of uses – pedestrian, bicycle, scooters etc.
- A major community park is needed to serve the fast-developing West Sechelt area.
- Increased effort needs to be made so that park upgrades and DCC expenditures are distributed throughout Sechelt neighbourhoods, with emphasis on areas experiencing the most growth.
- A need to balance park facilities with neighbourhood demographics, particularly to supply active parks in neighbourhoods with young families as well as parks that meet the needs of seniors.

- Need to improve the quality of sports fields, particularly at school sites, requiring joint use agreements with the School District.
- Providing community gardens.
- Need for a dedicated hardball field.
- Need for public boat launch sites.
- Need for parking at beach access points, requiring cooperation with the Ministry of Transportation and Infrastructure in some cases.

Recent Park Acquisitions

Since 2003, Sechelt has experienced considerable residential development activity and has acquired or developed a number of parks that address some of the deficiencies identified in the Parks and Open Space Master Plan. Some of the notable changes in the past six years include:

- Development of sports fields and playground at Kinnickinnick Park.
- Major park acquired from the Trails development in West Sechelt (25 ha) which has opportunity for a small community play field.
- A small park area dedicated at the Davis Lookout subdivision at Havies Road in Davis Bay (.52 ha).
- A 1.8 ha natural park area on the upland, as well as a waterfront dedication along Snake Bay (Gale Avenue).
- Waterfront parks, including the Sangara subdivision on Trail Bay (a small .25 ha park); two small parks from the Wakefield development consisting of a walking path to the beach and park area (.02 ha) adjacent to Mason Road.
- The Maritime Gateway Park was dedicated to the District (from Petro Canada), adding this key area to the Downtown/Village park supply.
- Other developments in the approval process in East Porpoise Bay include a proposed linear waterfront park, as well as and a natural park along the riparian area of Shannon Creek (3.2 ha) and parkland dedication (2.8 ha) from the Silverback resort development.
- In Davis Bay, the waterfront Mission Point Park was acquired, with design and development underway.
- Acquisition of Les Way Park (and playground).
- Tuwanek Spit (provides storage for 15-20 boats).
- The Blue Northern strata development on Marine Way immediately east of Mackenzie Marina includes two small waterfront parks on rock bluffs above Porpoise Bay.

Active Park Use

Playing fields for soccer, softball, fastball and other user groups are provided at Hackett Park, Kinnickinnick Park and Piccadilly Park, as well as schools and parks on Sechelt Nation lands. The Park and Recreation Master Plan identified deficiencies in sports fields, but the new lighted fields at Kinnickinnick Park have since added to the supply of sports fields. Additional fields are also recommended in West Sechelt at a future park to be acquired with any future development of Special Infill Area #1.

Resource Land/Open Space

Many areas of Sechelt contain extensive informal trails and undeveloped lands that make an important contribution to recreation opportunities for residents. These include the Chapman Creek corridor (Crown land), the Sechelt Heritage Forest, Hidden Grove within the Sechelt Community Forest and other Crown Lands throughout the District. Lands designated under various forestry tenures also contain a network of roads and trails that add to the outdoor recreation uses for residents. The BC Hydro right-of-way through the District also provides a recreational resource, including a BMX track and informal bike/hiking use.

Beach Access

Beach accesses are distributed along the waterfront throughout the District of Sechelt (see Schedules H1-H3), and are highly important to residents and visitors for access to swimming

beaches, small craft launching and walking along the coastline. Many of these beach access points are now developed, but a number remain undeveloped. Some of the access points are very steep and require stairs and railings, and considerable funds, to be usable. The priorities for development of these beach accesses are discussed in detail in chapter 5.3 of the Parks and Recreation Master Plan.



Trails and Greenways

The District of Sechelt has a number of walking trails and sidewalks in portions of the municipality, but does not yet have a comprehensive system of dedicated pathways linking neighbourhoods and parks. The absence of paved shoulders combined with narrow pavement width and open ditches pose challenges to pedestrians and cyclists and reduce use of existing roadways for walking and cycling.

As part of the 2010 OCP review, an Active Transportation Plan was prepared to establish priority routes for the development of an integrated network of sidewalks, trails and bicycle routes to provide alternatives to automobile use and facilitate recreational use. The priority routes are shown on Schedule H1-H3. The Sechelt Greenways Committee has also recently been activated to undertake implementation of greenways throughout the community, providing recommendations on capital works priorities, and recommendations on the multiuse character of the trails and greenways network. This committee will provide on-going input into capital works planning and budgets.

Objectives

- Provide parks and public open spaces that enhance the public's enjoyment of the natural environment, provide formal and informal recreation opportunities and contribute to the attractiveness of the developed areas.
- Create a District-wide system of multi-use trails/greenways to increase mobility choices for pedestrians and cyclists.
- Ensure a balanced distribution of parks throughout the community.
- Create parks that provide accessibility for all ages and abilities.
- Ensure that parkland dedicated at time of subdivision or development is located in appropriate locations to serve the long-term needs of the community.

Park, Trails and Recreation Policies

Parks Strategy

9.1 The location of existing parks and the general location of future park dedications are indicated on Schedule C and Schedule H.

9.2 Community parks should be provided at approximately 1.0 ha/1000 residents. Three major community parks – Kinnikinnick Park, Hackett Park and Mission Point Park – serve broad areas of the community. An additional community-level park of at least 3.0-4.0 ha size is required in West Sechelt as part of the park dedications within Special Infill Area #1.

9.3 Neighbourhood parks:

(a) Should be provided at a ratio of 1.2 ha/1000 persons. This ratio may be lower in areas of lower density (such as rural residential or resource use lands), or where provincial or community level parks or informal recreation opportunities exist.

(b) Should be acquired as part of new development in the Selma Park, Wilson Creek and East Porpoise Bay and Tuwanek neighbourhoods, where no neighbourhood parks have been obtained.

(c) Should be at least 1.0 hectares (2.5 acres) in size and be located within approximately 1000m of residential neighbourhoods, and may be sited near elementary schools where suitable.

(d) Will be developed as active parks with playing fields, tennis courts, play equipment and similar uses, or as passive recreation parks as appropriate to the site conditions and neighbourhood needs.

Trails and Greenways Strategy

9.4 Priority routes for Active Transportation (pedestrian, trails, and bicycle use) are indicated on map Schedules H1-H3. The District will give priority to the development of dedicated walking and dedicated cycling facilities on these routes, subject to limitations of available budget and/or time of development of adjacent lands. Informal recreation trails are also indicated on Schedules H1-H3.

9.5 The overall goals for trails and greenways are to:

(a) Create a District-wide system of multi-use trails/greenways over time;

(b) Connect all adjacent neighbourhoods and provide connection to the Downtown Village;

(c) Connect the parks and open spaces in the District to each other and to the community wide system by trails and cycle ways;

(d) In the long term, provide continuous public access along the Sechelt Inlet and Trail Bay/Georgia Strait shorelines; where necessary, access may be located through linear park parallel to the shorelines;

(e) Encourage walking and cycling as alternatives to use of automobiles;

(f) Support connection of District trails to the proposed Sun Coaster Trail system and other trails within adjacent SCRD and SIGD communities.

9.6 Pedestrian and cycle routes will be constructed when upgrading major roads, with new development, or through annual capital works allocations.

9.7 Future trails or bikeways will be identified and rights of way or easements acquired at the time of rezoning or subdivision in order to achieve the network shown on map Schedules H1-H3. Other local trail and greenway priorities are may also be identified in the Neighbourhood Plan section of the OCP.

9.8 Priorities for active transportation on the major routes (in order of priority) are:

(a) Highway 101 upgrades with cycle shoulders, sidewalks, or multiuse trail as part of the corridor upgrade;

(b) Watermain Trail: an alternative to Highway 101 between West Sechelt and the Village;

(c) Davis Bay Trail: a relatively inexpensive east-west route using low-traffic volume streets and off-street trails, prior to improvements on Highway 101;

(d) Trail Avenue: the north-south spine of the Active Transportation network to include cycle lanes (where possible), sidewalks on both sides of the street, and intersection treatments that prioritize pedestrians and cyclists.

(e) Completion of the Nickerson/Crowston/Ripple Trail network (underway).

9.9 Trails will be acquired at the time of subdivision or development, or through purchase if necessary.

9.10 The District will ensure access for handicapped users wherever grades permit, with the use of hard surfaces instead of loose materials.

9.11 The District may seek agreement with owners of undeveloped land to obtain public access agreements where appropriate to accommodate a greenway link.

9.12 The District will work with the SCRD and Sechelt Nation to support parks and trails that cross District boundaries.

Beach Access

9.13 Public waterfront access shall be provided at the time of subdivision through highway dedications in accordance with Section 75(b) of the *Land Title Act*.

9.14 Public waterfront access (highway rights-of-way) provide waterfront access for all members of the public and shall not be used for private use.

9.15 The District will not sell dedicated beach accesses.

9.16 New beach access rights-of-way should be located in the best possible location, preferably with low slope, leading to a sandy or small pebble beach wherever possible, and should avoid steep portions of the shoreline that cannot be readily developed for public access to the shoreline.

Waterfront Park or Shoreline Walkway

9.17 Waterfront parks shall be provided with any new subdivision or developments adjacent to marine waters or streams. Linear pathways along the shoreline must include sufficient land area to provide for pedestrian use as well as protection of shoreline vegetation. Park dedications that provide viewpoints, "pocket parks", boardwalks or other access to the shore may be considered where shoreline conditions prevent linear walkways.

9.18 The District of Sechelt will consider purchase of waterfront properties where land becomes available that provides opportunity to expand an existing beach access or would provide an important park for view or public marine access purposes.

9.19 Protection of the Chapman Creek trail system and surrounding forested land and riparian corridor is a priority for Sechelt. The District will pursue formal protection (lease, park dedication, purchase or other permanent tenure) of this Crown land area provincial agencies for recreation and open space purposes.

Park Dedication at Subdivision or Development

9.20 Park dedication at the time of subdivision shall consist of usable parkland that compliments the District's park and trail system and fulfils park needs. Parks shall be located in a visible and central location within the neighbourhood, with frontage on at least one public road.

9.21 Natural park areas that provide for passive recreation uses such as scenic viewpoints may be considered as part of the parkland dedication.

9.22 Land that is not suitable for park use such as wetlands, riparian areas, steep slopes or rockfall hazard will not be accepted as part of the 5% minimum park dedication at the time of subdivision. Owners are encouraged to dedicate undevelopable lands (i.e. areas with environmental significance or areas with natural hazards) as additional parkland/open space. Where not dedicated to the District, these areas may be required to be protected through a restrictive covenant.

9.23 Where land is proposed to be rezoned to a higher density use, additional parkland beyond the minimum 5% park dedication may be accepted by the District as an amenity contribution (see OCP Residential density bonus policies).

9.24 Lands required for beach access, trails, walkway or bicycle route will not be included as part of the park dedication and will be dedicated as right-of-way as per the *Land Title Act* or the *Bare Land Strata Regulations*.

9.25 Any parcels larger than 1.0 ha in size with potential for subdivision or development will be required to submit an overall plan of development to ensure that park dedication and trail connections are sited in appropriate locations, and that small, less usable parks associated with smaller phases of development are not dedicated.

9.26 The option to accept cash in lieu of 5% park dedication will be considered where the park size would be too small for useful parkland, or does not complement the park and trail system, or no local park needs are identified. Cash-in-lieu funds should be spent in the same neighbourhood wherever possible.

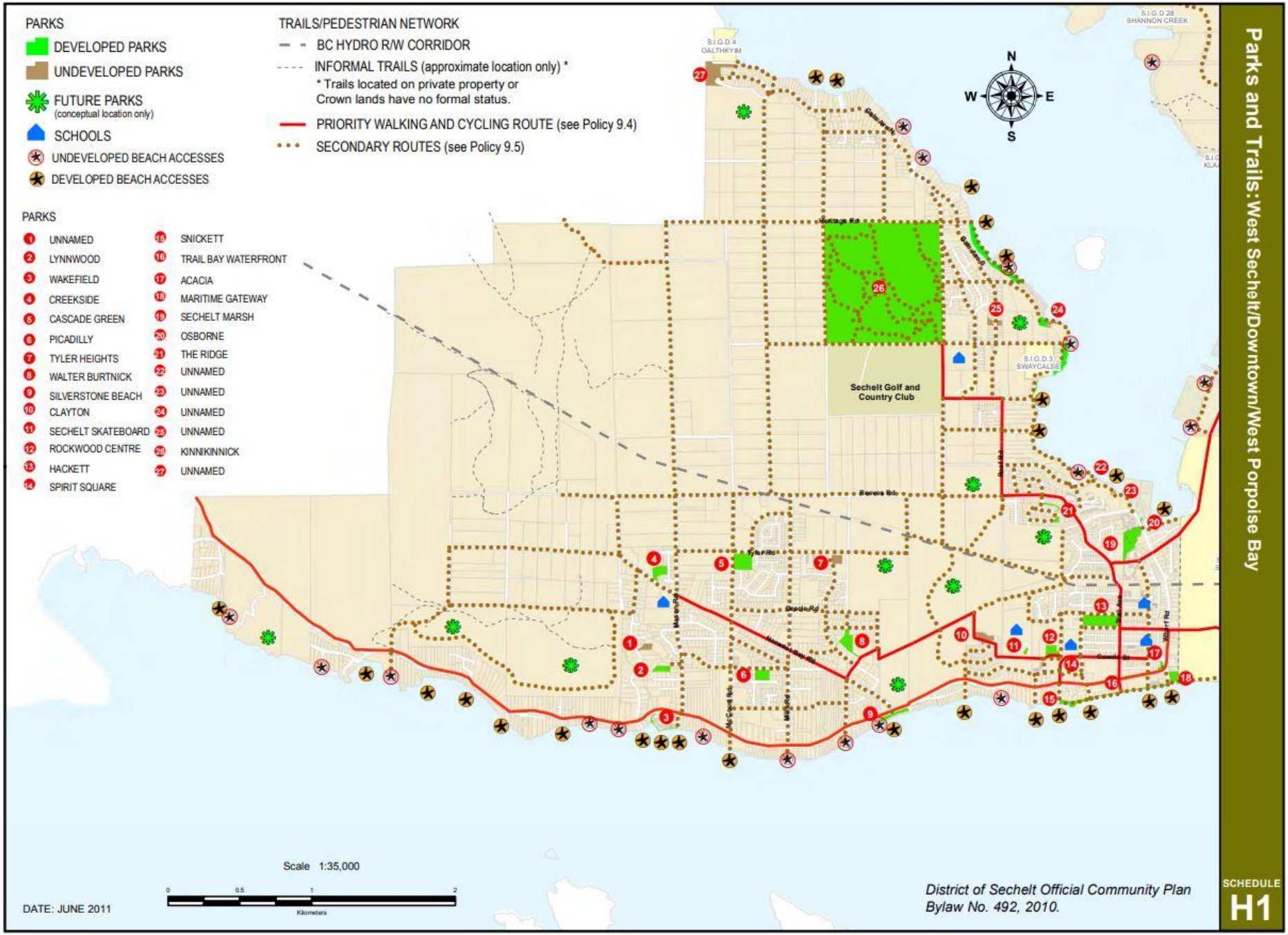
9.27 Park dedications smaller than 0.4 hectares will not generally be accepted unless such parks contain unique natural features; provide a specific function such as a viewpoint, where the land may form part of a larger park in the future, or where neighbourhood demographics indicate the need for a tot lot or mini park.

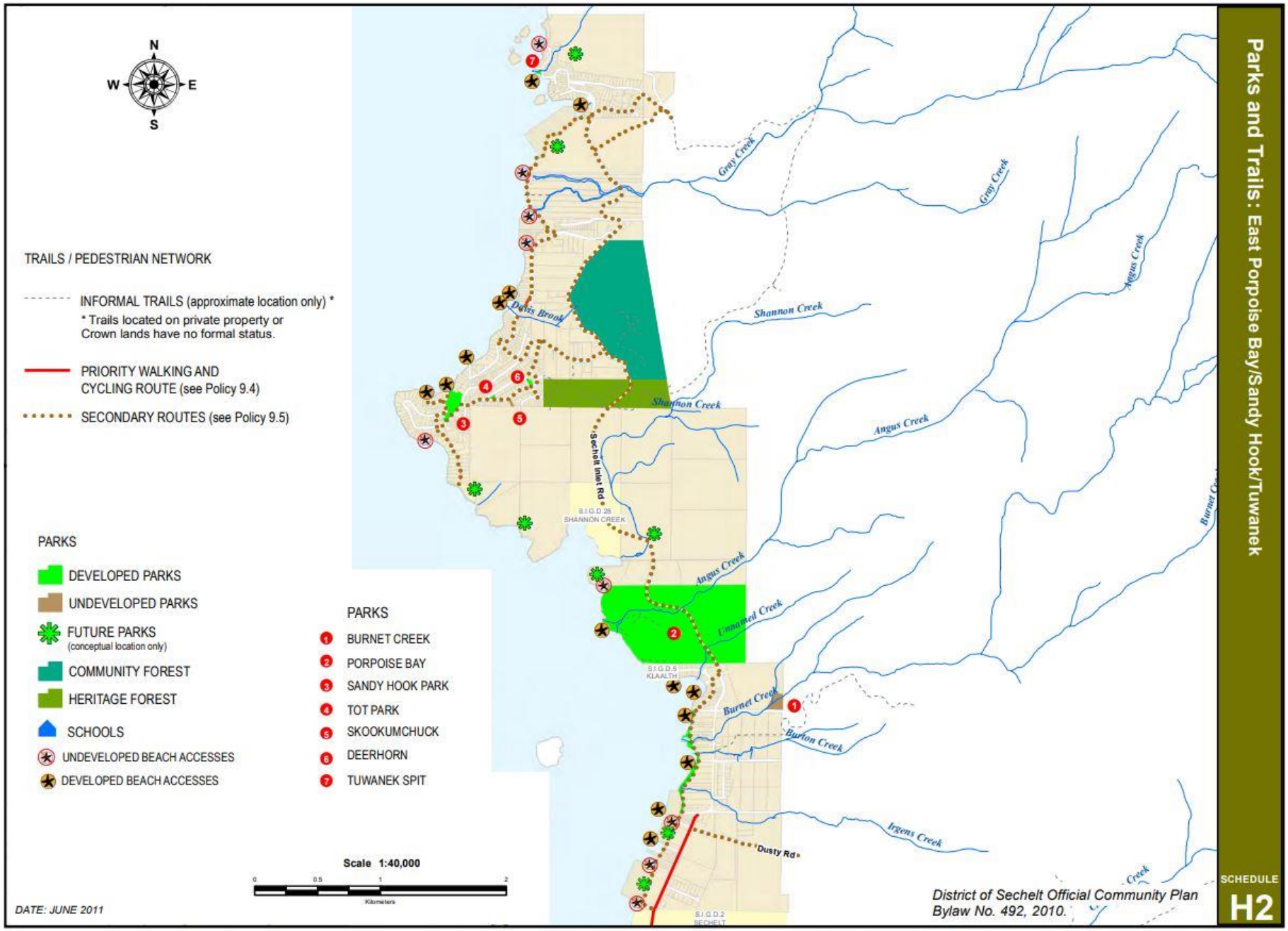
Partnerships for Parks, Recreation and Open Spaces

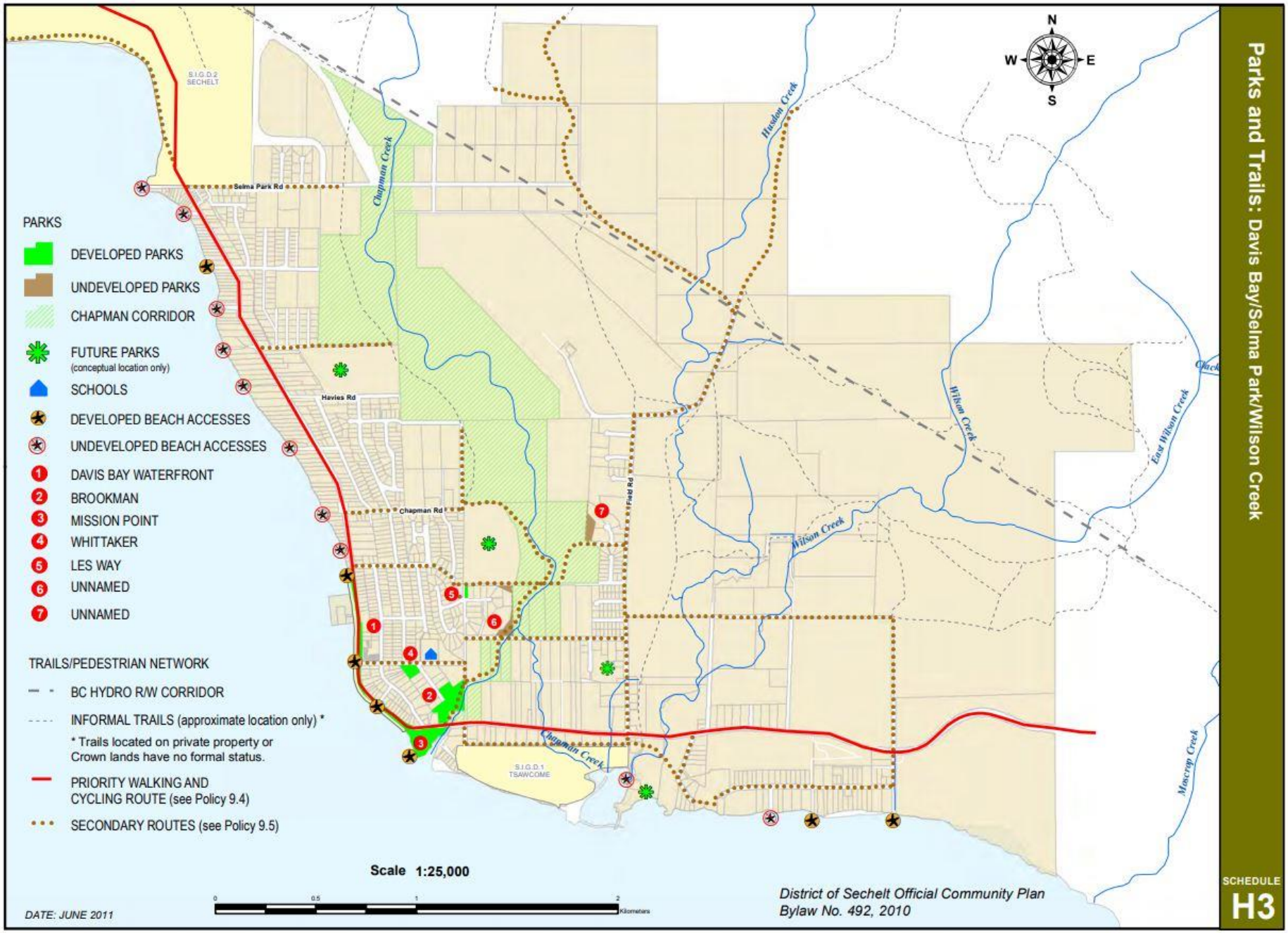
9.28 The District of Sechelt supports the efforts of community-based park and trail groups and community associations to work in conjunction with staff to develop and maintain approved park and open space areas. Support will be provided through a variety of means, including use of staff resources, provision of equipment and direct funding. The District will also review options for insurance coverage through municipal insurers.

9.29 The District of Sechelt will work cooperatively with the Sechelt Nation and other agencies to develop connected walkways between Jack Road (Wilson Creek) and the Downtown Village, and between the Downtown Village and East Porpoise Bay.

9.30 The District of Sechelt will work with the Ministry of Transportation and Infrastructure, BC Hydro and other agencies to support trail use on rights-of-way, including the future bypass route.


PARKS
DEVELOPED PARKS
UNDEVELOPED PARKS
FUTURE PARKS
(conceptual location only)
SCHOOLS
UNDEVELOPED BEACH ACCESSES
DEVELOPED BEACH ACCESSES
TRAILS/PEDESTRIAN NETWORK
BC HYDRO R/W CORRIDOR
INFORMAL TRAILS (approximate location only) *
* Trails located on private property or
Crown lands have no formal status.
PRIORITY WALKING AND CYCLING ROUTE (see Policy 9.4)
SECONDARY ROUTES (see Policy 9.5)
PARKS
1 UNNAMED
2 LYNNWOOD
3 WAKEFIELD
4 CREEKSIDE
5 CASCADE GREEN
6 PICADILLY
7 TYLER HEIGHTS
8 WALTER BURTNICK
9 SILVERSTONE BEACH
10 CLAYTON
11 SECHELT SKATEBOARD
12 ROCKWOOD CENTRE
13 HACKETT
14 SPIRIT SQUARE
15 SNICKETT
16 TRAIL BAY WATERFRONT
17 ACACIA
18 MARITIME GATEWAY
19 SECHELT MARSH
20 OSBORNE
21 THE RIDGE
22 UNNAMED
23 UNNAMED
24 UNNAMED
25 UNNAMED
26 KINNIKINNICK
27 UNNAMED
N
W
E
S
Sechelt Golf and Country Club
Scale 1:35,000
0 0.5 1 2
Kilometers
DATE: JUNE 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010.
Parks and Trails: West Sechelt/Downtown/West Porpoise Bay
SCHEDULE
H1


Parks and Trails: East Porpoise Bay/Sandy Hook/Tuwanek
SCHEDULE
H2
N
W
E
S
TRAILS / PEDESTRIAN NETWORK
INFORMAL TRAILS (approximate location only) *
* Trails located on private property or Crown lands have no formal status.
PRIORITY WALKING AND CYCLING ROUTE (see Policy 9.4)
SECONDARY ROUTES (see Policy 9.5)
PARKS
DEVELOPED PARKS
UNDEVELOPED PARKS
FUTURE PARKS (conceptual location only)
COMMUNITY FOREST
HERITAGE FOREST
SCHOOLS
UNDEVELOPED BEACH ACCESSES
DEVELOPED BEACH ACCESSES
PARKS
1 BURNET CREEK
2 PORPOISE BAY
3 SANDY HOOK PARK
4 TOT PARK
5 SKOOKUMCHUCK
6 DEERHORN
7 TUWANEK SPIT
Scale 1:40,000
Kilometers
DATE: JUNE 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010.
Gray Creek
Shannon Creek
Angus Creek
Davis Brook
Sechelt Inlet Rd
S.I.G.D.2S SHANNON CREEK
Unnamed Creek
S.I.G.D.5 KLAALTH
Burnet Creek
Burton Creek
Irgens Creek
Dusty Rd
S.I.G.D.2 SECHELT


Parks and Trails: Davis Bay/Selma Park/Wilson Creek
SCHEDULE
H3
N
W
E
S
PARKS
DEVELOPED PARKS
UNDEVELOPED PARKS
CHAPMAN CORRIDOR
FUTURE PARKS
(conceptual location only)
SCHOOLS
DEVELOPED BEACH ACCESSES
UNDEVELOPED BEACH ACCESSES
1 DAVIS BAY WATERFRONT
2 BROOKMAN
3 MISSION POINT
4 WHITTAKER
5 LES WAY
6 UNNAMED
7 UNNAMED
TRAILS/PEDESTRIAN NETWORK
BC HYDRO R/W CORRIDOR
INFORMAL TRAILS (approximate location only) *
* Trails located on private property or
Crown lands have no formal status.
PRIORITY WALKING AND
CYCLING ROUTE (see Policy 9.4)
SECONDARY ROUTES (see Policy 9.5)
Scale 1:25,000
DATE: JUNE 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010
S.I.G.D.2
SECHELT
S.I.G.D.1
TSAWCOME
Selma Park Rd
Havies Rd
Chapman Rd
Field Rd
Chapman Creek
Hudson Creek
Wilson Creek
East Wilson Creek
Mercer Creek

10. Social Well Being; Community Services

The social well-being of Sechelt's residents is facilitated by both its physical as well as its social infrastructure. A healthy community provides the physical infrastructure necessary for basic needs such as housing, sufficient income, public health and safety. A healthy community also includes the social infrastructure that provides opportunities for learning, interaction, childcare/eldercare, recreation, creativity, faith, and participation in community life.

Community Well-Being

The community of Sechelt values and respects individual differences and is safe, healthy, accessible, welcoming and inclusive to people of all ages, cultures, economic levels and abilities…

From Sechelt Accessibility Advisory Committee

Trends and Challenges

Social well-being involves providing for the needs and interests of a broad spectrum of age and income groups. The changing population demographics and economic challenges on the Sunshine Coast create many diverse social needs within the community[27]. Some of the issues facing Sechelt are:

- The in-migration of retirees and aging of the "baby boom" is contributing to a significant agingofthepopulation, as well as changing expectations and ideas about the community.
- Sechelt has close to double the number of seniors than the provincial average – this shift toward older age groups requires a new emphasis on more adaptable,flexiblehousing types in Sechelt, as well on health facilities, recreation and expanded community services.
- Approximately 20% of Sechelt residents cope with limitations in daily life resulting from physical and/or mental challenges (based on BC Stats data), resulting in many concerns about physical accessibility, safe and accessible transportation and housing, and community inclusion of all ages and abilities.
- Significant increases in housing costs and housingaffordability requires the District to take a lead role to ensure innovative, smaller, less costly forms of housing are provided.
- Residentsrentingareparticularlyvulnerable, with some 38% of renters spending more than 30% of their gross income on housing. In total, some 370 rental households and 710 owner-occupied households exceed the affordability threshold, considerable numbers in a small community of some 3800 households.
- Lack of stable, well-paying employmentopportunitiesfor youth and young families are a significant issue. The percentage of young adults (19-24) receiving EI or BC Basis assistance is almost three times the provincial average. Sechelt is losing the younger residents at a much greater rate than other parts of the province (Sechelt has half the percentage of young adults in its population compared to the provincial average).
- Quality jobs, educational opportunities and childcare services are needed to retainandattractyoungfamilies.

Community Services and Facilities

The availability of facilities such as libraries, childcare, eldercare facilities, adult education, recreation facilities, arts and seniors centres greatly contribute to the quality of life, and are part of new resident's decisions to live in Sechelt. Providing secure funding for these facilities and programs is often a challenge for smaller communities. Many of these services and facilities are the responsibility of the provincial

[27] See *Sunshine Coast's Vital Signs 2009*, Sunshine Coast Community Foundation for a more detailed review of social and other indicators.

government, not municipal government, and partnerships with volunteer organizations and other government agencies is essential for delivering many services Sechelt has a variety of organizations that provide educational, cultural, recreational health and community services. The Sunshine Coast Community Services Society is the core agency providing programs and services like youth programs, women shelter, food bank, visitor info centre, volunteer centre. Several other organizations on the Sunshine Coast are also involved in social and economic planning.

The District of Sechelt supports many social planning initiatives, particularly by providing grants in aid, property tax exemptions and staff support to contribute to the health and well-being of Sechelt's residents. Sechelt is also responsible for providing much of the physical infrastructure required for social well-being – the parks, cultural and recreation facilities, economic development, and protective services such as fire and police.

Schools

The success of children and youth in the community depends on the social and educational opportunities available to them. Although the operation and management of public schools is a provincial responsibility (administered by School District 46), local governments are required in their OCP's to indicate the approximate location and type of present and proposed community facilities, including schools. Today, school enrolments are undergoing considerable decline due to demographic changes, and OCP policies must recognize potential changes to the schools. Even with projected population increases from new development, school enrolments are projected to decline in Sechelt.

Currently, the School District is considering closure of elementary schools, which will have significant impacts on families and the fabric of the neighbourhoods. Future use of closed school sites is regulated by the province. With respect to surplus or underutilized school space, the School Board must consult with local government, community organizations and the public on alternative community uses.[28] Municipalities have jurisdiction over zoning and land use policies for any school sites, which are often an important part of the open space network for the community. In Sechelt, school buildings and the surrounding fields/open space are well used as gathering places for a wide variety of community purposes, and are important amenities within neighbourhoods. Many of the schools also have historic value, and represent a link to the past. For these reasons, OCP policies encourage the ongoing public use of these school sites for public assembly, recreation, education and cultural activities.

Library Service

The Sechelt Public Library is a vital community facility serving Sechelt and surrounding communities. The new building downtown (as part of the Municipal Hall complex) is a busy and highly used facility, functioning both as a library and as an important community meeting space. The Sechelt Public Library Association manages the library operation with a large number of volunteers, plus paid staff. Ensuring a sustainable funding formula to reflect the regional role of the library is essential for the long-term viability of library services (see policy in Heritage, Arts and Culture chapter 11).

[28] http://www.bced.gov.bc.ca/policy/policies/school_closure.htm . School closures and disposal of school board property are guided by two Ministerial Orders: The School Opening and Closure Order and the Disposal of Land or Improvements Order. These Orders are made under the authority of the SchoolAct, sections 73, 168(2) (p) (t), and 96(3).

Adult Education

The Sunshine Coast campus of Capilano University, established in 1977, is a major community resource in Sechelt, providing adult basic education, career/vocational courses, Eldercollege, library, plus a selection of university transfer courses. The University needs to meet the diverse needs of the young and older age groups in the community. Although no formal planning has occurred, the University may require an expanded site in the long term. OCP policies support and provide a framework for locating a future site.

Childcare

Families require options for quality affordable childcare, which is often a necessity for securing employment. The province regulates health, safety, staffing and licensing requirements for childcare services under the *Child Care Licensing Regulation*, and provides some subsidies to lower income families. Childcare in Sechelt is provided by a number of non-profit and home based facilities. The Sunshine Coast Child Care Resource and Referral program lists some 15 licensed childcare providers, including after school programs operated at elementary schools. Much childcare also takes place more informally with unlicensed care arrangements (fewer than 3 children). Sechelt supports childcare through its current zoning provisions and by including childcare as a community amenity in the density bonus policies for new development.

Public Health and Safety

Sechelt is fortunate to have many high quality services that contribute to making the community a healthier and safer place:

- Sechelt is home to St. Mary's Hospital[29], which services all of the lower Sunshine Coast. Vancouver Coast Health is responsible for the delivery of health services. The six volunteer groups of the St. Mary's Hospital/Health Care Auxiliary also play a key role in supporting health care. The District does not provide health services but does play a facilitating role. For example, the District made the former RCMP office on Dolphin Street available for a housing and support services project by Sunshine Coast Community Services, Vancouver Coast Health and Arrowhead Centre Society.
- The Sechelt Fire Department provides service to both the District of Sechelt and the Sechelt Indian Government District. The Fire Department is a volunteer department with a staff Fire Chief and support employees. Services are provided from a single station located in Downtown Sechelt. Fire dispatch is handled through a regional/Metro Vancouver 911 system. The Sechelt Fire Department has fire suppression agreements with the Sunshine Coast Regional District and the Ministry of Forests and Range, and assists with incidents as required under Mutual and Automatic Aid agreements with Gibsons, Roberts Creek, Halfmoon Bay and Pender Harbour Fire Departments.[30]
- Policing is provided by the RCMP, which is partly funded by Sechelt. In addition, the District uses funds from the Traffic Fine Fund to fund preventive programs in cooperation with the RCMP and other organizations. The preventive programs for example deal with education around substance abuse and youth related programs.
- Sechelt participates in the Sunshine Coast Emergency Program (SCEP) together with Gibsons, the Sechelt Indian Government District and the Sunshine Coast Regional District. Emergency management involves a range of activities from public education and preparedness to response to emergency events. Primary concerns of SCEP are wildfire, dangerous goods and earthquake. Local issues also involve flood and slope hazards.

[29] St. Mary's Hospital site is within the SCRD

[30] http://www.secheltfiredepartment.ca/about.ph

Objectives

- Create a safe, healthy, accessible, welcoming and inclusive community;
- Support a continuum of community services catering to all ages and abilities;
- Support initiatives to welcome and retain youth in the community;
- Foster civic involvement, participation and volunteerism;
- Maintain a long-term perspective on the use of school facilities to ensure maximum community benefit;
- Ensure the District has adequate police, fire and other emergency services to meet the needs of the population.

Policies

Community Services and Facilities

10.1 Community facilities that provide recreational, cultural, educational, social, and civic activities will be provided in response to population growth and diversity, in accordance with the financial abilities of the municipality and other responsible agencies.

10.2 Community services and facilities are encouraged to locate in the core Downtown area and the neighbourhood centres in order to create focal points for services. Major public institutional uses are shown on Schedule C.

10.2.1 Community services and a range of care facilities will be provided throughout the District in locations that are accessible, appropriate, and that respect existing neighbourhood character and good planning principles.

Social Planning

10.3 The social and cultural aspects of development decisions will be considered by Council, including the determination of appropriate amenities that will benefit the community and social needs.

Supporting and Retaining Youth

10.4 To support and retain youth in the community, the District of Sechelt will:

(a) Support programs and events oriented to and celebrating youth and young adults.

(b) Support job creation/business development, education, childcare and housing initiatives that will attract and retain young families.

(c) Actively engage youth in stewardship opportunities and decision-making in the community.

Intergenerational Community

10.5 The District of Sechelt will support initiatives aimed at facilitating intergenerational understanding and interaction.

10.6 The District of Sechelt supports residential developments that provide housing for families with children, as well as for adults, with community amenities designed to encourage interaction.

10.6.1 The District of Sechelt supports a range of care facilities and programs for those requiring social supports, programs, and amenities, to enable them to age-in-place to the greatest extent possible.

Accessible and Safe Community

10.7 The District of Sechelt will work with neighbourhood associations to address safety and crime prevention.

10.8 Physical accessibility will be maximized in the design of public buildings, parks and residential areas to enable people to function at their maximum level of independence.

10.9 A density bonus will be provided for developments that include accessible and adaptable housing units (see Residential policies).

10.10 New developments shall incorporate CPTED principles (Crime Prevention through Environmental Design) to increase safety and security for residents.

Childcare

10.11 Major new developments, particularly large comprehensive developments or major employers, are encouraged to include childcare as part of the development plans. The District may identify childcare as a preferred community amenity.

10.12 The District of Sechelt supports childcare services through flexibility in the zoning bylaw to permit small childcare facilities as home occupations throughout neighbourhoods.

Seniors Care Facilities

10.12.1 Major new developments and comprehensive development plans are encouraged to include a range of care facilities, residential opportunities, and amenities geared to seniors.

10.12.2 The District of Sechelt supports a broad range of care options for seniors through provisions in the Zoning Bylaw to permit services and facilities ranging from small-scale, home-based personal care services to large-scale, institutional facilities in appropriate locations. Home-support services will be supported in all residential designations.

Civic Involvement and Partnerships

10.13 Initiatives of local non-profit health and service agencies to meet the social needs of the population are supported by Council, including making space available at District owned sites, and advocating to senior levels of government for establishment of needed services and programs.

10.14 The District of Sechelt will work with Neighbourhood Associations, service organizations, sports groups, business and other stakeholders to support and strengthen the community.

Education

10.15 The location of existing school sites is shown on Map Schedule C. New school sites are not anticipated in Sechelt based on current population projections and low enrolments at several existing schools. Should any major rezoning result in additional density that results in the need for a new school, a school site appropriate to the School District shall be provided as an amenity under Section 904 of the *Local Government Act*.

10.16 Rezoning of school sites for uses other than community purposes is not supported. The District will work with the School District to examine potential alternative public uses for any school sites that may be surplus to school needs. If no suitable public use is found, rezoning will only be considered where a significant portion of the site is retained for public open space or other significant public amenities are provided.

10.17 Joint use of schools is supported in principle, and may support formal joint use agreements where such agreements are financially viable for the District and deliver necessary services or facilities to the community.

10.18 Expanded adult education is supported in Sechelt. Expansion of the Capilano University campus or relocation to a new site may be supported. Any new location should be readily accessible to transit, not create major impacts to adjacent areas, and be generally compatible with adjacent uses. Educational programs that are linked to employment outcomes are particularly supported.

Recreation

10.19 Provision of recreation services through a regional service model is supported provided such services can be delivered in a cost-effective manner.

10.20 Construction of major new recreation facilities is not anticipated during the term of this plan. Smaller multi-purpose meeting facilities in each neighbourhood are a priority, particularly to provide a community focal point in East Porpoise Bay and Sandy Hook/Tuwanek.

Police, Fire and Emergency Services

10.21 The District will support the RCMP in identifying, monitoring and addressing needs for crime prevention and public safety.

10.22 The District of Sechelt will continue to participate in the Sunshine Coast Emergency Program to plan, manage and respond to emergencies and to support public awareness and preparedness.

10.23 All future developments shall be located where they can be adequately protected from fire, through an appropriate combination of fire department protection, sprinklering of buildings, and application of Fire Smart principles.

11. Arts, Culture and Heritage

Arts and Culture

Arts and cultural events offer opportunities for enjoyment and individual expression. A diverse arts community in Sechelt contributes to civic pride, community identity and to economic prosperity. The "creative economy" of arts, culture and education is seen as a year round opportunity for businesses, tourism and for attracting new residents. Sechelt is home to a wide range of artists and cultural events, and has several important facilities available to support these activities, including the Rockwood Centre and Sechelt Arts Centre. Sechelt hosts the well-known Festival of the Written Arts and the Sunshine Coast Festival of the Performing Arts, as well as numerous events throughout the year.



The District of Sechelt actively supports arts and cultural initiatives, providing grants-in-aid for activities in the visual and performing arts, and has commissioned several pieces of public art. Sechelt also has an Arts and Culture Plan, originally prepared by the Arts and Culture Advisory Committee in 1999, and updated in 2007 as the Arts, Culture and Heritage Strategic Plan. The key recommendations of this plan have been incorporated in the following OCP policies.

Heritage

The heritage resources of Sechelt are an irreplaceable link with the community history and help define the community's identity and "sense of place". Heritage resources include First Nations archaeological sites such as middens, burial grounds and other habitation areas, particularly along the shoreline. The history of Sechelt's early settlement is also evident in many of the older homes, schools, churches, cemeteries, farms and marine uses throughout the community. Prominent buildings such as the Rockwood Lodge, as well as smaller older cottages throughout the Downtown and other neighbourhoods provide an ongoing link with local history.

Preservation of these historic buildings and landscapes is an important community undertaking, and strong support from the District is essential in preserving heritage resources. To date the District does not have a heritage registry or formal management plan for heritage resources, but is actively managing and operating the Rockwood heritage site. OCP policies recommend several actions to formalize protection of Sechelt's heritage resources.



Objectives

- To support locally based arts, cultural and social organizations that contribute to the vitality and economy of the community and the fulfillment of its residents;
- To budget and plan for multi-use arts and culture facilities;
- To develop a cultural complex in Downtown Sechelt as a focal point for arts and cultural activities;
- To preserve the heritage values of Sechelt as part of the community identity;
- To recognize the interests and heritage of the Sechelt Nation.

Policies

Importance of Arts and Culture

11.1 Council recognizes the importance of arts and culture to the economy, social health and community development of the District of Sechelt, and supports initiatives to publicize and market the community's arts, culture and heritage.

11.2 Sechelt encourages and supports festivals and special events involving the arts as a way of celebrating community.

11.3 Sechelt encourages businesses and educational sectors to include an arts, culture and heritage component in order to develop joint strategies for cultural tourism and arts-friendly development.

11.4 Council will continue to support local arts and cultural organizations and programs through grants-in-aid or annual budget allocation, as the municipal budget allows.

Arts, Culture and Heritage Advisory Committee

11.5 Council supports the citizen-based Arts, Culture and Heritage Advisory Committee, and their role in reviewing and advising on arts, cultural and heritage matters.

11.6 The District of Sechelt and the Arts, Culture and Heritage Committee will work in partnership with community groups and organizations identified in the Sunshine Coast Cultural Strategy, particularly to pursue Federal and provincial grant opportunities related to arts, culture and heritage and the economic development of the community.

Public Art

11.7 The District supports public art as a valuable community amenity contribution with new development applications (see density bonus provisions in chapter 5, Residential).

11.8 The District of Sechelt will facilitate planning for art in public places with artists, local businesses and community facilities.

Facilities

11.9 Council will work with the Arts and Cultural Advisory Committee to develop a comprehensive plan for the creation, preservation and use of arts and cultural facilities, to expand the viability and availability of existing venues (Rockwood, Library, parks, Arts Centre), and consider development of a new Cultural Complex.

11.10 Sechelt supports the principle of "Downtown First" to retain the Downtown as the centre of cultural activities. Public art, theatres, art galleries, festivals and artists studios are encouraged to locate in the Downtown. The District will aim to integrate arts and cultural uses in existing and new community facilities and public open space,

Library

11.11 Sechelt recognizes the importance of the Sechelt Public Library as a cultural, educational and social facility, and supports development of a long-term, sustainable funding model to provide quality library service to residents of Sechelt and surrounding areas.

Protect Heritage

11.12 A Heritage inventory will be developed to identify buildings, landscape features and sites considered to be of heritage value so their preservation can be considered early in the planning process, or to facilitate heritage preservation or formal protection under the Heritage Conservation Act.

11.13 Upon appropriate study or review, structures or land may be designated as a Municipal heritage site or an area as a Heritage Conservation Area by bylaw.

11.14 The efforts of private owners to protect buildings, sites and landscapes with heritage value are supported.

11.15 The use of innovative measures to preserve privately owned buildings with heritage value will be considered, including Heritage Revitalization Agreements, density bonus or other incentives where protection of heritage assets is provided.

11.16 Adaptive reuse of older buildings is supported to establish a legacy of buildings with local heritage value.

11.17 Development Permit Area guidelines will be used to support preservation of buildings or building facades in order to protect heritage values and enhance community uniqueness and identity.

11.18 The District of Sechelt will continue to seek funding and assistance from senior governments and community organizations to assist with identifying and protecting heritage resources. Development of a heritage museum is supported as an important initiative to showcase heritage resources.

First Nations

11.19 The District of Sechelt recognizes the long-term cultural heritage of the Sechelt Nation and the special relationship to the lands of the Sechelt area.

11.20 The management of archaeological resources is supported in accordance with the *Heritage Conservation Act* and Provincial approvals.

11.21 An archaeological impact assessment will be required as part of the development approval process, where the site is located in a zone of significant archaeological potential or a recorded archaeological site.

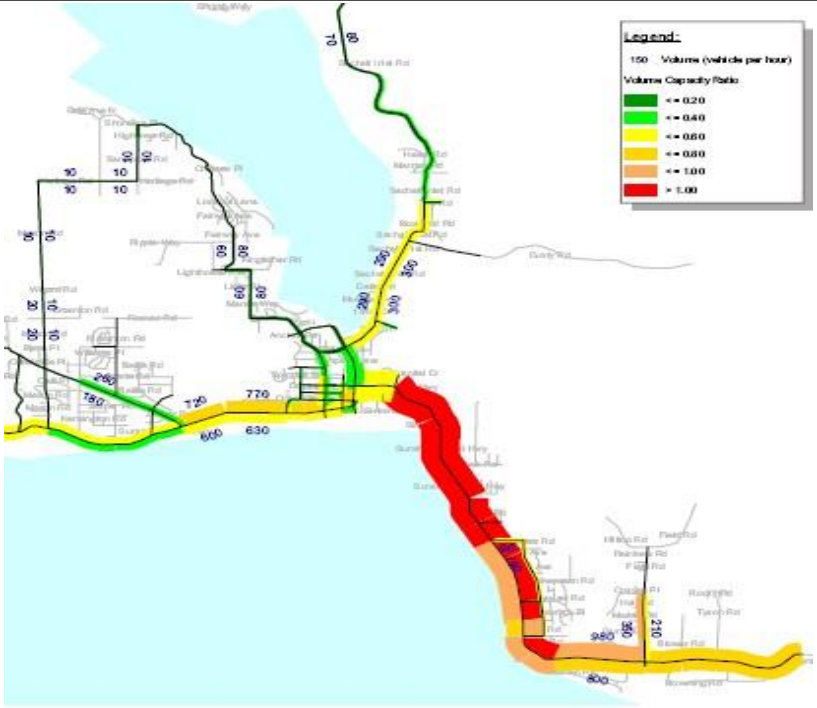
12. Transportation and Mobility

Mobility in a community means providing convenient links for residents and businesses to use in their daily activities. Maximizing the travel choices available is one of the key elements to creating a more sustainable community. This means designing neighbourhoods to provide for a wide variety of travel modes. OCP policies are aimed at providing a well-functioning road network, while also placing more emphasis on transit as well as trails, greenways and bicycle routes that broaden the choices available to residents.

Existing Conditions

Land use and transportation patterns reflect the linear historic development of the community along the Davis Bay, West Sechelt and Porpoise Bay waterfronts. Highway 101 is the primary transportation corridor, and local and regional traffic movements depend on this route. Key transportation issues identified in Sechelt are:

- The need for alternative routes for emergency use and improved local circulation, particularly in Selma Park/Davis Bay, East Porpoise Bay, and West Sechelt;
- Road user safety, particularly on Highway 101;
- A lack of transportation choice, particularly safe, continuous pedestrian and bicycle facilities;
- Extensive direct driveway access on Highway 101, which is constructed and functions as a local access road, in addition to its regional traffic role in the provincial highway system. A bypass remains a priority for residents;
- The highway creates a barrier to access to the waterfront in many parts of the community;
- High accident rates at intersections in the Village, in part due to high traffic volumes and heavy vehicle mix within a busy commercial and pedestrian setting;
- Significant delay for minor streets intersecting with Highway 101 in Davis Bay / Selma Park, particularly during ferry surges.
- The need to slow traffic and break up ferry-related traffic platoons in the Davis Bay and Selma Park areas;
- Need for left turn bays to enhance safety of vehicles turning into local roads along the Highway;
- The ability of existing Highway 101 to accommodate future growth. It is expected that the existing highway will reach capacity within the Davis Bay/Selma Park area some time in the next 5 to 10 years, and planning for alternatives needs to start immediately.



The Sechelt Transportation Master Plan indicates traffic volumes exceed capacity in 2018 if no action is taken to provide alternative routes (Figure F.3, Bunt & Associates, 2009).

Active Transportation (Walking/Cycling)



Active transportation modes including walking and cycling are affected by the land use patterns and transportation systems established by the District. Walking activity is mainly focused around the areas of highest density and mixed use including the Village and pockets of West Sechelt and Davis Bay. Given the relative spread of land use throughout the District, cycling has the largest opportunity to influence travel trips over intermediate trip lengths. However, the current lack of connected cycling route infrastructure does not encourage this mode of transportation. OCP policies identify priority routes for improving active transportation choices and road standards to implement bicycle lanes. Policies in OCP chapter 9 (Parks, Trails and Open Space) also address recreational trails.



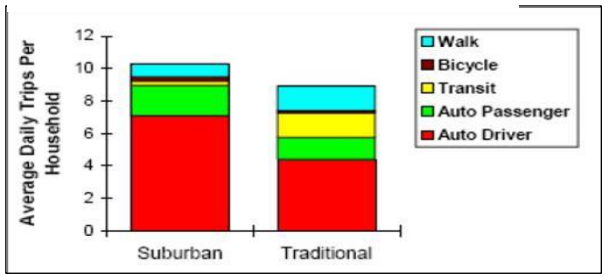
Transit

Transit has become viable for many areas of the community, mainly following patterns of higher density within the Downtown/Village, and specific areas of Davis Bay and West Sechelt. For rural and lower density areas, transit is infrequent or not available, and will require increased density before it becomes viable.[31] BC Transit regularly reviews transit services in the community, and routes may be added where warranted. The OCP growth management strategy focuses additional density within the urban containment boundary, which will assist in the feasibility of transit service in these neighbourhoods.

Travel Demand Management (TDM)

TDM is the implementation of strategies to more effectively utilize transportation infrastructure and services and increase the competitiveness of non-automobile modes. Land use is the single largest factor affecting trip making. Mixed use and compact development patterns encourage fewer and shorter trips and allow other modes of transportation (such as transit, walking, cycling, car sharing etc.) to be provided for less cost. Vehicle trip rates in smart growth/traditional mixed-use areas are typically 30-40% less than suburban neighbourhoods. Other studies confirm that automobile ownership is considerably lower in compact neighbourhoods. TDM strategies allow a municipality to shift the priorities from over-construction of streets/roads and parking areas, and rebalance the priorities toward street design that benefits pedestrians, cyclists and transit users.

Transportation By Neighbourhood Type



[31] A 2007 review of transit ridership and revenue indicates costs of just over $2 per ride on the Sechelt-Langdale route, compared to costs of $13 per ride for evening routes (West Sechelt) or $22 per ride (Sechelt Arena)

Transportation Master Plan

As part of the 2010 OCP, the District of Sechelt *Transportation Master Plan*[32] was prepared to identify transportation issues, and to develop plans and policies that address these issues and guide transportation investment in the District. The plan contains detailed analysis of traffic volumes, accident rates at key intersections and future road network improvements that are necessary. OCP policies are based on the recommendations of the *Transportation Master Plan*, which should be referenced for additional detail and analysis of existing/future conditions. The Transportation Master Plan also recognizes and builds on the strategies and goals identified in the 2007 Vision Plan, which articulates community concerns related to safety and lack of route alternatives to highway 101, the limited coverage of the transit system, and the need for alternatives to automobile travel.

Objectives

- Ensure residents have access to a full range of safe and accessible transportation choices;
- Provide a cost-effective and efficient transportation system that meets the needs of residents, business and industry;
- Support healthy living and affordability through greater access to active transportation.
- Increase walking and cycling participation in the District of Sechelt by developing safe and integrated pedestrian pathways and bike routes.
- Coordinate land use and transportation planning to create compact neighbourhoods that support active transportation and provide for daily needs within an easy walk or drive.

[32] *District of Sechelt Transportation Master Plan*, Bunt & Associates, December 2009.

Policies

12.1 The District of Sechelt *Transportation Master Plan*, (Bunt & Associates, December 2009) will be used to guide future transportation planning for the District of Sechelt.

12.2 The future major road network for the District of Sechelt is shown on Schedule I; this plan addresses existing transportation issues and accommodates anticipated growth.

Active Transportation (Walking/Cycling routes)

See policies in Parks, Trails and Open Space chapter 9 for pedestrian and cycling network routes.

12.3 Bylaw 430 will be revised to implement the Active Transportation Plan, particularly to incorporate the sidewalk and bike route cross sections and minimum standards needed to create safe walking and cycling routes.

12.4 For all major roads, new sidewalks should be separated from the roadway by a curb and boulevard except where implementation is not practical due to topography or inadequate right of way.

Transportation Demand Management (TDM)

12.5 Sechelt supports implementation of transportation demand strategies to more effectively utilize automobile infrastructure and increase competitiveness of non-automobile modes. Programs and strategies may include:

(a) Requiring connections for electric vehicles in new developments;

(b) Consideration of low speed vehicle use in urban areas;

(c) Support for ride share and car share programs, including preferential parking;

(d) Requirements for car co-op vehicles as part of major new residential, commercial or institutional developments;

(e) Enhancing the availability of bicycle parking by incorporating bicycle parking standards in the Zoning Bylaw; establishing a bicycle rack program; education programs for cyclists and motorists; creating guidelines for consistent application of pedestrian and cyclist pavement markings and signage.

(f) Other TDM strategies identified in Table 11.2 of the Transportation Master Plan as appropriate.

Traffic Calming

12.6 Measures that slow traffic speed on local residential streets and in pedestrian-oriented commercial or civic areas are supported. Measures such as traffic circles, four-way stops, pedestrian activated stop lights, curb extensions, midblock crossings or other techniques will be implemented as appropriate to traffic conditions.

Accessibility

12.7 The District of Sechelt will work with the Accessibility Advisory Committee to identify priority improvements to create safe and accessible sidewalks, intersections, walkways and bus stops. This may include features such as audible pedestrian light signals or other design features to support residents of all ages and abilities.

Transit

12.8 Higher density, mixed use, and more compact development are supported within the Urban Containment Boundary in order to support transit service and frequency.

12.9 Local service enhancements to support the primary Route 1 are encouraged (bus shelters, frequency of service). Transportation initiatives that address the gap in traditional transit will be supported where appropriate. This may include demand-responsive transit that provides more flexible scheduling, more efficient utilization of the vehicle fleet or other measures.

New Development: Traffic Impact Assessment

12.10 New developments generating over 50 new vehicle trips during the peak hour will be required to prepare traffic impact assessments to determine impacts of the proposed development on existing roads and other transportation infrastructure and to identify upgrades required to service the new development. A traffic impact assessment may also be triggered by specific concerns such as safety,

12.11 New developments will be required to address how they propose to reduce vehicle trips or contribute to existing or new TDM programs as part of the terms of reference for Traffic Impact Assessments.

Functional Classification

12.12 The functional classification system of District roadways is based on the following:

- MajorArterials: intended to primarily move traffic between regional destinations (e.g. between the BC Ferries terminals). Access is normally limited to consolidated points such as intersections with minor arterials or collectors. Individual property access is atypical. Example: Highway 101.
- MinorArterials: intended to primarily move traffic between local destinations (e.g. from the Village to East Porpoise Bay). Some level of direct property access may be provided, although consolidated where possible. Example: East Porpoise Bay Road.
- Collectors: act to distribute traffic from the arterial roads to local streets. Direct property access is also provided through a mix of consolidated and individual driveways. Local Example: Mason Road.
- MainStreet: intended for the Downtown/Village and other commercial areas to promote design that is conducive to economic activity such as slower vehicle speeds, on-street parking, and an improved pedestrian and cycling environment.

- LocalStreets: provide access to individual properties. These streets provide no regional or local connections and are often discontinuous. Local example: Chartwell Road or Sandpiper Road.
- LimitedLocalStreets: local streets terminating in a cul-de-sac.
- Lanes: provide secondary, rear access to individual properties or garages.

Road Design Standards

12.13 The road classifications and design standards in Subdivision Servicing Bylaw 430 will be revised to reflect the classifications in policy 12.16, with enough flexibility to respond to the needs of the local environment, and to the rural or urban setting. The bylaw should also ensure street systems are designed more sustainably to encourage infiltration and treatment of runoff (i.e. landscaped dry swales instead of curbs and storm drains). Road widths and stream crossings should be minimized wherever possible to reduce environmental impacts.

12.14 Bylaw 430 will establish criteria for direct access for each road type. In general direct parcel access should not be provided to major arterials, and only permitted where necessary on minor arterials. The District will limit access points on arterial roads and will seek to consolidate access points wherever possible with new development.

12.15 Alternative road standards will be considered where the alternative standard provides for the full range of transportation needs, provides environmental or community benefits, and is cost-effective for the District to maintain.

Funding Transportation Improvements

12.16 Development Cost Contributions (DCC's) will be reviewed to ensure rates reflect the cost of required road and active transportation improvements.

12.17 As required by Bylaw 430, new development is responsible for construction to District standards of any roads or other off-site improvements associated with a development.

12.18 The District of Sechelt will seek provincial support for the arterial road upgrades and traffic safety priorities identified in the Sechelt *Transportation Master Plan*.

Ferry Service

12.19 The District of Sechelt supports all initiatives to extend the frequency of service and hours of operation for this essential transportation service to the Sunshine Coast, and will actively work to obtain service improvements from BC Ferries.

Highway 101 (Provincial Arterial)

12.20 The District of Sechelt supports development of the regional Highway 101 bypass as the preferred long-term highway option[33]. The bypass route proposed by the Ministry of Transportation and Infrastructure (MOTI) is incorporated in the Schedule I Road Network Plan.

12.21 Planning for an alternative to Highway 101 should begin immediately. The existing Highway 101 is anticipated to exceed capacity within the Davis Bay area within the next 5 to 10 years.

12.22 The District of Sechelt supports the immediate and short-term road network improvements to Highway 101 listed in Fig.17 to improve operational, traffic and pedestrian safety conditions.

12.23 Development of sidewalks and cycle lanes on Highway 101 throughout Sechelt is a priority for public safety and community mobility, requiring assistance and cooperation from the Ministry of Transportation and Infrastructure, as well as upgrades from any adjacent new development.

[33] As recommended in studies by Binnie &Associates for MOTI, 1996 and 1998.

Interim Bypass Route

12.24 An interim bypass of Highway 101 between Field Road and Wharf Road is required by 2015, when the existing highway is expected to reach practical capacity. The interim bypass will provide an alternative regional and emergency traffic route, alleviate increasing traffic congestion on the existing section of Highway 101, and provide opportunity to improve active transportation between Wilson Creek and the Downtown.

12.25 The interim bypass route should follow, where possible, the alignment proposed for the regional bypass by the Ministry of Transportation and Infrastructure (MOTI) adjacent to the BC Hydro right-of-way, as shown conceptually on Schedule I.

12.26 The bypass will require geometric changes at the Highway 101 / Field Road intersection and the creation of a new intersection with Wharf Road to prioritize the new route. At the same time, the existing Highway 101 alignment, including the intersection with Wharf Road / Dolphin Street, should be downgraded. This will assist in developing a more pedestrian-oriented Downtown.

12.27 The Highway 101 bypass will provide only limited direct access to individual properties. Land use will be carefully controlled to protect the bypass route as a primary traffic corridor. New commercial and retail development will not be supported along the new bypass route.

12.28 Field Road should be upgraded to accommodate all users, including construction of sidewalks on both sides and on-street cycle lanes.

West Sechelt Road Network

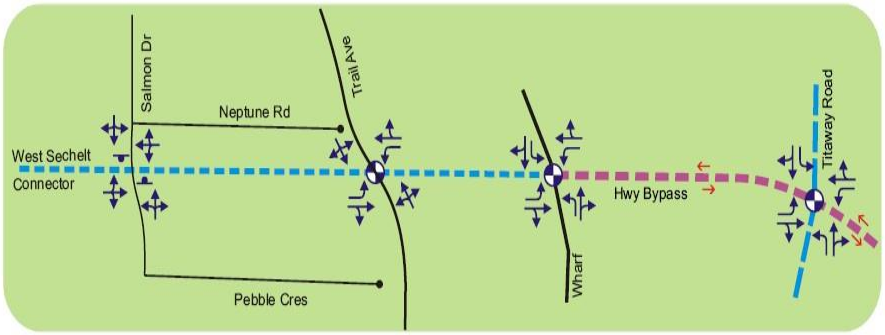
12.29 The West Sechelt Connector, shown as an Interim Collector Road on Schedule I, does not replace the regional function of Highway 101 through the Village. It does, however, provide improved access to West Sechelt, as well as an alternative route back to Highway 101 via Mason and Acorn Roads. The West Sechelt Connector:

(a) Should be constructed after 2018, but prior to 2028, or as required by development;
(b) Should use the alignment proposed for the regional bypass by MOTI (adjacent to the BC Hydro right-of-way) to connect from Trail Avenue.
(c) Shall provide a connection to Tyler Road;
(d) Is not intended to use, replace or extend Neptune Road.
(e) Will require a signalized intersection with Trail Avenue and the consolidation of access for Neptune Road and Pebble Avenue to Salmon Drive, and closure of existing intersections with Trail Avenue.

12.30 The major road network in West Sechelt shall be completed as shown on Schedule I through:

(a) extension of Tyler Road to the Trail Ave/Reef Road intersection;
(b) extension of Granite Road to Tyler Road;
(c) extension of Derby Road to the West Sechelt Connector;
(d) extension of Cowrie and/or Barnacle Street to Derby Road. This should not be constructed until Derby Road is connected to the West Sechelt connector.

12.31 Neptune Road will be used only as an interim access for initial developments in West Sechelt until the West Sechelt Connector between Trail and Tyler Road can be constructed. Traffic volumes on Neptune Road should be kept below accepted local street volumes (approx. 3,000 vehicles per day maximum).



Road Network Improvements

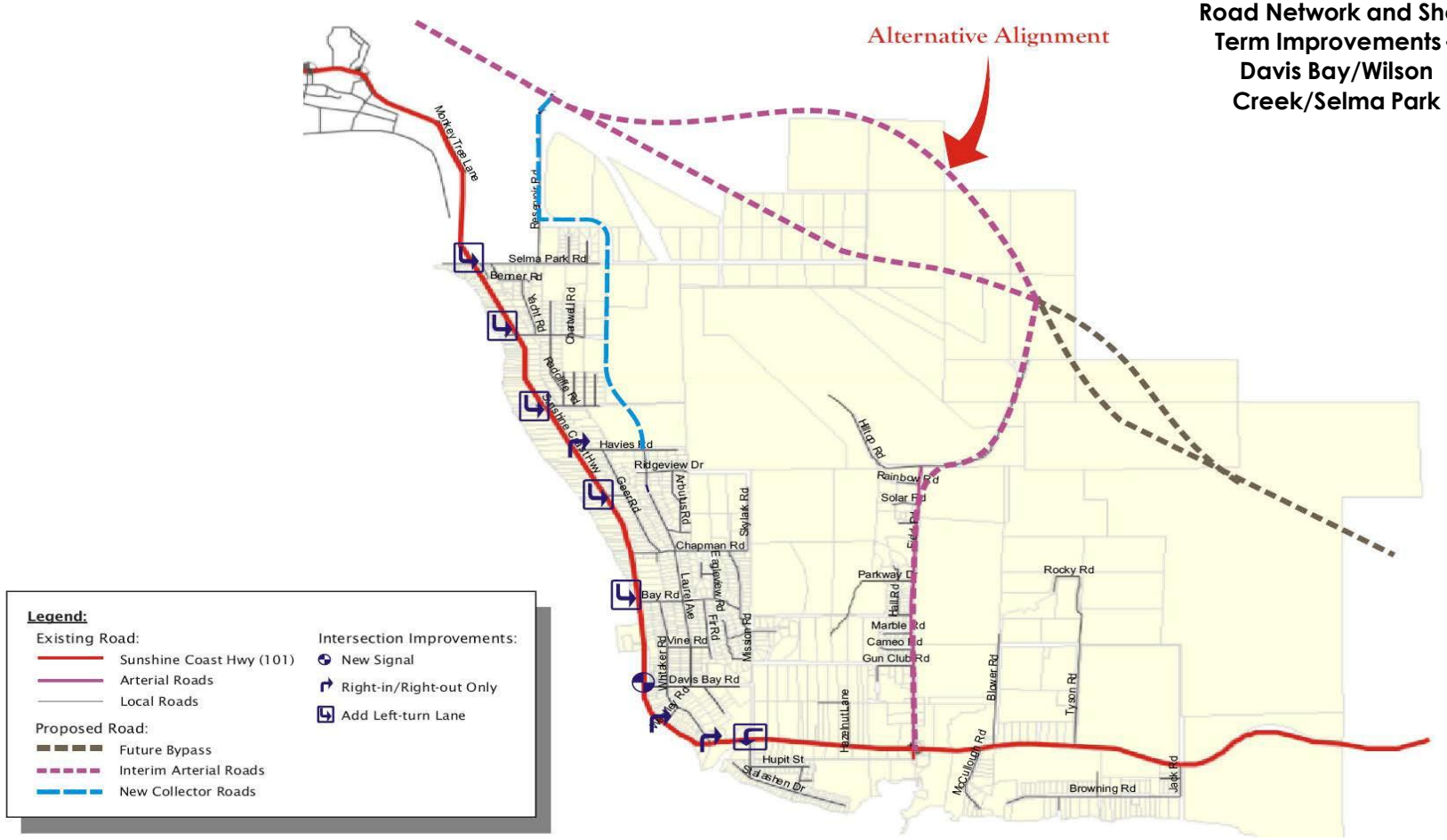
12. 31 As a regional highway bypass is considered to be a very long-term proposition and an interim (local) bypass is not scheduled until 2015, the District of Sechelt has identified a number of upgrades that are essential to the safety and functioning of the community transportation system. Immediate improvements should be undertaken as soon as possible; near term actions should be undertaken within 1-3 years or sooner if budgets permit. Some components of the network changes may be constructed/funded by new development. Detailed descriptions and rationale for the upgrades are outlined in the Transportation Master Plan. The table below lists the required network upgrades (see OCP Schedule I for overall map).

Figure 20 Required Road Network Improvements

	Improvement	Trigger
Selma Park /Davis Bay/Wilson Creek		
1	**Highway 101 / Davis Bay Road** • Signalize intersection to provide pedestrian crossing opportunities and break in traffic surges. • This may be combined with advance warning flashers on Highway 101 east of the intersection.	Near-term
2	**Highway 101 Intersection Improvements**(as considered appropriate): (a) Install left turn lanes at: • Mission Road (westbound) • Davis Bay Road (southbound) • Bay Road (southbound) • Heather Road (southbound) • Nestman Road (southbound) • Snodgrass Road (southbound) • Selma Park Road (both directions) • Monkey Tree Lane (southbound) (b) Implement right-in / right-out restrictions at: • Whitaker Road • Westly Road • Havies Road (c) Close Chapman Road and the frontage road east of the conveyor belt.	Ongoing improvements with redevelopment

3	**Highway 101 Active Transportation** (Walking / Cycling) Corridor: • Creation of cycling shoulders on Hwy.101 • Sidewalk construction on Hwy.101	Active Transportation Plan initiative
4	**Laurel Avenue:** • Complete existing street • Extend north to Selma Park Road	Near-term With redevelopment

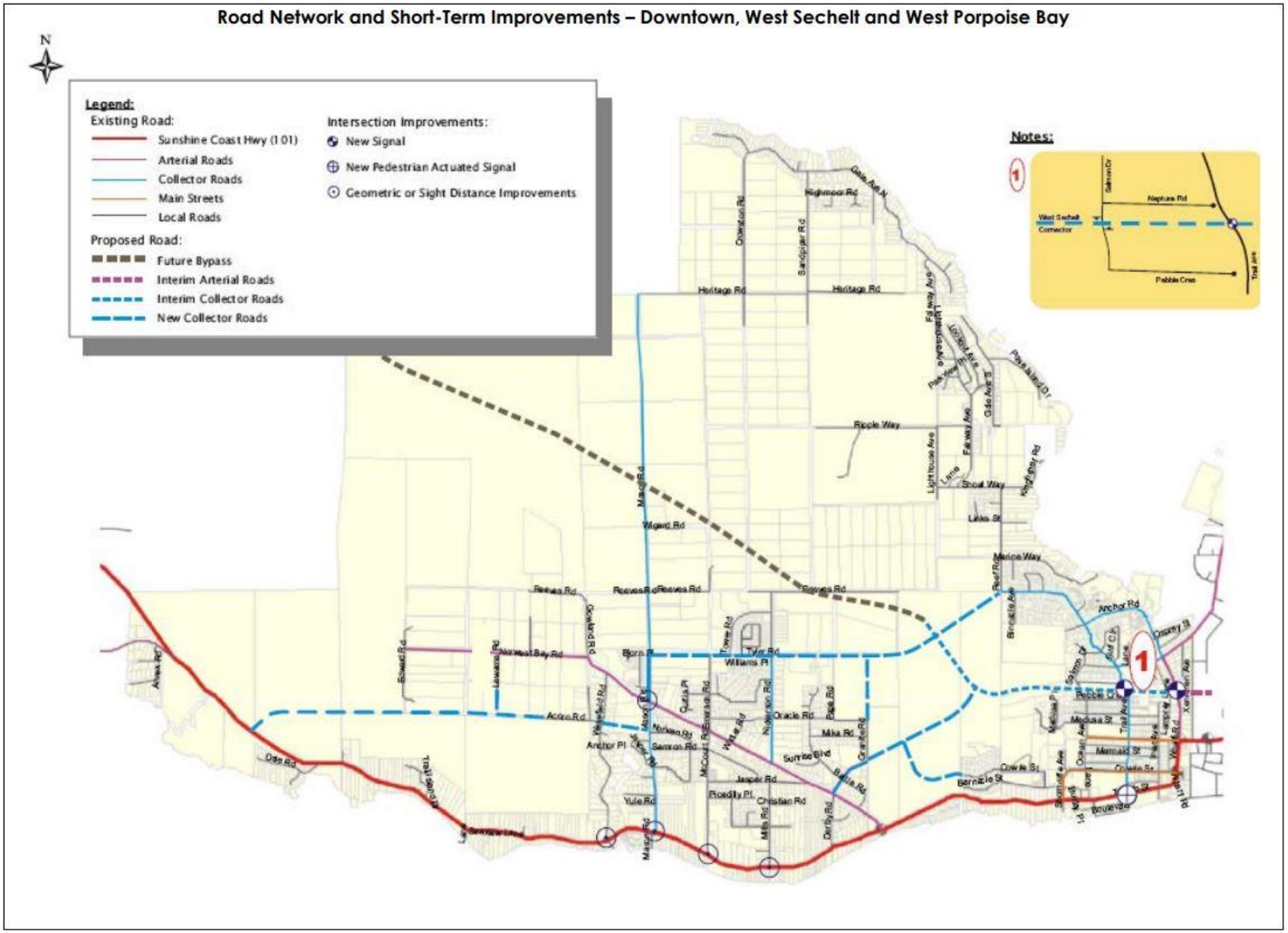
Road Network and Short Term Improvements – Davis Bay/Wilson Creek/Selma Park



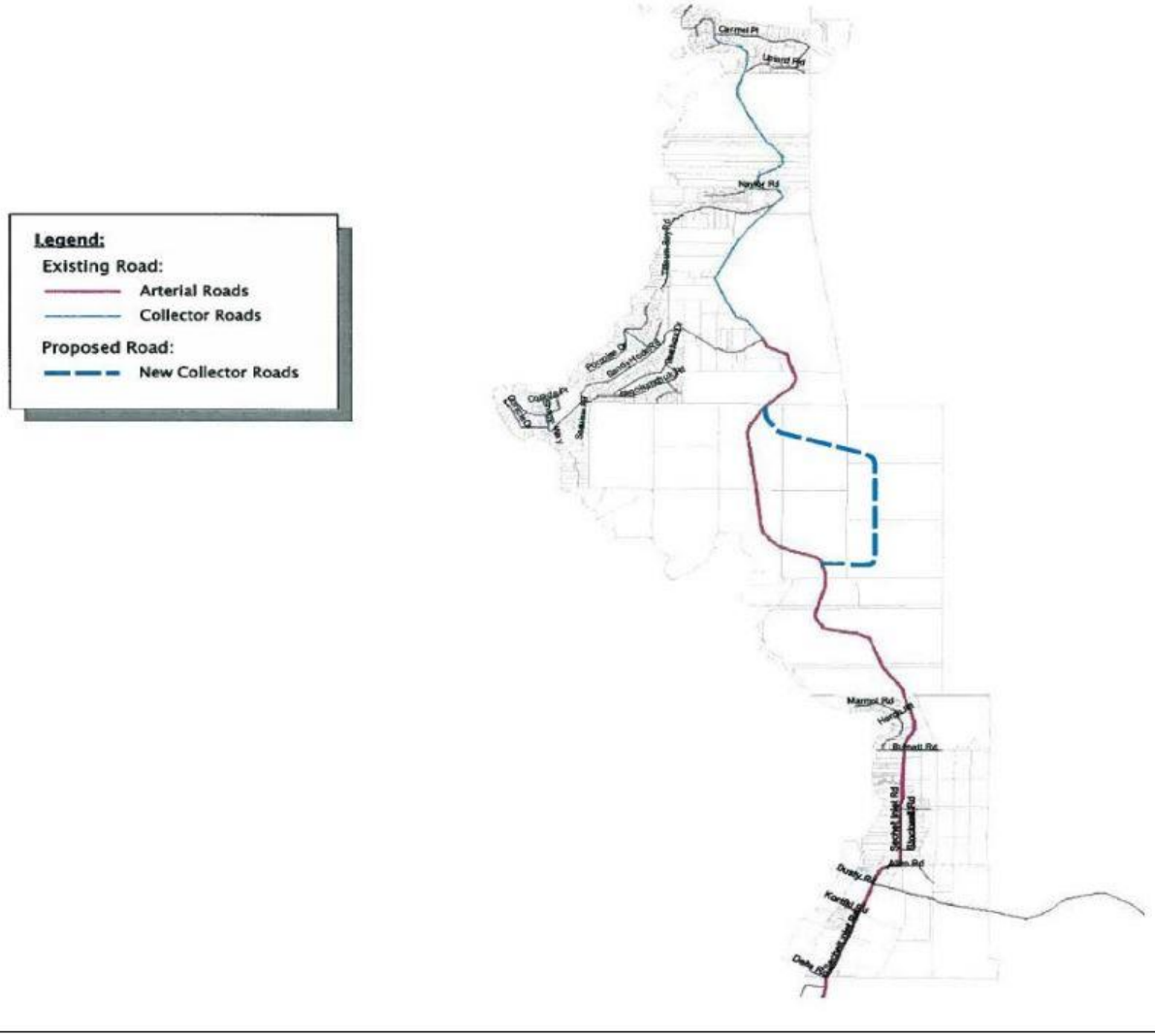
Downtown Village / Sechelt Indian Band		
5	**Tita Way** connector extending to Dusty Road.	Immediate
6	**Upgrades to Trail Avenue/Hwy.101** as an Active Transportation (Walking / Cycling) corridor to include: • Cycle lanes on Trail Avenue (Highway 101 to Anchor Road) • Complete missing sidewalk segments (Highway 101 to Anchor Road) • Highway 101 (Teredo Street)/ Trail Avenue – pedestrian signal • Trail Avenue / Dolphin Street – signalize • Trail Avenue / Future West Sechelt Connector – signalize • Develop the pedestrian trail between West Sechelt and the Downtown Village/High School • Intersection improvements at Cowrie/Trail to improve pedestrian safety and reduce accidents (signal or other measure).	Active Transportation Plan initiative
West Sechelt / West Porpoise Bay		
7	**Acorn Street** and **Lewarne** road extensions	Development driven
8	**Norwest Bay Road / Mason Road** • Geometric improvements to enhance pedestrian safety	Near-term
9	**Highway 101 intersections** • Wakefield Road, Mason Road, McCourt Road and Mills Road – sight distance improvements.	With redevelopment
10	**Crowston Road -** Creation of a walking / cycling greenway along right-of-way.	Near-term
11	**Improved neighbourhood connections** between West Sechelt, West Porpoise Bay and the Downtown. • Tyler Road to Trail/Reef Road intersection. • Derby Road connection through West Sechelt to the Downtown (following West Sechelt Connector) • Extension of Barnacle and/or Cowrie Street (with new development)	Near-term
East Porpoise Bay		
14	Proposed Silverback road network	Development driven

N

Road Network and Short-Term Improvements – Downtown, West Sechelt and West Porpoise Bay



Road Network and Short Term Improvements – East Porpoise Bay to Sandy Hook/Tillicum Bay/Tuwanek

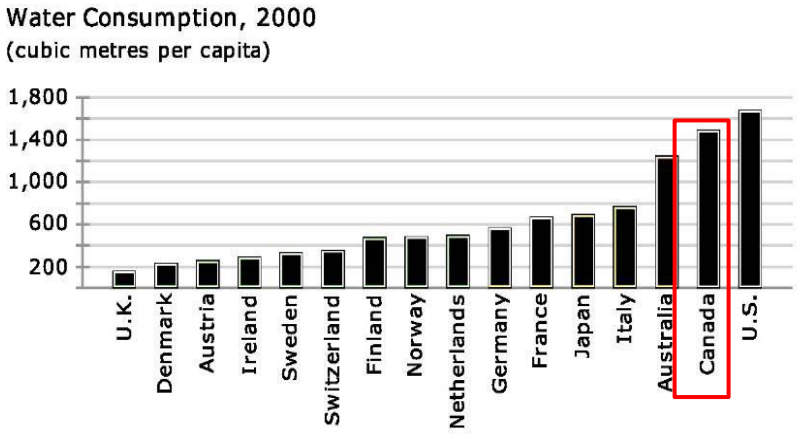


13. Infrastructure and Utilities

The *Local Government Act* requires an OCP to include policies indicating the approximate location and phasing of any major road, sewer and water systems. Services in many areas of Sechelt reflect the rural history and diverse neighbourhood character. The costs of extending services, replacing older infrastructure and improving efficiency of infrastructure are key issues for the District of Sechelt. Providing adequate services to meet the needs of the growing population is particularly challenging with Sechelt's dispersed development pattern. Planned, orderly expansion of infrastructure is required to avoid the "leapfrog" costs of non-contiguous development. At the same time, using alternative, sustainable approaches to infrastructure can extend the capacity and reduce demands for major infrastructure.

Water Supply and Conservation

The Sunshine Coast Regional District (SCRD) is responsible for managing and providing water to the District of Sechelt. Water conservation is an essential issue for Sechelt, and all areas of the Sunshine Coast. Residential users on the SCRD water system have very high rates of water use, compared to the already-high levels for the B.C. average (SCRD average was 620 litres per person per day in 2007[34]; BC average was 440 litres in 2003). On a per capita basis, Canada has one of the highest consumption rates in the world. On the Sunshine Coast, lawn watering accounts for 43% of the summer daily use, with other household uses as shown in the illustration to the right. [35]



Graph from Conference Board of Canada.

Water supply within the District of Sechelt is provided by a network of reservoirs, water mains, booster and pressure reducing stations as indicated on Schedule J. The SCRD water system includes several sources. Chapman Creek provides over 90% of the SCRD water supply, while Gray Creek is a supplemental (summer only) supply serving Sandy Hook/Tuwanek areas. SCRD data indicates that on the basis of current usage patterns, Chapman Creek and its supplementary sources could serve approximately 27,125 people under the current licensed capacity (SCRD staff estimate some 25,000 residents in the District of Sechelt, SCRD and SIGD were provided with water in 2009. Ensuring an adequate long-term water supply will involve a number of strategies to reduce consumption, particularly during the summer months. These strategies include sprinkling restrictions, water meters, and requirements for low-flow water fixtures.

[34] http://www.scrd.ca/index.php?page_id=240
Sunshine Coast Regional Issues Assessment, Data and Trends Related to Growth Issues; SCRD, 2008

Sanitary Sewer (Wastewater)

The availability of sanitary sewer is a key element of growth management. Ideally, urban growth will be directed to the areas that can be readily served by the municipal sanitary sewer collection and treatment systems. The main issues for sanitary sewer in Sechelt are the limited capacity of the current treatment system, and providing extension of sewer to the various neighbourhoods expecting to receive future sewer service (West Sechelt, West Porpoise Bay, Selma Park/Davis Bay/Wilson Creek, and East Porpoise Bay).

Existing Sewer System and Capacity

Sechelt's municipal sewer system currently serves the Downtown Village, portions of West Sechelt and West Porpoise Bay, as well as the Sechelt Indian Government District (an agreement inherited by the District of Sechelt when it took over the SCRD sewage treatment system in 1994). The main infrastructure is shown on Schedule K. Sechelt owns and operates two wastewater treatment plants:

- The EbbTide Plant was originally constructed in 1978. It is located within the Downtown/Village area of Sechelt, and concerns have arisen over the years regarding noise, odours and general suitability of this location. It has been expanded and modified over the years, and has a treatment capacity of 1,700m^3/day.
- The Dusty Road plant, located northeast of the urban area, was completed in late 1994 has a treatment capacity of 2,300m^3/day. However, the lease for this plant ends in 2031, and an alternative location will be required in the long term. Biosolids from both plants, as well as from external users, are handled at this site.
- In 2009 the District of Sechelt acquired land on lower Dusty Road for a future biosolids treatment facility that should extend the capacity of the existing treatment plants, possibly allowing a delay in bring new treatment capacity on-line.

Currently, approximately 4,885 residents are within the sewer service area. Some 52% of Sechelt's 9,500 total estimated residents are connected. This is an increase from 35% in 1995. As of early 2008, remaining capacity was estimated to be approximately 600 units. Based on the recent building rates of approximately about 100 units/year within the sewage catchment area, there is an estimated 5-6 year's capacity left (with allowance for infiltration), or more with additional of the proposed biosolids facility. This timeline may also be longer if the recent slowdown in building permits continues. However, increasing the sewage treatment capacity remains a priority for Sechelt.

Long Term Planning

The Stage 2 Liquid Waste Management Plan (LWMP)[36] guides long term planning for sewage collection and treatment. The Sewer Functional Plan[37] identifies priorities for system expansion in the West Sechelt and West Porpoise Bay areas. OCP policies reflect the general phasing of sewer services as outlined in the LWMP, but also recommend that the LWMP be updated to reflect the growth management strategy, and to clarify the role and future ownership/operation of package plants in the District.

Septic Approvals

In 2004, the province gave responsibility for regulation of on-site sewage disposal (flows less than 22,700 litres/day) to the Vancouver Coastal Health Authority. The new *Sewerage System Regulation* allows "authorized practitioners" to determine site suitability and design/install small systems. This regulation also requires a new minimum parcel size of 2000m2. For existing lots below this minimum size, advanced treatment systems may be required in order to meet sewerage regulations.

[36] District of Sechelt/Sechelt Indian Government District Stage 2 Liquid Waste Management Plan 2000.
[37] Sewer Functional Plan, Urban Systems, 2004

Package Treatment Plants

Larger wastewater systems with flows over 22,700 litres/day are regulated by the Ministry of Environment under the Municipal Sewage Regulation under the *Environmental Management Act*. "Package treatment plants" under this authority may permit areas unserviced by municipal sewer to develop at more urban densities. A number of issues arise related to these plants:

- Many agencies are highly concerned with the process in place whereby the private sector designs, constructs and monitors private systems, without any direct oversight by provincial or local authorities.
- From an environmental perspective, some consider these plants to be a very effective approach to sewage treatment that may be better than conventional disposal options. Some literature suggests smaller package systems can be environmentally beneficial compared to ocean outfalls – land based disposal returns water to the land and reduces nutrient and effluent loading in water bodies.[38]
- From a municipal perspective, allowing package plants can mean that development "leap frogs" outside planned service areas and defeats "smart growth" objectives. This form of development may bring benefit to the developer, but leaves the municipality to deal with the other on-going costs associated with development in dispersed areas.
- No DCC's are received if a package treatment plant is built, so less money is available for future municipal sewer plant/upgrades. (Note: this could potentially be addressed by imposing an "environmental fee" in lieu of DCC payments.)
- High maintenance costs or performance issues such as odour or noise may result in owners/strata councils seeking assistance from the municipality to take over plants. There are several examples on the Sunshine Coast/Sechelt where local governments have had to take over and/or replace failing private systems. Generally, these were older systems, but requests have also been received from newer projects.
- Potentially high costs for the District to maintain (or enforce a maintenance program for) numerous small systems is a long-term issue. Some jurisdictions have implemented requirements for local government ownership of new systems and/or higher maintenance requirements (for example, additional bonding up to 150% of capital costs). As one example, the Capital Regional District has enacted a bylaw (through the LWMP) to require mandatory maintenance of individual systems and reporting to the CRD to ensure the maintenance is done. Ownership remains with the private owners in this approach. In another approach, the SCRD requires public ownership of sewer systems that discharge over 22.7m3 per day (serving two or more units). The City of Vernon requires properties served by package plants to connect to municipal sewer within five years of sewer being available, or within 15 years of construction of the package plant.

The role of package sewer treatment plants is an essential issue for managing growth in Sechelt. OCP policies (below) recommend that package plants only be considered in specific circumstances, where the system fits with overall land use and growth management objectives and infrastructure planning.

[38] Toolkit for the Development of Management Programs For On-Site Sewage Systems; Fraser Basin Council Initiative, Prepared for Environment Canada and BC Ministry of Water, Land and Air Protection; Giles Environmental Engineering, 2003

Stormwater (Rainwater) Management

Stormwater management (or referred to as Rainwater Management) is a critical component of environmental protection. Much of Sechelt is developed at relatively low rural densities and relies on open ditches and culverts to direct stormwater flows, techniques that are now considered appropriate methods for slowing the rate of stormwater discharged compared to piped systems. Sechelt has approximately 18 km of storm mains and 62 km of open ditches as part of the stormwater management system.

The philosophy and approach to stormwater management has changed significantly in recent years, and the environmental impacts of piped stormwater on receiving waters (streams and ocean) are now considered significant. Runoff from urbanized areas can severely degrade aquatic ecosystems. For these reasons, the emphasis now is on reducing the amount of stormwater generated from buildings and paved surfaces (impervious areas), retaining as much water as possible on-site, and reducing runoff through infiltration. Stormwater systems are still required for peak rainwater flows and to protect developed areas from flooding.



Planted swales provide a landscaped alternative to storm sewers, capturing non-peak rainwater flows. Separated sidewalks encourage pedestrian use

Provisions for onsite stormwater management have been incorporated into Sechelt's Subdivision and Development Servicing Bylaw 430, but these measures are generally voluntary, and additional awareness and improved outcomes are still needed.

"Green" Infrastructure

Several of the OCP policies recommend review and changes to the District's Subdivision and Development Servicing Bylaw 430 to take a more "sustainable" approach to infrastructure. This includes reductions to impervious areas (including paved roadway widths) and mandatory requirements for stormwater source control, while still addressing transportation, safety and emergency access issues.[39] Developers are concerned about additional costs for stormwater management, and the District must ensure that long-term maintenance costs are acceptable for alternative methods.



Alternative local street design provides a wide sidewalk, narrow curved traffic lanes and a constructed wetland to detain rainwater (City of Vancouver)

[39] The City of Campbell River recently pilot tested new "sustainable" standards that are now being formalized in a new subdivision bylaw.

Solid Waste

Sechelt participates in the SCRD Solid Waste Management plan, which is currently undergoing a public review. One of the overall goals of the plan is to become a zero-waste community. Within Sechelt, regular curbside pickup of household solid waste and recyclables (blue box) is available throughout most of the community. The SCRD landfill is also a major industrial land use, located at the top of Dusty Road, but outside the municipal boundary.

Objectives

- Plan for and provide the municipal infrastructure necessary to permit orderly, healthy, fiscally and environmentally responsible community development;
- Provide infrastructure services in accordance with the Growth Management policies of this plan.
- Promote and use "best practices" and innovative approaches to infrastructure and public utilities that achieve the environmental and energy conservation goals of this plan, while providing the necessary services to residents.

Policies

The following infrastructure policies are designed to permit orderly and fiscally responsible extension of municipal services.

Growth Management; Phasing of Infrastructure

13.1 Municipal infrastructure will be extended to the **Priority Growth Areas** within the Urban Containment Boundary (UCB) as shown on Schedule B. These areas are the priority areas for development of new or updated infrastructure, including roads, sidewalks/walkways, streetlights, regional water supply and municipal sewer (see sewer details below).

13.2 Areas shown as **Secondary Growth Areas** on Schedule B will remain in lower density use until sanitary sewer and other services are feasible. These areas include lands where owners/developers may construct and extend municipal services.

13.3 Lands outside the UCB will not be serviced by the full range of municipal infrastructure, and will not be provided with municipal sewer service.

13.4 Expansion of municipal infrastructure by owners/developers will only be supported where lands are contained in the UCB.

Development Cost Charges

13.5 The District will restructure the DCC bylaws and rates to apply higher rates outside the Urban Containment Boundary, in order to implement the District growth management policies and objectives.

Alternative Development Standards

13.6 Alternative or innovative approaches to municipal infrastructure are encouraged where the design achieves good or better safety, environmental, technical or economical solutions that provide more sustainable approaches to development or servicing, or where alternative design is warranted by specific site conditions. Construction costs and long-term maintenance costs must be considered.

13.7 The District will review Subdivision Servicing Bylaw 430 to review appropriate levels of service for rural areas and to incorporate "green" standards, particularly any new criteria from the Green Design Supplement of the Master Municipal Construction Documents (MMCD) related to more sustainable municipal infrastructure.

Private Infrastructure

13.8 The District of Sechelt will not take over ownership of privately developed roads, sanitary sewer treatment or other services, except where it is in the public interest and infrastructure standards are acceptable to the District.

Water Resources

13.9 Sechelt supports initiatives of the Sunshine Coast Regional District to protect and conserve water resources and reduce per capita water usage, including sprinkling regulations.

13.10 All development applications must receive confirmation of available water supply from the SCRD prior to zoning bylaw adoption (where necessary) or subdivision approval.

13.11 Sechelt encourages all new developments to incorporate innovative measures to reduce water use through building design, selection of fixtures and design of landscaping (this may include use of rain barrels and selection of plants/soil preparation to reduce the use of irrigation systems).

Sanitary Sewer

13.12 The Stage 2 Liquid Waste Management Plan (LWMP) and 2005 Wastewater Strategy will be used to guide the overall provision of sewage treatment facilities in Sechelt.

13.13 The LWMP should be updated in the near future to reflect the 2010 OCP growth management strategy, potential expansion of the municipal system to serve East Porpoise Bay (Silverback), and to provide guidance on the use and ownership of package treatment plants within the District.

13.14 Sanitary sewer service areas are shown generally on Schedule K. Sewer service to these areas will be as follows, unless otherwise recommended by future amendment to the LWMP:

- **Sewer Area 1** – includes the Downtown/Village, West Sechelt and West Porpoise Bay neighbourhoods, as well as the SIGD adjacent lands, extending to lands that can be gravity serviced in upper Selma Park. This area can be serviced by existing sewage treatment plants, and is the priority area for sewer expenditures and future development. In accordance with the Stage 2 LWMP and Wastewater Strategy, the District of Sechelt does not support the use of package treatment plants (Type 2 or Type 3[40] sewage treatment facilities) in Sewer Area 1.
- **Sewer Area 2 and Sewer Area 4** - includes Davis Bay, Field Road/Wilson Creek/Mission Point, lower Selma Park, East Porpoise Bay and adjacent SIGD lands. OCP policies recommend low-density use for much of these areas, but also support more intensive uses and density within the Neighbourhood Centres. Additional development is also planned for the SIGD lands and the airport/industrial areas. A future municipally owned and operated integrated sewer system is recommended for these areas. Municipally owned and operated package treatment plants may be supported, where greater population density and geography permits municipally owned and operated package plants.
- **Sewer Area 3** – includes lands in Sandy Hook and Tuwanek and adjacent SIGD lands. OCP policies recommend low-density use for much of this area, with potential for small-scale resort use on some properties. Where geography and low population density make an integrated municipal sewage treatment system uneconomical, and there are potential health concerns, municipally owned and operated package treatment plants are recommended. Privately owned and maintained package treatment plant may be considered for resort developments.

[40] On-site treatment under the Sewerage System Regulations includes a septic tank and disposal field (Type 1), a small mechanical biological packaged treatment plan and disposal field (Type 2) or advanced mechanical-biological packaged treatment plant (Type 3).

13.15 Sewer will not generally be extended to lands with density below one unit/2000 sq.m. (One unit per half acre).

13.16 Areas outside the sewage collection area shown on Schedule K are responsible for providing on-site individual septic treatment (Type 1) systems to provincial standards.

13.17 Where a development requires the use of a private sewer treatment plant, Council may decide not to approve the rezoning application, or the Approving Officer may refuse a subdivision application, if the density or land use is dependent on a private sewage plant.

13.18 Where the District supports development of a private sewer treatment plant, the District may establish the specifications for the plant type, size and other criteria to minimize future maintenance costs and ensure integration with the overall District systems.

Stormwater (Rainwater) Management

13.19 The District of Sechelt requires all new developments to incorporate "best practices" for stormwater management to achieve no net increase of stormwater flows from pre-development conditions. All developments are required to submit pre/post development calculations and a stormwater management plan prepared by a professional engineer.

13.20 Stormwater shall be managed to avoid coliform, hydrocarbon and nutrient contamination of water flows, to protect habitats of receiving waters, to protect groundwater and to minimize impacts on lower elevation lands. Low Impact Development (LID) techniques will focus on reducing runoff and infiltrating to ground rather than discharging, collecting and treating rainfall on-site using practices such as biofiltration swales and constructed wetlands, reduction in impervious areas in buildings and parking lots, daylighting of streams, green roofs, raingardens and other approaches that provide cost effective and sustainable storm water systems suitable to the building or site conditions.

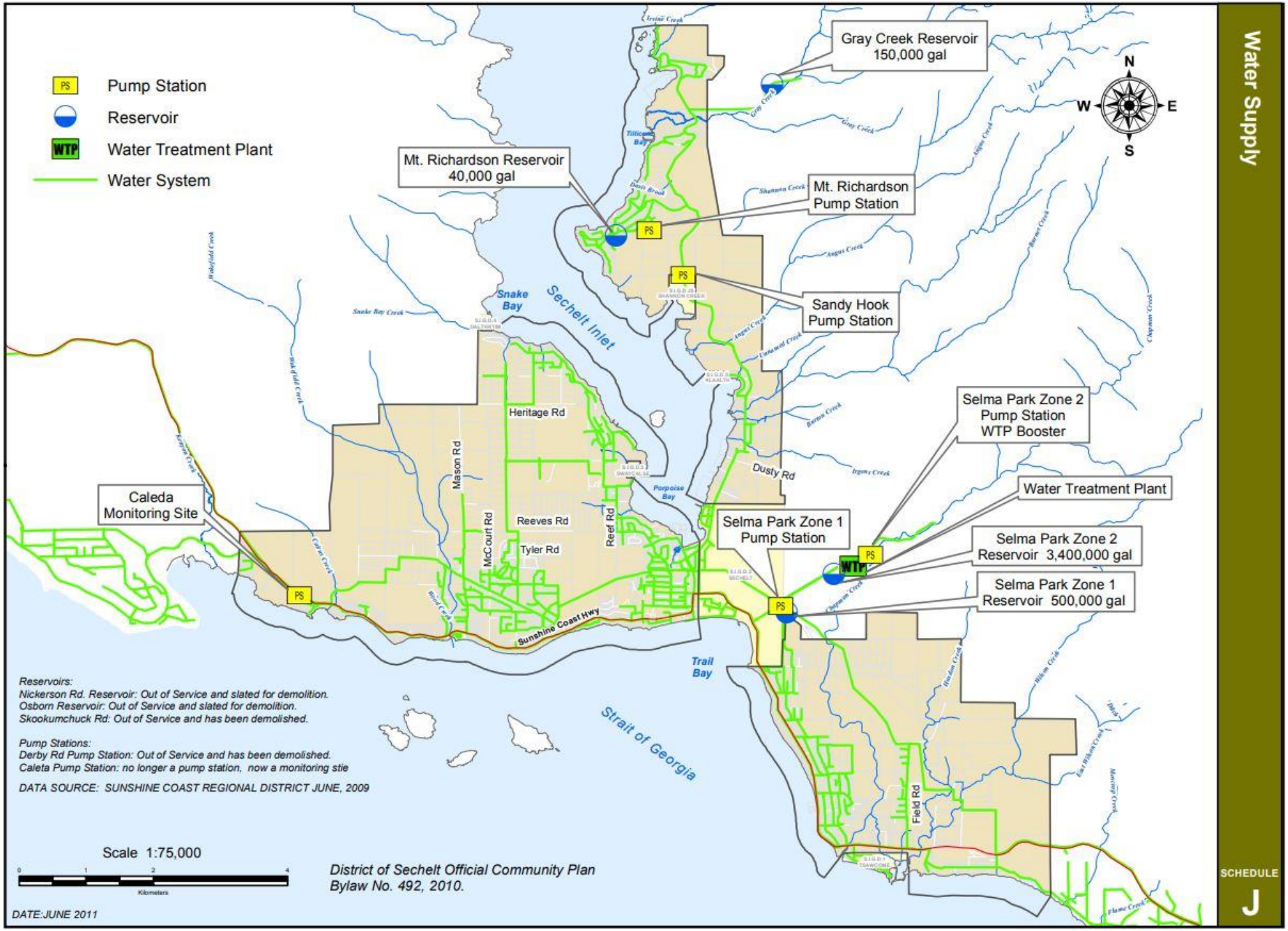
Solid Waste Management

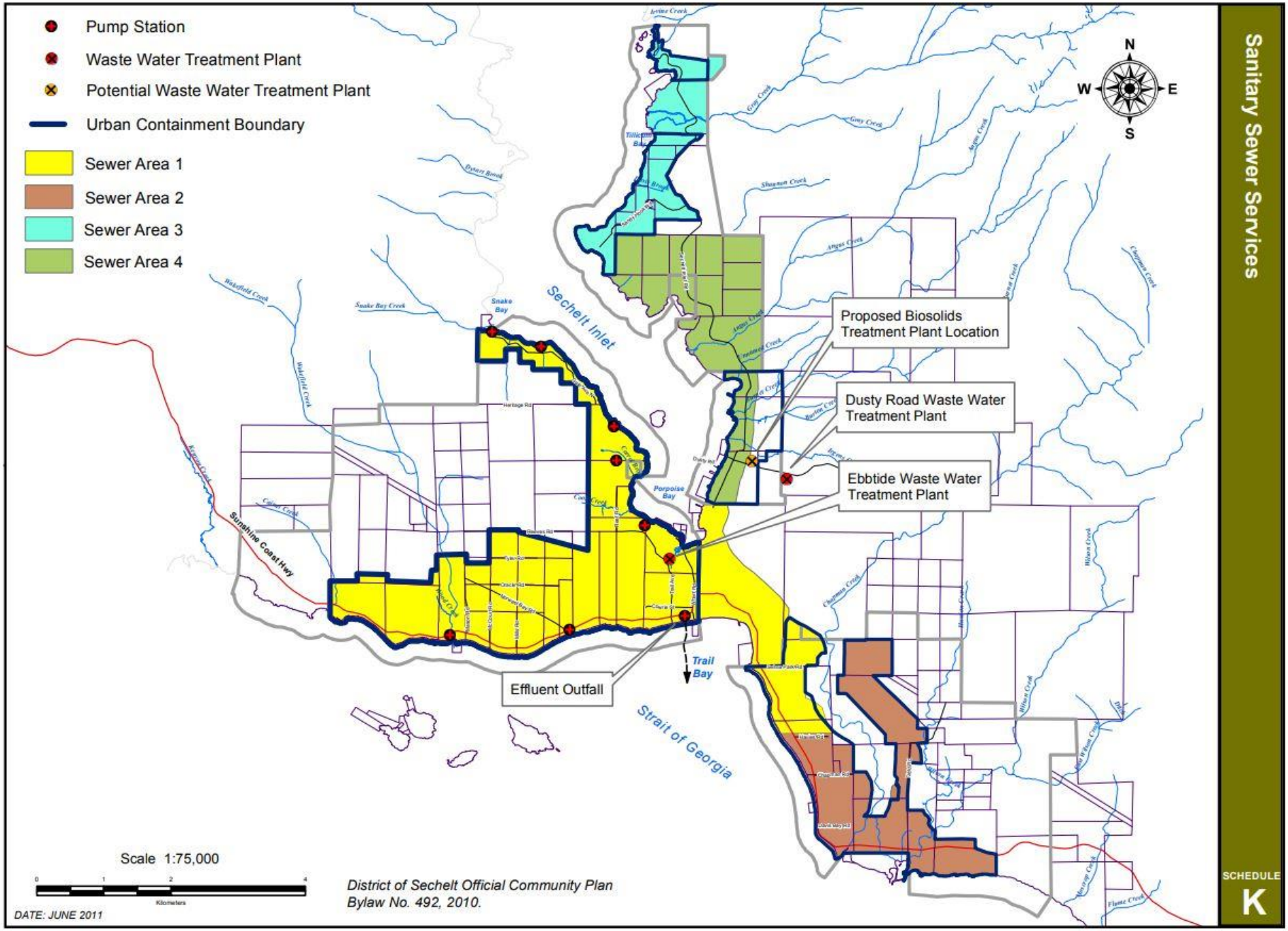
13.21 Sechelt supports initiatives to reduce, reuse and recycle solid waste, including the District-operated curbside pick up recycling (blue box) program.

Non-Municipal Hydro and Communications Facilities

13.22 Non-municipal services and facilities such as hydroelectric transmission lines and substations, telecommunications and oil and gas services should be located where impacts cause least disruption to existing and future residential settlement patterns as defined in this plan.

13.23 The District of Sechelt will actively communicate with other service providers to coordinate road works and other major construction projects.


Water Supply
PS Pump Station
Reservoir
WTP Water Treatment Plant
Water System
Gray Creek Reservoir
150,000 gal
Mt. Richardson Reservoir
40,000 gal
Mt. Richardson
Pump Station
Sandy Hook
Pump Station
Selma Park Zone 2
Pump Station
WTP Booster
Water Treatment Plant
Selma Park Zone 1
Pump Station
Selma Park Zone 2
Reservoir 3,400,000 gal
Selma Park Zone 1
Reservoir 500,000 gal
Caleda
Monitoring Site
Snake Bay
Sechelt Inlet
Porpoise Bay
Trail Bay
Strait of Georgia
Heritage Rd
Mason Rd
McCourt Rd
Reeves Rd
Tyler Rd
Reef Rd
Dusty Rd
Field Rd
Sunshine Coast Hwy
N
W
E
S
Reservoirs:
Nickerson Rd. Reservoir: Out of Service and slated for demolition.
Osborn Reservoir: Out of Service and slated for demolition.
Skookumchuck Rd: Out of Service and has been demolished.
Pump Stations:
Derby Rd Pump Station: Out of Service and has been demolished.
Caleta Pump Station: no longer a pump station, now a monitoring stie
DATA SOURCE: SUNSHINE COAST REGIONAL DISTRICT JUNE, 2009
Scale 1:75,000
0 1 2 4
Kilometers
District of Sechelt Official Community Plan
Bylaw No. 492, 2010.
DATE:JUNE 2011
SCHEDULE
J


Pump Station
Waste Water Treatment Plant
Potential Waste Water Treatment Plant
Urban Containment Boundary
Sewer Area 1
Sewer Area 2
Sewer Area 3
Sewer Area 4
Sanitary Sewer Services
N
W
E
S
Proposed Biosolids Treatment Plant Location
Dusty Road Waste Water Treatment Plant
Ebbtide Waste Water Treatment Plant
Effluent Outfall
Sechelt Inlet
Strait of Georgia
Trail Bay
Porpoise Bay
Snake Bay
Sunshine Coast Hwy
Scale 1:75,000
Kilometers
District of Sechelt Official Community Plan
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DATE: JUNE 2011
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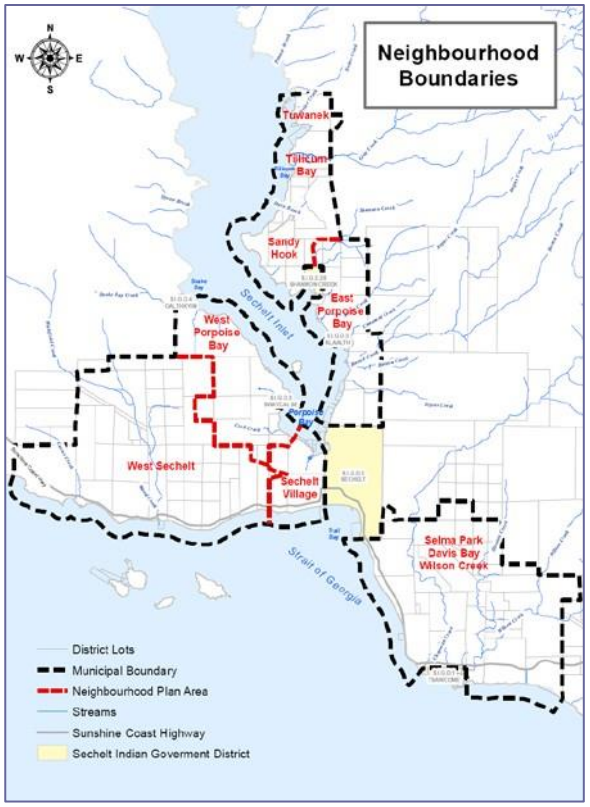
Part Five - Sechelt Neighbourhood Policies

The District of Sechelt consists of ten unique neighbourhood areas, reflecting the small communities and rural neighbourhoods that existed prior to incorporation in the District of Sechelt in 1986. At the time of the Sechelt boundary extension, Council made a commitment to prepare neighbourhood plans for each neighbourhood to provide more detailed policies than the District OCP. Some of the neighbourhoods were grouped together, resulting in six neighbourhood plan areas. The following plans were subsequently adopted as part of the District OCP:

- Downtown/Village Plan – adopted December 1988.
- West Sechelt Neighbourhood Plan – adopted October 1999.
- Selma Park/Davis Bay/Wilson Creek Neighbourhood Plan – adopted October 2002.
- East Porpoise Bay Neighbourhood Plan– adopted 2004
- West Porpoise Bay Neighbourhood Plan– adopted 2005
- Sandy Hook/Tillicum Bay/Tuwanek Neighbourhood Plan – was undertaken concurrently with the OCP review. The key recommendations of the final draft neighbourhood plan are incorporated in the 2010 OCP.

Role of the Neighbourhood Plans

During the 2008/09 OCP review, it was noted that the neighbourhood plans contain considerable repetition of policy contained within the District OCP. Several of the plans (but not all) also duplicate the Development Permit Area guidelines of the OCP. The resulting current OCP bylaw became a very complex document to use and interpret. As well, many of the neighbourhoods have relatively low populations, raising the question of whether a full separate plan for each area is necessary. For these reasons, the 2010 OCP has simplified the approach to the neighbourhood plans. Instead of detailed individual plans, Part 5 of the OCP includes an overview of each neighbourhood, and further discussion of the OCP policies as they apply to each neighbourhood. While the original neighbourhood plans no longer form part of the OCP bylaw, those plans continue to provide valuable background information on the issues and land use framework for the neighbourhood. Each plan represents considerable work by the Neighbourhood Associations and residents, and the new OCP is intended to build on and reflect that work. Due to the importance of the Downtown to all of Sechelt, this neighbourhood is included as chapter 6 in the OCP.



The following policies are intended to supplement and be consistent with the overall OCP policies and map schedules. In the case of any discrepancy with the OCP, the neighbourhood policies and land use plans (below) prevail.

A. Selma Park, Davis Bay and Wilson Creek

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

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



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



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

Issues

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

- **Traffic** on Highway 101 is a major concern for these neighbourhoods. High accident rates and very heavy traffic volumes, speed, lack of pedestrian safety, difficulty accessing the Highway from side roads and need for alternative routes during emergencies/construction are priority issues for this area.
- **Lack of municipal sewer** – on-site sewage treatment means that density must be kept low, or alternatives such as package treatment plants permitted until municipal sewer becomes available. Some residents have expressed concern that municipal sewer should be a priority for this area, rather than a long-term initiative.
- **Environmental protection** – the Chapman Creek stream corridor/watershed and lower reaches of streams are significant resources requiring protection. Potential flood hazards need further assessment (see OCP policies).
- **Role of Commercial and Industrial Areas** - This neighbourhood contains a significant portion of the District's commercial and industrial land as well as the regional airport. It is also strategically located to serve SCRD residents (particularly Roberts Creek) and provides relatively direct access to the ferry. For these reasons, preservation and expansion of the commercial/industrial lands is central to the economic vitality of the District. However, for many residents, retaining the "neighbourhood commercial" role and developing at a "Village" scale (as illustrated in the Vision Plan) is the desired goal. Additional large format retail use along the highway may not be supported by residents.
- **Waterfront Protection and Access** – Improving waterfront access at Wilson Creek, while ensuring shoreline habitat is protected, is a priority for the area. The Field Road right-of-way does not extend to the water, and this very lengthy waterfront is inaccessible. Regaining waterfront access and ensuring protection/restoration of the shoreline qualities are highly important with any new development.
- **Wilson Creek residential neighbourhood** – this neighbourhood lacks local parkland, and receives traffic impacts from the speed and volume of commercial and industrial traffic on Field Road. Sidewalk development on Field Road is an immediate priority for this area. Ensuring no commercial traffic enters the residential streets (to access the rear of Highway 101 properties) is also a planning issue.

Vision, Identity and Goals

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

Special Policies for Selma Park, Davis Bay and Wilson Creek

Environmental Protection

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

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

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

Tourist commercial uses

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



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

Regional Commercial Use

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



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

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

Low Density Residential

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

Multifamily Residential

11. Multifamily residential in the form of duplexes, townhouses, low rise apartments or mobile home parks (such as the Big Maples) may be supported within the **Neighbourhood Centre** or **Regional Centre** areas, provided the development provides appropriate park dedications or other amenities and sewer service in accordance with OCP policies.

12. Building heights for multifamily or mixed commercial/residential development outside Davis Bay shall be limited to a maximum of three storeys. Four storeys will only be considered where significant open space is provided in lieu of additional height, and the development demonstrates that adjacent properties and views are not affected.

Appearance and Quality of New Developments

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

Industrial Development

14. Light industrial, business park and airport related uses are supported in the **Business and Industry** areas designated on Field Road and airport lands as shown on Schedule C. Some manufacturing and processing uses (such as current forest products manufacturing operations) may also be supported as per OCP policies and criteria to mitigate impacts on adjacent uses.

15. Forest industries have historically played a role in this area, and small-scale manufacturing and processing businesses may be supported on **Resource** lands shown on Schedule C, where it can be demonstrated that no significant impacts to adjacent residential uses occur.

Public and Community Uses

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

Sanitary Sewer

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

Traffic and Transportation

18. Development of a highway bypass and/or alternative routes is a priority for this neighbourhood to improve the safety and livability of the community. Transportation policies in OCP chapter 12 are supported, particularly the required improvements on Highway 101 for pedestrian safety.

19. Development of pedestrian sidewalks on Field Road are a high priority to improve the safety and livability of the residential neighbourhood that is affected by commercial and industrial traffic.

Park, Open Space and Trail Priorities

20. The Davis Bay area has several neighbourhood park areas, as well as the prominent beach and walkway that are the primary entry feature of the community. Park and open space priorities for this neighbourhood are:

(a) Improvements to Davis Bay wharf, including widening, painting and addition of a day float for use by visiting small boats.

(b) Develop a dedicated, safe bicycle/pedestrian route to link all parts of the neighbourhood, particularly to connect Selma Park, Davis Bay and Wilson Creek with Downtown Sechelt;

(c) Improved pedestrian safety at Davis Bay, including improved pedestrian crossings of Highway 101 at the beach area and to Mission Point Park.

(d) Connect upper areas of Davis Bay and Wilson Creek with a pedestrian/bike bridge over Chapman Creek;

(e) Continue discussions with the Sechelt Nation to develop a waterfront trail between the boat launch at the SIGD marina along the shore to Sinku Boulevard continuing in to Downtown Sechelt;

(f) Acquire formal tenure for the Chapman Creek trail system and riparian corridor; improve and maintain the Chapman Creek Trail.

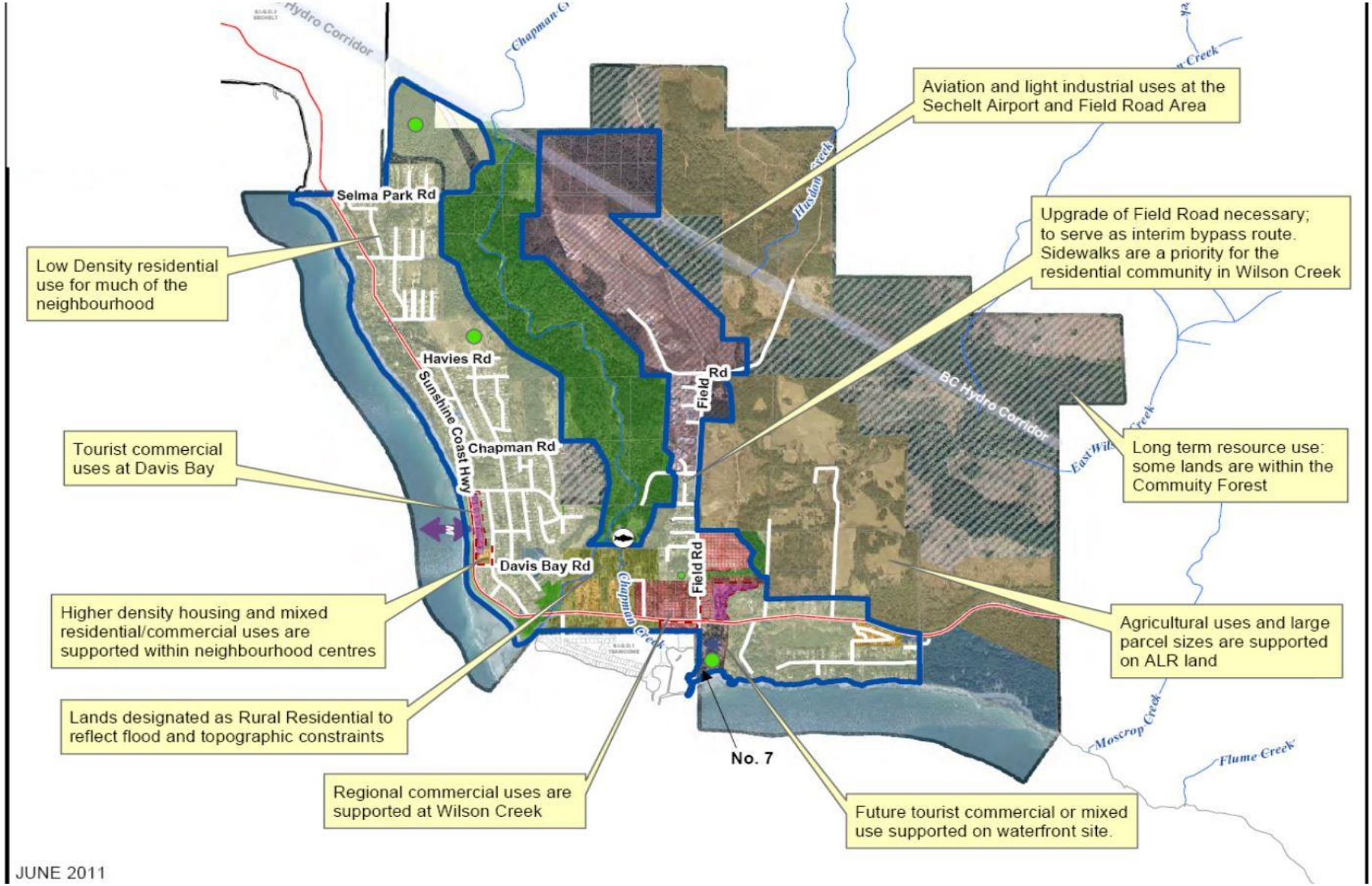
(g) Acquire waterfront park as a condition of any redevelopment of the waterfront properties on the south side of Highway 101 at Wilson Creek adjacent to Port Stalashen (indicated as Jackson Village in the Vision Plan) and ensure environmental protection of this sensitive area.

(h) Acquire neighbourhood parks as part of any new development to serve the Selma Park and Wilson Creek neighbourhoods where there are no parks.

(i) Consider acquiring the Selma Park school site (adjacent to the Chapman Creek) ravine as future park area, in discussion with the School District;

(j) Review options for expanding public parking in the Davis Bay area to provide for long-term public use in this area (for example, property acquisition or as an amenity contribution from new development).

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



B. East Porpoise Bay

The East Porpoise Bay neighbourhood is located on the east shores of Porpoise Bay and has spectacular views of Sechelt Inlet. It has a gentle protected shoreline that is highly valued and used for recreation. The neighbourhood includes a mix of residential, marine, resource and industrial land uses, and includes Porpoise Bay Provincial Park, which is a major public amenity that attracts thousands of visitors yearly. Given the many assets of the neighbourhood and proximity to Downtown, it is expected that additional residential will take place in the long-term, with East Porpoise Bay eventually becoming part of the urban area of Sechelt, closely connected to the Downtown. Additional industrial development is also anticipated within the areas shown on Schedule C, as well as on the adjacent Sechelt Indian Government District and Crown lands (currently in use for resource extraction/reclamation).





Issues

The East Porpoise Bay area is affected by many external influences, including the provincial park, development of the adjacent SIGD lands to the south, the regional solid waste facility, the municipal sewer infrastructure, and resource activities that are provincially regulated (gravel extraction, forestry). Providing for the development of an attractive residential community as well as industrial and infrastructure uses are particular challenges for this neighbourhood. Key issues are:

- **Natural Environment**

Environmentally, this neighbourhood has extensive creeks and streams which drain into Sechelt Inlet. Protection of the riparian area habitats and watershed quality, as well as protecting development from flooding are highly important in this neighbourhood. The steep slopes and constraints of the many streams and creeks limit the future development potential of many properties. The marine shoreline is also a highly sensitive

environment due to the sheltered, shallow waters that have high habitat values and requires protection.

Residential Areas; Future Vision

The existing residential community is located mainly along the shoreline, with rural residential on upland areas. Currently, East Porpoise Bay has a relatively small population, but the neighbourhood has long-term potential for additional residential growth, both on the waterfront and on the upland slopes. Some of the long-term development sites include the Gow property (18 ha.) in DL 1558 and DL 1483 (proposed Onni multifamily development). The recently rezoned "Silverback" resort development north of Porpoise Bay Provincial Park (DL's 4683, 4684, 4685, 4686 and 4687) is a very significant development, with potential for some 1600 new residential units. Any development above single-family density in East Porpoise Bay will depend on the availability of sanitary sewer service.

Industrial/Resource Use

East Porpoise Bay has historically been home to industrial and resource uses, including mixed industrial/commercial businesses along Sechelt Inlet Road. Light industrial, floatplane, marina and barge loading facilities are also located on the waterfront. Much of the surrounding lands also have high potential for gravel extraction, which will continue to influence the area for many decades in the future. Light industrial uses have been expanding on the east (uphill) side of Sechelt Inlet Road, both within the District and on Sechelt Nation land just south of the plan area boundary. The neighbourhood also contains the site of the proposed biosolids sewage facility on Dusty Road, which is an issue of concern to residents.

One of the challenges for the municipality is to ensure continuation of business and industries that are important to Sechelt's economy, particularly for the water-dependant industries that cannot readily locate elsewhere. For these reasons, the 2010 OCP designates a portion of the waterfront and adjoining upland area as **Working Waterfront**. At the same time, reducing the impacts of the marine and industrial uses on the nearby residential areas is a priority for this neighbourhood. Implementing specific zoning for the "working waterfront" is important to ensure an appropriate mix of industrial and marine businesses in this area. Using Development Permits effectively to ensure higher standards of appearance and landscaping, and to protect the marine environment, will also help reduce these impacts.



East Porpoise Bay is located north of the Downtown on Sechelt Inlet. The neighbourhood has historically included industrial use on the waterfront and upland areas (gravel extraction), as well as a residential community.

Pedestrian and Bicycle Route

Development of a safe pedestrian/bike pathway system on Sechelt Inlet Road is critical for this neighbourhood, which receives extensive industrial and other external traffic. Currently Sechelt Inlet Road does not have a continuous shoulder or sidewalk for pedestrians or cyclists. It is a combination of public highway and Highways Act Section 4 road (ungazetted road constructed on private property with no dedicated public right-of-way). The Active Transportation Plan and OCP policies identify this as a priority route for capital funding and upgrading.

- **Servicing and Infrastructure:**

Residential use in East Porpoise Bay is constrained by the lack of a municipal sewer system, which does not extend to this area. In the long-term, sanitary sewer service is expected to service this community. Sewer may be extended if the Silverback development at the north end of the plan area proceeds. Plan policies support low-density single-family development until municipal sewer is available, at which time additional density is supported in key areas shown on Schedule C and described in policies below.

Vision, Identity and Goals

The following statements describe the overall vision and fundamental policy directions and goals for the East Porpoise Bay neighbourhood:

- East Porpoise Bay will develop as a complete and sustainable neighbourhood that protects the natural environment for the enjoyment of future generations.
- East Porpoise Bay will develop in the long-term as a more urban area, reflecting the proximity to Downtown, and the natural assets of the waterfront setting.
- The neighbourhood will have a full range of amenities including pedestrian connections, bike paths and a community focal point/meeting space and will ensure public access to the waterfront is unimpeded on public road allowances.
- This neighbourhood will carefully manage the waterfront, steep hillsides and riparian area habitats and prevent the deterioration of water quality in the neighbourhood drainage systems.
- East Porpoise Bay will encompass both residential and industrial uses, and will delineate the location of these uses to minimize conflicts between resource extraction, industry and residential areas.

Special Policies for East Porpoise Bay

1. Land use in East Porpoise Bay shall be in conformance with the uses designated on Schedule C.

Residential

2. Single-family residential development is supported in the areas shown as **Low Density Residential**. Lot sizes will be based on provincial health regulations, and will be at least 2000 sq.m. (approx. ½ acre). Larger lots will be required where site conditions are not suitable for septic disposal and/or site slopes warrant larger lots.
3. When municipal sewer becomes available, additional density and a variety of housing types that meet the needs of all age groups is supported for **Low Density Residential** areas. Single-family residential uses may average 750 sq.m. (8075 sq.ft.) in size. For properties larger than 0.4 ha (4000 sq.m.) a mix of housing types, including duplexes, townhouses or low-rise apartments) will be considered in this designation, provided that:
   (a) The types of uses, building heights and general redevelopment concept is compatible with adjacent uses, to be assessed at the time of rezoning;
   (b) Uses will be subject to the multifamily Development Permit Area guidelines of the OCP.
   (c) Public waterfront access in the form of park, beach access and/or linear walkway will be dedicated as appropriate to the site conditions.
4. All new development is required to conform to conservation design principles in order to protect slopes, existing tree stands and the numerous watercourses in the plan area, and the Development Permit Area guidelines of the OCP regarding Steep Slopes, Streams, Marine Shoreline, Hazard Lands and Intensive Residential and Multiple Family residential uses (OCP Part Eight).

Commercial Use

5. Neighbourhood commercial use may be supported in East Porpoise Bay, provided it is compatible with the residential area, serves the local neighbourhood and does not function as a highway-oriented use. Site-specific rezoning will be considered in accordance with these general criteria. Development Permits will be used to regulate the appearance of commercial uses.
6. Tourist commercial uses may be supported in the East Porpoise Bay neighbourhood, subject to rezoning application, and Development Permit Area guidelines and protection of the marine environment.

Resort Development

7. Resort development may be considered on large undeveloped properties in East Porpoise Bay, subject to OCP policies on resort use (see Residential policy 5.16) to ensure compatibility with surrounding areas, protection of environmental features and economic benefits.
8. Any future changes to the density, land use or other details specified in the Silverback bylaws will be considered in accordance with the 2010 OCP policies regarding resort developments.

Industrial Areas

9. Light industrial use is an important part of the Sechelt economy and is supported as a long-term use on the areas shown on Schedule C as **Business and Industry**.
10. Sensitive integration of industrial uses is a priority for this neighbourhood and careful application of Development Permit Area guidelines shall be carried out to reduce visual, noise, signage and traffic impacts on the neighbourhood.
11. Development of an alternative route that parallels Sechelt Inlet Road is a priority to reduce the amount of heavy truck traffic through the residential areas.

Working Waterfront

12. Areas designated on Schedule C as **Working Waterfront** provide water-access facilities to serve residents and visitors. Uses in the **Working Waterfront** designation shall include light industrial uses which have historically operated in these areas, as well as marine businesses for which waterfront access is essential (i.e. floatplane, barge services, marinas, marine services, boat building).
13. Some tourist commercial uses such as small boat launching, hotel or associated uses such as restaurants may also be supported without amendment to the OCP, provided such uses can demonstrate a high level of environmental protection and compatibility with marine/industrial businesses and adjacent residential uses. A limited amount of residential use to accommodate live-work businesses or to allowing existing single family uses to rebuild within their existing footprint will also be considered in this designation, provided the primary business/industrial functions are preserved.

Marine Environment

14. Protection of the foreshore and marine environment is a high priority and shall conform to OCP policies outlined in chapter 4 (Ocean and Shoreline Areas). Any development fronting the waterfront, including single-family uses, shall be adequately set back from the shoreline to leave the shoreline in its natural condition and/or restore the shoreline functions and vegetation.
15. Public access to the shoreline shall be provided by the rights of ways at Yew, Allen, Dusty, Heron, Burnett, Kontiki and Delta Roads and the north end of Marmot Road. Over time, these rights-of-way may be improved with signage and trails. Removal of any trespassing structures may also be required.
16. Development of communal public moorage, dock or wharf facility may be supported, provided the facility meets environmental standards and provides adequate parking.

Park, Open Space and Amenity Priorities

17. As a relatively small neighbourhood, there are no active parks in the form of playgrounds, sports fields, school sites or tot lots in this neighbourhood. Due to the proximity to the Downtown, development of such facilities is not anticipated unless major development or redevelopment occurs. Waterfront access and provision of pedestrian trails and bike routes are priorities. In the long term, neighbourhood parkland will be required if additional residential density occurs.

18. The following park, open space and amenity priorities are identified for the East Porpoise Bay neighbourhood:

(a) Improved access to the Porpoise Bay waterfront;

(b) Improvements to public beach access on Delta, Kontiki, Dusty, Allen, Yew, Heron and Burnett Roads and others;

(c) The esplanade right-of-way on the foreshore between Burnett and Dusty Roads is a significant public asset and shall be acquired or extended during any redevelopment. Park or right-of-way dedication is required with any new waterfront development to extend the esplanade the full length of the waterfront;

(d) Development of a pedestrian path and cycling trail parallel to Sechelt Inlet Road connecting to the Downtown (East Porpoise Bay Trail);

(e) Acquiring additional parkland adjacent to beach access points to expand public recreation use and access to the waterfront;

(f) Develop a public boat launch and/or public dock or pier to increase public access to the waterfront;

(g) Acquire neighbourhood park with any residential development of upland parcels. These park dedications should preferably be assembled to create a larger single park area. General locations are shown on Schedule C;

(h) Develop access and trails in Burnett Creek Park in D.L.1558;

(i) Development of a neighbourhood focal point or community meeting space such as a multipurpose community hall;

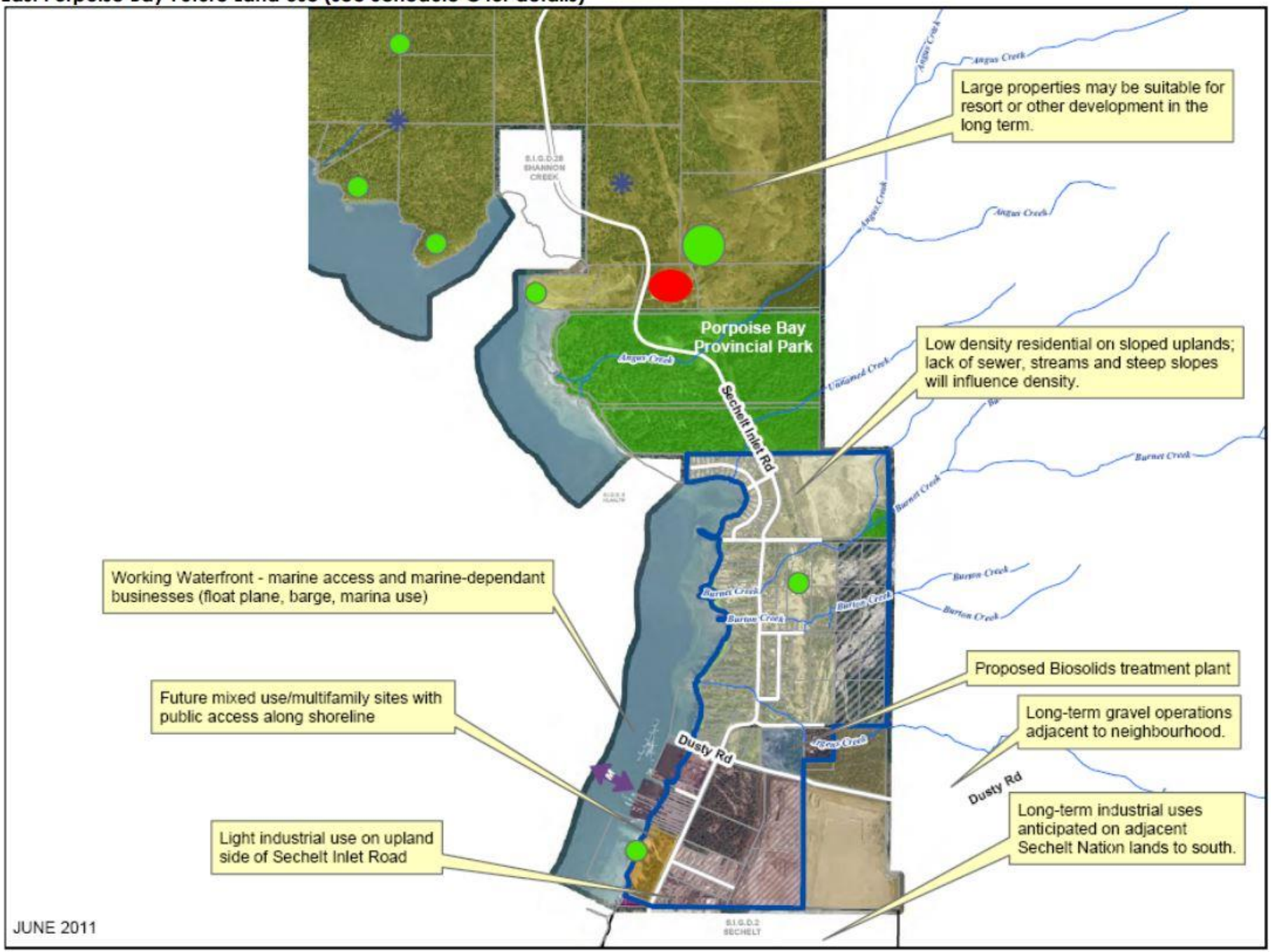
(j) Acquire waterfront park of at least 2.0 ha (5 acres) and an active community park of at least 10.0 ha (25 acres) with any new zoning application for major development on lands north of Porpoise Bay Provincial Park (i.e. if the proposed Silverback development is revised or reconsidered through a new zoning application.)

(k) For any new development, park areas shall be in addition to any lands protected for environmental purposes or slope protection in accordance with OCP policies.

Pedestrian and Road Priorities

19. Develop and upgrade continuous pedestrian/bicycle pathway system to link East Porpoise Bay with the Downtown. Ensure these upgrades are obtained at the time of redevelopment, in accordance with OCP Transportation and Mobility policies, and Bylaw 430 requirements.

East Porpoise Bay Future Land Use (see Schedule C for details)



C. Sandy Hook/Tillicum Bay/Tuwanek

The Sandy Hook/Tillicum Bay and Tuwanek neighbourhoods consist of a series of small residential communities, most of which originally were water-access only, then further developed in the 1960 -1970's as residential subdivisions. The landscape is highly varied, offering ocean views from many locations, surrounded by extensive upland forests. The area is still characterized by small "cottage" homes and quiet winding rural roads. There are approximately 640 permanent residents and 200 seasonal residents. Residential development is the primary land use today, although resource uses have been important to the area. Tillicum Bay is home to the Target Marine fish hatchery facility and the Tillicum Bay Marina, which provides important marine services and access for residents and visitors.

Several important parks and protected areas are located here, including the Sechelt Heritage Forest, an interpretive forest under the jurisdiction of the Ministry of Forests and Range, and Hidden Grove, a recreational use area within the Sechelt Community Forest. The Tetrahedron Class A Provincial Park is adjacent to this area, and Mount Richardson Provincial Park, bordering Tuwanek, features panoramic views of Sechelt Inlet and high biodiversity values. Sechelt Inlet is a highly valued recreation area and sensitive marine environment that is vulnerable to water and upland activities due to its confined geography and low flushing action (see further discussion and marine policies in OCP chapter 4). The neighbourhood contains several Development Permit Area designations to manage development in areas with steep slopes, stream hazards (particularly Grey Creek) and to protect stream and marine habitats.



The area is served by on-site sewage systems, and is not expected to be served by municipal sewer within the term of the OCP (see OCP chapter 13). Water supply is provided by the SCRD system.



Within the neighbourhood plan area, there is good opportunity for infill development at lower densities. Approximately one quarter of the existing small residential parcels are still vacant, and larger lots on the east side of Sandy Hook and Tillicum Bay provide lands for additional residential development (the 142 acres has potential for approximately 150-200 lots).

The presence of several large properties which are attractive for residential and/or resort development create a challenge for retaining the neighbourhood as a small-scale, rural community. Developers have expressed interest in resort and intensive residential use of these sites. These large properties are not within Sechelt's Urban Containment Boundary, and are not recommended for residential or intensive development, due to lack of infrastructure services (roads, sanitary sewer), environmental/slope issues and long term community costs of servicing dispersed development.

Issues

The Neighbourhood Plan for these communities was developed in 2008/09 concurrently with the OCP review. The plan was developed with input and feedback from a volunteer committee of representatives from the Sandy Hook Community Associations and Tuwanek Ratepayer's Association (for Tuwanek and Tillicum Bay). Some of the key concerns raised in the Neighbourhood Plan process were:

- Retaining the small community character and density.
- Need for alternative design and development standards to reflect the more rural identity of the neighbourhood and to protect the natural features, including "dark sky" lighting approaches in Tuwanek.
- Interest in establishing a community meeting spaces or facilities.
- Vulnerability of the area for emergency services due to the single road access.
- Proliferation of docks and closing off access along the shoreline.
- Industrial uses not supported with the neighbourhood.

Vision, Identity and Goals

Sandy Hook, Tillicum Bay and Tuwanek vision and goals for their communities are to:

- Protect the small, closely-knit character of the rural communities with a distinct "end of the road" character and history of seasonal, recreational use.
- Protect the natural assets of forests, rock bluffs, streams and marine environment of Sechelt Inlet.
- Preserve the low density, rural neighbourhoods and allow for modest, additional residential infill of similar housing types and densities.
- Provide for marine access and small-scale tourism and recreation related uses.

To provide a level of servicing that fits the identity of the area.

Special Policies for Sandy Hook/Tillicum Bay and Tuwanek

Managing Growth

1. This neighbourhood supports the Growth Management Principles for Sechelt, and development of major land parcels in this neighbourhood is not supported until build-out of the serviced lands within the Urban Containment Boundary is achieved.

Conservation Design

2. Development applications in this area will be reviewed according to conservation design principles (see OCP chapters 3 and 4.) Key features to be protected include important wildlife habitat and visually important natural landscape features throughout the neighbourhood. Specific areas to be protected are the marine shoreline,

streams, coniferous forest cover, rock formations and slopes of Mount Richardson.

Environmental Protection; Development Permit Areas

3. Development proposed on water lots or lands adjacent to the shoreline shall be evaluated for its impact on all existing water uses, shoreline habitat and potential water quality impacts in accordance with Development Permit Area guidelines and OCP policies.
4. Only public docks that provide public marine access to Sechelt Inlet are permitted. No new private docks will be supported.
5. Prior to subdivision, development or alteration of land/water areas on or adjacent to the marine shoreline, streams/riparian areas or on steep hillsides, a Development Permit is required in accordance with Part Eight of the OCP.
6. Any development proposed for DL 1410 shall complete a soils assessment and site remediation to address any contamination from previous industrial use, protect significant tree stands and other natural features such as the heronry, protect and rehabilitate the shoreline, and provide suitable public waterfront access.
7. The District will consider updating the Sechelt Inlets Coastal Strategy in conjunction with the SCRD, Sechelt Nation and other agencies to develop a water and shoreline strategy, including assessment of development opportunities and sensitive areas.

Residential Development

8. Infill residential development is supported within the areas designated on Schedule C as **Low Density Residential**, where such development can provide approved on-site, individual sewage treatment. Housing types are limited to single-family residential, secondary suite, manufactured home and duplex use on lots at least 2000 sq.m. (1/2 acre) in size.
9. To protect the unique residential character of the neighbourhood, any new subdivisions or developments with properties less than 2000 sq.m. (approx. ½ acre) average size requires a Development Permit for Intensive Residential Development (see DPA 8).

Neighbourhood Centre; Economic Development

10. Commercial uses supported are home businesses and services, and facilities related to recreation, tourism and marine uses.
11. **Tourist Commercial** use is supported in the Tillicum Bay area, which may include residential, marina, small-scale retail, tourist and recreational related businesses. Any tourist commercial uses shall be small-scale and have minimal impact on the residential neighbourhoods.
12. Additional tourist commercial or neighbourhood convenience store may be supported. No specific sites for neighbourhood commercial use are identified, but rezoning will be considered at appropriate locations where the use is small in scale (a maximum site area of approximately 0.4 ha. or 1 acre), and provides good access to major roads, suitable parking, and is compatible with adjacent uses. New tourist commercial uses will be considered in accordance with OCP policy 7.12.
13. The location of the established aquaculture and aquaculture processing business at 7333 Sechelt Inlet Road in the Tillicum Bay area is designated as "Aquaculture".

Resort Development

14. Resort development of major parcels will only be considered where the proposed development clearly meets the intent of OCP resort policies (see chapter 5, Residential Areas). In this neighbourhood, any resort development considered must be of a scale, density and form that are compatible with the surrounding residential areas and the natural features of the site. Providing and improving public access to the waterfront are also key considerations for any resort development.

Transportation, Mobility and Servicing

15. In Sandy Hook, Tillicum Bay and Tuwanek, roads and trails shall have provision for pedestrians, to provide safe, attractive connections in and between residential areas. Due to the challenging terrain, wheelchair accessibility is not a priority for this area.

16. Urban development standards should be modified to fit the rural character of the neighbourhood, with broad shoulders or trails instead of sidewalks, and limited (or no) streetlights.



Typical lighting (on left) compared to dark sky approach (on right)

17. Street lighting and lighting on private property shall be non-glare full cut off fixtures to ensure that light shines downward only and that light does not spill on any adjacent residential properties or into the night sky.

18. Tuwanek is designated as a rural and dark sky neighbourhood. Any development shall have a low level of servicing. Specifically, sidewalks and streetlights shall not be installed.

19. This neighbourhood will not be serviced by a community sewerage system within the term of this plan, and sewage treatment will consist primarily of individual septic systems. Package treatment plants for new developments are generally not supported, and will only be considered in accordance OCP policies (chapter 13, Infrastructure).

Park and Open Space Priorities

20. Park, recreation and open space priorities are:

(a) Protection of forested areas is a priority for this neighbourhood.

(b) Development of a safe pedestrian/cycle trail or pathway connecting to the Downtown.

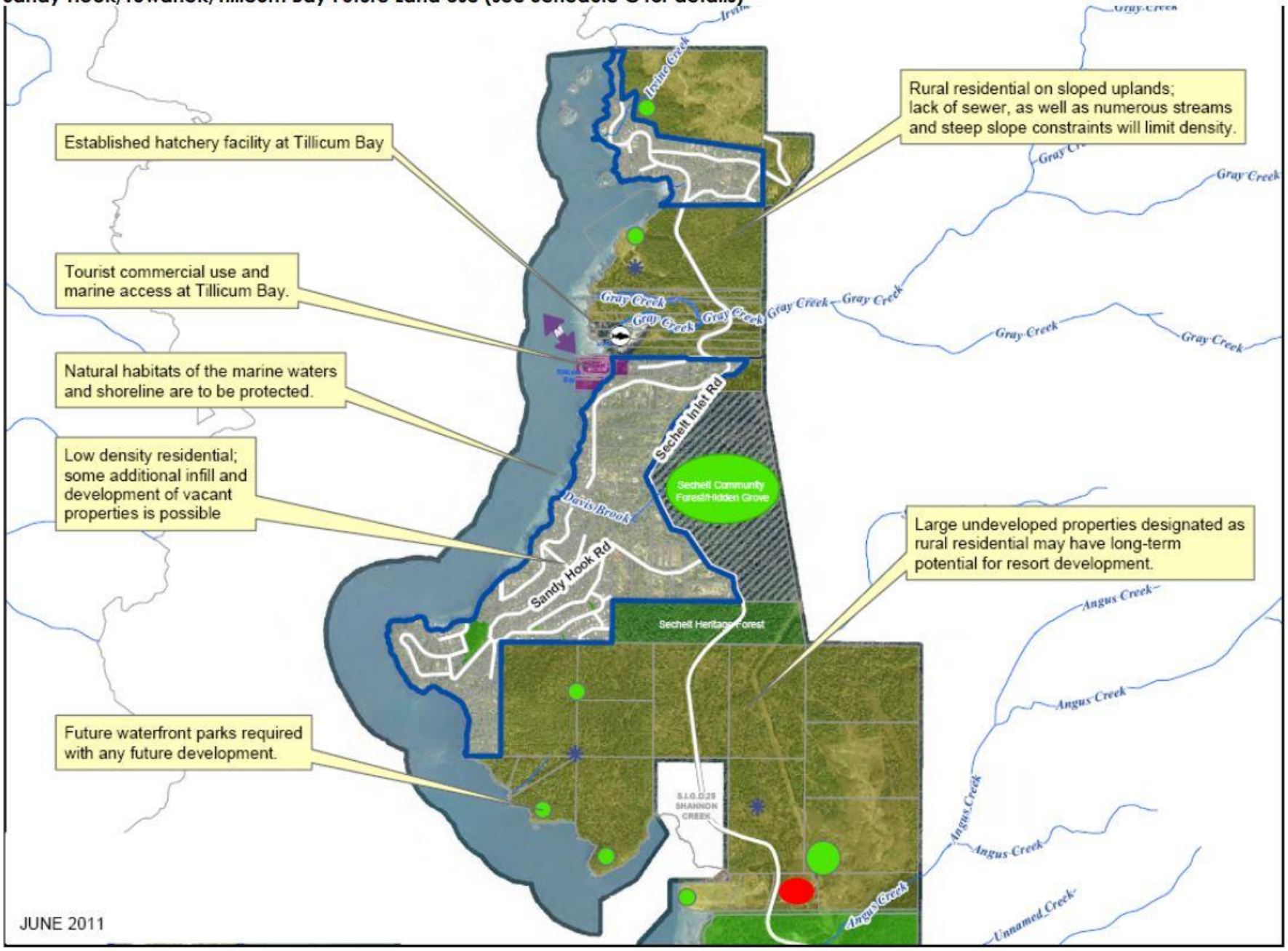
(c) Development of community docks where suitable upland is available for parking (beach access points may be considered for this use).

(d) Any resort or residential development considered at DL 1410 (north of Gray Creek) shall provide a public waterfront park and/or waterfront walkway of sufficient width to provide a walking trail at least 3.0m wide and protection of the shoreline vegetation/habitat. Any wharf or moorage facility associated with these properties shall provide for public use of such facilities.

(e) Development of a community meeting space is a long-term goal for this area. No specific sites are identified but will be considered as part of any future development.

(f) Consider acquisition of the Crown land site (reserved for gravel pit use) in Sandy Hook (DL 7939 on Sechelt Inlet Road).

Sandy Hook/Tuwanek/Tillicum Bay Future Land Use (see Schedule C for details)



D. West Sechelt

West Sechelt is the largest neighbourhood in Sechelt, consisting of some 13.6 sq.km. extending from the Downtown Village to Redrooffs Road. The neighbourhood contains substantial rural areas. The ALR lands and Provincial/Community Forest account for more than 50% of the land base. Much of the neighbourhood has wide open views of Georgia Strait and Trail Bay and includes diverse landscapes, including the steep and rocky shorelines along the coastal areas, the forested hills and rocky knolls of the large properties in the far west part of the neighbourhood, and the rural/agricultural lands in the Mason Road plateau. Newer residential areas are located on the upland slopes between the Downtown and Wakefield Road. West Sechelt contains streams (Wakefield Creek and Cairns Creek), as well as localized areas with rockfall and beachfront escarpment.





West Sechelt is characterized by large areas of forest and agricultural lands, with housing near the shoreline and adjacent upland areas.

Over the past 5-10 years, parts of West Sechelt have been undergoing significant changes, with many new subdivisions and housing developments. West Sechelt now provides a wide range of housing choices from "small lot" areas through to spacious "estate" lots and rural acreages. The neighbourhood has significant potential for additional housing and population growth due to relatively large areas with gentle topography, proximity to Downtown services, and existing water and sewer infrastructure. For these reasons, West Sechelt represents the major growth area for Sechelt over the next decades. In the long-term, West Sechelt is projected to have a total population of some 8-10,000 residents. Ensuring high quality development and public amenities to serve the needs of residents are essential issues for this neighbourhood.

Issues

The West Sechelt Neighbourhood Plan was adopted in 1999 following 1 ½ years of work by the neighbourhood Plan Committee. West Sechelt has been faced with a great deal of change in recent years. Some of the issues identified for this area include:

- Previous development has not respected natural site conditions, or blended in with the character of the neighbourhood.
- With the visual and environmental changes caused by recent development activity, and the large amount of additional growth possible, ensuring new development is carried out more sustainably, with better design and protection of natural features of the lands is critical for West Sechelt.
- Ensuring the neighbourhood obtains the necessary services and amenities to meet the needs of the growing population.
- Improving the transportation system serving the neighbourhood, with improved transit and connected road, bicycle and pedestrian trails to the Downtown that provide an alternative to Highway 101.

The following neighbourhood section provides an abbreviated and updated statement of neighbourhood goals and policies.

Vision, Identity and Goals

- While accommodating future growth and respecting existing residents, West Sechelt will maintain the feeling of a West Coast community possessing enviable natural surroundings where new development is carefully blended into the environment.
- Protection of natural areas for habitat value and neighbourhood enjoyment is a high priority for any development applications.
- Recognize and protect agricultural and resource lands for long-term sustainable agricultural and forestry pursuits in accordance with the OCP Growth Management Strategy.
- Provide adequate parks and recreation opportunities for existing and future residents.

Special Policies for West Sechelt

Residential Areas

1. Lands designated as **Residential** on Schedule C will be the location of the majority of new residential development.
2. New housing will consist of a mix of housing forms and lot sizes that provide housing for a wide range of income levels, household types and age groups within the community.
3. Properties larger than 0.4 ha (1 acre) in size in the Residential designation may be considered for more intensive residential use such as small lot housing, duplex, townhouse, cluster housing and similar uses. Housing type, density and appearance will be determined through the rezoning and Development Permit process, to ensure the use is complementary to adjacent residential areas.
4. Lands designated as **Low Density Residential** provide for larger lots of at least 2000 sq.m. (approx. ½ acre) in size in areas that are not serviced by municipal sewer and/or have site constraints due to slope, streams or other features.

Special Infill Areas

5. **Special Infill Area #1** is a major future development area that will accommodate much of the new growth in Sechelt. It has potential to accommodate an integrated mix of housing forms. Some 1000-2200 housing units may be developed in the future, depending on housing types and open space/amenities provided (see OCP policies in chapter 5 regarding bonus and community amenities). Comprehensive site planning of these lands in accordance with OCP policies on conservation design and Development Permit Area

guidelines is required before any individual parcels are subdivided or developed. Key issues to be addressed are:

(a) provision of a mix of housing types to meet future needs of residents of many income levels and housing needs;

(b) provision of major community parkland of at least 3.0-4.0 ha size (8-10 acres);

(c) protection of natural site features and design that is suited to the site conditions;

(d) connectivity of roads and trails to surrounding areas and the Downtown;

(e) design, layout and housing types that compliment and are integrate with surrounding areas.

(f) creation of a neighbourhood centre to provide a focal point within West Sechelt.

Neighbourhood Centres

6. Two **Neighbourhood Centres** are outlined on Schedule C, consisting of the existing area on Norwest Bay Road, and a potential new centre within Special Infill Area #1. Within the neighbourhood centres, a mix of local commercial uses, multiple family and public uses/community amenities are supported. Commercial uses should not compete with the Downtown but provide for convenience uses to help create more compact and walkable local neighbourhoods.

Rural Residential and Resource Lands

7. The areas shown as **Resource** on Schedule C will remain outside the Urban Containment Boundary to support long-term agricultural and forestry activities, and to provide opportunities for rural residential uses.

8. **Rural Residential** lands are not required for urban or residential uses during the next 10-15 years. Redevelopment to other uses will only be considered if the lands within the Urban Containment Boundary are substantially infilled and intensified.

Environmentally sensitive areas

9. All sensitive natural areas will be protected for public appreciation and enhancement of habitat values. Any new development will ensure these areas are maintained or enhanced through the development approval process.

Marine shoreline

10. The Trail Bay marine shoreline shall be maintained in its natural state. Any adjacent upland development shall be adequately set back to protect the shoreline qualities, and provide necessary habitat restoration in accordance with OCP chapter 4 policies and Development Permit Area guidelines.

11. Public access to the shoreline shall be improved and strengthened through opening of public "road ends" and dedication of additional waterfront park with any future development.

Park, Recreation and Open Space Priorities

Although this neighbourhood has received significant residential growth in recent years, there is no major community park providing a central focal point for this area, and no major waterfront park exists, although small areas have been recently dedicated.

12. Park, recreation and open space priorities for West Sechelt are:

(a) Protection of natural park areas and important landscape features including ravines, forests and the rocky shoreline.

(b) Development of recreation facilities within existing and future parks, to include walking/cycle paths, play equipment, tennis courts, jogging trails and sports fields (as needed);

(c) Development of pedestrian trails, sidewalks and bike routes connecting the developed residential areas and the Downtown Village is a priority for West Sechelt. Walking routes should consist of on-road and off-road trails.

(d) Provision of a major community park and pedestrian trails with any future development of Special Infill Area #1 (Sangara/Clayton lands) as shown on Schedule C.

(e) Community and neighbourhood level parkland should be provided as part of any rezoning application, in addition to lands protected for environmental purposes. Park and trail system links should also be obtained at the time of rezoning or subdivision.

(f) Linear public waterfront walkway and beach access points with development of any waterfront land.

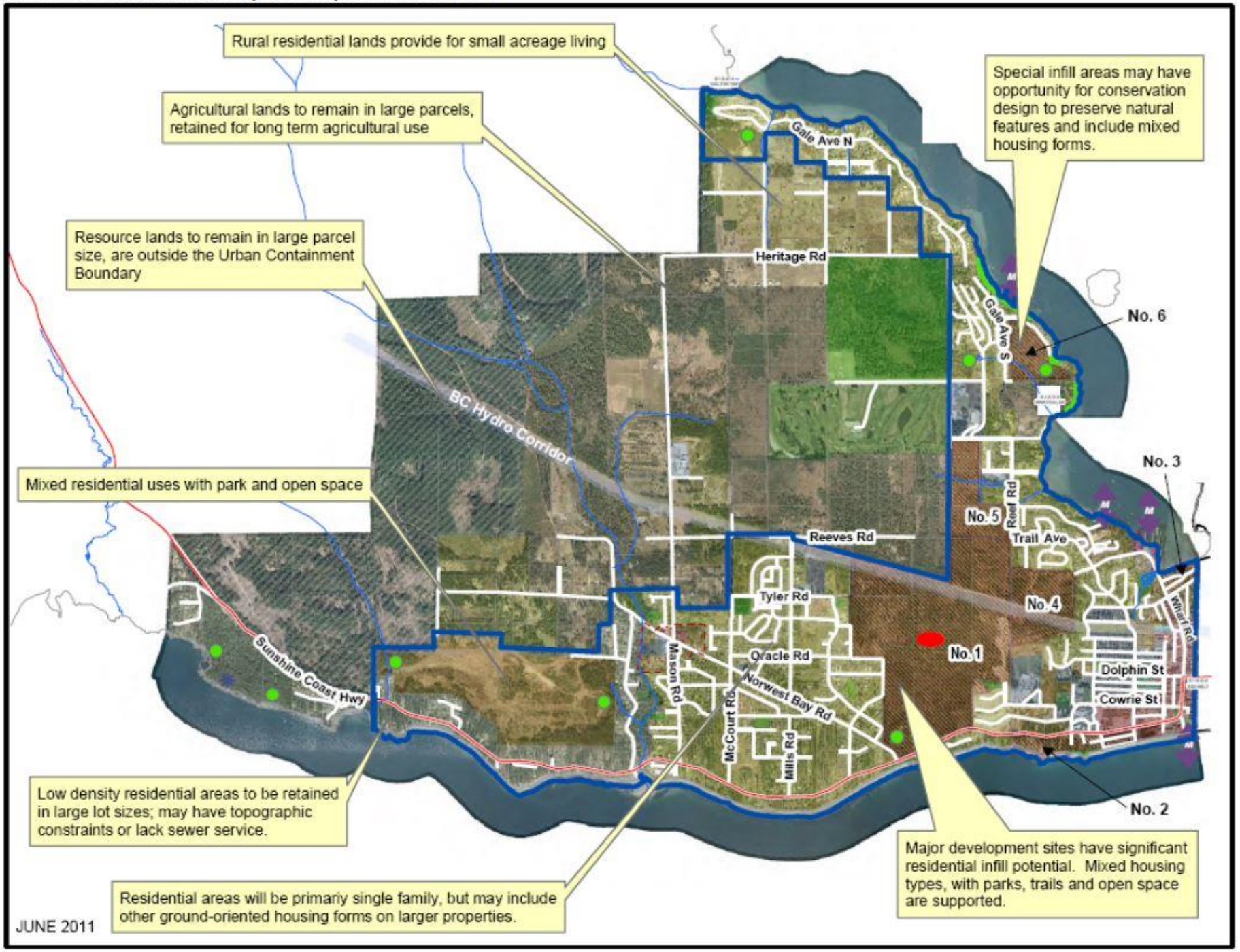
(g) Provision of parking with beach access points, as many residents do not live within walking distance of these sites.

Transportation Priorities

(a) Developing a connected and coordinated pedestrian and bike system is essential for West Sechelt to reduce use of Highway 101 and provide connection to the Downtown.

(b) Development of alternative east-west and north-south collector roads within the neighbourhood is a priority.

West Sechelt and West Porpoise Bay Future Land Use



E. West Porpoise Bay

West Porpoise Bay contains a mix of residential uses mainly along the shoreline, with large areas of relatively flat agricultural and rural land on the upland that give a sense of open space to the neighbourhood. Much of the area has scenic views of Sechelt Inlet and the mountains beyond, and considerable portions of the neighbourhood remain forested. The neighbourhood is also home to a number of important community uses, including Kinnikinnick Park, the Sechelt Arena, the Sechelt Golf and Country Club and Kinnikinnick Elementary School. These facilities serve the broader regional population as well as the local neighbourhood. West Porpoise Bay contains a number of important natural features, including Cook Creek, the "Duck Pond" and Carroll Brook, as well as the sheltered intertidal foreshore of Porpoise Bay. Snake Bay is considered a highly sensitive foreshore area, and restoration of this waterfront site after recent development activity is a priority. The residential community consists of well-established residential areas close to the Downtown, and in Sunshine Heights, as well as newer subdivisions as part of the Shores development in the northern area. There are considerable opportunities for infill development in this neighbourhood, particularly in the **Special Infill Areas** closer to the Downtown.



West Porpoise Bay contains agricultural and rural lands, forested lands, major parks and community facilities, as well as residential uses along the shoreline and upland areas.

Issues

- Retaining the ruralcharacter and parcel sizes remains a key issue for this area. During preparation of the original West Porpoise Bay Neighbourhood Plan in 2003/04, the main issue of concern was whether more intensive residential use was warranted for the 2.0 hectare (5 acre) rural parcels above the Shores. Based on discussions with the community, and the considerable infill potential in West Sechelt, no change to the rural lands was recommended at that time. These conditions are still relevant, and no change to the rural lands is supported at this time.
- Implementation of a high level of environmentalprotection for future development is a second major issue for this neighbourhood. Stronger policies regarding riparian areas and use of Development Permits for developments (including single-family uses) have been incorporated in the overall Sechelt OCP policies.
- A number of transportationconcerns have been identified, including the fragmented and discontinuous road network; need for more direct access to the golf course, arena and Kinnikinnick Park; desire for paving of rural roads, and desire for more transit service. Development of the Tyler Road/Trail Avenue connection in the near future should help with some of these concerns. However, other residents are keen to retain the more rural road system, and do not want to improve the connectivity through the neighbourhood. Improved pedestrian safety remains a priority.

Vision, Identity and Goals

- To retain the unique mix of rural, residential, agricultural and recreational uses that characterize the neighbourhood, and support rural land uses such as hobby farms on small acreages.
- Provide sufficient land for future residential development, while preserving a balance between the residential and rural uses.
- To protect the natural features, including streams and shoreline habitats within the neighbourhood.
- To protect the public waterfront through improved beach access points, and preventing intrusions from upland properties into the foreshore.
- To improve the trail and road network links to the Downtown and to West Sechelt.

Special Policies for West Porpoise Bay

Residential Growth

1. New residential development that provides for a mix of housing types as shown is supported in locations shown on Schedule C, consisting of:
   a) Mixed single family residential lot sizes in the areas designated as **Residential.** This includes large lots in the "Shores" area, with lots averaging 900 sq.m. (9690 sq.ft.) or more, and a mix of single family lot sizes in other single family residential areas, typically averaging 700 sq.m. (7535 sq.ft.) in size;
   b) Mixed housing types within **Special Infill Areas**;
   c) **Rural Residential** on large parcels, including ALR and non-ALR lands.

2. OCP policies provide for intensive residential uses on large parcels of at least 0.4 ha (approx. 1 acre) within the **Residential.** Housing forms such as duplex, townhouse or small lot subdivisions may be considered, subject to site-specific rezoning, provision of open space and compatibility with adjacent uses.

3. **Rural Residential** lands provide for small acreage living and provide a buffer between residential and ALR lands. Redesignation of rural lands for residential use is not supported until lands within the Urban Containment Boundary are substantially infilled (see OCP Growth Management policies).

Agricultural Use

4. Lands designated as **Agricultural** will be used for agricultural and related uses in accordance with OCP policies.

Special Infill Areas

5. Large parcels identified as **Special Infill Areas #5 and 6** are suitable for a mix of housing types. Within these areas, preservation of creeks, riparian areas and forested slopes, and provision or parkland is a priority for the site planning. Rezoning to a mix of single family and lower density multiple family (duplex, townhouse, cluster housing) will be considered if the comprehensive plan provides a high level of environmental protection and is compatible with the adjacent residential area.

Commercial

6. Commercial uses such as restaurant, pub, concession and similar uses directly associated with the commercial recreation facilities at the Sechelt Arena and Golf and Country Club are supported.

7. Tourist accommodation directly associated with the Sechelt Golf and Country Club may be supported, subject to site specific rezoning of a detailed development proposal, approval by the Agricultural Land Commission and Land and Water B.C., as well as issuance of a Development Permit by the District of Sechelt to regulate the form and character of commercial development.

Environmental Protection

8. New developments are required to protect and enhance all stream corridors, and follow sustainable development practices to ensure new developments fit with natural site contours, minimize loss of trees and vegetation and disturbance to steep slopes. Development Permit Area guidelines in Part Eight of the OCP apply to steep sloped, streamside and waterfront properties.

Park, Trail and Open Space Priorities

9. West Porpoise Bay contains significant park and recreation resources, including the large community park (Kinnickinnick Park), the Sechelt Arena and the Sechelt Golf and Country Club (commercial recreation facility). Large areas of open space are also provided by the low-density agricultural and rural areas of the neighbourhood. Beach access points and informal walking trails are the most often used park and open space facilities.

10. Park, recreation and open space priorities are:

(a) Development/restoration of the waterfront trail and park dedicated at Snake Bay (Concordia Homes) subdivision.

(b) Enhance stream corridors.

(c) Safe and improved pedestrian connections to the Downtown and West Sechelt, including continuous sidewalk along Trail, Reef and Shoal roads.

(d) Acquire the "Duck Pond" as park at time of subdivision of Plan 17163 and retain as a natural park area.

(e) Acquire neighbourhood park, trail links and protect the Cook Creek stream system as part of any residential development of DL 1471 or DL 1647.

(f) Any development or subdivision adjacent to the waterfront or streams shall provide a linear pedestrian right-of-way parallel to the shoreline or stream, of at least 3.0 m width, exclusive of any required riparian setback.

(g) Redevelopment in DL 1509 provides an opportunity in the longer term for a park area to serve the needs of this central portion of the West Porpoise Bay neighbourhood. The park area may be integrated with waterfront access and/or stream protection.

Road Network and Pedestrian Links

11. Development of the section of the Tyler/Trail road link is a priority for the neighbourhood, and should be obtained as part of any development that occurs.

12. Extension of Lighthouse Road north of Shoal Way is not supported due to impacts on Kinnikinnick Park.

13. Continuous sidewalks should be developed on both sides of the Trail/Reef/Shoal Way portion of the collector road.

West Porpoise Bay Future Land Use – see preceding map which combines West Sechelt and West Porpoise Bay.

Part Six - Plan Implementation and Monitoring

A "living plan"; Future Changes to the OCP

The OCP is meant to be a long-term guide to future land use and development in the District of Sechelt, and to provide a level of certainty to residents regarding the land uses to be provided in the community. However, it is not a static document, and Council may be required to respond to unforeseen conditions and circumstances that warrant reconsideration of the policies or map designations of the OCP.

Criteria for Evaluating OCP Amendments

1. Official Community Plan amendments will be reviewed in accordance with the following criteria:
   (a) the use is in the best long term interests of the community as a whole;
   (b) the community has been consulted and the proposed use has a high level of support in the community;
   (c) the proposed use is consistent with the overall vision for the community and local neighbourhood;
   (d) there is a demonstrated need for the use in light of projected population and employment trends and other available sites in the community;
   (e) the proposed use is suitable for the site and compatible with adjacent land uses;
   (f) water and sewer, transportation and other community services are available and are not negatively effected;
   (g) the proposal puts forward creative, sustainable and innovative design approaches.

Review and Update of the OCP

2. Council will review the OCP every five years, or as warranted by changing conditions, to ensure the plan is relevant and appropriate for the community. Any OCP review will include liaison with the neighbourhood/ ratepayers associations and the general public.

Targets and Indicators

3. The District will monitor progress toward OCP goals and policies. An initial list of targets and indicators would include:
   - Reduction in energy use and greenhouse gas emissions
   - Increased percent of compact housing forms – multifamily, clustered housing, small lot areas
   - Reduced amount of roads per capita/increase in the number of units per km of road.
   - Increase in active transportation (length of sidewalks, bike lanes and pathways added).
   - Increased number of adaptable and/or accessible housing units.
   - Increased number of affordable housing units.
   - Increased number of community arts and cultural events per year.
   - Decrease in the number of households spending more than 30% of their gross income on housing.
   - Increase in the number of LEED certified or Built Green rated buildings.
   - Increase in the number of buildings/streets with non-glare full cutoff light fixtures.
   - Increase in the number of new residential units within the Downtown Centre.
   - Decrease or stable number of new units outside the Urban Containment Boundary.
   - Increase in the use of transit use; decrease in the vehicle ownership rates.
   - Decrease in the "large passenger" vehicle percentage (SUV's, vans, trucks).
   - Increase in the number of business licenses and the number of home-based businesses (economic and environmental sustainability).

- Increase in the percent of labour force working locally.
- Increase in the percent of tax base from business and industry.
- Increase in the number of working farms.
- Increase in the buildings and streets with full cutoff light fixtures.

Implementation Actions

The following actions are required to implement the Official Community Plan through the following measures. Priority actions are intended to be completed immediately following adoption of the OCP, particularly to ensure consistency with other District bylaws. Items listed as Next Steps should be completed within 2-5 years.

Priority Actions

1. **Communication**

   Meet with local community organizations such as the Coast Builders Association, Chamber of Commerce and others to familiarize them with the goals and intent of the OCP, and any new requirements related to new development. Communication with other government agencies is also required to ensure awareness of OCP policies (for example, with provincial agencies regarding foreshore leases/private docks).

2. **Road Network Improvements**

   Work with the Ministry of Transportation and Infrastructure to complete the critical highway safety upgrades and to plan for necessary bypass routes as outlined in the Sechelt Transportation Master Plan. This is particularly important for the Davis Bay/Selma park areas.

3. **Capital (Public Works) Planning for Trails, Sidewalks and Streetscape Improvements**

   Many of the OCP directions require considerable investment in the public realm for sidewalks, trails and reorientation of major roads to become attractive and safe pedestrian and bicycle environments. This is particularly important for the Downtown and for linking other neighbourhoods to the Downtown, as well as neighbourhoods in Selma Park/Davis Bay/Wilson Creek and East Porpoise Bay. Achieving the Active Transportation policies requires new emphasis on these facilities during the development process and during capital planning for public works. Main active transportation routes are shown on Schedule H1, H2 and H3; priority routes are described in policies 9.5 and 9.8 (Parks, Recreation and Open Space).

4. **Development Cost Charges**

   Review DCC's in the context of OCP growth management policies; implement DCC incentives for priority growth areas.

5. **Zoning Bylaw Amendments**

   Numerous amendments are required to implement OCP goals and policies. These include;

   (a) Introduce FAR (floor area ratio) standards to regulate overall mass of buildings.

   (b) Reduce building heights in single-family zones to 2 storeys.

   (c) Measure building heights from natural grade (instead of altered or filled grade).

   (d) Establish minimum parcel size of at least 4.0 ha (10 acres) for ALR lands and 0.6 0 to 2.0 ha (1.5 to 5 acres) for **Rural Residential** areas.

   (e) Consider increasing the minimum parcel size for Resource lands (outside the UCB) to 20 ha or 100 ha (50 or 250 acres), consistent with the SCRD.

   (f) Allow agricultural use on all parcels over 2.0 ha (5 acres) in size (even if zoned residential), where sewer is not anticipated for some time.

   (g) Establish maximum percentage of impervious surfaces.

   (h) Establish distinct zones for manufacturing and processing, light industrial and "working waterfront" (marine business) areas.

(i) Limit the amount of service commercial, retail and office use in industrial zones.

(j) Establish detailed landscape ordinance or guidelines for industrial areas to ensure better outcomes for industrial properties.

(k) Establish policy and bylaw to implement requirements for non-glare full cutoff light fixtures.

(l) Add small scale care facilities and home support as a permitted uses in all residential zones.

(m) Address continuum of care needs through new use definitions, specific use regulations, siting requirements, and regulations pertaining to height, density, and massing.

(n) Introduce a density bonus framework to allow increased densities subject to entering into a Housing Agreement and/or providing community amenities.

6. Special Infill Areas

Work with neighbourhood residents to establish guidelines and zoning regulations for new types of infill development for the special areas identified in the OCP.

7. Update Liquid Waste Management Plan (LWMP)

Review and update the LWMP to reflect OCP land use and growth management policies, and to provide direction on use and ownership of package sewer treatment plants. The review will also include cost assessment and options for providing municipal sewer to the Selma Park/Davis Bay/Wilson Creek area.

8. Delegate authority to staff to issue Development Permits

A number of changes are recommended to improve the service to the public and efficiency of the planning process. Single-family properties now require DP's for environmental protection and hazard lands. The Development Permit guidelines are now more detailed, with performance based criteria. It is recommended that Council consider delegating authority to staff to issue development permits for some of these permits. Any delegation to staff requires a delegation bylaw to be approved by Council, specifying the types of permits and appeal procedures, in accordance with the *Local Government Act*. For example, many municipalities have delegated authority to staff to issue watercourse Development Permits.

9. Subdivision and Development Servicing Standards This bylaw requires review and revision to reflect the *Transportation Master Plan* implementation recommendations and sustainability ("green infrastructure") recommendations of OCP policies. Some of the changes needed include:

- Revised road network classifications are needed, adding major and minor arterials and the "main street" designation for wider pedestrian areas.
- Cross-section standards should also be revised to provide for active transportation facilities (i.e. trails, sidewalks, cycle lanes etc.).
- Definitive standards for driveway access should be established for each road type – i.e. direct access should not be provided to major arterials, and limited to only where necessary for minor arterials.
- Bylaw 430 also needs updating to provide flexibility for alternative "green" infrastructure and road development standards. Different standards appropriate to rural and urban areas may also be needed.
- Revising road standards to implement the Active Transportation Plan, particularly the sidewalk and bike route cross-sections and standards.
- Add waste management requirements for new development to limit on-site burning in favour of on-site chipping or other methods, and reuse of site materials.

10. Industrial Areas Landscape Design Scheme

A detailed landscape design scheme/planting plan for industrial areas, prepared by a professional Landscape Architect, would ensure consistent, high-quality landscaping of industrial properties, including Working Waterfront industrial uses. The landscape plan details could be incorporated in the Subdivision Servicing Bylaw 430 or the Zoning Bylaw, or

used as an informal guideline to supplement the Development Permit guidelines. The design scheme would detail the trees and shrub spacing, minimum planted height and species required.

11. Sign Bylaw

Minor revisions to the sign bylaw are needed to be consistent with Development Permit Area guidelines.

12. Development Incentives

Review the development incentives listed in OCP policies, and formalize Council policy regarding the use and applicability of these incentives to new development and redevelopment. Implementing the revitalization tax exemption program to support Downtown revitalization is a priority. This program could apply to façade improvements or to key blocks such as Wharf Street. Other development incentives should be reviewed in relation to the DCC and budgetary requirements of the District.

13. Awards Program

Celebrating success is an important part of achieving OCP goals. Implementing annual awards for new attractive, "green", or innovative and sustainable developments that add to the vitality and sustainability of the community is a priority action.

14. Economic Development

Implementing the economic development strategy is a priority, and requires on-going commitment. Detailed actions are outlined in the *Sechelt Investment Attraction Strategy* and OCP policies. On-going assessment of achievements should be done to monitor progress of the strategy, including an annual assessment of the supply of industrial and commercial land.

15. Crown Land Areas

Continue to work with provincial agencies, adjacent local governments (SIGD and SCRD) and tenure holders to seek protective tenure for the Chapman Creek corridor, Hidden Grove, and to obtain tenure over additional industrial lands in the airport area.

16. Affordable Housing Policy

Revise the Council implementation policy for affordable housing to be consistent with OCP policies.

17. Anti-Idling Bylaw

Implement a new anti-idling bylaw to reduce greenhouse gas emissions and improve air quality.

Next Steps

18. Marine Jurisdiction

Review options for obtaining additional management authority over marine waters through a Recreation Lease, Head Lease or Port Authority.

19. Update Environmental and Geotechnical Hazard Assessment

Considerable changes to environmental legislation and understanding of geotechnical hazards have taken place since the 1993 Golder Geotechnical and Environmental Reconnaissance Study was completed. Geotechnical hazards change over time, the District has newer topographic mapping/air photography available, and updating of this report should be considered. Review of the DPA guidelines in relation to projected changes due to climate change should also form part of this review.

20. Marine Shoreline Strategy

Update the Sechelt Inlets Coastal Strategy in conjunction with the SCRD, Sechelt Nation and other agencies to develop a water and shoreline strategy, including assessment of development opportunities and sensitive areas.

21. Seawall Assessment

Review options for more permanent solutions to ocean erosion at Davis Bay and Trail Bay.

22. Social Plan

Consider completing a Social Plan to identify priority actions for Sechelt.

Part 7 - Development Approval Information Areas

Designated Areas

All lands designated in this plan as DPA 1-5 (natural hazard and environmental protection) or as DPA 6-10 (form and character of development) are designated as Development Approval Information Areas.

Justification

In accordance the *Local Government Act* S.920.1, the District of Sechelt may require development approval information in order to assess the suitability of an application for:

- Amendment to the zoning bylaw or Official Community Plan;
- Development permits in designated Development Permit Areas;
- Temporary commercial or industrial use permits.

Objectives

- To ensure that appropriate studies and technical information are provided by the applicant in order for the District to evaluate the development.
- To ensure that new development meets the intent of the OCP objectives and policies and other District bylaws.

Policies

1. The types of plans and studies that may be required include, but are not limited to:

(a) a land use plan by a professional land use planner;

(b) environmental assessment and mitigation plan by a qualified environmental professional;

(c) a traffic impact assessment by a professional engineer referencing roads, transit, cycling, pedestrian routes and parking areas and identifying any transportation improvements or mitigative measures necessary;

(d) hydrological assessment of drainage patterns and proposed stormwater management facilities by a professional engineer;

(e) geotechnical stability assessment by a Qualified Professional engineer or geoscientist;

(f) engineering studies to identify infrastructure requirements and impacts and any proposed improvements to this infrastructure;

(g) studies on the impacts on public facilities and community services such as schools, library, parks or recreation, fire protection, police or emergency services;

(h) assessment of impacts on adjacent areas or public lands, lighting, noise and visual impacts and proposed means of buffering or mitigating impacts;

(i) plans indicating proposed land uses, including the allocation of uses, density, park, open space or other amenity contributions, and the proposed sequence of development, among parcels where multiple parcels and/or owners are involved in a comprehensive development;

(j) assessment of economic costs and benefits, including employment benefits, DCC and tax impacts; public infrastructure costs and benefits of any proposed development, and may include a market analysis to demonstrate the demand for and feasibility of the development.

(k) studies required to address other issues that may be identified by the District of Sechelt Council.

2. The applicant may be required to submit a written Terms of Reference indicating the scope of work and professional expertise to be used for the preparation of development approval information. The Terms of Reference shall be accepted by the District prior to the information being prepared. Reports shall be prepared at the applicant's cost, by the appropriate Qualified Professional(s) as relevant to the proposed development. The District of Sechelt may require a peer review of a Qualified Professional's report.
3. Where a report is required by a Qualified Professional, the following information may be required. Additional information specific to the project may also be required in accordance with section (1).
   (a) site information based on a survey plan prepared by a certified B.C. Land Surveyor;
   (b) current state of title certificate and copies of all restrictive covenants registered on title;
   (c) plans indicating the current and adjacent land uses; parcel boundaries, adjacent streets and rights of way;
   (d) detailed site plan and/or air photo overlay depicting the proposed location of all structures, sewage disposal systems, stormwater detention, drainage works, driveways, parking areas or impervious surfaces, servicing infrastructure and extent of site clearing;
   (e) plans and reports regarding all natural features including surface and subsurface drainage, soils, marine and aquatic environments, streams, wetlands, fish and wildlife habitats, archaeological/heritage resources, trees, sensitive habitat areas, an inventory of any rare or endangered plants and animal species and related habitats or any other relevant geophysical information
   (f) a description of any relevant climatic, hydrometric, geological, terrain/slope data, hydrogeological, ecological or other site information.
   (g) an impact statement describing the effects of the proposed development on the natural conditions and biodiversity;
   (h) a review of the historic nature, extent, magnitude, frequency and potential effect of hazards or constraints that may affect the property.
   (i) a description of the methodology, criteria and assumptions used to undertake the assessment, in sufficient detail to facilitate a professional review.
   (j) a detailed description of any proposed mitigation works and/or actions designed to mitigate the hazard or impact of development, including erosion control during construction.
   (k) a written synopsis demonstrating that the proposed development is consistent with the applicable Development Permit Guidelines, OCP policies and zoning bylaw, and identifying any mitigation or compensation measures that may be specified as Development Permit or rezoning conditions.

Part 8 - Development Permit Areas

Purpose of Development Permit Areas (DPA's)

Development permits allow local governments a greater level of control over the design, appearance and environmental management of development to ensure the goals of the OCP are met. The Development Permit process allows for a site-specific evaluation of a proposed development or subdivision, in accordance with the DPA guidelines outlined in this section.

Development Permits cannot vary the use or density of development (except in the case of hazardous conditions), but do allow for detailed review and specific conditions to be established. Local Government Act Sections 919.1 and 920 allow local governments to designate DPA's for:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions;
- Protection of farming;
- Revitalization of an area in which commercial use is permitted;
- Establishment of objectives for the form and character of commercial, industrial, multifamily or intensive residential development;
- Establishment of objectives to promote energy conservation, water conservation and reduce greenhouse gas emissions. This designation can apply to all forms of development, includingsingle-familyresidentialuse.

Multiple Development Permit Areas

Many properties are located in more than one Development Permit Areas. In such cases, the guidelines of all relevant DPA's apply. The District may issue single Development Permit incorporating conditions of all DPA's.

Other Approval Agencies

Development in or near environmentally sensitive or hazardous areas may require approval from provincial or federal agencies in addition to the District of Sechelt approvals.

Types of Development Permit Areas

The following DPA's are included in Sechelt's OCP:

Natural Hazard and Environmental Protection	DPA 1	Gravel Permit Areas
	DPA 2	Watercourses (Habitat and Hazards)
	DPA 3	Shoreline and Foreshore Areas
	DPA 4	Beach escarpment, rockfall and upland slope hazards
	DPA 5	Steep Slopes
Form and Character of Development	DPA 6	Downtown Sechelt
	DPA 7	Multiple Family Residential
	DPA 8	Intensive Residential and Infill Housing
	DPA 9	Commercial (outside Downtown)
	DPA 10	Industrial

When is a Development Permit Required?

Unless specifically exempted, all properties within Development Permit Areas require a Development Permit issued by the District of Sechelt prior to:

(a) **Subdivision** approval

(b) **Construction** of a building or structure (including additions or alterations)

(c) **Alteration of the land** for properties within environmentally sensitive or natural hazard DPA's 1-5 only. Alteration of land includes, but is not limited to, the following activities:

- Site clearing or site grading
- Removal, alteration or cutting of trees or vegetation
- Disturbance of soils, rocks or other native site materials
- Creation of non-structural impervious or semi-impervious surfaces (such as driveways or patios)
- Flood protection or erosion protection works
- Construction of roads, trails, docks, wharves or bridges
- Installation of drainage, hydro, water, sewer or other utilities.

Exemptions

Some developments may be exempt from the Development Permit requirement. Refer to the "exemptions" listed within each Development Permit Area and the general exemptions that apply to the natural hazard and environmental protection DPA's (following pages).

Minor Development Permits

Council may, by bylaw, authorize staff to issue certain development permits that are considered minor in nature. Refer to the Planning Department for further information on minor Development Permits.

Environmentally Sensitive Areas and Natural Hazard Development Permit Areas (DPA's 1-5)

Environmentally Sensitive Areas

The District of Sechelt contains a wealth of natural features and habitats, most of which are associated with large forest stands or with bodies of water (marine and stream environments). Habitats include major fish bearing streams, as well as smaller streams, springs and wetlands dispersed throughout the community that provide wildlife habitat.

An overview inventory of environmentally sensitive areas was completed in 1993 by Golder & Associates[1], and forms the basis of the DPA designations, as shown generally on Schedules D1-D3. The original report and maps should be referenced for full details. These sensitive areas provide habitat for a wide variety of plants, birds and wildlife, as well as important visual resources. The DPA's include the marine shoreline, foreshore and tidal areas, rocky outcrops and streams, creeks, ponds, estuaries and adjacent riparian areas. As Sechelt has recently enacted a tree protection bylaw (Environmental Management and Protection Bylaw 484), forested lands are not included as a DPA. However, any major development is required to assess and protect habitats associated with forested areas as part of any new development proposal.

Additional information on sensitive habitats, including eel grass beds, riparian areas, watershed boundaries, wildlife habitat, fish species, sensitive ecosystems and forest cover is also provided by the *Sunshine Coast Habitat Atlas*[2], which should be referenced as part of any environmental development permit application. Recent air photo/GIS analysis by the District of Sechelt provides mapping of steeply sloped lands as shown on Schedules E1-E3. **All development permit applications should use these sources as a general guide, but site-specific field investigation is required to determine the actual environmental values.**

The objectives of the environmental DPA's are:

- To provide protection of sensitive terrestrial sites and upland areas, including visually sensitive areas;
- To provide protection of the aquatic resources associated with creeks, marshes and wetlands, and marine/foreshore areas;
- To provide protection for unique and/or sensitive sites which may contain elements of both terrestrial and aquatic habitats.

[1] Sechelt Geotechnical and Environmental Reconnaissance Study, 1993 (Golder Associates).

[2] The Habitat Atlas incorporates the Sunshine Coast Sensitive Ecosystem Inventory (SEI) completed in 2002 as a joint project between Sechelt, Sunshine Coast Regional District, Ministry of Environment and Department of Fisheries and Oceans (DFO). It is available at http://habitat.scrd.bc.ca/

Hazard Lands

Map Schedules D1-D3 provide an overview of lands that may be potentially hazardous for development, based on the 1993 Golder study. The study identified lands prone to landslides, landslip, mudflows, debris flows/debris floods, gully and beachfront erosion, flooding, rockfalls and previous gravel mining lands. (More detailed description of the hazards and detailed mapping should be referenced in the 1993 Golder Report). Additional hazards may exist, both within or outside the DPA's, that become evident on specific sites during the building permit or development process. The District of Sechelt may require geotechnical or other professional assessment of these sites in accordance with the provisions of the *Community Charter* and/or the *Land Title Act*.

The objectives of the natural hazard DPA's are:

- To direct development away from hazardous land or portions of sites, and ensure safety of properties and residents;
- To require site specific assessment and field review to determine actual extent and location of hazards;
- To require that appropriate measures, such as adequate building setbacks or cut and fill precautions be taken where potential geotechnical or flood hazards exist.

Combined Environmentally Sensitive and Hazard DP Areas

Where both environmental sensitivity and geotechnical hazard considerations apply, the environmental assessment should be carried out first to determine whether the proposed land use is compatible with environmental constraints, and to establish suitable means and methods of carrying out the geotechnical investigation within the constraints of the environmentally sensitive conditions.

Qualified Professionals

Site-specific assessment reports and recommendations for natural hazard and environmentally sensitive DPA's are to be prepared by the following Qualified Professionals:

- **Environmental assessments** – require a Qualified Environmental Professional (QEP), which means an applied scientist or technologist, acting alone or together with another environmental professional, if the individual is registered and in good standing with an appropriate professional organization, and the individual is acting within that individual's area of expertise.
- **Hazard Tree Assessments -** trees within a SPEA can only be certified as "danger trees" by someone who is certified as a Wildlife/Danger Tree Assessor by the Wildlife Tree Committee of BC.
- **Hazard Assessments** – The Qualified Professional who provides designs such as reinforced or mechanically stabilized slopes, retaining walls or other geotechnical structures to reduce landslide hazards and/or landslide risks requires registration with APEGBC[3] as a Professional Engineer. The Qualified Professional who investigates or interprets complex geological conditions, geomorphic processes and geochronology in support of landslide assessments is typically registered with APEGBC as professional geoscientist in the discipline of geology or environmental geoscience or as a professional engineer in the disciple of geological engineering
- For **flood hazards**, the Qualified Professional must have experience and expertise in river engineering and hydrology, and in appropriate cases, debris flow processes, and must be registered as a Professional Engineer or Professional Geoscientist with APEGBC. Only a registered Professional Engineer may design structural flood protection works (dykes, berms, seawalks, etc.).

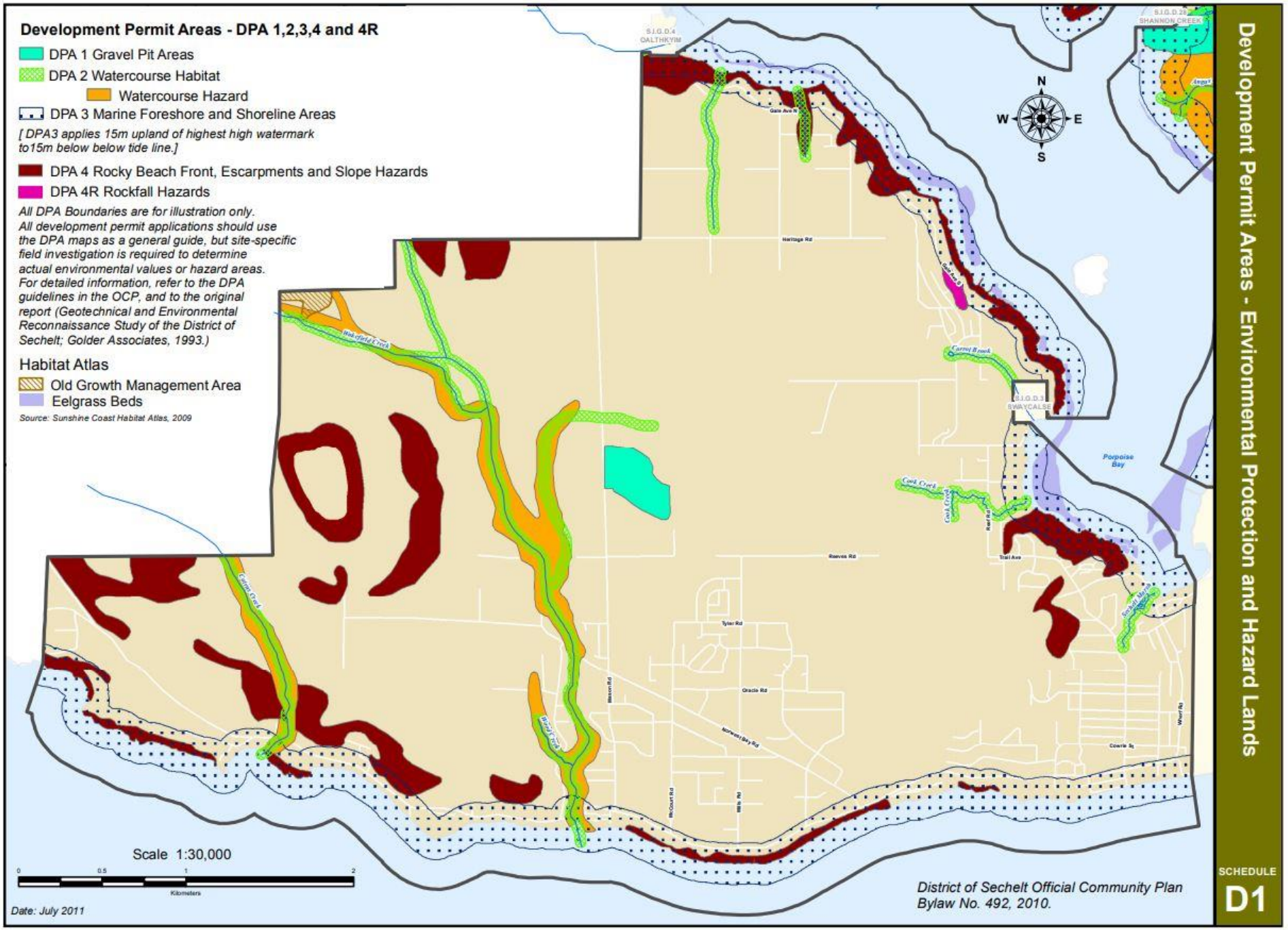
[3] Association of Professional Engineers and Geoscientists of British Columbia

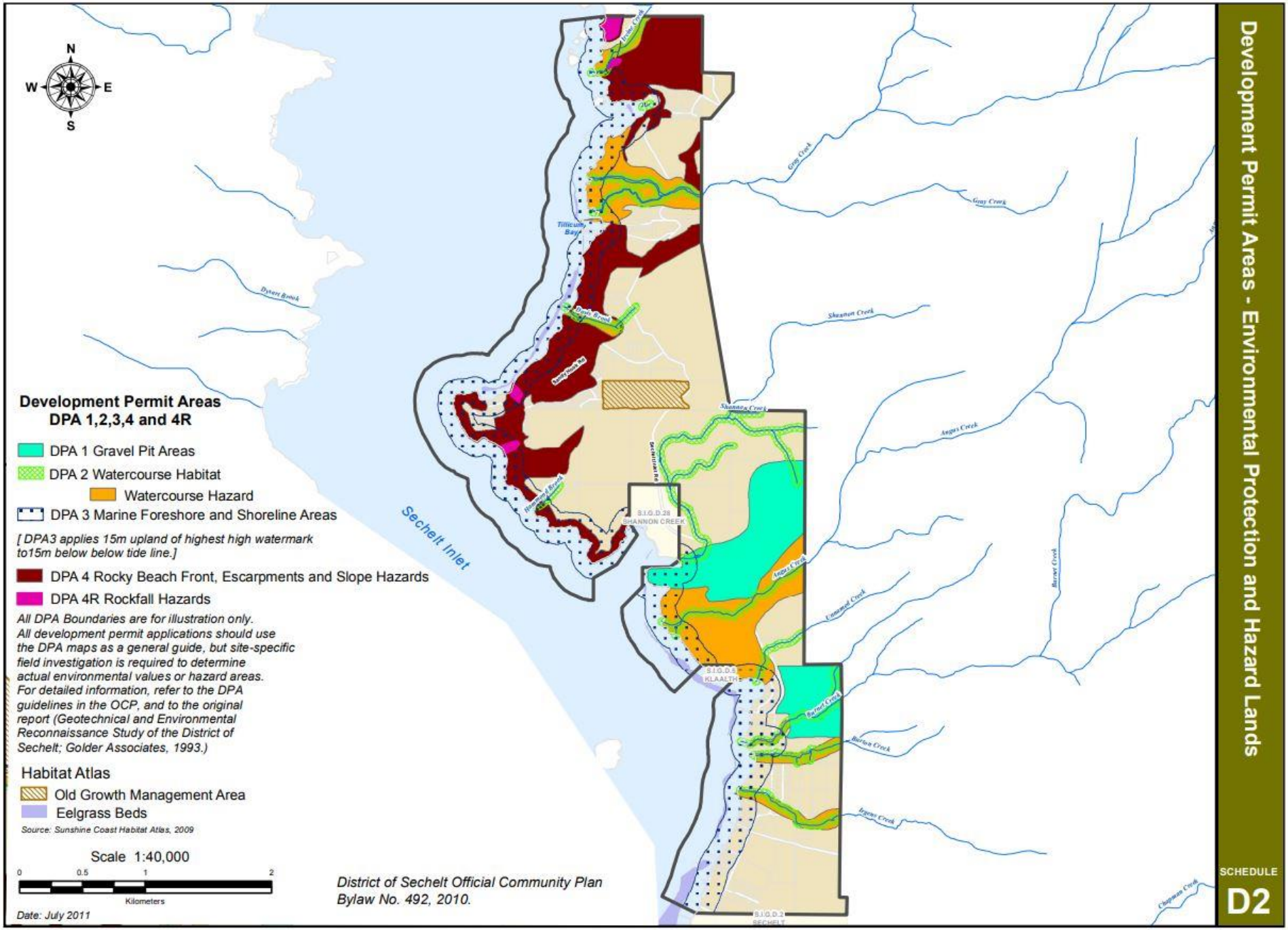
General Exemptions DPA's 1-5 (Natural Hazards and Environmentally Sensitive Areas)

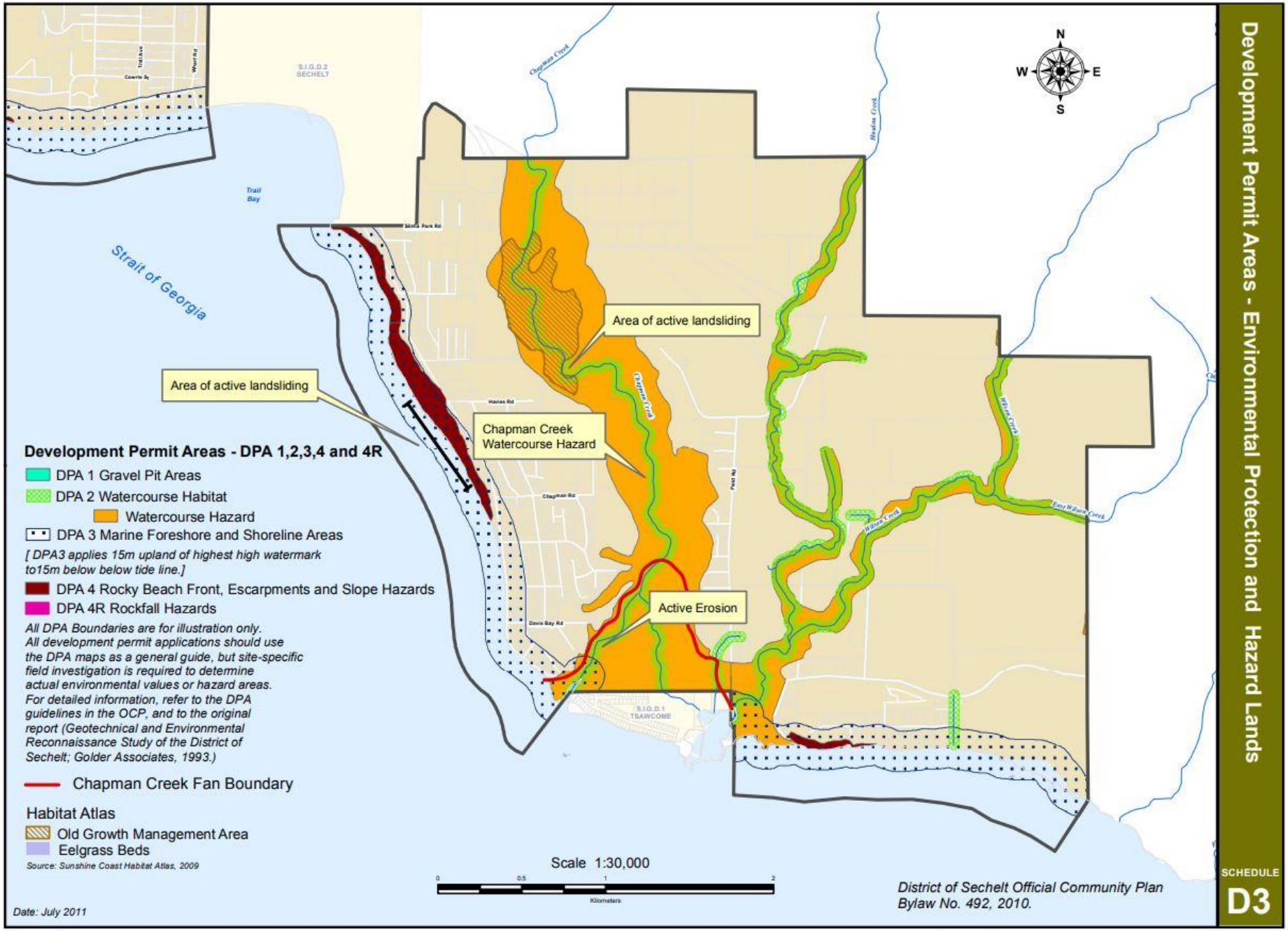
Minor development or uses that occur outside the DPA may be exempted from the Development Permit requirements. The District may require detailed plans and/or legal survey before granting an exemption. A development permit will generally not be required for the following activities in DPA's 1-5:

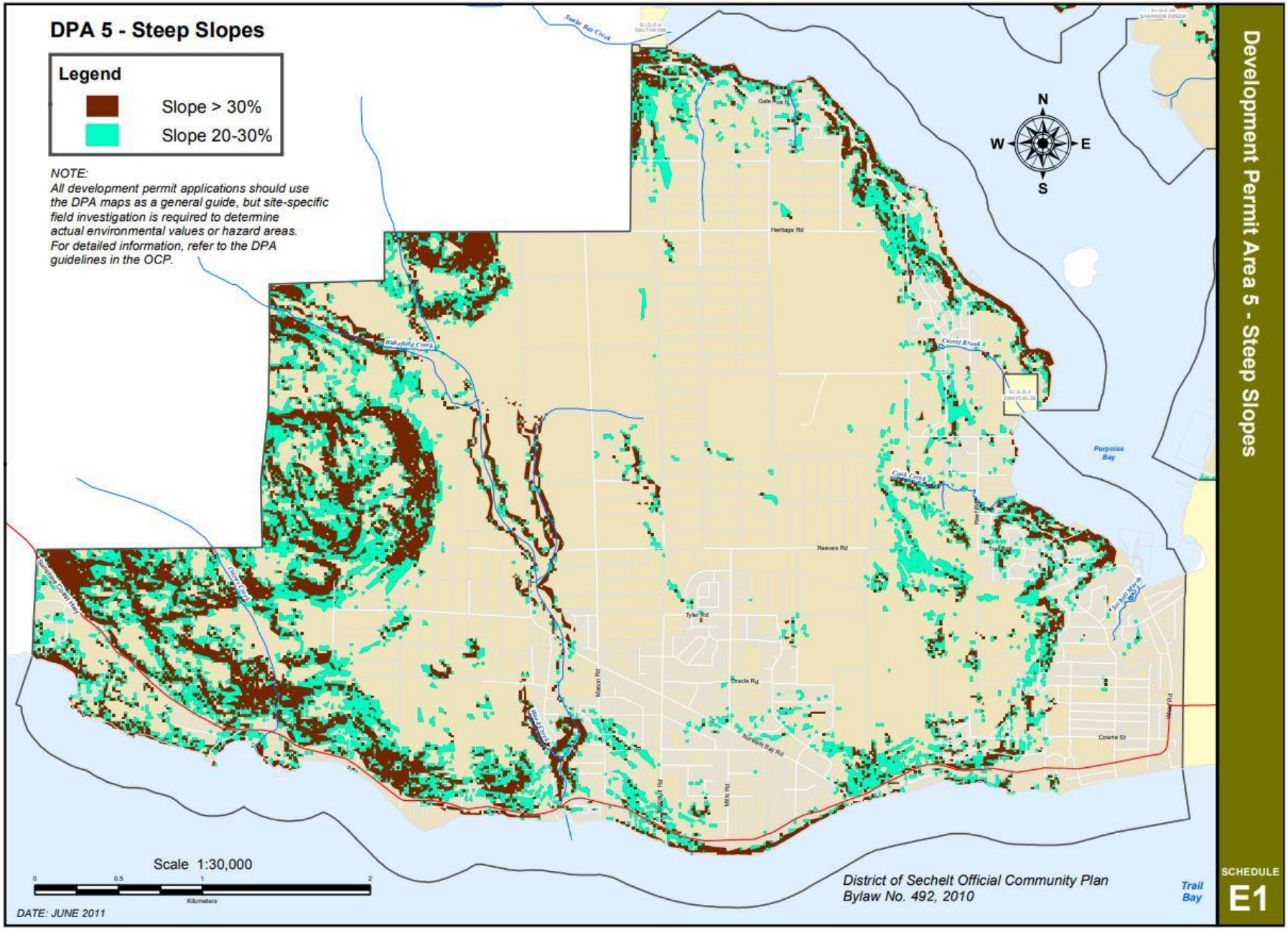
1. Development, upon written submission to the District of a written statement from a Qualified Environmental Professional confirming the absence of riparian habitat or an aquatic ecosystem within the area that would be affected by the proposed work;
2. Subdivision of land where minimum parcel sizes are met exclusive of any potential hazard or environmentally sensitive areas, **and** where no restoration or mitigation works are required, as determined and confirmed in writing by a Qualified Professional;
3. Repairs, renovations, alterations and additions to existing legal or legal non-conforming structures located:
   - within the original footprint; or
   - where the addition or alteration provides no further encroachment into the DPA.

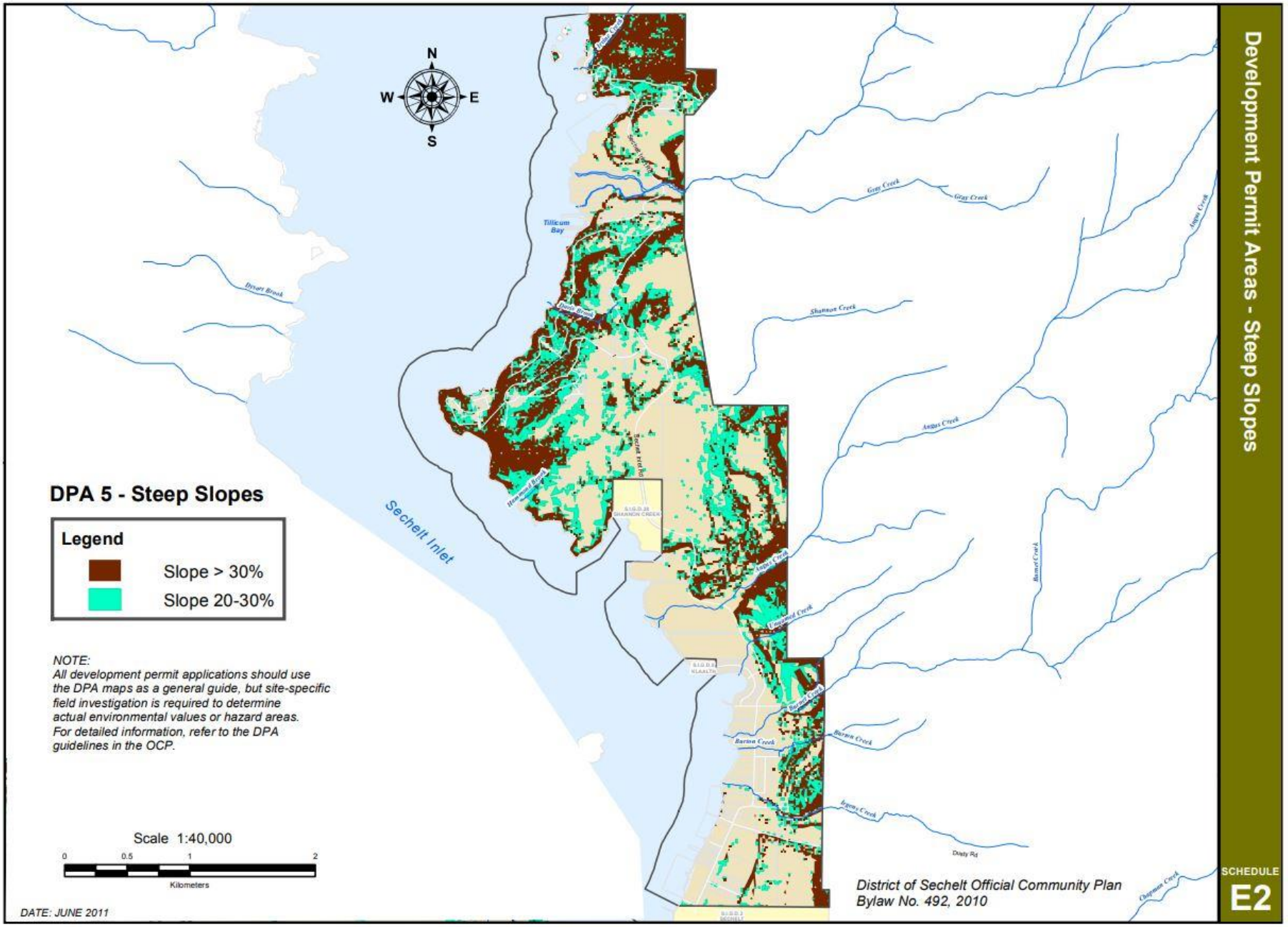
   Exemption 4 will not apply where the nature of the proposed renovations, additions or alterations provide reasonable opportunity to incorporate floodproofing measures that would otherwise be applied to a new structure.
4. Alterations or repairs to existing roads, paths or driveways, provided there is no further disturbance of land or vegetation, and provided the alteration or repair does not raise the grade of a designated floodway;
5. Interior renovations to an existing structure;
6. Replacement of a roof or exterior siding with the same or similar style and building materials;
7. Routine maintenance of existing yards and gardens, provided no removal of vegetation or placement of fill with the DPA occurs;
8. Construction of a small accessory building less than ten (10) sq.m. in size (such as tool shed or gazebo) or addition of an unenclosed balcony, deck or patio not exceeding an area of 20 sq.m., provided the construction is located within an existing landscaped area and provide that the proposed structure meets all relevant setbacks from the ocean, watercourses and ravine banks;
9. Construction of a private access trail less than 1.0m wide where no trees are removed and the surface of the trail is pervious (soil, gravel, wood chips);
10. Alteration of land where less than 20 cubic metres of soil is deposited or removed on land with less than 20% slope, and does not take place within 15m of top of bank of any stream or within a designated floodway;
11. Removal of trees deemed hazardous or otherwise removed in accordance with District Environmental Management and Protection Bylaw 484;
12. For any exemptions under this section, the District of Sechelt may require registration of a covenant under S.219 of the *Land Title Act* in such cases to ensure that development conditions are registered on title, for awareness of future owners, and to ensure long-term compliance with geotechnical or environmental report recommendations.

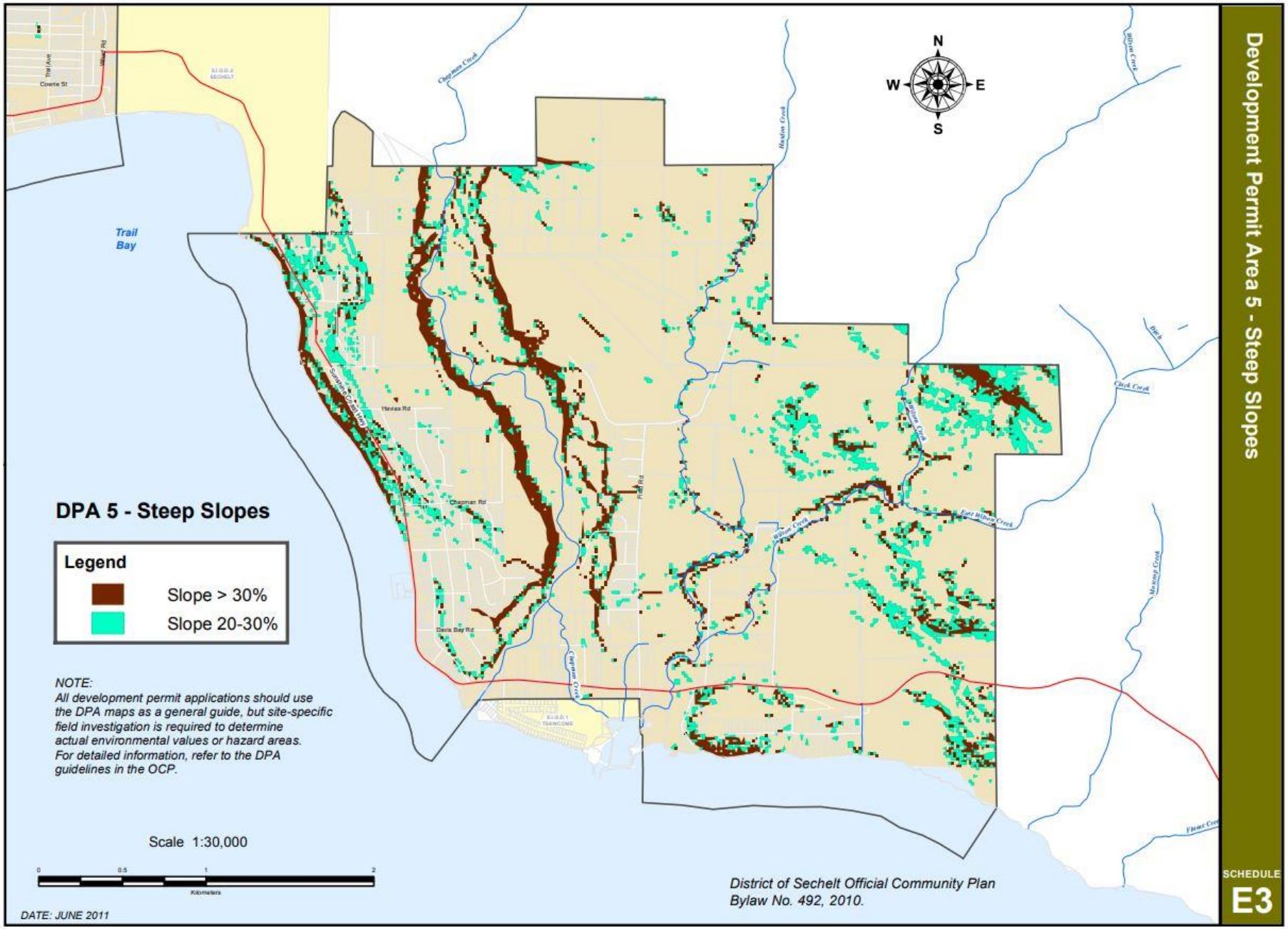

Development Permit Areas - DPA 1,2,3,4 and 4R
DPA 1 Gravel Pit Areas
DPA 2 Watercourse Habitat
Watercourse Hazard
DPA 3 Marine Foreshore and Shoreline Areas
[DPA3 applies 15m upland of highest high watermark to15m below below tide line.]
DPA 4 Rocky Beach Front, Escarpments and Slope Hazards
DPA 4R Rockfall Hazards
All DPA Boundaries are for illustration only. All development permit applications should use the DPA maps as a general guide, but site-specific field investigation is required to determine actual environmental values or hazard areas. For detailed information, refer to the DPA guidelines in the OCP, and to the original report (Geotechnical and Environmental Reconnaissance Study of the District of Sechelt; Golder Associates, 1993.)
Habitat Atlas
Old Growth Management Area
Eelgrass Beds
Source: Sunshine Coast Habitat Atlas, 2009
N
W
E
S
Scale 1:30,000
Kilometers
Date: July 2011
District of Sechelt Official Community Plan Bylaw No. 492, 2010.
Development Permit Areas - Environmental Protection and Hazard Lands
SCHEDULE
D1


Development Permit Areas - Environmental Protection and Hazard Lands
SCHEDULE
D2
N
W
E
S
Development Permit Areas
DPA 1,2,3,4 and 4R
DPA 1 Gravel Pit Areas
DPA 2 Watercourse Habitat
Watercourse Hazard
DPA 3 Marine Foreshore and Shoreline Areas
[DPA3 applies 15m upland of highest high watermark to15m below below tide line.]
DPA 4 Rocky Beach Front, Escarpments and Slope Hazards
DPA 4R Rockfall Hazards
All DPA Boundaries are for illustration only.
All development permit applications should use the DPA maps as a general guide, but site-specific field investigation is required to determine actual environmental values or hazard areas.
For detailed information, refer to the DPA guidelines in the OCP, and to the original report (Geotechnical and Environmental Reconnaissance Study of the District of Sechelt; Golder Associates, 1993.)
Habitat Atlas
Old Growth Management Area
Eelgrass Beds
Source: Sunshine Coast Habitat Atlas, 2009
Scale 1:40,000
0
0.5
1
2
Kilometers
Date: July 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010.
Sechelt Inlet
Shannon Creek
Angus Creek
Gray Creek
Byrant Brook
Burnet Creek
Burton Creek
Chapman Creek
S.I.G.D.28
SHANNON CREEK
S.I.G.D.5
KLAALTH
S.I.G.D.2
SECHELT


Development Permit Areas - Environmental Protection and Hazard Lands
SCHEDULE
D3
N
W
E
S
Strait of Georgia
Trail Bay
Area of active landsliding
Area of active landsliding
Chapman Creek
Watercourse Hazard
Active Erosion
Development Permit Areas - DPA 1,2,3,4 and 4R
DPA 1 Gravel Pit Areas
DPA 2 Watercourse Habitat
Watercourse Hazard
DPA 3 Marine Foreshore and Shoreline Areas
[DPA3 applies 15m upland of highest high watermark to15m below below tide line.]
DPA 4 Rocky Beach Front, Escarpments and Slope Hazards
DPA 4R Rockfall Hazards
All DPA Boundaries are for illustration only. All development permit applications should use the DPA maps as a general guide, but site-specific field investigation is required to determine actual environmental values or hazard areas. For detailed information, refer to the DPA guidelines in the OCP, and to the original report (Geotechnical and Environmental Reconnaissance Study of the District of Sechelt; Golder Associates, 1993.)
Chapman Creek Fan Boundary
Habitat Atlas
Old Growth Management Area
Eelgrass Beds
Source: Sunshine Coast Habitat Atlas, 2009
Scale 1:30,000
0
0.5
1
2
Kilometers
Date: July 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010.


DPA 5 - Steep Slopes
Legend
Slope > 30%
Slope 20-30%
NOTE:
All development permit applications should use the DPA maps as a general guide, but site-specific field investigation is required to determine actual environmental values or hazard areas. For detailed information, refer to the DPA guidelines in the OCP.
N
W
E
S
Development Permit Area 5 - Steep Slopes
Scale 1:30,000
Kilometers
DATE: JUNE 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010
SCHEDULE
E1
Porpoise Bay
Trail Bay
Heritage Rd
Reeves Rd
Tyler Rd
Bracle Rd
Norwest Bay Rd
Coast St
Wakefield Creek
Cemetery Creek
Cook Creek
Sechelt Creek
Sunshine Coast Hwy


Development Permit Areas - Steep Slopes
DPA 5 - Steep Slopes
Legend
Slope > 30%
Slope 20-30%
NOTE:
All development permit applications should use the DPA maps as a general guide, but site-specific field investigation is required to determine actual environmental values or hazard areas. For detailed information, refer to the DPA guidelines in the OCP.
Scale 1:40,000
0 0.5 1 2
Kilometers
DATE: JUNE 2011
N
W
E
S
Sechelt Inlet
Tillicum Bay
Gray Creek
Shannon Creek
Angus Creek
Barnes Creek
Dusty Rd
District of Sechelt Official Community Plan
Bylaw No. 492, 2010
SCHEDULE
E2


Development Permit Area 5 - Steep Slopes
SCHEDULE
E3
N
W
E
S
Trail Bay
DPA 5 - Steep Slopes
Legend
Slope > 30%
Slope 20-30%
NOTE:
All development permit applications should use the DPA maps as a general guide, but site-specific field investigation is required to determine actual environmental values or hazard areas. For detailed information, refer to the DPA guidelines in the OCP.
Scale 1:30,000
0
0.5
1
2
Kilometers
DATE: JUNE 2011
District of Sechelt Official Community Plan
Bylaw No. 492, 2010.

DPA 1 - Gravel Pit Areas

Location

DPA 1 applies to gravel pit areas within the Sandy Hook, East Porpoise Bay and West Porpoise Bay neighbourhoods as shown on Map Schedules D1-D3.

Category:

- Protection of the natural environment, its ecosystems and biodiversity.
- Protection of development from hazardous conditions.

Justification

Any redevelopment in previous gravel pit areas requires geotechnical assessment to ensure lands can be safely used for residential or other purposes. Geotechnical hazards frequently exist in the redevelopment of gravel pit areas, as steep slopes may be prone to local sliding and slipping, and loose and exposed materials within the gravel pits are subject to erosion. 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 cause negative impacts to 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 affect recreational diving. These gravel pit areas and associated access roads or modifications to actual drainage courses, may provide significant sources of material for debris flow or flood activity.

Exemptions

General exemptions for natural hazard/environmental protection DPA's 1-5 apply. (Note: gravel extraction and mining activities are provincially regulated and exempt from DP requirements).

Guidelines

1. No subdivision or construction of buildings, structures or other uses of land, including clearing, removal of soil, trees or vegetation, or other alteration of the land, is permitted in DPA 1 except in accordance with a development permit issued by the District of Sechelt.



× *Loose, unconsolidated materials are subject to erosion.*

2. Structures, roads or infrastructure should not be located in areas with potentially unstable slopes.
3. The extent of clearing should be minimized, and new vegetation established on any disturbed soils or steep slopes.
4. Proposed developments within gravel pit areas shall evaluate and address the potential for erosion, soil or slope instability and identify any impacts on adjacent properties or downstream watercourses. Measures that will minimize erosion, sediment discharge and establish slope stability must be clearly determined in advance of any development.
5. Drainage works and septic effluent should not be discharged onto steep slopes to avoid erosion, and should not discharge directly into creeks.

6. Prior to any development or alteration of the land in previous gravel pit areas, a report from a Qualified Professional engineer or geoscientist with appropriate education, training and experience to conduct landslide or other risk assessments is required. The report shall provide:

(a) a detailed analysis of slope and soil conditions on the site and adjacent areas, identifying any potential hazards, including areas with erosion, sediment discharge or stability concerns;

(b) confirmation of the suitability of the proposed development, with detailed site specific recommendations, including building setbacks or building envelopes;

(c) construction recommendations for servicing including septic disposal fields, management of stormwater flows and location of roads or driveways;

(d) detailed plans and description of any required works and actions necessary to mitigate any potential hazards or establish slope stability and ensure protection of structures;

(e) details of any monitoring actions required;

(f) assessment of any impacts to downstream watercourse habitats, and any actions required to minimize or mitigate such impacts.

(g) meet the report guidelines for *Legislated Landslide Assessments for Proposed Residential Development in British Columbia* published by the Association of Professional Engineers and Geoscientists of British Columbia, March 2006. [4], including submission of Schedule D (Landslide Assessment Assurance Statement) to specify that the land may be safely used for the use intended.

7. A Development permit issued for lands in DPA 1 may:

(a) Specify areas of land that must remain free of development, except in accordance with any conditions contained in the permit;

(b) Specify natural features or areas to be preserved, protected, restored or enhanced;

(c) Require construction of stability or protection measures, including planting or retaining vegetation or trees, or other works, in order to control drainage, control erosion, protect banks or to protect aquatic habitat or other natural features;

(d) Require in any area that contains unstable soils that no septic system, drainage or water system be constructed;

(e) Establish conditions and requirements that vary the permitted use and density of land that may be subject to hazard, but only as they relate to health, safety or protection of property from damage.

(f) Impose conditions on the sequence and timing of construction;

(g) Require security to ensure completion of permit conditions.

8. Lands in DPA 1 may also be located within DPA 2 (Watercourse hazards/ habitat) and DPA 5 (Steep Slopes). Guidelines for those DPA's should also be referenced.

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[4] http://www.apeg.bc.ca/ppractice/documents/ppguidelines/guidelineslegislatedlandslide1.pdf

DPA 2 – Watercourses (Habitat protection and creek hazards)

Location

DPA 2 applies to watercourses within the District of Sechelt as follows:

- All watercourses and their tributaries, including seasonal or ephemeral flows, are subject to the habitat protection DPA guidelines;
- Specific creeks identified on Map Schedules D1-D3 with potentially hazardous conditions[5] are subject to the DPA guidelines for hazardous creeks.

Category:

- Protection of the natural environment, its ecosystems and biodiversity.
- Protection of development from hazardous conditions.

Habitat Protection (Riparian) Areas

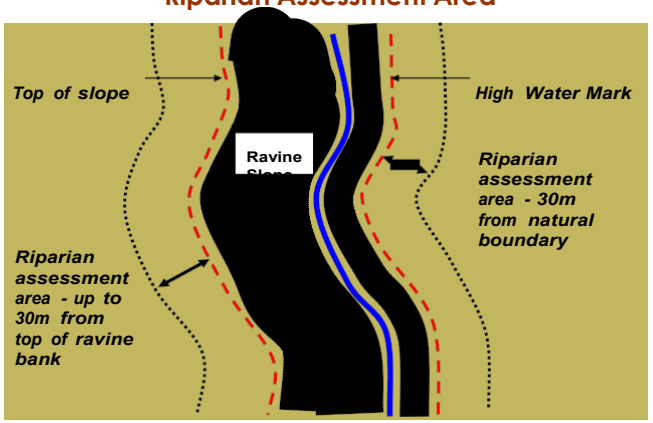
DPA 2 habitat protection (riparian area) guidelines apply to all watercourses in Sechelt, whether mapped or unmapped, that provide fish habitat or flow to a waterbody that provides fish habitat. Mapped streams are shown generally on Schedules D1-D3. In accordance with the provincial *Riparian Area Regulations*, a "stream" includes any watercourse, whether It usually contains water or not; a pond, lake, river, creek or brook; or a ditch, spring or wetland that is connected by surface flow to the preceding watercourses.

The **riparian assessment area** (as illustrated in the following diagram) consists of the areas within and adjacent to:

- For a stream, a 30 metre strip on both sides of the stream measured from high water mark;
- For a ravine less than 60 metres wide, a strip on both sides of the stream measured from high water mark to a point 30 metres beyond the top of ravine bank; and
- For a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the natural boundary to a point that is 10 metres beyond the top of the ravine bank.

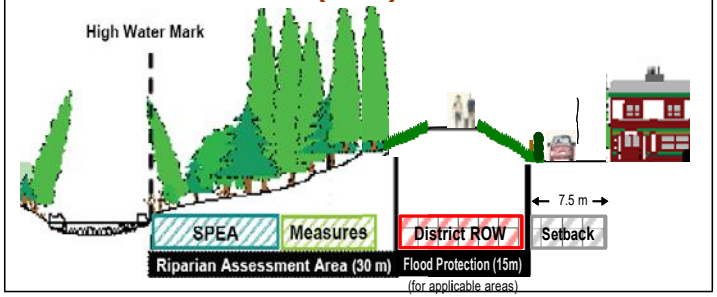
Within the riparian assessment area, a **streamside enhancement and protection area** (SPEA) will be established on a site-specific basis through a report prepared by a Qualified Environmental Professional (QEP). That report will determine the SPEA width, required building setbacks and measures necessary to protect the integrity of the streamside area,

Riparian Assessment Area



- *The riparian assessment area is a 30m wide strip on both sides of the stream, measured from the high water mark, or from the top of the ravine bank (If the stream is in a ravine). In some areas, the District of Sechelt may also designate a flood protection right-of-way for the protection of the community.*

Streamside Protection and Enhancement Area (SPEA)



- *The SPEA width (the area that must be protected) will be determined through an assessment report prepared by a Qualified Environmental Professional. Assessment reports are not needed for building or other activities that takes place outside the 30m riparian assessment area.*

[5] As identified in the *Sechelt Geotechnical and Environmental Reconnaissance Study*, 1993 (Golder Associates). Refer to original report for detailed maps and descriptions of hazard areas.

including any mitigation required if a property owner proposes to build or alter land with the riparian assessment area. If the proposed building is outside the 30m riparian assessment area, a report or Development Permit is not required for habitat protection. (A DP may still be required for natural hazards).

Justification: Habitat Protection

Habitat protection is a primary purpose of DPA 2. Sechelt contains numerous fish-bearing watercourses, and all streams, creeks, ponds and other waterbodies support a diversity of aquatic and wildlife species. These habitats provide higher complexity and structural diversity of vegetation and wildlife than any habitat found in upland areas. Both the watercourse and the adjacent lands (riparian area) provide habitat for fish, waterfowl and migratory mammals that play a vital role in Sechelt's natural environment. Other 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 also 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. When retained in a natural state, they have dense and complex vegetation that has high biodiversity value.

As well as providing valuable fish habitat, non-fragmented riparian areas provide critical migratory habitats for terrestrial wildlife, amphibians and birds. Migratory bird abundance and diversity is greater in riparian areas, and small mammal communities are more numerous along streams than any other habitat type. Large mammals, such as deer and bears, use riparian areas as migratory corridors to search for food and mates, and for traveling to breeding areas or between summer and winter ranges. Interruption of these migration corridors reduces habitat function and value, and may cause greater human-wildlife conflict and reduced wildlife survival. Riparian areas also are usually highly susceptible to flooding and potential loss of land due to channel erosion and instability.

Healthy streamside conditions and functions require:

- Sources of large organic debris, such as fallen trees and tree roots;
- Areas for stream channel migration;
- Vegetative cover to help moderate water temperature and stabilize banks;
- Provision of food, nutrients and organic matter to the stream; and,
- Buffers for streams from excessive silt and surface runoff pollution.

Land development and building can contribute to the loss of riparian vegetation and greatly diminish the ability of riparian areas to function. Surface runoff from construction areas may result in silt laden waters entering sensitive watercourses and marine waters. Similarly, changes in drainage patterns can have significant impacts on marshlands or wetlands.



✓ *Streams left in their natural state have riparian areas that provide shade, shelter, temperature regulation and food sources essential for fish, as well as essential habitat and migratory corridors for birds, amphibians and mammals. Large unfragmented areas provide greater habitat value than smaller dispersed or disconnected areas.*

The Watercourse DPA (Habitat) is intended to minimize the impacts of development along watercourses, and to restore or maintain important riparian functions and ecosystems to support both fish and wildlife populations. The estuaries of major creeks, such as Chapman Creek, Wilson Creek, Gray Creek and Angus Creek are particularly sensitive. The following streams and their tributaries provide habitat for fish populations[6]: Angus Creek, Burnett Creek, Burton Creek, Chapman Creek, Cook Creek, East Wilson Creek (including the creek adjacent to Canadian Tire), Gray Creek, Husdon Creek, Irgens Creek, Irvine Creek, Lamb's Brook, Mission Point Creeks (Wilson Creek), Sechelt Marsh, Shannon Creek, Wakefield Creek and Wilson Creek.

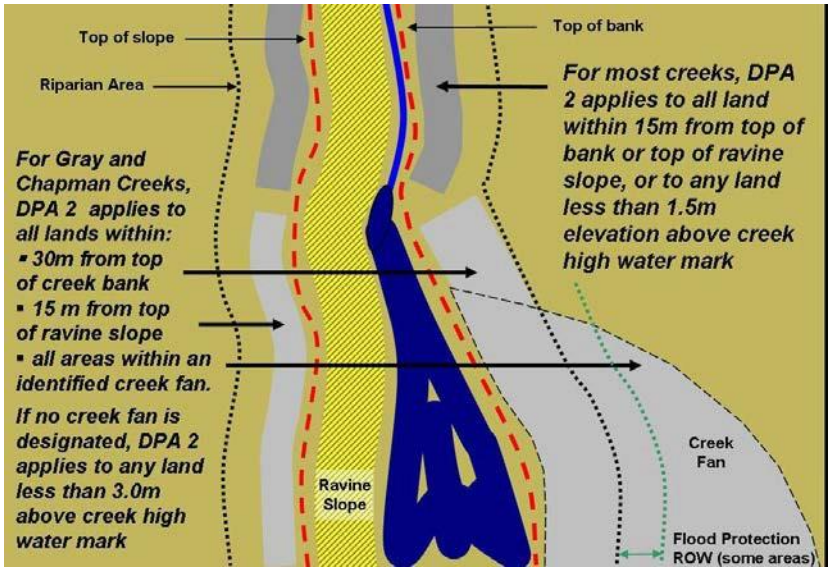
Creek Hazard Areas[7]

For creeks with potential hazard, DPA 2 hazard guidelines apply to the area within a minimum 15 m horizontal setback from each side of the creek high water mark or the crest of ravine or eroded slopes of the creeks and their tributaries as generally mapped on Schedules D1-D3. The DPA also applies to any land less than 1.5 metres elevation above the creek high water. (The more restrictive of the above criteria applies). Large watercourses (including Chapman and Gray Creeks) are subject to more extensive DPA limits.

Creeks with potential hazard to development include the major drainages of Chapman Creek and Gray Creek as well as:

- Cairns and Wakefield Creeks and their tributaries in West Sechelt;
- Irvine, Angus, Burnett and Irgens Creeks, Davis Brook, and an unnamed creek between Burnett and Irgens Creeks in Tuwanek, Sandy Hook and East Porpoise Bay;
- Wilson, East Wilson and Husdon Creeks in Wilson Creek/Davis Bay.

Creek hazards



× *No development (including clearing of vegetation) should take place within creek hazard setbacks except as permitted in a Development Permit issued by the District of Sechelt.*

Justification – Creek Hazards

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 designated as hazard creeks in DPA 2 are considered to be subject to a moderateorhigh water flood hazard, except for Cairns Creek which has been identified as having littleorno flood hazard. No debris flows or debris floods are anticipated in these creek systems. Creep and shallow soil slides on the ravine slopes of Angus and Wakefield Creeks has been observed.

Oversteepened and potentially unstable slopes have been developed as a result of gravel pit operations on both sides of Burnett Creek. A portion of Wilson Creek, extending about 200 m. south from the northern District boundary, has been identified as having a moderate instability and veryhighto high erosion potential. A number of

[6] Fisheries and Oceans Canada correspondence, April 8, 2010.
[7] For additional information, refer to the *Sechelt Geotechnical and Environmental Reconnaissance Study*, 1993 (Golder Associates).

properties adjacent to lower Wakefield and Irvine Creeks, and on the flood fans of Angus and Wilson Creeks, are subject to a potentialfloodhazard; some localized bank protection is in place. It is estimated that a highannualprobability of shallow slope instability, erosion or flooding hazard exists south of Anchor Place along Wakefield Creek and along lower Angus Creek.

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

- along Cairns, Irvine, Burnett, Irgens, Husdon and East Wilson Creeks and along the unnamed creek between Burnett and Irgens Creeks;



× *Stream flows can undercut banks, creating instability and hazard for adjacent slopes and upland areas.*

- to the north of Anchor Place along Wakefield Creek, along its tributaries, and within the 15m setback from the crest of ravine slopes of Wakefield Creek south of Anchor place; and
- along Wilson Creek and within the 15m setback from the crest of the west bank of Wilson Creek.

Gray and Chapman Creek Hazards

For the higher hazard Gray and Chapman Creeks, DPA 2 applies to areas located a minimum 30 metre horizontal setback from each side of the natural boundary of the creek high water mark, or a 30 metre horizontal setback from the crest of the ravine or eroded slopes of Gray and Chapman creeks and their tributaries. The DPA hazard guidelines also apply to any land lower than 3.0m above the creek high water mark. There does not appear to be a potential for debris flows or debris floods impacting OCP lands within the Gray Creek or Chapman Creek systems.

A more detailed engineering study may update and supersede the area of application for DPA 2 in a local area. Based on a recent flood hazard study of lower Chapman Creek (Kerr Wood Leidal 2010), DPA 2 applies to all areas within the designated boundaries of the Chapman Creek fan.

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 that 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 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, and caused widespread inundation of the fan.

A highannualprobability 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.

Chapman Creek is also potentially subject to debris floods caused by outburst failures of landslide-generated dams in the steep middle reaches of the watershed. A debris flood involves higher flows and more transport of sediment and woody debris than a typical flood. A debris flood can also induce greater erosion, deposition, and other changes within the stream channel. It is estimated that a low annual probability of major debris flood exists on the steep ravine slopes, valley bottom and creek fan of Chapman Creek.

It is estimated that a moderatetolow 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 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.

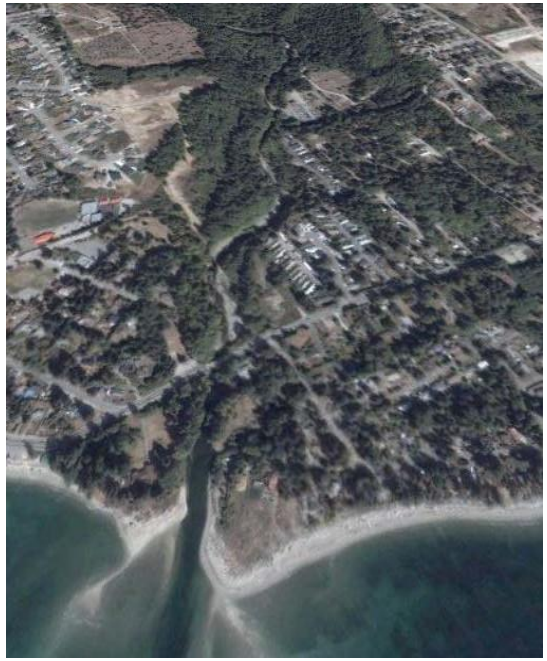


Gray Creek fan has a high annual probability of flooding.

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. It is estimated that highannualprobability of flooding and erosion hazard exists on the alluvial fan of Gray Creek. It is estimated that a moderatetolow 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.

Exemptions

General exemptions for natural hazard/environmental protection DPA's 1-5 apply.



Chapman Creek is a major watershed, providing water supply to much of the Sunshine Coast. The lower section is a prominent geographic feature of the Davis Bay/Wilson Creek area. The estuary and alluvial fan have a history of flooding.



Residential uses should not be located in flood prone area

Guidelines: Habitat Protection

The following DPA guidelines apply to all watercourses and their tributaries:

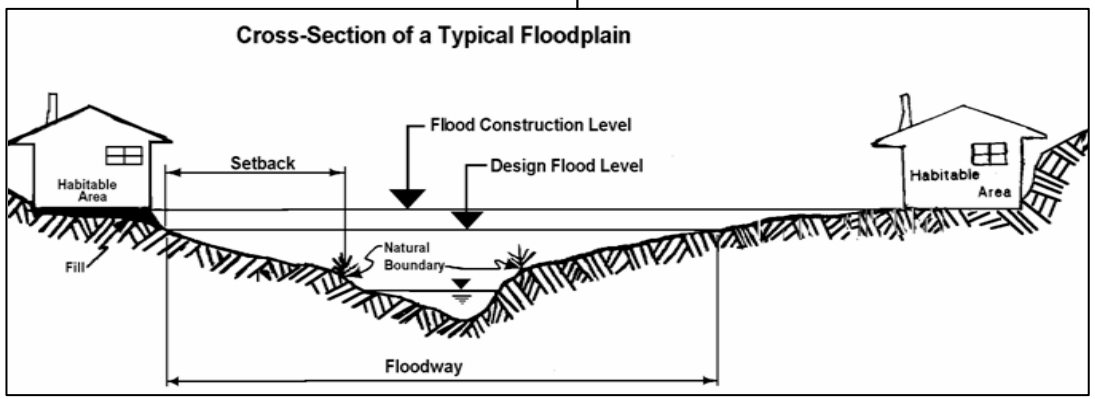
1. Development within the DPA should be avoided wherever possible. Development Permits for work in or adjacent to these areas must meet the requirements of provincial and federal agencies.
2. No buildings, structures or other uses of land, including clearing, placement of fill, removal of soil, trees or vegetation, or other alteration of the land is permitted within the riparian assessment area unless a development permit has been issued or the use specifically exempted by the District of Sechelt.
3. Retaining and/or enhancement of native vegetation is the priority for all riparian areas.
4. Development within DPA 2 should be planned to avoid encroachment into the streamside enhancement and protection area (SPEA) and to minimize the impact of development on the streamside area.
5. Buildings and permanent structures, including roads, septic systems and drainage systems are not permitted in the SPEA unless adverse impacts can be prevented or mitigated to meet the requirements of provincial and federal regulations.
6. There should be no net loss of habitat due to development.
7. No net increase is stormwater/drainage flow or velocity should result from any development on lands within this DPA. Owners may be required to install stormwater works to control the release of runoff and to buffer streams from sediment or nutrient loading.

QEP Report

8. Any development proposed within the riparian assessment area requires an assessment report prepared by a qualified environmental professional (QEP) in support of the development permit application. The report shall identify the width of the streamside protection and enhancement area (SPEA), appropriate building setbacks and any measures necessary to protect or restore the integrity of the streamside area.
9. The QEP report shall outline how harmful alteration, disruption or destruction (HADD) of fish habitat will be avoided.
   (a) Where HADD is avoided by assessment results, the QEP will submit the report to the Ministry of Environment, and the District may authorize the development permit, subject to the QEP report conditions.
   (b) Should it not be possible to avoid HADD, an application for authorization, including compensation, must be submitted to Fisheries and Oceans Canada (DFO) for authorization before the District may authorize a development permit.

Guidelines: Creek Hazards

10. In addition to the preceding guidelines for habitat protection, the following guidelines apply to all creeks with potential hazards (see Maps D1-D3): Active creek fans do not provide good locations for development due to the potential for sudden shifts of creek channels, flooding and sediment deposition. Prior to issuance of a development permit, the stability of the natural slopes and the potential for erosion



or flooding and the impact of the proposed development on or by such natural hazards should be assessed by a site-specific investigation by a Qualified Professional.

11. Vegetation should be maintained to minimize erosion along eroding creek banks, creek valley floors and flood plains, on ravine slopes and within the 30m setback from the creek high water or 15m from the crest of ravine slope, whichever is greater.

12. In addition, the development should incorporate requirements for maintaining this vegetation, protection against erosion or sediment discharge and channel modifications which are detrimental or contrary to the environmental guidelines or requirements.

13. New subdivisions or development should not be located in floodplain areas, or where there is a flood hazard that cannot be practically alleviated, or where development may impede a natural or designated floodway.

14. Stormwater drainage (including runoff from rooftops or hard surfaces) and septic fields should not be located in a required setback area, and should not discharge onto ravine slopes and septic effluent should not be discharged into the creek. Weakening of bluffs and steep banks by saturation must be avoided. All stormwater runoff should incorporate water quality/quantity control features to avoid impacts on watercourse and their banks.

15. Appropriate river hydraulic studies should be conducted prior to the placement of any bank protective measures to avoid shifting the problem to a different section of the creek bank. Stabilization or protective works must not transfer flood, landslide or other risks to other properties.

16. Development Permit applications shall consider and comply with the intent and requirements of any applicable Community Flood Hazard Mitigation Strategy. The District has completed a Community Flood Hazard Mitigation Strategy for lower Chapman Creek (KWL, 2010) and may develop additional Community Flood Hazard Mitigation Strategies for other areas.

Hazard Assessment Report

17. Detailed assessment of long-term flood hazard is required prior to consideration of any new development or subdivision of lands in the DPA 2 hazard areas. A report from a Qualified Professional engineer or geoscientist with specific expertise in geotechnical and/or hydrotechnical engineering is required.

18. The report shall:

(a) Assess the potential for creek erosion, deposition or flooding along the creeks and their tributaries and the potential for slope instability on the ravine slopes;

(b) Provide a comprehensive hydrological study to determine the 1:200 year flood limits and appropriate bank protection measures for any development in the fans and floodplains of Chapman or Gray Creeks;

(c) Local bank erosion protection and flood proofing or other measures to provide suitable protection of structures must be addressed. The report and protective measures should take into consideration the channel conditions upstream of the site as well as the potential for adverse downstream impact;

(d) The influence of tides on flooding should be addressed;

(e) The report should 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.

(f) The proposed development and protective measures should include provision to accommodate stream management and development controls which may become necessary if increased development along

the creeks or drainage channels is planned or permitted;

(g) Assess long-term risks or changes to the defined floodplain or slope stability, including potential increases in rainfall, flood frequency or flood severity associated with climate change;

(h) Assess the impact of the proposed development on or by such natural hazard conditions;

(i) Provide detailed land use and construction recommendations, including building setbacks, construction methods, stormwater management plans or other measures needed to provide protection of structures and land;

(j) Identify the anticipated effects of septic and drainage systems on slope instability and water quality, as well as their vulnerability to any known flood and inundation hazards;

(k) Identify the protective measures required to minimize erosion of stream bank protection, and assess the potential impact of these measures on adjacent or downstream lands;

(l) Measures to address bank erosion protection and flood proofing, should be in accordance with the Ministry of Environment Best Management Practices[8] and provincial Flood HazardAreaLandUse ManagementGuidelines[9] for floodplain recommendations.

(m) Identify the location and extent of any riparian habitat affected by the development or proposed mitigation works;

(n) Provide site specific recommendations on the general suitability of the proposed development;

(o) Where applicable, reports must meet the report guidelines for *Legislated Landslide Assessments for Proposed Residential Development in British Columbia* published by the Association of Professional Engineers and Geoscientists of British Columbia, March 2006, including submission of Schedule D (Landslide Assessment Assurance Statement) to specify that the land may be safely used for the use intended.

Permit Conditions

19. Development permits issued for lands in DPA 2 will require:

(a) areas of land to remain free of development, except in accordance with any conditions contained in the permit;

(b) no alteration of land, including riparian vegetation, will occur in the riparian area identified as the SPEA;

(c) natural features or areas to be preserved, protected, restored or enhanced;

(d) natural watercourses be dedicated;

(e) construction of works or other protection measures, including planting or retaining vegetation, in order to control drainage, control erosion or to protect fish habitat or riparian areas;

(f) that no septic system, drainage or water system be constructed within the riparian area identified as SPEA;

(g) a soil erosion and sediment control plan be prepared and followed during construction to protect the SPEA and the stream itself. Sediment control measures are to be located outside the riparian zone;

(h) signage and fencing be erected to prevent encroachment into the SPEA during construction, and permanent fencing and signage upon completion of the project for long-term protection.

(i) environmental monitoring with pre and post-construction reports confirming that permit conditions and DPA requirements were complied with;

(j) removal of all non-native vegetation with the SPEA;

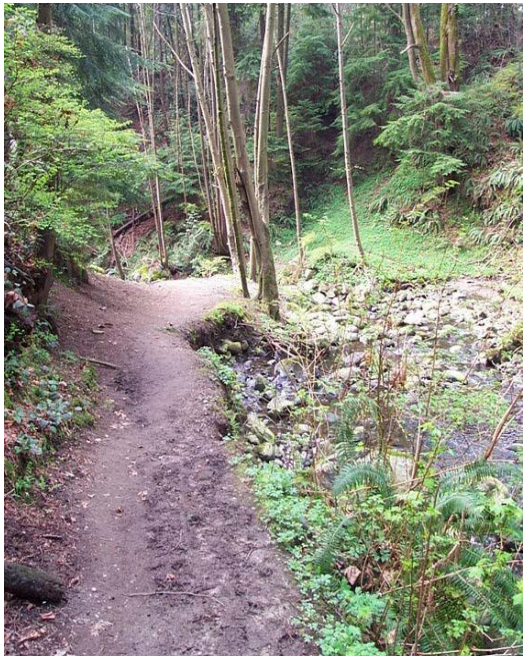
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[8] www.env.gov.bc.ca/van-island/pa/bmp_dev7.htm

[9] http://www.env.gov.bc.ca/wsd/public_safety/flood/pdfs_word/guidelines.pdf

(k) registration of a covenant over the SPEA or dedication of the SPEA leavestrip to the municipality as parkland;
(l) conditions and requirements that vary the permitted use and density of land that may be subject to hazard, but only as they relate to health, safety or protection of property from damage;
(m) impose conditions on the sequence and timing of construction;
(n) require security to ensure completion of permit conditions. Security may be retained for one to two years to ensure survival of plantings;
(o) designation of floodways along roads, minor watercourses and natural topographic lows where floodways are required as part of a Community Flood Hazard Mitigation Strategy, including no-fill conditions within the floodway corridor;
(p) designation of a right-of-way for flood protection structures where such is required as part of a Community Flood Mitigation Strategy;
(q) registration of a covenant for each parcel in flood hazard areas identifying minimum building elevations and indentifying relevant floodways where applicable.

20. In order to minimize claims on public funds and to advise future property owners of flooding hazard, covenants may be required pursuant to Section 82 of the *Land Title Act*, and Section 3(3) of the Bare Land Strata Regulations. These restrictive covenants will contain flood-proofing conditions and a waiver of liability to the province and municipality.



× *Trails directly adjacent to streams are subject to flooding and erosion, and may cause habitat loss*



✓ *Trails moved back from the stream edge creates safer trails and allows restoration of streamside habitat.*

DPA 3 – Marine, Foreshore and Shoreline Areas

Location

DPA 3 applies to all land and water areas extending 15 metres upland of the highest high water mark (HHMW) to 15 metres below the low tide line of all shoreline and foreshore areas along Georgia Strait and Sechelt Inlet as shown on Map Schedules D1-D3.

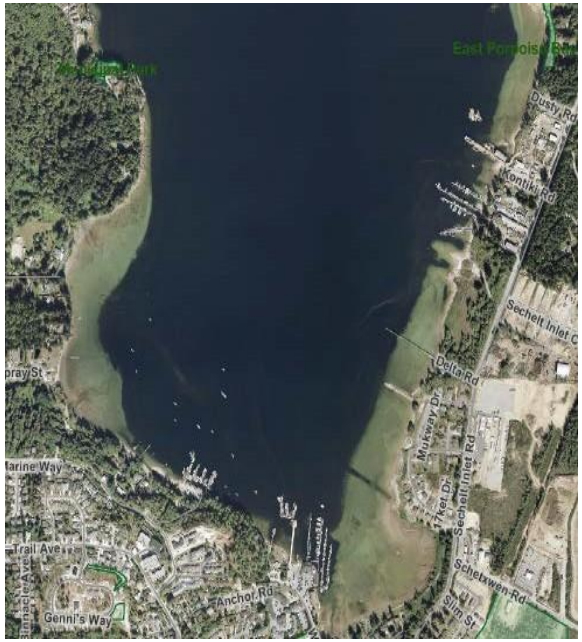
Category

- Protection of natural environment, its ecosystems and biodiversity.
- Protection of development from hazardous conditions.

Justification

The marine shoreline and foreshore areas of Georgia Strait and Sechelt Inlet are highly important features of the District of Sechelt. These ecosystems provide habitat for young fish, shorebirds and shellfish, seals, sea otters and many other marine organisms, as well as visual and recreation resources that define the character of the community. Estuaries and shallow protected waters in Sechelt Inlet provide particularly rich and diverse habitats.

Development within all shoreline areas results in damage to fragile ecosystems and impairs the visual quality of the coastline.



× *Shallow protected waters of Sechelt Inlet have high habitat values and are sensitive to disruption.*

Structural intrusions interrupt the natural shoreline processes that provide materials for the development of sand bars and beach areas, and may also alter habitat along rocky shorelines. Hard surfaced structures such as retaining walls cause loss of the riparian vegetation and break the habitat connectivity between the upland and the productive habitat that occurs along a natural shoreline edge. Works which modify natural transport processes not only damage the natural ecosystems, but can also accelerate



✓ *Trails set back from shoreline allow habitat to remain or re-establish*



× *Hard surfaced retaining walls result in loss of habitat and upland connectivity, and may increase erosion/wave action on adjacent*
i

erosion of adjacent properties. Discharge of materials within shoreline and foreshore areas also damages these ecosystems. Filling of marshy areas along shallow shorelines can be particularly harmful to fragile estuary ecosystems, which provide highly important rearing habitat and food supply for many marine organisms. Removal of vegetation and alteration of the land along the marine foreshore, both above and below the "natural boundary" and the high high water mark (HHMW) may be considered a violation under the federal *Fisheries Act*.

Portions of the Sechelt waterfront have been altered over the years with retaining walls, docks and other structures. DPA 3 guidelines are intended to reduce future alterations and improve habitat conditions on the marine shoreline.

Properties along the Sechelt waterfront may also be subject to coastal flooding/storm wave erosion hazards, which should be evaluated and mitigated (where necessary) as part of any development permit application.

Objectives

- To protect and enhance the ecological health of the marine waters, foreshore and adjacent upland;
- To protect properties from effects of storm wave erosion and coastal flooding, while preserving the integrity and connectivity of coastal processes.

Exemptions

General exemptions for natural hazard/environmental protection DPA's 1-5 apply.

Guidelines

1. No buildings, structures or other uses of land, clearing or removal of soil, trees or vegetation, or other alteration of the land, is permitted in DPA 3 except in accordance with a Development Permit issued by the District of Sechelt.
2. Development within DPA 3 should be avoided. Any necessary development should be located to create the least impact on the ecology of the foreshore, upland and water areas, and to protect development from potential coastal flooding or storm wave erosion hazards.
3. New upland uses or additions should be sufficiently set back to avoid the need for shoreline protection works such as retaining walls or other measures during the life of the structure. Buildings and structures, including accessory buildings or impervious surfaces such as patios or decks, should be located a minimum of 15 metres landward of the high high water mark (HHWM). This setback may be increased on erosion prone lands or slopes.
4. New lots created by subdivision should ensure that safe building envelopes are provided without the need for shoreline protection works.



✓ *Uninterrupted shoreline allows natural transport of sand and cobble materials along beaches.*



✗ *Alteration of natural shorelines should be avoided.*



× *Clearing adjacent to the shoreline should be avoided and upland vegetation retained.*



✓ *Soft shoreline protection approaches can restore habitat values as well as protect upland property from wave action and erosion (Roberts Creek)*

5. Natural riparian vegetation, including woody debris, should be retained within the area 15m upland of the high high water mark (HHWM) in order to supply food and nutrients to the marine habitat, shade for temperature regulation, protection of intertidal species, reduce wave energy, control stormwater runoff, and preserve water quality.
6. Natural beach transport processes of erosion and accretion along shorelines should be preserved uninterrupted unless no alternative is possible.
7. Placement of fill upland of the high high water mark (HHMW) will be considered only where it necessary for restoration or enhancement or restoration of shoreline processes and ecological functions. Removal of sand or other native materials within DPA 3 is not supported.
8. Stormwater drainage or runoff from rooftops or hard surfaces should not be directed over the edge of a bluff or shore bank, and should incorporate water quality/quantity and erosion control features to avoid impacts on slope stability and shoreline habitat.
9. Septic systems and drainage fields must be located and maintained to ensure there is no direct drainage to the foreshore. Weakening of bluffs and steep banks by over-saturation must be avoided.
10. Shoreline protection works will not be allowed for the purpose of extending lawns or gardens, or to provide space for additions to existing structures or new buildings.
11. New shoreline protection measures may be considered to protect existing structures if a report provided by a Qualified Professional with expertise in geotechnical engineering and coastal processes provides conclusive evidence that the structure is at risk from shoreline erosion caused by tidal actions. Evidence of normal sloughing or erosion does not necessarily demonstrate the need for structural protection.
12. No structures are permitted seaward of the high high water mark (HHMW) except where permitted by zoning, and in accordance with Development Permit conditions and required federal or provincial agency approvals.
13. Where approved by zoning, docks, wharves or marinas should be located in areas which are least environmentally sensitive (such as previously disturbed areas), and be designed to minimize impacts to water quality, fisheries habitat and public shoreline access. Habitat compensation for any disturbed areas may be required as a permit condition.

14. All proposed development in DPA 3 should be in accordance with the guidelines contained in the 2003 Federal/Provincial publication *Coastal Shores Stewardship: A Guide for Planners, Builders and Developer*[10], and the Green Shores[11] principles for protecting coastal environments.

Assessment Report

15. An environmental assessment report is required prior to any proposed development or alteration of the land, marine or foreshore areas within DPA 3, including but not limited to:

(a) Shoreline protection works such as retaining walls;
(b) Clearing or removal of existing riparian vegetation[12];
(c) Construction of impervious surfaces such as patios or beach access steps with more than ten (10) sq.m. total site coverage;
(d) Any proposed buildings or structures, including accessory buildings, wharves, piers or other moorage facilities;
(e) Placement of fill or removal of fill in the foreshore or upland areas.

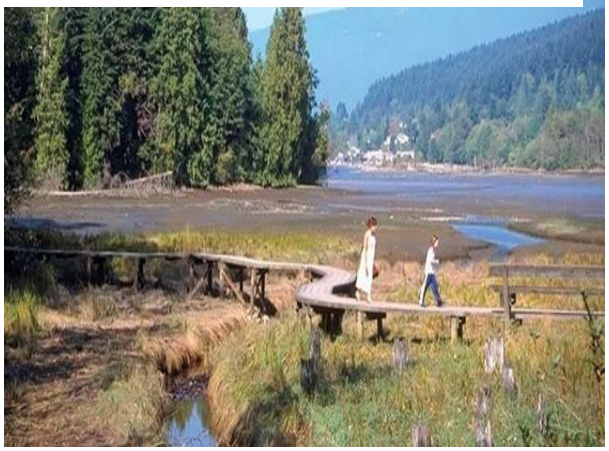
16. The environmental assessment shall be completed by a Qualified Professional(s) with experience in assessing marine shoreline impacts. This may include a registered professional engineer with expertise in geotechnical engineering (for geotechnical and coastal processes) and a qualified environmental professional (for habitat/biological assessment).

17. The assessment report(s) shall identify:

(a) impacts of the proposed development on the marine ecosystem and shoreline erosion, transport and deposition processes, including any impacts to surrounding properties or public use areas;
(b) areas to remain undeveloped and any special steps to ensure protection of these areas;
(c) remediation measures required to mitigate the impacts or restore habitat conditions;
(d) details of any works required to address legislative requirements or approvals from any provincial or federal government agencies;
(e) confirmation of the long-term safety of the proposed building or shoreline protection works in relation to erosion, landslip or wave action, including any anticipated impacts due to climate change and sea level increases.



✓ *Boardwalks may be suitable for some shorelines, allowing vegetation and water flow to remain underneath (photos above and below).*



Permit Conditions

18. Proposed works that that have potential to adversely affect fish habitat require review and approval by appropriate federal and provincial agencies before a permit is issued by the District.

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[10] http://www.stewardshipcentre.bc.ca/cdirs/st_series/index.php/17

[7] Green Shores is a project of the Stewardship Centre for British Columbia, http://www.greenshores.ca/

[12] Clearing of existing vegetation is not permitted without authorization from DFO.

19. In addition to those approvals, a Development permit issued for lands in DPA 3 will:

(a) Specify areas of land that must remain free of development, except in accordance with permit conditions;

(b) Specify natural features or areas to be preserved, protected, restored or enhanced;

(c) Require construction of works or other protection measures, including planting or retaining vegetation or trees, in order to control drainage, control erosion, or to protect banks or aquatic habitat;

(d) Require in any area that the permit designates as containing unstable soil, or water that is subject to degradation, that no septic or drainage systems be constructed;

(e) Establish conditions and requirements that vary the permitted use and density of land that may be subject to hazard, but only as they relate to health, safety or protection of property from damage.

(f) Impose conditions on the sequence and timing of construction;

(g) Require security to ensure completion of landscaping or other works required to address damage to the natural environment or unsafe conditions.

20. Portions of the shoreline may also be within DPA 4 (Rocky Beach Front, Upland Slope, Beach Front Escarpments) and guidelines for both DPA's apply. Estuary areas are also within DPA 2 (Watercourse Habitat) and guidelines for both DPA 2 and DPA 3 apply.



× *Numerous individual docks can interfere with shoreline processes and habitat, as well as reduce public access along the shoreline.*



✓ *Setbacks for buildings and structures must consider storm and flooding potential. Low intensity uses such as parks and open space are more appropriate for flood prone areas.*

DPA 4 – Rocky Beach Front/Escarpment, Rockfall and Upland Slope Hazards

Location

DPA 4 includes the shoreline areas and upland areas along Georgia Strait and Sechelt Inlet and other upland slopes as mapped generally on Schedules E1-E3. The DPA includes the beach area from the high tide level, up to a minimum of 15m horizontal setback behind the top of slopes, or as mapped for upland areas.

This DPA also includes rockfall hazard areas within the neighbourhoods of Tuwanek, Sandy Hook, and West Porpoise Bay.

Category

Protection of development from hazardous conditions.

Justification

Rocky Beach Front and Upland Slopes

DPA 4 applies to:

1) The shoreline along Georgia Strait between the western municipal boundary at Sergeants Bay and the Fiddler Road right-of-way, within West Sechelt (Schedule D1);
2) The beach front area to the south of Hwy.101 and to the west of Camden Road right-of-way, within West Sechelt (Schedule D1);
3) The upland areas located between Hwy.101 and the northern municipal boundary, within West Sechelt and West Porpoise Bay (Schedule D1);
4) The shoreline area along Sechelt Inlet extending from the municipal boundary at Snake Bay, southwards to the municipal boundary adjacent to IR 3 (Swaycalse), including an area between Gale Ave. South and Lookout Ave. in Sunshine Heights/West Porpoise Bay (Schedule D1);
5) The shoreline areas along Sechelt Inlet to the west of Sechelt Inlet Road, the upland areas to the east of Sechelt Inlet Road, within Tuwanek (Schedule D2);
6) The shoreline areas along Sechelt Inlet and upland areas, between Naylor Road in Tillicum Bay and the western boundary of IR 28 (Shannon Creek), within Sandy Hook (Schedule D2);
7) A shoreline area along East Porpoise Bay to the west of the wharfs, and an upland area partially bounded on the east by Salmon Drive, within the Village (Schedule D1);
8) A shoreline area along Georgia Strait south of Browning Road between McCullough Road and the Paul Road right-of-way, within Wilson Creek (Schedule D3).

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. In the Snake Bay area, soil deposits are generally thicker and include a sand and gravel veneer of probable marine origins.

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 are identified in the Tuwanek and Sandy Hook neighbourhoods and one in Sunshine Heights. Modifications to existing rock slopes, either as cuts or fills may increase the extent or risk of 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.

It is estimated that a moderatetolow probability is estimated for the occurrence of shallow soil instability including debris landslides, rock slope instability and isolated rockfalls from these existing natural slopes. It is estimated that a highprobability 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.

Trail Bay and Davis Bay Beach Front Escarpments

DPA 4 applies to:

1) The area to the south of Hwy.101 from approximately Mason Road to just east of Norwest Bay Road, along Trail Bay in West Sechelt (Schedule D1);
2) The area west of Highway 101 from just north of Bay Road northward to the boundary with IR2 (Sechelt), along Davis Bay (Schedule D3).

Steep beachfront escarpment slopes up to 50 m high comprising predominately 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. The excavation of roads, driveways, footpaths and stairways for beach access is contributing to slope instability.
The potential for debris landslides, slumping, creep movements and gullying on the face of the escarpments is high and there is some potential for storm wave erosion. It is estimated that a very highprobability exists for the occurrence of landslides and related soil instability on the escarpment slopes. It is estimated that a hightomoderateprobability is exists for the occurrence of landslides and related soil instability within the 15 m setback zone behind the slope crest.

Rockfall Hazard

Rockfall hazards are identified:

1) Within Tuwanek and in Sandy Hook both north and south of Four Mile Point (Schedule D2); and
2) Within the Sunshine Heights area of West Porpoise Bay (Schedule D1).

Rockfall is the rapid, free fall of newly detached segment of bedrock from a cliff or steep rock slope. Rockfall areas can often by identified by the presence of talus deposits and recently rockfall activity can be roughly assessed by the presence and distribution of fresh rock fragments. Rockfall hazards associated with steep bedrock bluffs have been identified at several locations in the District, and pose a threat to a number of properties. The most serious rockfall hazard has been identified in the area to the south of Sandy Hook.

These areas comprise 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 colluvium deposits. These areas



× *Unstable soils on upland slope.*



× *Recent slope failure in Davis Bay/Selma Park after heavy rains.*

may present a serioushazard to development, including or in particular those properties down slope of the rockfall area. It is estimated that a veryhigh probability exists for the occurrence of rockfalls in these areas.

Exemptions

General exemptions for natural hazard/environmental protection DPA's 1-5 apply.

Guidelines

1. No buildings, structures or other uses of land, including clearing, removal of soil, rock, trees or vegetation, or other alteration of the land, is permitted in DPA 4 except in accordance with a development permit issued by the District of Sechelt.
2. Buildings, pools/hot tubs, patios or other impervious surfaces, driveways, utilities, drainage facilities, septic fields, trails and stairways should not be located in unstable or erosion-prone escarpment areas. A minimum setback of 15 metres from the top of slope shall be maintained free of development.
3. Vegetation should be maintained and/or reinstated on the slopes and within the 15m setback zone from the top of the slope, to minimize erosion and instability. Lawns are discouraged near the edge of slopes, and dense, native shrubs and trees are preferred.
4. No fill should be placed or materials (i.e. lawn cuttings) should be disposed of at the top of slopes.
5. Relaxation of setbacks from Georgia Strait is discouraged in order to minimize potential impacts of erosion or runoff.
6. Alteration of the beachfront and foreshore with protective structures such as riprap, concrete block or shot rock is discouraged.

Assessment Report

7. Prior to any development or alteration of the land, the potential for both rock and soil slope instability, landslide activity and soil movements must be addressed by a site specific investigation and report, prepared by a Qualified Professional with specific experience in geotechnical engineering and/or engineering geology.
8. The engineering report and any associated plans or designs for the proposed development shall:
   (a) Provide accurate field definition of slope crest, location of geological features and document the extent of slope instability or rockfall areas. Site plans and slope profiles shall be included;
   (b) Assess the erosion potential of ocean waves on beachfront slopes, including potential increase in wave action/height due to climate change;
   (c) Evaluate groundwater conditions and the potential for slope instability caused by groundwater seepage;
   (d) Identify possible changes in slope conditions that might indicate an imminent landslide or rockfall hazard, for the attention of landowners;
   (e) Identify the anticipated effects of septic and site drainage systems on slope stability. These systems should be designed to avoid surface and groundwater erosion of beach front slopes. The extent of bedrock or low permeability soils at shallow depth throughout this area will limit the viability of in-ground septic disposal systems;
   (f) Provide geotechnical assessment of cut and fill slope stability and provide appropriate recommendations and restrictions on excavation, blasting and filling;
   (g) Building envelopes and setbacks and other restrictions to development should be established with reference to natural or cut slope crests and possible rockfall zones should be determined.
   (h) Provide detailed land use and construction recommendations to address local bank erosion and protection measures, including appropriate building setbacks from hazards slopes or rockfall hazards;

(i) In areas of bedrock, the engineer should assess the necessity and provide detailed recommendations for selective scaling, rock bolting, and tree removal/replanting to improve stability conditions, on a site-specific basis;

(j) Reports must meet the report guidelines for *Legislated Landslide Assessments for Proposed Residential Development in British Columbia* published by the Association of Professional Engineers and Geoscientists of British Columbia, March 2006 [13], including submission of Schedule D (Landslide Assessment Assurance Statement) to specify that the land may be safely used for the use intended.

Permit Conditions

9. A Development permit issued for lands in DPA 4 may:

(a) Specify areas of land that must remain free of development, except in accordance with any conditions contained in the permit;

(b) Specify natural features or areas to be preserved, protected, restored or enhanced;

(c) Require construction of works or other protection measures, including planting or retaining vegetation or trees, in order to control drainage, control erosion or protect banks or other hazards;

(d) Require in any area that contains unstable soils that no septic system, drainage or water system be constructed.

(e) Establish conditions and requirements that vary the permitted use and density of land that may be subject to hazard, but only as they relate to health, safety or protection of property from damage;

(f) Impose conditions on the sequence and timing of construction;

(g) Require monitoring and reporting during and post-construction.

(h) Require security for completion of permit conditions.

10. Lands in DPA 4 may also be in DPA 3 (Marine Shoreline) and DPA 5 (Steep Slopes) and guidelines for all DPA's apply.

[13] http://www.apeg.bc.ca/ppractice/documents/ppguidelines/guidelineslegislatedlandslide1.pdf

DPA 5 – Steep Slopes

Location

DPA 5 applies to all lands with a slope of 20% or greater for a minimum horizontal distance of 10 metres. Lands with steep slopes of 20-30% and 30% or greater are shown generally on Map Schedules E1-E3. Site specific field review is required to determine actual extent and location of steep slopes.

DPA 5 applies to all subdivisions and development, except where specifically exempted.

Category

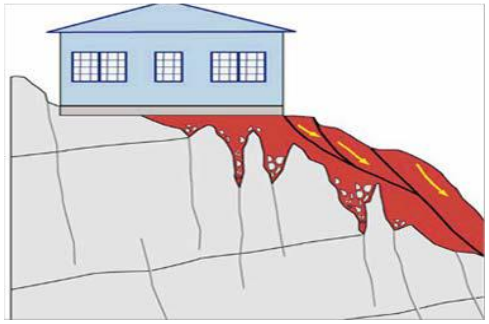
- Protection of the natural environment, its ecosystems and biodiversity.
- Protection of development from hazardous conditions.
- Establishment of objectives for the form and character of intensive residential development.

Justification

The forested and sloped hillsides are a highly important visual resource, as well as an environmental resource due to extensive tree cover. Some of these sloped areas may provide opportunities for residential development with spectacular views. However, trends toward clear-cutting of the site combined with much larger houses and smaller lots have greatly altered the natural landscape of some sloped areas. Additional infrastructure such as booster pump stations, reservoirs, pressure reducing valves, sanitary sewer lift stations are commonly needed in steep areas. Financial costs of installing and maintaining services in hillside areas can be significantly higher than in less sloped areas, resulting in higher long- term public costs for this form of development.

Special care is needed to ensure new development is sensitively integrated with the natural contours and landforms of the site, and important habitat/forested areas are protected. This requires a shift away from traditional subdivision layouts, servicing and building forms. Using "conservation design" approaches can significantly reduce the impact and costs of development, while yielding the same number of units as conventional layout. Clustered development using a mix of housing forms and densities is more appropriate in steeply sloped lands than uniform, conventional lots.

Steepness of slopes does not necessarily correlate with stability of slopes, which depends on factors such as geological materials, soils, moisture content and vegetation cover. However, precautions are needed to ensure development activity or resulting retaining structures do no create hazardous conditions. (See guidelines for DPA 4 hazard designations that may also apply to these steeply sloped lands.)



× *Avoid building on unstable slopes or placing fill near edge of slope.*

Objectives

- To minimize the impact of development on hillsides and steeply sloped lands.
- To retain the natural features of sloped lands
- To support low impact and innovative development approaches to minimize long-term infrastructure maintenance costs on steeply sloped lands.

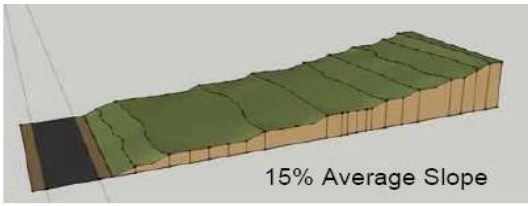
Exemptions

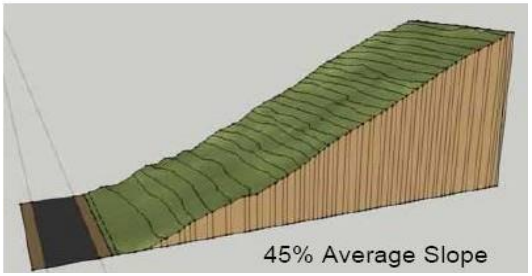
General exemptions for DPA 1-5 apply.

Guidelines

Development Permits issued in DPA 5 will be in accordance with the following:

1. No site disturbance, clearing, building, or other development of land shall take place except in accordance with a development permit or specifically exempted by the District.
2. Land with slopes over 30% is generally not suitable for residential development and development should be avoided. Development may be considered where it can be demonstrated that the proposed development will not create environmental or visual impacts, can be sensitively integrated with the terrain, and presents no hazards to persons or property.
3. Land with slopes from 20-30% may be suitable for building at lower densities or with special site planning techniques.





× *Slope is calculated by dividing the vertical height by the horizontal distance (rise over run). Many properties have complex slopes requiring detailed analysis*

Report/Submission requirements

4. Prior to consideration of development or subdivision on lands within DPA 5, reports prepared by a Qualified Professional(s) are required.
5. The report shall provide:
   (a) An inventory and accurate plan of site features, including tree cover, rock outcroppings, watercourses and assessment of soil types, depths and conditions;
   (b) Plans showing the location of all existing and proposed buildings and structures, building envelopes, utility services, driveways and other impervious surfaces;
   (c) A slope analysis, geotechnical assessment, and slope stability plan providing assessment of the potential for landslide, landslip or erosion, detailing how the proposed development is to be designed and constructed to prevent any destabilization or erosion of the slope. This will include plans showing lands with 0-10%, 10-20%, 20-30% and 30% and over grades at a 1m contour interval.
   (d) Location and amount of anticipated removal or fill.
   (e) View corridor analysis to determine the visual impact of development. The District may also require a 3D digital terrain model illustrating pre and post-development conditions, illustrating extents of cuts and fills , clearing and building placements;
   (f) A site grading plan including sections through each lot that clearly shows building envelopes, including the top of cut and toe of slope, and the slopes of adjacent uphill and downhill adjacent lots.
   (g) Recommendations on appropriate building envelopes or setbacks in relation to potential slope hazard, with specific recommendations and criteria for design, construction and maintenance.
   (h) Detailed measures to safeguard neighbouring properties and structures arising from the proposed construction or site preparation (including blasting)
   (i) Identify the anticipated effects of septic and drainage systems on slope stability;
   (j) Any geotechnical reports must meet the report guidelines for *Legislated Landslide Assessments for Proposed Residential Development in British Columbia* published by the Association of

Professional Engineers and Geoscientists of British Columbia, March 2006, including submission of Schedule D (Landslide Assessment Assurance Statement) to specify that the land may be safely used for the use intended.

Basic Design Principles

6. Design the project to fit the site rather than alter the site to fit the project.

7. Development density calculations will be based on the areas of the property excluding land areas with original slopes greater than 30% (see OCP policy 3.7).

8. Use conservation design site planning approaches that:
- (a) Minimize alteration of natural grades.
- (b) Increase lot sizes as slope increases.
- (c) Preserve natural features and vegetation and incorporate them into the design of the project.
- (d) Cluster development on less steep portions of the site.
- (e) Reduce footprints of buildings.
- (f) Step buildings to reflect the slope of the site.
- (g) Use variations in lot sizes and subdivision layout to reflect natural site contours.
- (h) Reduce the length of roads.
- (i) Limit the extent of hard surfaced/paved areas.
- (j) Use low impact stormwater management
- (k) Share driveways to reduce paved areas and cut and fill of slopes.

Example A; however, the lots are arranged in clusters.



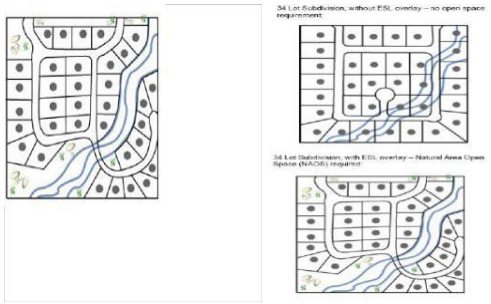
✓ *Clustered development preserves nature features while yielding the same number of residential units (Vision Plan)*

Natural Areas/Vegetation

9. Natural slope features including treed ridgelines, hilltops, rock outcrops, drainage courses, mature vegetation and forest stands shall be retained in their natural state and incorporated into the design of the project.

10. Preserve native vegetation, with removal only where necessary for the building foundation, septic system, driveway, and landscaping directly adjacent to the house.

11. Any trees or vegetation removed shall be replanted in order to prevent potential erosion, landslip or rockfalls, to stabilize slopes and to restore visual quality. Native plant materials and tree species are preferred to restore the natural character and biodiversity of the site.



✓ *Subdivision layout should retain natural site features (example on left)*

12. A detailed landscape plan prepared by a Qualified Professional shall be submitted and accepted by the District as part of the development permit.

Building Sites

13. Building sites should fit with natural slope contours such that structural retaining walls or extensive cut and fill are not required, and so that no blasting or significant soil/rock removal or fill is required to build on the site.

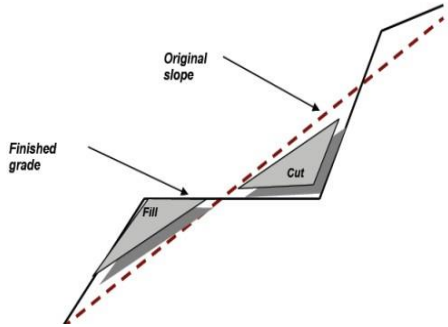
14. No fill or excavated materials should be placed near the top of slopes or along drainage channels.

15. Every residential lot created by subdivision shall have a safe building envelope located on stable slopes at less than 20% grade.

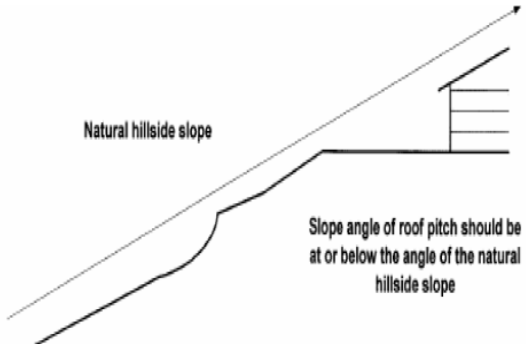
16. Creation of large flat terraces on hillsides in order to expand developable area or create large level front or rear yards is not supported.
17. Where a building or structure is permitted at the top or foot of a steep slope or bluff, the building should be set back a minimum horizontal distance equal to 3.0 times the height of the bluff as measured from the toe of the bluff, or as determined by a Qualified Professional.

Buildings Height and Massing

18. Buildings should have foundations stepped into the hillside so the building integrates with the natural landform. This is particularly important for houses on the uphill side of the street to avoid overly dominant appearance.
19. Roof pitches should be aligned to reflect the natural slope conditions. Long continuous decks, or large cantilevered decks can be visually overpowering; smaller stepped decks are preferred.
20. Limit building heights to the height of existing tree cover and no higher than natural ridge lines.
21. Development should be sited to retain trees and vegetation along ridgelines.
22. Avoid large unbroken expanses of wall and long building masses. Instead, buildings should have smaller, less massive, articulated appearance to fit with the natural vertical planes in excess of two storeys should be avoided.
23. Large, monolithic housing forms that are visually prominent on hillsides are not supported. Buildings should be stepped to reflect the topography and sited to reduce visual impacts from other areas.
24. Building materials should reflect the natural setting, and avoid shiny or reflective surfaces.
25. Variation of zoning bylaw standards for building setbacks may be supported in steep areas if necessary to reduce cut and fill, provide improved level entry, reduce driveway grades, to enable off-street parking, or to avoid hazardous slopes or environmentally sensitive areas.



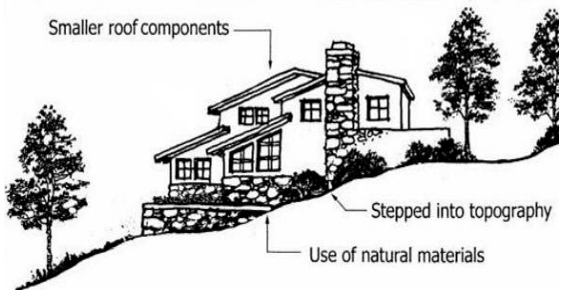
× *Minimize the use of cut and fill to create level building sites*



✓ *Roof pitch should reflect natural hillside slope.*



× *Avoid creating flat building areas that require retaining walls.*



✓ *Buildings should be stepped down to reflect natural site contours.*

Driveways and Garages

26. Shared driveways are encouraged to reduce extent of site grading, provided fire department access is maintained and a reciprocal access agreement among property owners is provided.

27. Individual driveway grades should not exceed 20%. The first 3.5m of the driveway should have a grade no greater than 7%.

28. The prominence of garages should be minimized using drive- under and/or detached garages, locating garages parallel to the street, or by increasing the setback for upper storeys above the garage.



✓ *Garage located underneath house reduces visual impact in sloped areas.*

Site Grading

29. Avoid grading or alteration of key topographic features (i.e. rock outcroppings, ridgelines, cliffs), and avoid grading that results in landforms that are not characteristic of the natural topography (i.e. linear terraced benches with no undulations or irregularities).

30. Finished slopes of all cuts and fills shall not exceed three-to-one (3:1), unless the applicant can demonstrate that steeper slopes can be stabilized and maintained adequately.

31. Exposed slopes should be replanted as quickly as possible to prevent erosion and slope instability. Topsoil should be retained or replaced to cover all cut and fill slopes to a depth not less than 150mm.

32. Excess topsoil and rock materials from excavations should be used onsite.

33. Plans shall provide details of proposed erosion controls during construction, and measures to mitigate erosion on steep slopes in the finished development.



× *Avoid large scale site clearing*

Retaining Walls

34. The use of retaining walls on hillsides is discouraged; large retaining walls do not respect the undulating nature of hillsides and should not be used except where no other alternative exists.

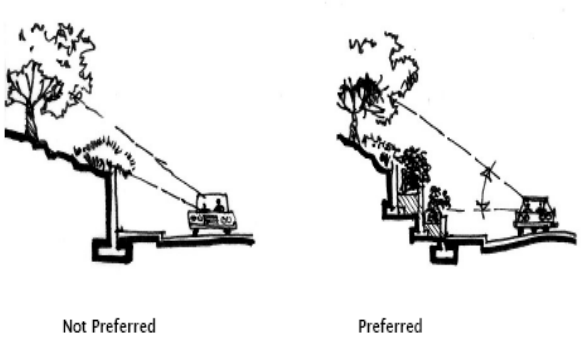
35. Where necessary, retaining walls should respect the natural characteristics of the site and should not present a large uniform wall face that overpowers the site. A series of smaller stepped walls is preferred over a large uniform wall.



✓ *Buildings below ridge lines and natural materials integrate with surroundings.*



× *Large retaining walls overwhelm the site, disrupt views and alter the natural contours.*



✓ *Retaining walls adjacent to roads should allow room for landscaping; terraced walls are preferable to large single walls.*

36. "Living walls" or bioengineered retaining structures will be considered as an alternative to hard surfaced retaining walls.

37. Landscaped terraces created behind retaining walls shall be of sufficient width to allow planting and maintenance of plant materials.

38. Retaining walls must be setback from utilities and from traveled portion of the road to enable planting of landscape screening.

39. Walls must be structurally competent and their appearance must complement natural rock colours and appearance. Concrete block retaining walls are not considered appropriate.

40. As a general guide, retaining walls should not exceed 3.0m height on main roads or 1.2 m for individual properties.

Road design

41. Roads in steep areas should
- (a) reflect the natural topography. Straight grid roads are not compatible with steep areas.
- (b) be located on natural benches and stable soils.
- (c) be kept to the minimum width and length possible to minimize the area of disturbance. Alternative layouts should be used to reduce construction.
- (d) avoid alteration of natural drainage patterns
- (e) provide adequate surface drainage.



✓ *Natural materials and new planting can protect steep slopes without large retaining structures.*

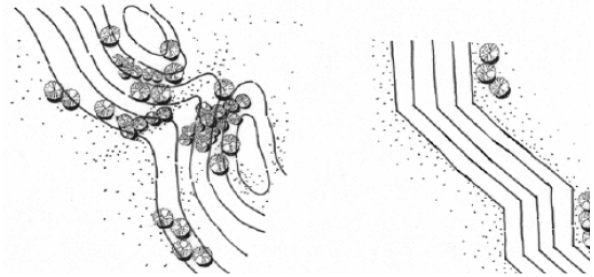
42. Reduced design speeds may be considered where appropriate to reduce road widths.

43. Long sustained grades should be avoided. A series of small gentle horizontal and vertical curves are preferable.

44. With the use of narrower local roads, widened areas for transit and school bus stops, mail boxes, visitor parking, garbage pickup etc. must be predesigned.

Stormwater Management

45. Divert water around and away from unstable slopes, yard and structures in a controlled manner. Avoid saturation of slopes and discharge concentrated water toward storm drains or street gutters.



× *Roads and site grading should follow natural contours (left)), not create unnatural linear patterns (right).*

46. Best management practices for stormwater should be used for all steep slope areas, in order to retain the natural drainage conditions and reduce impacts to sloped areas:



✓ *Alternative road and pedestrian designs may be needed in steep areas. Meandering sidewalks or paths may be used where they eliminate steep grades or protect natural site features. Varying offsets between the road and sidewalk may be considered.*

(a) Identify and protect natural drainage flows.

(b) Maintain predevelopment hydrology through site design, building and landscape design techniques that infiltrate, filter, store, evaporate and detain stormwater close to its source;

(c) Provide stormwater recharge areas and maximize onsite groundwater recharge in stable areas. This may include retention or detention ponds, constructed wetlands, sand filters, parking areas designed with bioretention features, infiltration ditches to return stormwater to water table.

(d) Minimize impervious surfaces to reduce stormwater runoff and to prevent excessive runoff and erosion.

(e) Limiting vegetation clearing and soil disturbance;

(f) Use existing or new vegetation to slow runoff and help stormwater infiltrate the soil (i.e. filter strips and grass swales);

(g) Divert downspouts away from driveway surfaces and into retention areas/rain gardens or rain barrels/dry wells to capture, store and infiltrate stormwater on-site.

(h) Assess and mitigate any potential drainage impacts on downhill properties.

(i) Provide sediment and erosion control during and after construction until final revegetation on all lots is established.

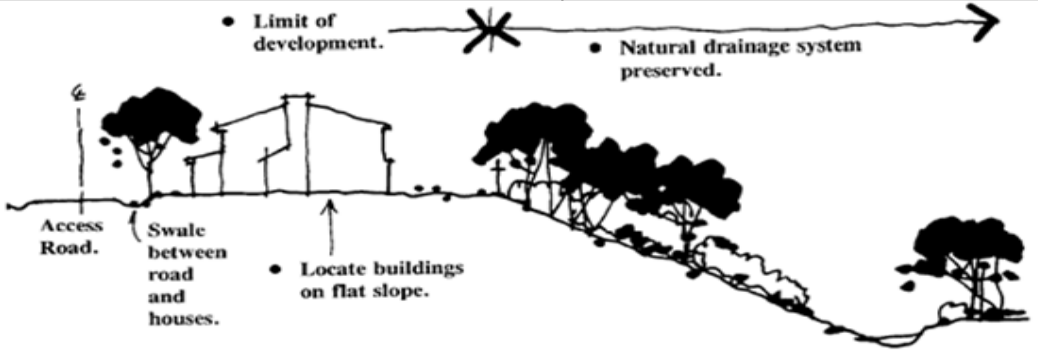
Parks and Trails

47. Small pocket parks with viewpoints and trail connections may be the preferred form or park development in hillside areas where conventional, flat parkland is not available.

48. Development applications must provide details of pedestrian access through the area. Trails or linear greenways may be used where site constraints limit the viability of conventional sidewalks or shared roadway pedestrian use.

Fire Hazard

49. Subdivisions directly adjacent to forested areas may be required to prepare a fire interface hazard assessment. Recommendations of that plan may be incorporated into the development permit, including fire resistant building materials, removal of risky vegetation/fuel, replanting with appropriate vegetation and building sprinklers.



✓ *Preserve natural drainage courses to reduce stormwater flows*

Covenants

50. The District may require a S.219 covenant to protect any environmentally sensitive or visually important natural areas, to protect any structural fill or engineered slopes.

Permit Conditions

51. A Development permit issued for lands in DPA 5 may:

(a) Specify areas of land that must remain free of development, except in accordance with any conditions contained in the permit;

(b) Specify natural features or areas to be preserved, protected, restored or enhanced in accordance with the permit;

(c) Limit impervious surfaces;

(d) Require construction of works or other protection measures, including planting or retaining vegetation or trees, in order to control drainage, control erosion or to protect steep slopes, rockforms or other natural features on the site or adjacent properties;

(e) Require in any area that contains unstable soil that no septic system, drainage or water systems be constructed;

(f) Establish conditions and requirements that vary the permitted use and density of land that may be subject to hazard, but only as they relate to health, safety or protection of property from damage.

(g) Impose conditions on the sequence and timing of construction;

(h) Require monitoring and reporting during and post-construction;

(i) Require security to ensure completion of landscaping or other works required to address damage to the natural environment or unsafe conditions.

52. Lands in DPA 5 may also be within DPA 4 (Rocky Beach, Escarpment, and Rockfall Hazards) and guidelines for all DPA's apply.

Commercial, Multiple Family and Industrial Development Permit Areas (DPA 6-11)

Development Permits allow a municipality to review the detailed design of a proposed development in order to implement the OCP policies and objectives. Careful review of design elements ensures the new use has a high standard of urban design, respects the character of existing areas, creates livability within new developments and provides a well-finished appearance through landscaping and attractive building design.

In accordance with the *Local Government Act*, the DPA guidelines regulate the general form and character of development, including building siting, design and exterior finishes, signage, lighting and landscaping. Development Permits may also establish objectives and guidelines to address energy use, water conservation and the reduction of greenhouse gas emissions (described as "sustainability" in the guidelines). The use or density of land cannot be varied by Development Permits under this section.

The following guidelines apply to all commercial, multiple family, intensive residential and industrial sites within the District, including developments that contain a mix of the above land uses. The District may create additional Development Permit guidelines in the Zoning Bylaw, if it is appropriate to specify new or more detailed guidelines specific to new development or a new zone.

Development Permits Required

For any property designated as DPA 6-10, a Development Permit is required prior to any construction, addition or alteration of buildings, or subdivision approval, unless specifically exempted by these guidelines.

Exemptions

Development Permits are not required for:

- Interior renovations to an existing building or structure that do not involve a change in use.
- Minor or cosmetic repairs such as replacement of doors, windows, roof or exterior materials that do not significantly affect the overall exterior appearance.
- Construction associated with an approved temporary use permit, including a temporary sales centre.
- Replacement or alteration of existing signs that comply with the Sign Bylaw or an existing Development Permit.
- Subdivision of commercial or industrial land.
- Accessory buildings, deck, balcony or patio less than 20 sq.m. in size.
- Additions or alterations to an existing building or structure that are less than 20% of the gross floor area of the existing building, to a maximum of 40 sq.m.
- Emergency repairs to building or structures where there is an immediate risk to public safety or property.
- The total building permit value of construction exempted shall not exceed a maximum of $50,000 within a three-year period.

Plans Required

Applicants are required to provide detailed professional plans drawn to scale, including relevant information listed in the Development Approval Information Area section of the OCP. Landscape plans for developments involving more than three residential units, or any commercial or industrial development, shall be prepared by a professional Landscape Architect (BCSLA).

DPA 6 – Downtown Sechelt

Designation

DPA 6 applies to lands designated as Downtown Centre on OCP Schedule C. A wide range of commercial and mixed uses is supported in the Downtown/Village neighbourhood. Much of the future development in the Downtown will consist of redevelopment of existing properties to higher density uses, including mixed residential and commercial uses, and tourist commercial use. The DPA guidelines are intended to guide this transition while retaining the character of the Downtown. Many of the Vision Plan concepts for improving and revitalizing key areas of the Downtown are incorporated in the DPA guidelines.



✓ Colourful awnings, wide seating area and wood trimmed windows/doors create an attractive commercial business.

Several Downtown design and revitalization studies have been completed over the years. Many of the concepts and recommendations of these studies remain valid and are incorporated in the DPA guidelines. This includes the 1994 Wharf Road Revitalization Plan, the 1997 Downtown Revitalization Strategy (Urban Systems), the 1998 Downtown/Village Plan.

Category

- Regulation of the form and character of commercial, multiple family or intensive residential developments.
- Revitalization of an area in which commercial use is permitted.

Objectives

The objectives of DPA 6 are:

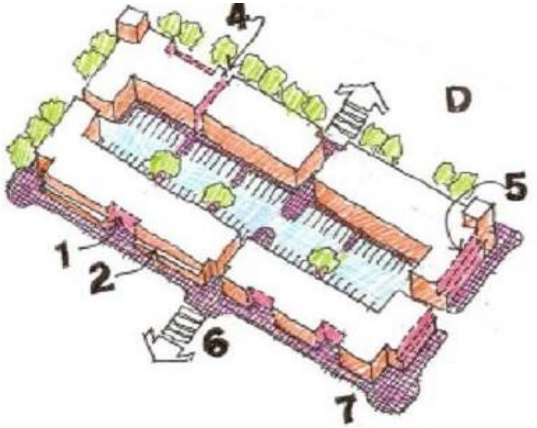
- To create a strong sense of place and visual identity for the Downtown through high standards of urban design and development;
- To develop a high quality public realm and streetscape;
- To use unifying design elements to visually and physically connect areas within the Downtown;
- To create continuous, pedestrian- oriented street-level façades that reflect a range of contemporary west coast designs (wood, glass, stone elements).

Downtown Guidelines

Building Form and Character

Key design principles for the Downtown are:

- Buildings should be designed to create pedestrian interest, and be integrated with adjacent buildings and streets;
- Buildings should be two to three storeys on main commercial streets (Cowrie/Wharf);
- Use varying heights, especially for buildings with long street frontages.
- Articulate or design larger buildings to give the appearance of smaller individual buildings by using windows and alcoves or other elements.



✓ Key design concepts: (1) building setback for pedestrian amenities, (2) weather protection over sidewalks, (3) shade trees, (4) mid block pedestrian access, (5) upper level setbacks, (6) expanded pedestrian connections through and to retail blocks, (7) curb extensions at street intersections (Vision Plan)

- New buildings should be positioned to maintain sun exposure to sidewalks, pedestrian areas and adjacent residential buildings.
- Buildings should have a strong street presence; differentiate the first storey architecturally from upper storeys. Use cornices, wood trim, canopies or other architectural details to create a visual separation.
- The traditional business district along Cowrie Street should retain the appearance of small individual business at street level, even if redevelopment of blocks occurs.
- Redevelopment of the Trail Bay Mall is encouraged to be "daylighted" with cafes, restaurants and shops facing the street, using individual entries and significant window areas. Upper storey residential and/or office use is also encouraged.



✓ Ground level should provide pedestrian interest; upper storeys should be setback or distinguished by architectural features.

- Integrate building foundation walls and ground level parking structures into the overall design of building facades by use of exterior building material down to the point of finished grade or by cladding in compatible materials and colours.
- The use of dormers, roof vents and similar features are encouraged where they are a functional part of the building and consistent with the architectural style.

Gateways/Pedestrian Orientation

Creating attractive pedestrian oriented entrances into the Downtown and minimizing the impacts of through traffic is a priority for Sechelt.[1] This will involve improvements to both private properties and public areas to create mini-squares, outdoor seating as well as changing the orientation of roads to favour the pedestrian environment. At the time of redevelopment, properties along the main entry corridors and intersections shall provide the building orientation, landscaping, parking orientation and pedestrian/streetscape improvements as described and illustrated below:

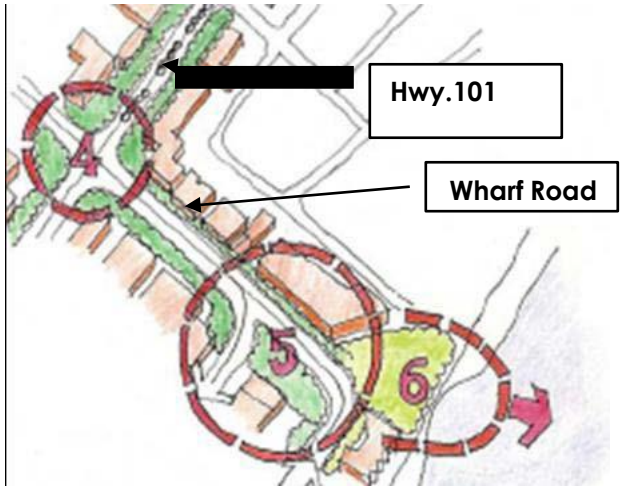
- Buildings should "face the street", particularly on Cowrie St., Teredo St. and Wharf Road. Waterfront properties should treat both the street edge and waterfront as building fronts.

[1] Refer to Vision Plan for additional details. Note that entry areas 1-3 are outside the municipal boundary.

- Wide, continuous pedestrian sidewalks adjacent to all developments. Widths of 3-4 metres or wider are recommended.

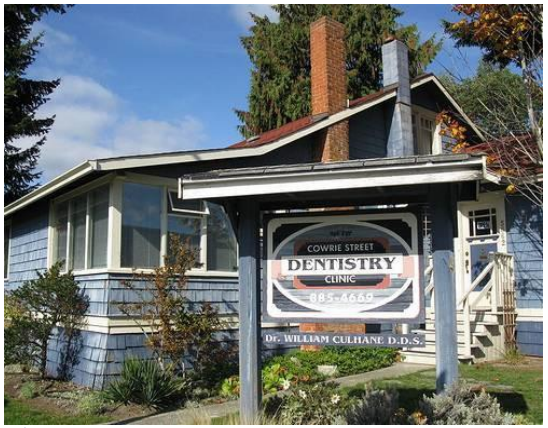


✗ *Landscaping, visual quality and pedestrian safety is needed to enhance current entrances to Sechelt.*



Priority gateway areas in Sechelt are Wharf/ Dolphin (4) and Wharf/Cowrie (5) intersections and the Trail Bay wharf/Maritime Gateway (6).

- Buildings located at property line or setback only to allow for pedestrian, seating or landscaped areas.
- Building parking shall be located behind or beside buildings;
- Angled street parking reconfigured to parallel parking between landscape islands.
- Wherever possible, sidewalks will be separated from traffic lanes by landscaping; landscaped traffic islands may be added where possible.
- Long city blocks should be broken up to provide pedestrian connections.
- Storefronts should emphasize glazed entrances and storefront windows to provide pedestrian interest and interaction. Windows should be trimmed to add details; large areas of untrimmed plate glass are not acceptable.
- Pedestrian "alleys" between buildings and outdoor seating areas are an important feature Downtown and should be maintained or added to new development.
- Provide pedestrian weather protection on all street frontages with awnings or canopies at least 2.0m wide.
- Provision of on-site cycling/scooter storage and parking areas.



✓ Adaptive reuse of older buildings creates character and a sense of place in the Downtown.

Accessibility

Providing an accessible Downtown is a priority for Sechelt. The Downtown is relatively flat and provides an opportunity for people of all ages and abilities to take part in community life.

- Design all buildings to have level entry and other accessible features for use by residents with mobility limitations.
- Provide seating areas within common open space areas and as streetscape features.

Utilities and Streetscape Improvements

For new development in the Downtown:

- Wiring on all street frontages shall be placed underground (hydro, cable, telephone) and;
- Upgrades to sidewalks, street lighting and boulevard landscaping are required. All new lighting shall be non-glare full cutoff fixtures.

Transition Commercial Areas

- Building heights up to two storeys are supported in Transition Commercial areas.
- Building design and setbacks should maintain a residential appearance.
- Parking and driveways should not be located in the front yard; rear lane



✓ Redevelopment of the Trail Bay Mall could include upper storey residential and small shops facing the street. (vision Plan drawing)



✓ Pedestrian areas and squares created by front yard setbacks and building articulation provide important amenities to the streetscape (Vision Plan drawing)

access should be used for all commercial use.
- Provide residential style landscaping in the front and side yards, including preservation of mature trees.

Important Views

Significant views in the Downtown should be protected as much as possible through careful building siting and design to protect views:

- west on Cowrie Street to Rockwood Centre;
- from Wharf Avenue and other locations towards surrounding mountains;
- toward all waterfronts (Georgia Strait and Porpoise Bay) from all public streets.

Waterfront Areas

- Natural features such as rock outcroppings, shoreline, mature trees and vegetation should be preserved and used as the basis of the site plan.
- To preserve openness and enhance public access, buildings should be setback a minimum distance of 15m from the natural boundary of Trail Bay or Sechelt Inlet/Porpoise Bay. (See Downtown OCP policies for building heights and additional open space requirements).
- New buildings shall be terraced down towards the waterfront so they do not overwhelm current uses or the pedestrian environment. Large buildings should be divided into smaller blocks of varying height to maintain and ocean views.
- Public pathways should be provided along the waterfront and between buildings.

Materials

- Use locally produced materials that reflect the west coast setting of Sechelt. These include wood siding (horizontal or vertical, board and batten), wood shakes and shingles, heavy wood timbers/post and beam accents, granite, river rock or other natural materials.
- Cement composite panel siding with the look and feel of wood (such as Hardiplank) or stucco are acceptable provided significant wood trim, post and beam or fascia details are included.
- Vinyl is not supported as a primary siding material. Metal siding and artificial brick are discouraged.

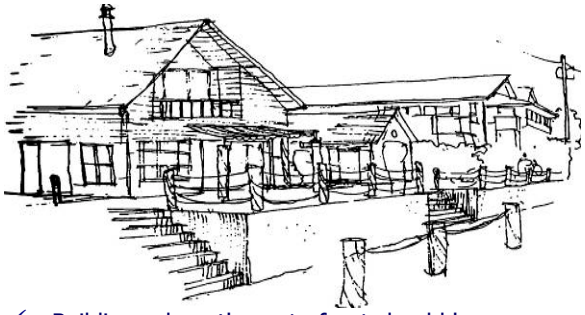


Heavy wood timbers features are key elements of west coast design.

- Use exposed concrete walls only if required for fire separation purposes and they are finished (stucco, split-faced concrete, exposed aggregate.
- Developments should establish an overall colour scheme using typical coastal colours (such as blue, brown,



✓ Waterfront buildings should provide a wide setback and be terraced back from the pedestrian area.



✓ Buildings along the waterfront should be pedestrian scale and reflect the coastal setting.

and green) in deeper shades. Bright, intense primary colours and white are only suitable for trim and accent colours.
- Pale pastel colours as predominant colour are not encouraged.

Roofs

- Design buildings with sloped roofs, pitches exceeding 5 in 12, and large overhangs. Mansard, gambrel and single pitch roofs are discouraged.
- Pitched roofs should be clad in wood shingles, shakes or coloured metal that is in keeping with the overall style of the building. Asphalt shingles are discouraged.
- Flat roofs or shallow roof pitches (less than 4 in 12 slope) are acceptable only where they are consistent with a modern overall architectural design, provide improved public views, or are green roofs.

Heritage Character

- Architectural design characteristics of the Rockwood Lodge and the Green Cottage (5760 Boulevard) should be retained; any adjacent development is encouraged to use complementary styles.
- Incremental redevelopment that encourages retention of older buildings with heritage character, while infilling other portions of the block, is supported.

Public Art

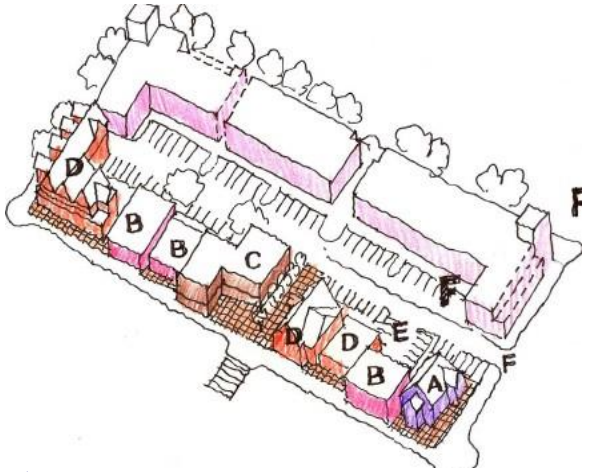
- Public art is encouraged in all new developments. Wall murals, sculpture or carvings that reflect Sechelt's history, cultural and natural environment are supported as part of all commercial and multifamily developments.

Signage

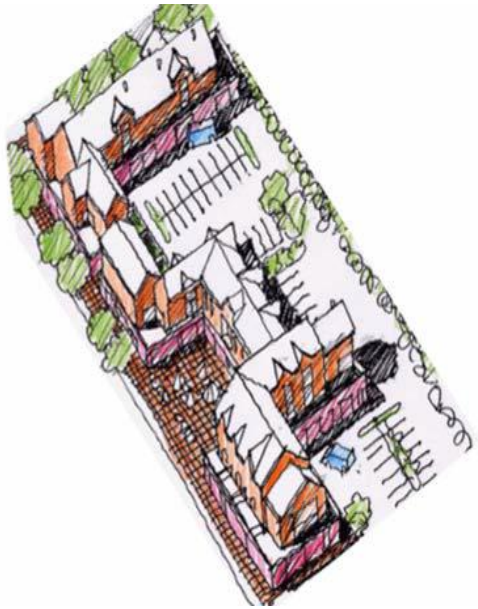
- Signage is an important component of the overall appearance and details must be provided as part of the development permit application.
- Signs should have a unique appearance and high level of craftsmanship.
- Carved or textured wood, stone, or ornamental painted metal signs are encouraged.
- Building signs should be oriented toward pedestrians, not vehicles.
- Signs should use natural materials, be unobtrusive and be consistent with the character and design of the building.
- Painted canopy signs are encouraged.
- Freestanding signs should preferably be located within low landscape islands at pedestrian height. Where higher signs are necessary, they should be no higher than 4.0 m, with a maximum sign area of 4.0 sq.m.



✓ Signs should reflect the individuality of small businesses and use of wood and other local natural materials



✓ Redevelopment occurring incrementally over a city block (Vision Plan)



✓ Wharf Road block redeveloped with parking at rear, landscaping and broad pedestrian area along Wharf Road.

Parking

- Parking areas should not be located at the front of buildings.
- Relocate existing angle parking areas located on Wharf Road and surface parking lots on Cowrie Street to rear lanes or underneath buildings at the time of any redevelopment.
- All parking areas shall be landscaped and screened.
- Access agreements may be sought to ensure pedestrian flow and shared use of parking areas between properties.



✗ *Parking should be located at the rear of buildings to create a continuous commercial streetscape.*

Lighting

- Design exterior lighting, including security lighting, to be non-glare with full cutoff fixtures. Lighting should be oriented toward specific areas and not spill onto adjacent properties or uses.
- High intensity security lights are not supported.
- Solar lighting should be considered for pedestrian scale lighting.
- All lighting systems are to be designed by a qualified engineer, and submissions to the District shall include luminance calculations and distribution diagrams.



✓ Full cutoff light fixtures should be selected to prevent light spill on adjacent areas.

Landscaping

Landscaping is a key element of design for commercial areas.

- A hierarchy of landscape features with low shrubs adjacent to traffic and parking, street trees to provide vertical interest and shade, parking screened by mid height shrubs.
- Preserve mature trees as part of the design. Arborist reports are required to assess health of existing trees.
- Landscaping shall provide a welcoming appearance, delineate pedestrian routes, and soften the transition between uses.
- Plantings should include a mix of deciduous and evergreen plants, using native materials where suitable.
- If required, fences should be low in height and be integrated with the overall building appearance. Chain link fencing is not permitted.
- All refuse and recycling areas shall be fully screened, and located to avoid disruption to adjacent uses.
- All areas not covered by buildings, parking areas and walkways shall be landscaped.
- Landscape plans must be prepared by a professional Landscape Architect (BCLS), and all plantings must comply with the B.C. Landscape Standard.

Public Safety and Security

- All new developments should be designed to enhance the feeling of safety and security of occupants and pedestrians. Design should consider and enhance the relationships between entryways, parking and public areas; visibility of entryways from both within and adjacent to the site; lighting locations and levels and placement and heights of landscaping features.

Sustainable Building

New developments should incorporate designs and materials that minimize non-renewable energy use and water consumption.

- Orient buildings and window placement to maximize opportunities for passive solar heating and for natural lighting, cooling and ventilation. Narrow building forms that maximize corner and through units are preferable.

- Buildings in waterfront location shall provide a building envelope analysis that considers wind and wave impacts.
- Use natural ventilation and cooling systems (i.e. operable windows) instead of air conditioning.
- Landscaping and building design should ensure sunlight penetration in winter and shading of afternoon sun in summer. Use projecting overhangs and canopies to reduce sun exposure in summer.
- Use energy efficient lighting and appliances and building products that demonstrate green technology.
- New developments are encouraged to develop on-site energy sources, particularly geothermal, passive solar or ocean wave energy.
- Consider the use of green roof systems, especially on large commercial buildings to reduce rainwater runoff, reduce energy costs and improve visual appearance.
- Limit the use of potable water for landscaping. Use captured water, recycled water and drought resistant plants.
- Limit the use of in-ground sprinkler/irrigation systems once landscaping is established.
- Manage stormwater flows to ensure no net increase in flow volume and velocity from predevelopment conditions.
- Use natural filtration of rainwater into the site through techniques such as raingardens, rainwater collection systems, bioswales, landscape detention areas or other methods suitable to the urban environment.
- Reduce impervious surfaces to reduce the rate and volume of runoff. Use permeable paving for hard surfaces such as driveways, parking lots and on-site walkways, but ensure that surfaces provide full accessibility. Crusher dust and loose gravel is not acceptable.
- Minimize the impacts of parking areas by installing oil and grit separators and directing runoff to infiltration chambers and biofiltration strips.
- Provide waste management plan; reduce or eliminate any on-site burning in favour of on-site chipping and/or reuse of site materials.
- Developments are encouraged to apply for LEED certification (Leadership in Energy and Environmental Design green building rating system) or comparable assessment.

DPA 7 - Multiple Family Residential

Designation

DPA 7 is established to regulate the form and character of multifamily development and applies to all lands designated in the OCP or zoned for multiple family use. This includes townhouse, apartment or mixed housing forms with more than three attached residential units per property. (See DPA 8 for duplex, triplex, clustered housing or other types of infill housing.)

New development must meet the changing population needs of the community, as well as provide quality design. Smaller, more affordable, fully accessible, low maintenance residential units are needed for growing numbers of seniors and single adults, as well as starter homes for young adults and families.

Objectives

- To support a variety of housing forms that provides appropriate and affordable housing for all segments of the population.
- To ensure a high quality of urban design and livability for all higher-density housing.
- To use distinctive design character to create identifiable neighbourhoods.
- To ensure that new development is compatible with surrounding uses.

Guidelines

Site Planning

- Protect natural features of the site, including trees, rock outcrops, sloped areas, shoreline areas, wetlands and streams and incorporate them as amenities for the new development.
- Incorporate ocean views and view corridors in the design, shape and massing of new buildings.
- Multi-building developments shall provide adequate spacing between buildings to provide privacy, views and natural light to all buildings.
- All development shall respect archaeological resources and comply with provincial regulations for assessment and protection.

Form and Character

- Buildings should be designed to create pedestrian interest, and integrate with adjacent buildings and streets;
- Reduce building massing through use of varied rooflines, varied building length/depth and landscaping to break up the bulk of buildings;
- Use pitched roofs to enhance the relationship with adjacent residential areas. Flat roofs or shallow roof pitches (less than 4 in 12 slope) are acceptable only where they are consistent with a modern overall architectural design, provide improved public views, or are green roofs.
- Buildings should be positioned to maintain sun exposure to sidewalks, pedestrian areas and adjacent residential buildings.
- Integrate building foundation walls and ground level parking structures into the overall design of building facades by use of exterior building material down to the point of finished grade or by cladding in compatible materials and colours.
- The use of dormers, roof vents and similar features are encouraged where they are a functional part of the building and consistent with the architectural style.
- Enclose all stairways to upper storey residential units.
- Use recessed doorways, awnings and canopies to provide visual relief and weather protection.

Materials

- Select building materials to reflect the residential setting and pedestrian environment.
- Use locally produced materials that reflect the west coast setting of Sechelt. These include wood siding (horizontal or vertical, board and batten), wood shakes and shingles, heavy wood timber/post and beam accents, granite, river rock or other natural materials.
- Cement composite panel siding with the look and feel of wood (such as Hardiplank) or stucco are acceptable provided significant

wood trim, post and beam or fascia details are included.
- Vinyl is not supported as a primary siding material. Metal siding and artificial brick are discouraged. Metal roofs may be permitted.
- Use exposed concrete walls only if required for fire separation purposes, and if they are finished, (i.e. stucco, split faced concrete, exposed aggregate finishes).
- Developments should establish an overall colour scheme using typical coastal colours (such as blue, brown, and green) in deeper shades. Bright, intense primary colours and white are only suitable for trim and accent colours. Pastel colour schemes are discouraged.
- Complex multi-material or multi-colour schemes are discouraged.
- Integrate building foundation walls and ground level parking structures into the overall design of building facades using exterior building material down to the point of finished grade or by cladding in compatible materials and colours.



✓ Mix of single and multistory buildings and use of natural materials fits the local setting.

Relationship to Adjacent Uses

Multiple family and infill development must follow some key design principles to successfully integrate with the surrounding neighbourhood

- Development must respect the existing character of the neighbourhood.
- Design new buildings so that their mass, shape, facade articulation, and siting does not overwhelm the surrounding area. These design elements should enhance the relationship between the new development and any adjacent uses, waterfront or open space areas.
- Use building materials similar to the adjacent residential area.
- Use extensive, low landscaping at the street edge, and use dense landscaping adjacent to any residential uses.
- New development should present a "friendly face" to the neighbourhood. This can be achieved with well defined, welcoming and clearly visible/accessible entrances, feature landscaping, lighting or special paving. Front street fences should be avoided.
- Development must relate to the street with windows and doors facing the street to contribute to neighbourliness and security. Avoid the use of high fences or large garages facing the street.
- Gated communities are strongly discouraged in the interest of encouraging a sense of neighbourhood and integration with the surrounding community.
- Provide connectivity to adjacent residential areas.
- Minimize light spill onto adjacent properties;
- Minimize casting shadows on adjacent properties; reduce building heights adjacent to lower density uses.

Accessibility

- Design all buildings to have level entry and other accessible features for use by residents with mobility limitations.
- Adaptability features to allow for future accessibility improvements are encouraged.
- Provide seating areas within common open space areas and as streetscape features.
- To the greatest extent possible, outdoor amenity spaces and walkways should be built accessible.

Sustainability

New buildings should incorporate designs and materials that minimize no-renewable energy use and water consumption:

- Orient buildings and window placement to maximize opportunities for passive solar heating and for natural lighting, cooling and ventilation. Narrow building forms that maximize corner and through units are preferable.
- Use natural ventilation and cooling systems (i.e. operable windows) instead of air conditioning.
- Landscaping and building design should ensure sunlight penetration in

winter and shading of afternoon sun in summer. Use projecting overhangs and canopies to reduce sun exposure in summer.
- Use energy efficient lighting and appliances and building products that demonstrate green technology.
- New developments are encouraged to develop on-site energy sources, particularly geothermal, passive solar and ocean wave sources.
- Consider the use of green roof systems, especially on large commercial buildings to reduce rainwater runoff, reduce energy costs and improve visual appearance.



✓ Rain gardens reduce the stormwater/rainwater runoff into storm sewers and create attractive landscaped streets with defined parking areas.

- Limit the use of potable water for landscaping. Use captured water, recycled water and drought resistant plants.
- Limit the use of in-ground sprinkler/irrigation systems once landscaping is established.
- Manage stormwater flows to ensure no net increase in flow volume and velocity from predevelopment conditions.
- Use natural filtration of rainwater into the site through techniques such as raingardens, rainwater collection systems, bioswales, landscape detention areas or other methods suitable to the urban environment.
- Reduce impervious surfaces to reduce the rate and volume of runoff. Use permeable paving for hard surfaces such as driveways, parking areas and on-site walkways but ensure that surfaces provide full accessibility. Crusher dust and loose gravel is not acceptable.
- Minimize the impacts of parking areas by installing oil and grit separators and directing runoff to infiltration chambers and biofiltration strips.
- Provide waste management plan; reduce or eliminate any on-site burning in favour of on-site chipping and/or reuse of site materials.
- Developments are encouraged to apply for LEED certification (Leadership in Energy and Environmental Design green building rating system) or comparable assessment.

Privacy, Outdoor Spaces

- Provide private usable outdoor open space for each unit. Patios or balconies should be provided at minimum rate of 10 sq.m. per bedroom, with a minimum 2.0m depth to provide outdoor seating. Balconies should be sheltered or covered as part of the overall building design.
- Common meeting rooms and storage areas should be provided as part of new developments.
- Rooftop gardens and terraces are supported as amenity areas.
- Open space amenity areas should be at least as large as parking areas, and be designed to reflect the intended users.
- Screen all parking from first floor windows of dwellings.
- Provide fully accessible and usable open space/amenity areas and pathways that cater to all ages and abilities, including adults, seniors and children.

Public Art

- Public art is encouraged in all new developments. Installation of wall murals, sculpture or carvings that reflect Sechelt's history, cultural and natural environment is supported as part of all commercial or multifamily developments.

Safety and Security

- Design to maximize the opportunities for natural surveillance, allowing people to easily view activities going on around them ("eyes on the street").
- Provide safe pedestrian routes from parking areas to building entrances.
- Provide highly visible entrances; use lighting levels and placement to provide security to outdoor spaces and walkways.
- Raise ground floor residential units a minimum of 0.6 metres above grade to provide privacy and separation for the residents.
- Use design and layout based on CPTED (Crime Prevention Through Environmental Design) to increase safety and security of residents.

Landscaping

- Retain and protect existing natural features, including mature trees and vegetation.



✓ Covered entrances and balconies provide shelter and social areas.

- Use appropriate, residential-style landscaping between the principal buildings and the front property line. Use street trees and shrubs to create a sense of permanency, provide privacy and identity to individual units.
- Use landscaping to screen new development from adjoining uses.
- All site areas not covered by buildings, structures and required parking shall be fully landscaped.
- Tree planting should occur along the perimeter of the property line in order to soften the impact of the building on surrounding properties and streets.
- Use landscape materials that provide colour and screening during winter months; a ratio of 60% coniferous and 40% deciduous plantings is suggested.
- All landscape plans for new development shall be prepared by a landscape architect (BCLA) and installed in accordance with BC Landscape Standard.



✓ Use of local natural materials enhances landscaping in new developments

Signage

- Signs should show a high level of craftsman ship and be integrated with the building façade through colour, materials and graphic style.
- Design signs with appropriately size and design that is in character with the proposed development and does not overwhelm the environment.

Lighting

- Design all exterior lighting to be non-glare, to light specific areas and avoid light spill on adjacent properties or uses.
- Non glare full cutoff light fixtures should be used; high intensity security lights are not supported.
- Use the same lamp standards throughout the area for both private and public projects in order to help unify the area over time.
- Use pedestrian level lighting for parking areas and internal walkways.
- All lighting systems are to be designed by a qualified engineer, and submissions to the District shall include luminance calculations and distribution diagrams.

Parking

- Screen surface parking areas from adjoining development by dense and continuous landscaping. Solid fencing or a combination of the two may be considered.
- Use internal landscape islands to break up large areas of surface parking.
- Locate surface parking areas at the rear of buildings.
- Design at grade parking structures to allow natural light, with finish materials similar to the overall building appearance, and landscaping adjacent.
- Locate visitor parking to be easily accessible to access points of the development.
- Consider providing electrical connections for electric vehicles and scooters.

Screening

- Incorporate loading bays, refuse containers and utility services incorporated into the building design, preferably indoors. Use solid fencing or landscaping to minimize visibility from the street and residential uses.
- Screen all refuse and recycling containers and roof top mechanical equipment with similar materials to the overall building materials.

DPA 8 – Intensive Residential and Infill Housing

Residential infill involves the densification of existing residential areas. Infill may occur incrementally on a lot-by-lot basis, often involving properties with unusual lot configurations and within close proximity to existing homes. Infill housing also occurs in new residential areas, where more compact housing forms are developed to increase housing choices and affordability within neighbourhoods.

DPA 8 applies to any property designated in the District of Sechelt OCP or zoned for:

- small-lot residential subdivision with minimum lot sizes ranging from 300 - 600 sq.m.
- subdivision in **Low Density Residential** areas where average lot sizes are less than 2000 sq.m.
- cluster housing where two or more housing units are located on a parcel;
- ground-oriented attached housing forms including duplex (two-family) or triplex use;
- any new forms of infill development such as laneway housing, "granny flats/cottages", coach house or carriage house over garages.

These uses are also permitted in the **Multiple Family/Mixed Residential** designation in the OCP. Infill housing is also supported within **Special Infill Areas** where the location makes increased density attractive, but where the scale and building form must fit with the existing character of the neighbourhood. Infill housing forms are also supported within the areas designated in the OCP as **Residential**, where a mix of housing types are encouraged on properties larger than 0.4 hectares (4000 sq.m.) in size. Infill housing and more intensive residential development require careful design to ensure the new development respects the character of the neighbourhood and adjacent properties, and creates an attractive, livable environment. The DPA 8 guidelines apply to each of these housing types, with the goal of ensuring a good fit within the neighbourhood and minimizing the impacts of increased density.

Category

Establishment of objectives for the form and character of multiple family or intensive residential development.

Objectives

The objectives of DPA 8 are:

- To create variety of compact housing forms with a high standard of urban design and livability, designed for durability and an attractive appearance over the long term.
- To integrate new infill development with the surrounding neighbourhood.
- To provide new housing forms which are affordable and appropriate to the needs of different groups of the population.
- To control design of new development and the provision of amenities.

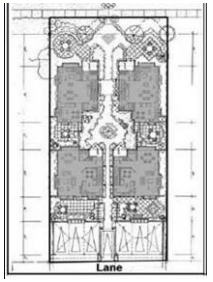
Guidelines

Site Planning

- Assess natural site conditions of slope, landform, hydrology and other characteristics and design the housing to fit with these features.
- Retain existing mature vegetation and other natural features as part of the site layout. Arborist reports are required to confirm health of trees; replacement trees are required.



✓ Extensive landscaping, pitched roofs and detailed front elevations ensure this 4-unit strata redevelopment on a single lot blends into the single-family neighbourhood. Parking is located at rear lane. FAR is .75



- Minimize parcel consolidation in order to retain a single-family appearance. Where infill development consists of more than three units, the front façade should be broken into smaller elements to give the impression of fewer units.



✓ Infill development should retain mature trees and respect the scale of adjacent uses.

- Orient infill housing to minimize overlooking of adjacent residential properties through building heights, careful placement of windows and landscape screening.
- "Gated" communities are discouraged in favour of developments that face the street, encourage social interaction and integrate with the adjacent residential area. Design features such as front porches, wide steps and planters are encouraged.
- Use gateway features such as lighting, signage or landscape features if individual entries are not visible from the street.
- Orient housing to maximize view opportunities while not compromising sightlines for adjacent neighbours.
- Avoid overlooking of adjacent private rear yard areas.

Building Scale, Form and Character

- Use varied appearances that reflect the character of surrounding neighbourhoods.
- Maintain a scale that is sensitive to surrounding homes. Heights should not exceed permitted height of adjacent properties.
- Use building setbacks similar to those of adjacent properties, particularly for front and side yard setbacks.
- Use building design, materials, colours and landscaping that reflects elements found in surrounding residential areas. This includes elements such as pitched roofs and detailed trims.
- Provide a clearly defined main entrance for each building that faces the public road. Features such as entry porches, wide steps and planters are encouraged where they are common features of the surrounding streetscape.
- A maximum of four attached units (fourplex) are permitted in existing residential areas.
- Front facades should be broken down to emphasize the appearance of individual units.
- Building height should not exceed the maximum permitted height in adjacent or surrounding residential properties, which is generally two storeys.



✓ Attached housing units facing the street fit within the single-family context.





✓ This 9-unit strata redevelopment provides the appearance of a single-family use from the street and preserves the heritage appearance. FAR is 0.75.

Waterfront Infill

- Infill development on waterfront properties (Special Infill Areas #2 and 3) shall provide setbacks from the shoreline and public access in accordance with DPA 3.
- To respect the current "cottage" character, infill development on Trail Bay or Porpoise Bay shall be a maximum of two storeys directly adjacent to the waterfront or public walkways. Additional height up to four storeys may be considered for centre or rear portions of the site, where compatible with adjacent uses and view corridors.



✓ Detailed gables, windows, private entry walks and other design features provide attractive streetscape features for this small lot housing.

Coach Houses

For infill areas such as the Downtown Village Residential Infill, coach houses provide an opportunity for additional housing units and affordability in a form that fits within the existing context.

- Use an architectural style that is complementary, but does not imitate the primary residence.
- Articulate facades to create depth and architectural interest.
- Locate coach houses in the rear yard of the lot. Entrances should face the street and have direct pedestrian access from the street. Windows should provide "eyes on the lane" for security.
- Setback second storeys at least 3m from the rear property line. Floor areas should be no more than 75% of the first floor area.
- Provide private outdoor space for the primary residence and coach house.
- Where rear lanes exist, provide parking and access via the lane.
- Where no rear lane exists, provide a shared driveway as well as separate pedestrian pathways to each entrance.
- To limit the bulk of buildings, enclosed parking spaces should be limited to two.
- All coach houses are encouraged to provide adaptable design and universal accessibility.
- Enclose all garbage areas.

Small Lot Subdivisions

Small lot subdivisions provide an opportunity for more affordable, compact housing. To ensure livability of these areas, the scale of housing must be in scale with the small lot size and other design details must be reviewed.

- Provide a comprehensive site plan with details of all natural site features, parcel boundaries, building setbacks, site coverage, and open space, landscaping and parking areas.
- Fee simple subdivisions are preferred to encourage continuity with adjacent areas.
- Provide additional building setbacks where located next to existing residential areas.
- Locate public open space (park dedication or common areas within a strata development) in prominent, visible locations within the subdivision, not at the perimeter, in order to visually break up the development and increase the sense of openness.
- As a general guide, lots should have a minimum width of 10 metres where rear lanes are provided or 14 metres with no rear lane. Cul-de-sacs should not be used. (Note: actual lot sizes to be determined at time of zoning).
- Secondary suites are not supported in small lot subdivisions.
- Maximum site coverage should be limited to 40% to ensure a small-scale "cottage" appearance.
- Houses should be 1 to 1 ½ storeys, with sizes typically ranging from 100-140 sq.m. gross floor area to ensure lots do not appear overbuilt.
- Second storeys should be no more than 60% of the first storey, and be setback from the first storey.
- A building scheme may be required to ensure follow-through on design details.
- Repetitious building designs such as "mirror image" front facades are not supported.



Small lot neighbourhoods sometimes lack sufficient open space; internal open space should be provided to balance the increase in density.

- Layout and building design should preserve private open space for each lot.
- All common areas should be landscaped with a mix of coniferous and deciduous species, featuring drought tolerant and native plants. Street trees are required along all road frontages.
- All pedestrian routes shall be preplanned and integrate with surrounding areas. Strata developments may be required to provide public access for continuity through the neighbourhood.
- Buildings should be consistent with the area's prevailing heights and setbacks.
- Windows, decks and balconies should be designed to provide privacy, adequate daylight and ventilation.
- Provide visitor parking at the entrance to, and within, the subdivision on public or private roads.
- Storage areas for recreational vehicles or boats should be considered.

Lighting

- Lighting should be pedestrian scale and unified throughout the subdivision or development.
- Use full cutoff light fixtures to minimize glare, reduce light spill on adjacent areas and increase energy efficiency.
- All lighting systems are to be designed by a qualified engineer, and submissions to the District shall include luminance calculations and distribution diagrams.

Sustainability

- Orient buildings to maximize opportunities for passive solar heating and natural lighting.
- Use natural ventilation and cooling systems.
- Provide for clothesline use in new developments.
- Consider the use of green roof systems to reduce stormwater runoff, reduce energy costs and improve visual appearance.
- Limit the use of potable water for landscape irrigation. Once landscaping is established, limit the use of in-ground sprinkler/irrigation systems. Use captured water, recycled water and drought-resistant plants.
- Use building products that demonstrate green technology.
- Provide natural filtration of rainwater into the site through techniques such as raingardens, rainwater collection systems, bioswales or rock pits and permeable paving for hard surfaces such as driveways.
- Minimize the impacts of paved parking areas by installing oil/water separators and directing runoff to infiltration chambers or biofiltration strips.
- Provide waste management plan; reduce or eliminate any on-site burning in favour of on-site chipping and/or reuse of site materials.
- Developments are encouraged to apply for LEED certification (Leadership in Energy and Environmental Design green building rating system).

Parking and Access

- Provide vehicle access via rear lanes.
- Shared driveways are encouraged to reduce paved surfaces.
- Where garages or carports are necessary, design them to be recessed within the building.
- Setback parking spaces and garages should not visually dominate the streetscape.
- Where modified road widths are proposed, pedestrian routes, visitor parking and emergency vehicle access must be predetermined.
- Provide sufficient parking for residents and visitors, located where it will not negatively affect existing residential areas.
- Garages and carports should be sufficiently setback from the roadway to prevent overhang on sidewalks or road allowance.

Servicing

- Infill development should provide appropriate storage and collection areas for garbage and recycling.
- Services areas should be conveniently located for access, but well screened from adjacent properties or streets.



✓ Garages on small lot units are integrated within the building.



✗ *Garages dominate the streetscape and do not compliment the design.*

DPA 9 – Commercial Areas (outside Downtown)

Designation

DPA 9 is established to regulate the form and character of commercial or mixed-use development in areas outside of the Downtown. This applies to any lands designated in the OCP or zoned for neighbourhood commercial, regional commercial, tourist commercial or resort development uses, and may include mixed residential/commercial uses as permitted by the OCP. This DPA also applies to any commercial use that may be permitted through rezoning within Special Infill Areas.

Objectives

The objectives of DPA 9 are:

- To create a strong sense of place and visual identity through high standards of urban design and development;
- To reflect the unique setting and character of each neighbourhood through building design, signage and landscaping.
- To emphasize the orientation to the waterfront
- To improve the pedestrian environment and streetscape of all new development.

Guidelines

Site Planning

- Preserve ocean views and view corridors in the siting, design, massing and finishing of development.
- Preserve mature trees, rock outcroppings, waterfront shorelines or natural features and incorporate them in the site design.
- Terrace buildings on slopes or waterfronts to reduce the mass of the building and maintain views.
- Orient all buildings toward the front property line or the waterfront. Setbacks from the front street will be considered only to provide seating areas or other public amenity, not parking areas.
- Mass buildings on corner sites toward the intersection to reinforce the gateway role.

Building Form and Character

- Design buildings to complement and not overwhelm adjacent buildings.
- Clearly identify main entrances with canopies, gateway features, landscaping, lighting or special paving.
- Differentiate the first storey architecturally from upper storeys. Use cornices, wood trim, canopies or other architectural details to create a visual separation.
- Vary building heights and rooflines on buildings with long frontages.
- Sloped roofs are encouraged, with pitches exceeding 5 in12 and large overhangs. Mansard, monopitch and gambrel roofs are discouraged.
- Use articulated building forms to give the appearance of smaller, individual businesses, using features such as bay windows and alcoves.
- Treat building elevations visible from all streets or adjacent residential areas as front elevations, with finished, facades and windows that compliment the character of adjacent residential areas.

Materials

- Use natural materials such as wood, stone and rock; standard brick or cement composite materials are acceptable.



✓ Façade details such as trimmed windows create a unique appearance in neighbourhood commercial areas.



✓ Pedestrian seating areas create significant amenity in local commercial areas. Bold use of local materials creates a distinct appearance.

- Vinyl, metal siding or artificial brick should not be used for commercial buildings. Stucco is acceptable provided it is accented with substantial use of wood trim, fascias or other features.
- Exposed concrete walls are permitted only if required for fire separation and are painted or stuccoed.
- Use local rock or stone, split granite or wood timbers as accent materials.
- Use wall colours that reflect the coastal marine setting (blues, green, and brown).
- Bright primary colours are not permitted except as accent colours.

Pedestrian Orientation

- Use outdoor seating areas, patios, plazas and street furniture to enhance the pedestrian environment.
- Provide continuous weather protection (overhangs or awnings) for seating areas and building fronts.
- Establish full pedestrian sidewalks along all street frontages.
- Provide safe and clearly marked pedestrian connections from the street and parking areas to building entrances.
- Use the location and levels of lighting, and placement and height of landscaping to define pedestrian areas.

Landscaping

Landscaping is a key element of design for commercial areas.

- Preserve mature trees as part of the design. Arborist reports will be required to assess health of existing trees.
- Use landscaping to provide a welcoming appearance, delineate pedestrian routes, and soften the transition with adjacent uses.
- Use a mix of deciduous and evergreen plants, using native materials where suitable.
- Use landscaping to screen development from adjacent residential areas.
- Chain link fencing is not permitted.
- All areas not covered by buildings, parking areas and walkways shall be landscaped.
- Landscape plans must be prepared by a professional Landscape Architect (BCLA), and all plantings must comply with the standards of the B.C. Landscape Standard.

Parking

- Locate parking areas at rear or side of buildings.
- Provide clear pedestrian routes from parking areas to building entrances.
- Parking areas shall be fully screened from adjoining residential development or pedestrian areas.
- Parking areas with more than 20 spaces shall be broken into smaller sections by landscape islands.
- Locate loading bays and refuse containers to minimize visibility from streets.



✓ Local commercial areas should include individual storefronts, streetside parking and attractive landscaping.



✓ Upper storeys should be setback or distinguished from ground level by awnings or other design details. In local neighbourhoods, buildings should reflect the residential appearance of surrounding areas.

Signage

- Use signage with a unique or handcrafted appearance that is consistent with overall building design and materials.
- Backlit plastic signs, illuminated copy, digital signs, roof signs or moving signs are not supported.
- Corporate or franchise design elements may require modification and may not be suitable for some locations.

Lighting

- All pedestrian and parking areas should have pedestrian-scale lighting.
- Lighting should be non-glare full cutoff fixtures so light does not spill onto adjacent areas or roads.
- High intensity security lights are not supported.
- All lighting systems are to be designed by a qualified engineer, and submissions to the District shall include luminance calculations and distribution diagrams.

Screening

- Screen all storage areas, garbage receptacles and utility kiosks with solid fencing or landscaping.
- Screen all rooftop mechanical and ventilation equipment or integrate with the building form. Locate to minimize noise disturbance to residential uses within or adjacent to the site.

Sustainable Development

- Orient buildings to maximize opportunities for passive solar heating and natural lighting.
- Use natural ventilation and cooling systems.
- Use energy efficient lighting.
- Consider the use of green roof systems, especially on large commercial buildings, to reduce stormwater runoff, reduce energy costs and improve visual appearance.
- Limit the use of potable water for landscape irrigation. Use captured water, recycled water and drought-resistant plants. Limit the use of in-ground sprinkler/irrigation systems once landscaping is established.
- Use building products that demonstrate green technology.
- Provide natural filtration of rainwater into the site through techniques such as raingardens, rainwater collection systems, bioswales or rock pits.
- Permeable paving should be used for hard surfaces such as driveways.
- Minimize the impacts of paved parking areas by installing oil/water separators and directing runoff to infiltration chambers or biofiltration strips.
- Provide waste management plan; reduce or eliminate any on-site burning in favour of on-site chipping and/or reuse of site materials.
- Developments are encouraged to apply for LEED certification (Leadership in Energy and Environmental Design green building rating system).

Neighbourhood Commercial Areas

Local commercial areas often provide a neighbourhood focal point, and should be of a scale and character in keeping with that function

- Use building design, signage and lighting at a scale and form compatible with the surrounding neighbourhood, and reflect design details typical of low-density residential housing with a strong pedestrian orientation.
- Use detailed entry features, window treatments, signage, landscaping and pedestrian amenities (seating, canopies) typical of residential neighbourhoods.

Regional Commercial Areas

Major commercial sites on highway or arterial roads require careful design to avoid the appearance of strip or "big box" development without any special design reference to the Sechelt setting.

- Design the building for the location; stock building plans, signage and other corporate design elements may require modification.
- Add visual interest and reduce the massing of large structures by

articulation of building walls, roof modulation, variations in colour and texture and addition of windows, canopies and entrance features.
- Create the appearance of several small businesses (i.e. Park Royal Village).
- Locate buildings at the street edge to foster a sense of belonging within the area and to facilitate pedestrian connection. Parking should be at the side or rear.
- Mitigate the appearance of large parking areas with significant landscaping.
- Signage should be modest in scale. Large freestanding signs are not supported.
- Landscape buffers at least 6.0m wide should be established to screen commercial uses from provincial highways and arterial roads.

Waterfront Commercial

- Careful assessment and protection of natural site features shall form the basis of the development design.
- Integration with the neighbourhood is a priority; provide a welcoming entrance and public access to the waterfront or site amenities as key features.
- Site and building design should reflect the marine setting with buildings, materials and landscaping suitable to the coastal setting.
- Waterfront developments shall meet the environmental guidelines of DPA 3.

Mixed Uses

- DPA 7 guidelines for multiple family areas apply.
- Residential uses above ground floor commercial should provide distinct entrances, parking areas and amenity spaces for residents.
- Raise ground floor residential units a minimum of 0.6 metres above grade to provide privacy and separation for the residents.



✓ Local commercial uses provide an important focal point within the neighbourhood.

DPA 10 – Business and Industry

Designation

A high standard of finished appearance and landscaping is important for all business and industrial areas. DPA 10 applies to all lands designated in the OCP or zoned for industrial or business uses, primarily located at Wilson Creek/Airport, East Porpoise Bay and Tillicum Bay as shown on Schedule C. DPA 10 also applies to any business or industrial uses within the Working Waterfront designation. The DPA guidelines are also intended to improve existing industrial areas over time as redevelopment occurs.

Category

Form and character of commercial and industrial development.

Objectives

- To support business and industrial development in Sechelt.
- To create high quality, attractive business and industrial districts.
- To reduce visual and noise impacts of industrial use on adjacent areas.

Guidelines

Site Planning

- Retain mature trees, vegetation and topsoil as part of any new development.
- Incorporate natural features into the site design, including topography, drainage courses, trees, vegetation and topsoil.
- Watercourses and shoreline areas shall be maintained in undisturbed state, except where zoned and authorized for marina or similar uses.
- Site buildings to increase the visibility of the business entrance and minimize visibility of parking, storage and loading areas.

Building Form and Character

- Emphasize prominent entrances or windows, and avoid blank walls for street facing buildings (Field Road, Sechelt Inlet Road, and Highway 101).
- Loading bays, storage areas and overhead garage doors should not face primary roads.
- Use building design, colours and materials to create attractive buildings with a sense of permanence. Unpainted metal or untreated concrete blocks are not suitable for highly visible locations.
- Natural materials such as local stone and heavy timbers as accent materials are encouraged.

Compatibility with Adjacent Uses

- Provide additional setbacks and a graded transition in building height where commercial or industrial development abuts residential use to ensure residential properties are not faced with a massive wall.
- Do not locate parking and storage adjacent to residential uses.
- Design the layout to minimize impacts of truck access, storage operations, loading and mechanical/ventilation equipment on adjacent areas.
- Use dense and effective landscape screening adjacent to residential areas at least 2.0 metres in width.

Lighting

- Orient exterior building, storage and parking area lighting away from residential areas and roadways.
- Design lighting to minimize light spill, glare and sky glow by using non-glare full cutoff fixtures.
- High intensity security lights are not supported, particularly if they are visible from adjacent areas or roadways
- All lighting systems are to be designed by a qualified engineer, and submissions to the District shall include luminance calculations and distribution diagrams.

Signage

- Coordinate signage with the architectural character of the building.
- Freestanding directory signs should have a simple, clean appearance and be located within the landscaped area.

Parking, Loading and Storage

- Locate parking at the rear or sides of a building, buffered from view by significant landscaping.
- Separate parking areas with more than 20 spaces into smaller groups by landscaped islands.
- Locate outdoor storage and loading areas toward the rear of the site wherever possible and screened from view.

Sustainable Development

- Orient buildings to maximize opportunities for passive solar heating and natural lighting.
- Use natural ventilation and cooling systems.
- Use energy efficient lighting.
- Consider the use of green roof systems, especially on large commercial buildings, to reduce stormwater runoff, reduce energy costs and improve visual appearance.
- Limit the use of potable water for landscape irrigation. Use captured water, recycled water and drought-resistant plants. Limit the use of in-ground sprinkler/irrigation systems once landscaping is established.
- Use building products that demonstrate green technology.
- Provide natural filtration of rainwater into the site through techniques such as raingardens, rainwater collection systems, bioswales or rock pits.
- Permeable paving should be used for hard surfaces such as driveways.
- Minimize the impacts of paved areas by installing oil/water separators and directing runoff to infiltration chambers or biofiltration strips.
- Provide waste management plan; reduce or eliminate any on-site burning in favour of on-site chipping and/or reuse of site materials.
- Developments are encouraged to apply for LEED certification (Leadership in Energy and Environmental Design green building rating system).

Landscaping and Screening

- Provide a high quality, continuous landscaping at least 2.0m deep along any frontages on Field Road, Sechelt Inlet Road or Highway 101.
- Provide landscaping in front of any blank walls, internal or external roadways, or between parking areas and buildings.
- Use street trees and lower level shrub plantings along any road frontage, with a mix of deciduous and coniferous vegetation. Large areas of bark mulch, gravel or other similar materials are not suitable.
- Screen storage compound areas and chain link fencing by landscaping or a combination of solid fencing and landscaping.
- All areas not covered by buildings, parking or storage areas shall be landscaped.
- Landscape plans must be prepared by a professional Landscape Architect (BCLA), and all plantings must comply with the standards of the B.C. Landscape Standard.

Working Waterfront Areas

- All businesses located on marine waterfront shall meet the environmental guidelines of DPA 3 and requirements of federal and provincial approval agencies.
- Design buildings with natural materials and colours consistent with the surrounding marine environment.
- Avoid light spill on marine waters or adjacent uses.
- Incorporate areas for public access and/or viewing of the waterfront in the site or building design.
- Locate any outdoor storage areas as far as possible away from the shoreline, and screen from any adjacent uses or public roads with dense landscaping at least 1.5 planted height or solid fencing.
- Meet all other DPA 10 guidelines.

DPA 11 – MIXED RESIDENTIAL / COMMERCIAL

Area

All lands within the Mixed Residential/Commercial Neighbourhood Development Permit Area, indicated on Future Land Use map Schedule C2 as "Mixed Residential/Commercial Neighbourhood".

Designation

Pursuant to Section 919.1 (1) (f) of the Local Government Act these lands are hereby designated a development permit area for the establishment of objectives for the form and character of intensive residential, commercial and multi-family residential development on these lands.

This designation does not preclude other Development Permit Area designations in the OCP from applying to this area.

Justification

The Mixed Residential/Commercial Neighbourhood Development Permit Area designation includes a diverse mix of commercial, mixed-use, multi-family residential, and single-family residential, zoning designations. The lands are 4.5 kilometres from downtown Sechelt along the eastern edge of Porpoise Bay. They are located within the East Porpoise Bay neighbourhood to the south of Sandy Hook neighbourhood, and North of the Porpoise Bay Provincial Park, on the hillside surrounded by Crown forest on three sides and Porpoise Bay on the remaining side.

The site is highly visible from the water, and will become a significant self-contained neighbourhood in the future. The intention is to encourage visually attractive residential, commercial and mixed-use development that respects the site context, adjacent uses and supports the role, function and character of the development as established within the land use polices of this OCP.

Exemptions

Pursuant to Section 919.1 (4) of the Local Government Act, a development permit is not required in respect of the following:

a. Regular property maintenance except that involving a change of building colour or building material

b. Emergency land alteration works, including tree cutting to remove an immediate danger.

c. Interior renovations, except renovations that close-in storefront windows.

d. Minor site clearing for topographic or other surveys for site and servicing work.

Objectives

The Objectives of DPA 11 are:

- To establish a unique sense of place with a high quality of design, liveability and walkability.
- To incorporate distinctive design character to establish identifiable precincts or neighbourhoods within the overall development.
- To recognize and incorporate natural features into the design of the neighbourhood.
- To incorporate Public Realm as a central component to the neighbourhood design.
- To ensure that new development is respectful and compatible with its surroundings, including the Shíshálh Nation land (SBL #28), Porpoise Bay Provincial Park, and the Sechelt Heritage Forest.
- To incorporate sustainable best practices and innovation in planning, building and landscaping.
- To support a variety of housing forms that provides appropriate and affordable housing for a wide spectrum of the population.
- To contribute to a diverse, stable and sustainable economy for Sechelt and the region.
- To develop an accessible and inclusive community that provides opportunities for residents of all ages and abilities.
- To include opportunities and services for aging-in-place.

- To demonstrate good stewardship of the environment.
- To control design of new development and the provision of amenities.

Guidelines

Site Planning

- Provide a neighbourhood character that reflects the mixed commercial, residential, cultural and recreational amenities and year-round utilization of the development.
- Ensure development considers and responds to site conditions of slopes, landforms, hydrology and other characteristics.
- Ensure building orientation, massing and scale maximizes solar access to public spaces and outdoor terraces.
- Provide visible public outdoor activity areas to reinforce social activity and interaction.



- All development should maximize sun penetration to pedestrian and outdoor activity areas.
- Preserve mature and old growth trees, rock outcrops, shoreline areas, wetlands and watercourses, and incorporate them as amenities.
- Preserve ocean views and view corridors in the placement, design, shape and massing of all buildings.
- Terrace buildings on slopes or waterfronts to reduce the mass of buildings and maintain views.
- Provide adequate spacing between buildings to provide privacy, views and natural light to all buildings.
- Ensure design of the development considers the effects of climate change and coastal flooding.
- Integrate the neighbourhood with surrounding neighbourhoods and properties.
- Trail network connections must be maintained and strengthened.
- Create pedestrian oriented routes to integrate the area. The pedestrian system should provide accessible routes to an acceptable standard.
- Support multiple modes of transportation, including pedestrian, bicycles, low-powered vehicles, community shuttles, regional transit, private vehicles and marine craft.
- Provide usable parks in addition to environmental and geotechnical sensitive areas.

Building Scale, Form and Character

Residential Buildings

- Use varied appearances that reflect the character of the surrounding neighbourhoods.
- Maintain a scale that is sensitive to surrounding homes.
- Use building design, materials and landscaping that are found in the surrounding areas.
- Provide a clearly defined main entrance for each building that faces the public road. Features such as entry porches wide steps and planters are encouraged.
- Front facades should be broken down to emphasize the appearance of individual units.
- Sloped roofs are encouraged, with pitches exceeding 5 in 12 and large overhangs. Mansard, monopitch and gambrel roofs are discouraged.
- Building heights should not exceed two storeys above the natural grade.

Mixed-use and Commercial Buildings

- Design buildings to complement and not overwhelm adjacent buildings
- Clearly identify main entrances with canopies, gateway features, landscaping, lighting or special paving. Design retail facades as individual entries to strengthen their character and interest the pedestrian
- Differentiate the first story architecturally from upper storeys. Use cornices, wood trim, canopies or other architectural details to create visual separation.
- Provide building facades that front streets with active ground floor to ensure businesses are easily identifiable and to promote pedestrian friendly street.
- Use articulated building forms to give the appearance of smaller, individual businesses, using features such as bay windows and alcoves.
- Use variety, texture, scale and modulation in building façade design to create pedestrian interest. Blank walls on street-fronting facades are discouraged.
- Treat building elevations visible from all streets as front elevations, with finished facades and windows that complement the character of adjacent residential areas.
- Vary building heights and rooflines on buildings with long frontages.
- Sloped roofs are encouraged, with pitches exceeding 5 in 12 and large overhangs. Mansard, monopitch and gambrel roofs are discouraged.
- Flat roofs shall be considered when used as green roofs.
- Service bays and waste storage should be located within the building or suitably screened.

Materials – Residential, Mixed-use and Commercial Buildings

- Use natural materials such as wood, stone and rock; exposed concrete must be trowel finished, heavily ribbed, textured or brush hammered; cement composite materials are acceptable.
- Vinyl, metal siding or artificial brick must not be used. Stucco is acceptable provided it is accented with substantial use of wood trim, fascias or other features.
- Use rock or stone, split granite or wood timbers as accent materials
- Use wall colours that reflect a coastal marine and historical setting.
- Bright primary colours, white, and pastels are not permitted except as accent colours.







Sustainable Development

- Orient buildings and window placements to maximize opportunities for passive solar heating and for natural lighting, cooling and ventilation. Narrow building forms that maximize corner and through units are preferable.
- Use natural ventilation and cooling systems (i.e. operable windows) instead of air conditioning.
- Ensure landscaping and building design encourage sunlight penetration in winter and shading of afternoon sun in summer. Use projecting overhangs, canopies and blinds to reduce sun exposure in summer.
- Incorporate energy efficient lighting, appliances and building products that utilize green technology.
- Encourage on-site energy sources such as geothermal and passive solar.
- Manage storm-water flows to ensure no net increase in flow volume and velocity from predevelopment conditions.
- Use natural filtration of rainwater into the site through techniques such as rain gardens, rainwater collection systems, bio-swales, landscape detention areas or other methods suitable to the urban environment.
- Reduce the overall area of impervious surfaces to reduce the rate and volume of runoff. Ensure that surfaces provide full accessibility.
- Minimize the impacts of parking areas by installing oil and grit separators and directing runoff to infiltration chambers and bio-filtration strips.
- Consider the use of green roof systems, especially on larger commercial / mixed-use buildings to reduce rainwater runoff and reduce energy consumption.
- Encourage individual developments to apply for LEED certification (Leadership in Energy and Environmental Design green building rating system) or a comparable assessment.





Landscaping

- Use landscaping to provide a welcoming appearance, delineate pedestrian routes, and soften the transition with adjacent uses.
- Use a mix of deciduous and evergreen plants, using native materials where suitable.
- Use landscaping to screen mixed-use and commercial development from adjacent residential areas.
- All areas not covered by buildings must be left in a natural state or landscaped.
- Wherever possible, mature trees, including those along property lines and significant specimens within the interior of development sites, should be preserved and integrated with new landscaping.
- Limit the use of potable water for landscaping through the use of grey water, captured water, and drought resistant plants.
- Planted areas must incorporate a programmable automatic irrigation system to current IIABC and BCSLA/BCNTA standards.
- Chain link fencing, where not utilized for sport facilities, should be screened so that such fencing is not visible from pedestrian areas, a municipal road, or a strata road.

- Landscape plans must be prepared by a professional Landscape Architect (BCLA) and all plantings must comply with the standards of the B.C. Landscape Standard.

Waterfront Areas

- Highlight natural features such as rock outcroppings, shoreline, vegetation and mature trees in the site plan.
- Preserve openness and enhance public access to the waterfront.
- Design buildings so they do not overwhelm the pedestrian experience of the waterfront.
- Large buildings should be divided into smaller blocks of varying height to maintain ocean views.
- Provide multi-use public pathways along the waterfront and between buildings.





Public Art

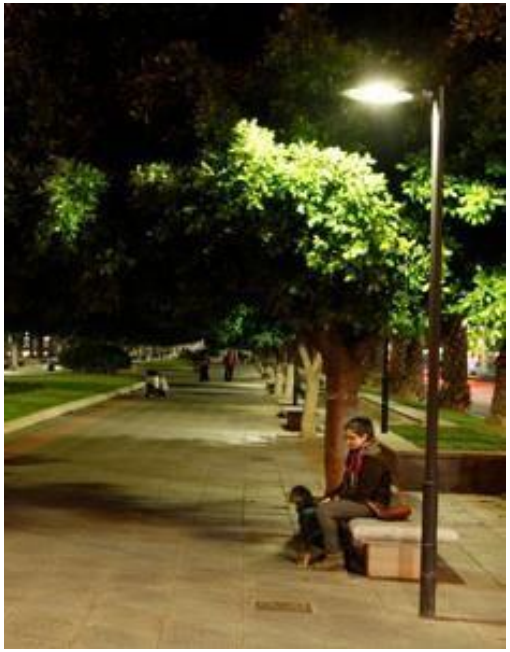
- Public art, especially which is created by local artists and designers, is encouraged. Wall murals, sculptures or carvings that reflect Sechelt's history, cultural and natural environment are supported as part of all developments within the community.





Lighting

- All exterior lighting must be non-glare, full cutoff L.E.D. to light specific areas and avoid light spill on adjacent properties or uses. Light may only be cast downward.
- High intensity security lights are not supported.
- All pedestrian and parking areas should have pedestrian-scale lighting.
- Use the same lamp standards throughout the area for both private and public projects in order to help unify the area over time.
- All lighting systems must be designed by a qualified engineer, and submissions to the District shall include luminance calculations and distribution diagrams.



Parking and Access

- Surface parking areas must be screened from adjoining development by dense and continuous landscaping. A combination of landscaping and solid fencing will be encouraged.
- Shared parking facilities and shared access points are encouraged to reduce the amount of curb cuts, and allow for efficient traffic circulation and utilization of parking supply.
- Locate surface parking areas at the rear of buildings as much as possible.
- Provide clear pedestrian routes from parking areas to building entrances.
- At grade parking structures must be designed to allow natural light, with finish materials similar to the overall building appearance, and adjacent landscaping.
- Locate visitor parking to be easily accessible to access points of the Development.

Signage

- Signage must be integrated in design of, and coordinated with, the architectural features of the building and character of the area.
- The size, number and placement of signs should ensure a hierarchy of signage.
- All sign materials and mounting brackets should be high quality, textured and durable. Raised or recessed letters are encouraged. Lighting fixtures should be quality, unobtrusive fixtures.
- Signs may support fairly intense colour applications, but should be harmonious with the colour scheme of the building with which they are associated.
- Backlit plastic signs, illuminated copy, roof signs or moving signs are not supported.

Part 9 - Definitions

The following terms are used in the OCP. OCP land use designations are shown in bold brown print.

Accessibility

The degree to which buildings, public spaces or products are accessible by as many people as possible. Accessibility is related to universal design principles aimed a design of environments to be usable by anyone without need for adaptation or specialized design.

Accessible Housing

A dwelling that has a no-step entry giving continuous access to passable doorways and hallways, and an accessible washroom and living area in order to provide basic access for people of all ages and abilities. Further specifications may be provided by the District.

Adaptable Housing

An accessible dwelling unit with certain design and construction features that allow future accessibility modifications at minimal cost to suit the changing needs of residents over time, to reduce the cost of future adaptations, and to allow aging in place. Further specifications may be provided by the District.

Affordable Housing

Housing that is affordable to low or moderate-income households or that has features that the private market generally does not provide, and where no more than 30% of the household's gross income is spent on housing.

Agriculture

This designation applies to ALR lands, and supports agriculture, agri-tourism and related uses.

Aquaculture

This designation provides for the hatching, rearing and harvesting of finfish and shellfish, and only in the case of the .35 ha (.86 acres) portion of lands located at 7333 Sechelt Inlet Road, shown shaded on the Future Land Use map - Schedule C2A, includes fish processing and the commercial growing of plants.

Base Density

Means the lower specified density for a site as determined by the future land use designation shown on Schedule C.

Business and Industry

This broad designation provides for a wide range of business and industrial uses that contribute to the economic activity of the District. Specific uses will be determined through the zoning process, subject to OCP policies.

Business Park

Means a comprehensively designed mix of industrial and commercial uses, and may include live/work premises.

Civic, Institutional and Utilities

This designation provides for recreational, educational, civic, cultural, religious, institutional, utility, and infrastructure facilities and uses.

Clustering or Cluster Housing

Means the concentration of residential units on a portion of the site to retain open space.

Community Amenity

A contribution of benefit to the community that is determined through the development approval process, and may include affordable or special needs housing, daycare, park and open

space land, infrastructure, public art, plaza, streetscape improvements, community facilities or cash-in-lieu.

Community Flood Hazard Mitigation Strategy

A flood hazard mitigation strategy developed by a Qualified Professional for the local community or neighbourhood scale and adopted by the District of Sechelt. A Community Flood Hazard Mitigation Strategy is intended to define proactive flood protection goals for a broad area, leading to transparent and cohesive flood mitigation requirements for each development.

Conservation Design

A density-neutral alternative to conventional subdivision or development patterns, which increases the amount, quality and contiguous nature of open space by compact arrangements of residential units and accompanying infrastructure such as roads and parking areas, typically resulting in at least 50% open space.

Continuum of Care

Means the various care options a person has as they progress from independent living to more intensive care requirements.

Creek Fan

A landform built over geologic time, generally consisting of alluvial materials transported by creek flows and progressively deposited at a delta, estuary or other creek outlet.

Density Bonus

An increase in the allowable number of dwelling units or floor area on a parcel of land in exchange for an amenity provided by the developer for the community.

Destination Resort

Means a comprehensively planned development with residential units and/or short-term visitor accommodation, developed with a range of on-site recreation facilities and related commercial uses such as golf course or marina.

Development – means any activity carried referred to in Section 920.1 of the *Local Government Act* and includes the:

- removal, alteration, disruption or destruction of vegetation;
- disturbance of soils (grading, removal, deposit);
- construction or erection of buildings or structures, including expansion of existing structures;
- creation of impervious or semi-impervious surfaces;
- construction of roads, trails, docks, wharves and bridges;
- flood protection works;
- development of drainage systems
- development of utility corridors
- provision and maintenance of water and sewer services;
- subdivision as defined in section 872 of the *Local Government Act*.

Development Cost Charge (DCC)

Is a charge assigned to new developments to compensate for the cost of providing additional service capacity necessary to accommodate growth.

Downtown Centre

This designation is the primary location of retail, office, tourist commercial, cultural, institutional, and civic facilities, including residential and mixed residential/commercial uses.

FAR (Floor Area Ratio)

The gross floor area of a building divided by the lot area. For example if a 4000 sq.ft. home was built on a 10,000 sq.ft. lot, the FAR would be 0.4.

Fish Bearing

A stream in which fish are present or potentially present if introduced barriers or obstructions could be removed or made passable by fish.

Fish Hatchery

This designation provides for the growing and breeding of fish, shellfish, mollusks, crustaceans and marine algae and in the case only of that .35 ha (.86 acres) portion of the lands located at 7333 Sechelt Inlet Road shown shaded on the map attached as Schedule "C2A" to this Bylaw, includes the processing of sturgeon and sturgeon roe grown on the hatchery site.

Floodproofing

Elevating a building structurally or on fill to reach the prescribed Flood Construction Level or Minimum Building Elevation.

Floodway

An area kept low and free of development for the purposes of conveying flood waters in the event of a major flood. Floodways may be natural (e.g. a watercourse) or may be designated as such in floodplain areas to promote safe flood conveyance in the event of channel avulsion or dyke failure.

Future Residential Land

Use This designation applies to areas where future residential use with a mix of housing types may be supported in ten plus years subject to conservation design and sensitive environmental planning. The use may involve densities ranging from the current Residential to Multifamily Mixed Residential land use designations. This is subject to more detailed investigation and planning prior to considering rezoning in these areas.

Groups in Need

Priority groups that are in need of Affordable Housing as identified by the District and derived from the Sunshine Coast Affordable Housing Study 2006 or updated studies.

High Water Mark

The visible high water mark of stream where the presence and action of water are so common and usual, and so long continued in all ordinary years as to leave a mark on the soil of the stream banks, above which there is a change in the character of soils and vegetation.

Infill Development

Refers to new or reconfigured development occurring within an existing residential area, for example, where a single family home may be replaced with a duplex.

Intensive Residential Use

Means a range of compact, ground-oriented housing forms, including duplex, triplex, row housing, townhouse, carriage house or laneway cottages or small lot subdivisions.

Lift

The difference in residential development potential between existing zoning and proposed zoning.

Light Industrial

Means a range of economic activities that are characterized as lower in intensity, cleaner, and are able to control the external effects of the use. Typical uses include assembly, distribution, repairing, storage and transport of good, packaging, fabrication of materials and products from previously manufactured materials.

Low Density Residential

This designation applies to residential lands outside the sewer service area and/or with topographic constraints that require larger lot sizes, typically 2000m2 (½ acre) or larger.

Manufacturing and Processing

Means industrial uses that involve production of products from raw material or previously processed materials, as well as transportation, bulk handing, storage and trucking industries. The uses may require significant outdoor storage or works yards, and may involve noise, emissions or other impacts.

Marine Access

This designation indicates land, foreshore or water areas used for commercial and/or public wharf and marina facilities.

Maximum Density

Means the maximum density achievable based on amenities provided.

Mixed Residential / Commercial Neighbourhood (including former "Silverback" lands)

This designation provides for the development of a new neighbourhood featuring: *Parks and Open Space; Civic, Institutional and Utilities; Agriculture; a Neighbourhood Centre; Low Density Residential; Residential; and Multifamily / Mixed Residential with a Base Density* of 1,000 residential units per 170.0 hectares and a Maximum Density of 1,360

residential units per 170.0 hectares

Multifamily/Mixed Residential

This designation provides for variety of housing forms including apartment, townhouse, and ground-oriented forms such as cluster housing, small lot single family, duplex, triplex uses.

Neighbourhood Centre

This designation provides for a mix of convenience commercial uses, community amenities/institutional uses and multiple family housing, intended to serve and provide a focal point within the local neighbourhood.

Parks and Open Space

This designation applies to lands intended for public open space and recreation use, also includes public lands used for commercial recreation such as golf courses and lands protected for environmental purposes.

Qualified Environmental Professional

Means an applied scientist or technologist, acting alone or together with another environmental professional, if the individual is registered and in good standing with an appropriate professional organization, and the individual is acting within that individual's area of expertise.

Qualified Professional

Means a professional with appropriate education, training and experience, fully insured and in good standing with the appropriate professional association to undertake the work or assessment required

Ravine

A narrow steep sided valley with slope grades greater than 3H:1V (33%).

Riparian Areas

The moist, nutrient rich lands adjacent to streams, which are transitional areas between aquatic and terrestrial (upland) ecosystems.

Regional Centre

This designation provides for commercial uses that serve a broad retail market, and require exposure to major arterial roads and larger site area than typically available in the downtown.

Residential

This designation provides for single family residential use with a range of lot sizes, but also allows low-density multifamily on larger sites.

Resort Potential

This designation indicates properties in unique locations with potential for tourist commercial or destination resort development, subject to OCP policies.

Resource

This designation applies to lands designated as Provincial Forest, Community Forest, Private Managed Forest, as well as lands with potential sand and gravel reserves. Also allows for rural living on large parcels.

Rural Residential

This designation provides for small acreages that offer a rural lifestyle or buffer between ALR lands and residential areas. Also includes steeply sloped lands not suitable for urban use.

Shoreline Conservation and Recreation

This designation applies to the marine waters and shoreline areas that are to be preserved in a natural state, providing also for public recreation use (extends to municipal boundary 300m outward).

Small Lot Subdivision (or small lot housing)

Means a single family subdivision with lot sizes from 350-600 sq.m. (3770 - 6460 sq.ft.) with an average size of 500 sq.m. (5005 sq.ft.) or less.

Special Infill Areas

This designation applies to special properties or areas where additional density and/or a mix of housing types are supported. More detailed planning is required prior to rezoning of any of these areas. See special policies for each numbered area.

Steep Slopes

Lands in their natural state with a slope angle of 20% or greater for a minimum horizontal distance of 10 metres.

Stream includes any of the following that provides freshwater fish habitat:

(a) a watercourse, whether It usually contains water or not;

(b) a pond, lake, river, creek or brook;

(c) a ditch, spring or wetland that is connected by surface flow to something referred to in paragraph a) or b).

Streamside Protection and Enhancement Area (SPEA)

The area adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream. The size of the SPEA is determined according to the *Riparian Area Regulation* on the basis of a report provided by a qualified environmental professional in respect of a development proposal.

Tourist Commercial

This designation allows for tourist accommodation and related uses, including commercial marinas, restaurants, and similar uses.

Transition Commercial

This designation provides for small scale, limited commercial uses which create a transition between commercial and residential areas in the Downtown.

Urban Containment Boundary (UCB)

This boundary contains lands that will accommodate the majority of new residential development, servicing infrastructure and community uses. Lands outside the UCB contain agricultural, resource and rural lands.

Village Residential Infill

This designation applies to properties in the Downtown Village with rear lane access, where rezoning will be considered to provide for small-scale, incremental infill with duplex and laneway cottages/carriage homes.

Watercourse means any of the following:

(a) a watercourse, whether it usually contains water or not;

(b) a pond, lake, stream, river, creek or brook;

(c) a ditch, spring or wetland that is connected by surface flow to something referred to in paragraph (a) or (b).

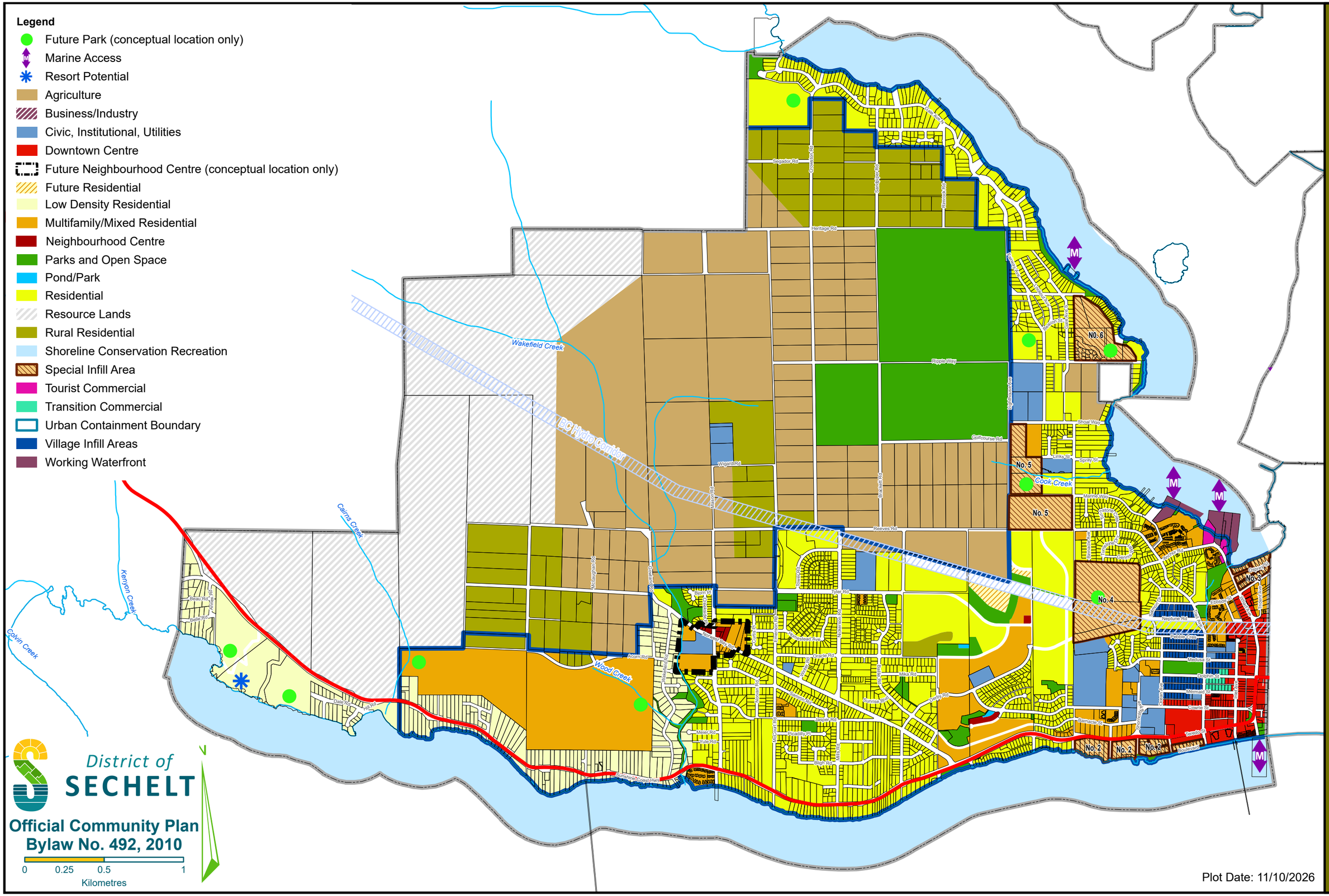
Working Waterfront

This designation provides for light industrial uses and marine businesses/transportation services which depend on access to the marine waters (such as floatplane, barge services, marinas, marine serfvices, boat-building etc.)

Future Land Use

Legend

- Future Park (conceptual location only)
- Marine Access
- Resort Potential
- Agriculture
- Business/Industry
- Civic, Institutional, Utilities
- Downtown Centre
- Future Neighbourhood Centre (conceptual location only)
- Future Residential
- Low Density Residential
- Multifamily/Mixed Residential
- Neighbourhood Centre
- Parks and Open Space
- Pond/Park
- Residential
- Resource Lands
- Rural Residential
- Shoreline Conservation Recreation
- Special Infill Area
- Tourist Commercial
- Transition Commercial
- Urban Containment Boundary
- Village Infill Areas
- Working Waterfront



District of SECHELT

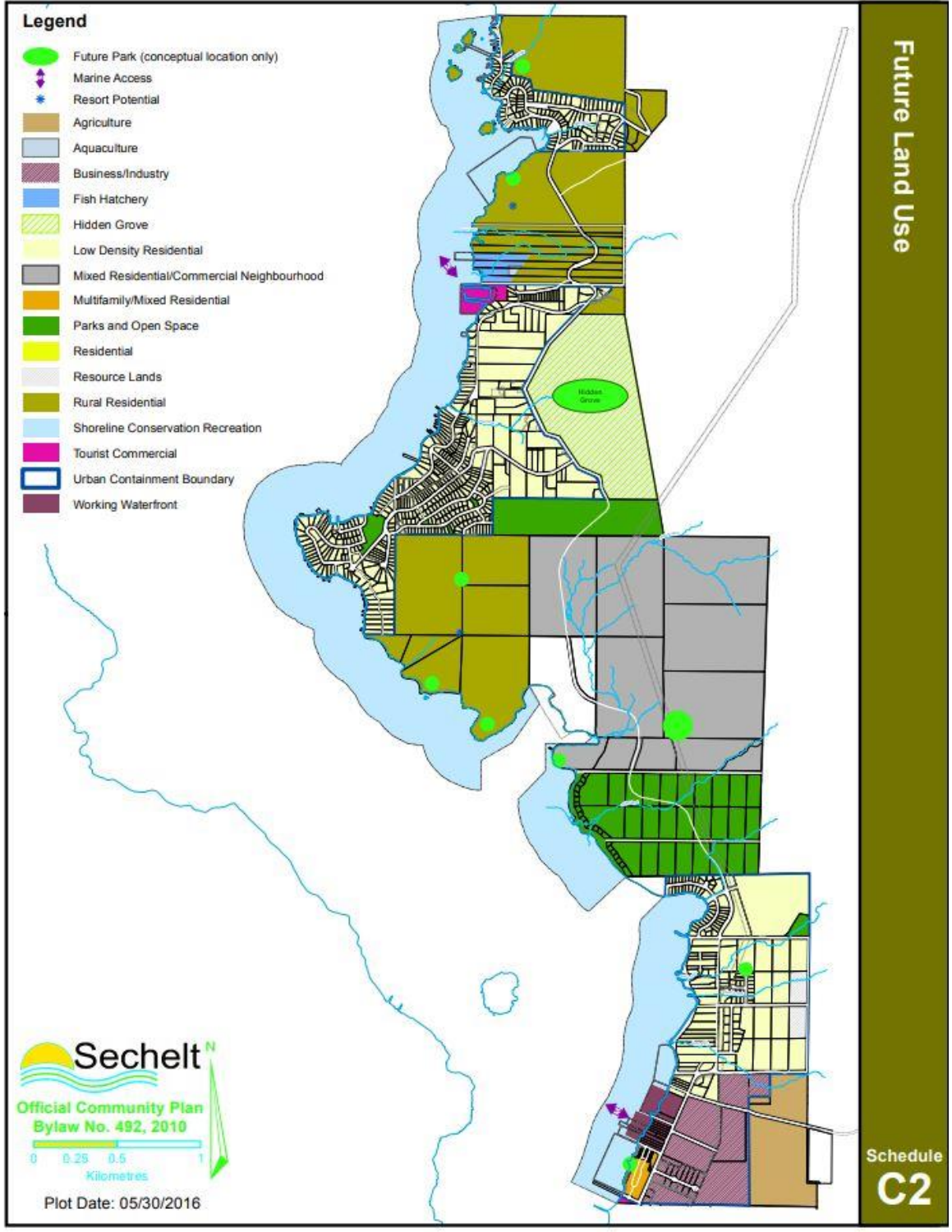
Official Community Plan Bylaw No. 492, 2010

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Kilometres

Plot Date: 11/10/2026

Schedule C1


Legend
Future Park (conceptual location only)
Marine Access
Resort Potential
Agriculture
Aquaculture
Business/Industry
Fish Hatchery
Hidden Grove
Low Density Residential
Mixed Residential/Commercial Neighbourhood
Multifamily/Mixed Residential
Parks and Open Space
Residential
Resource Lands
Rural Residential
Shoreline Conservation Recreation
Tourist Commercial
Urban Containment Boundary
Working Waterfront
Sechelt
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Official Community Plan
Bylaw No. 492, 2010
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Kilometres
Plot Date: 05/30/2016
Future Land Use
Schedule
C2

μ

M-3 Zone

75 m

77 m

64 m

35 m

318 meters

39 m

BLOCK 5

BLOCK 6

BLOCK 7

BLOCK 8

Naylor Rd

Sechelt Inlet Rd

Tillicum Bay Rd

Schedule C2A

Sechelt

DISTRICT OF SECHELT

Official Community Plan Amendment
Bylaw No. 492-4, 2012

Parts of Blocks 6 and 7,
District Lot 1410, Plan 4719
Target Marine Hatcheries Ltd.

March 15, 2012

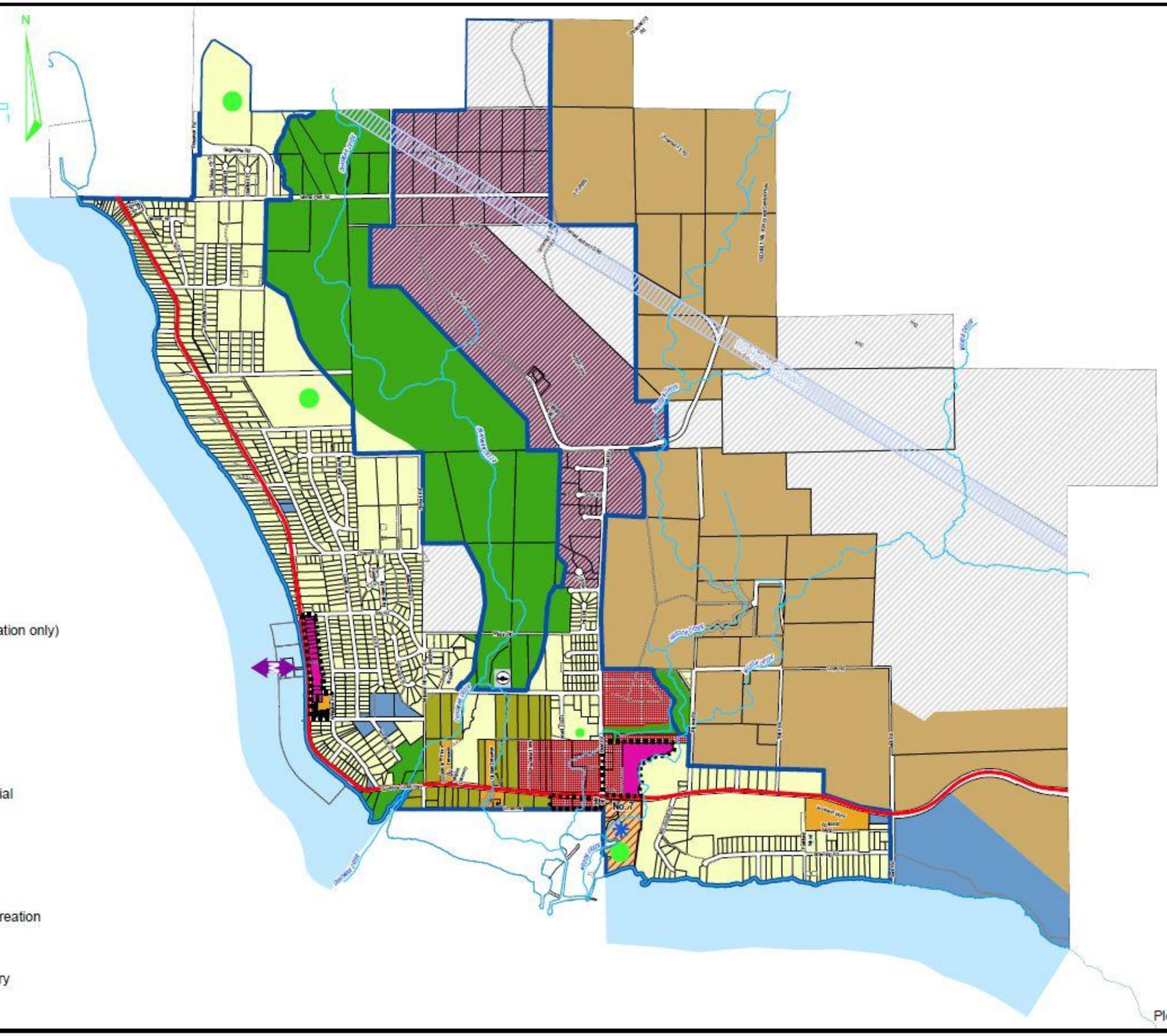
Sechelt

Official Community Plan
Bylaw No. 492, 2010

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Future Land Use



Legend

- Future Park (conceptual location only)
- Marine Access
- Resort Potential
- Agriculture
- Business/Industry
- Civic, Institutional, Utilities
- Fish Hatchery
- Low Density Residential
- Multifamily / Mixed Residential
- Neighbourhood Centre
- Parks and Open Space
- Regional Centre
- Resource Lands
- Rural Residential
- Shoreline Conservation Recreation
- Special Infill Area
- Tourist Commercial
- Urban Containment Boundary

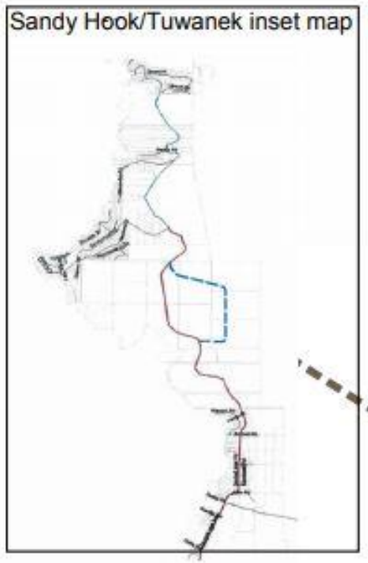
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Schedule
C3

Schedule I

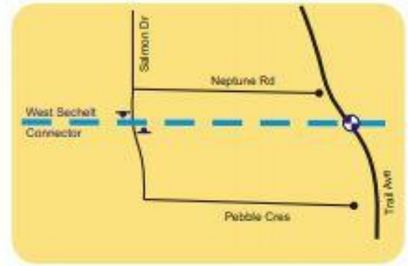
Major Road Network

Sandy Hook/Tuwanek inset map



Notes:

1



Alternative Alignment

Legend:

Existing Road:
- Sunshine Coast Hwy (101)
- Arterial Roads
- Collector Roads
- Main Streets
- Local Roads

Proposed Road:
- Future Bypass
- Interim Arterial Roads
- Interim Collector Roads
- New Collector Roads

Intersection Improvements:
- New Signals
- New Pedestrian Actuated Signals
- Stop Signs
- Geometric or Sight Distance Improvements
- Right-in/Right-out Only
- Add Left-turn Lane

Note: Schedule I shows major roads only. Future local road locations will be determined at the time of development

Nov 2009 N.T.S. 4710-01

District of Sechelt Official Community Plan, Bylaw #492, 2010