The background image shows a coastal town nestled on a hillside. In the foreground, there is a body of water, likely a sound or bay. The hillside is covered in dense evergreen trees. Several houses are visible, including a prominent white house with a red roof on the right. The sky is overcast and grey.

# West Howe Sound Official Community Plan

Appendix A to Bylaw 640,  
October 2011

Updated for Convenience Only September 27, 2018

This document has been prepared for reader convenience only and is not to be used for official purposes.

**West Howe Sound Official Community Plan**

**July 2011**

**Appendix A to Bylaw 640**

**Prepared by the SCR D Planning Department with assistance from a community based advisory committee**

**Cover Image: Hopkins Landing and Soames Hill taken from Hopkins Wharf**

Sunshine Coast Regional District

**West Howe Sound Official Community Plan Bylaw No. 640**

A bylaw to adopt an Official Community Plan for the West Howe Sound Plan Area within Electoral Area F.

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WHEREAS Section 876 of the *Local Government Act* provides that the Sunshine Coast Regional District may, by bylaw, adopt an official community plan;

AND WHEREAS The Board of the Sunshine Coast Regional District deems it necessary to adopt an official community plan in order to ensure orderly development of the West Howe Sound community;

NOW THEREFORE, the Board of the Sunshine Coast Regional District, in open meeting, enacts as follows:

**1. TITLE**

This bylaw may be cited as the "West Howe Sound Official Community Plan Bylaw No. 640, 2011".

**2. APPLICATION**

This bylaw is applicable to all land within the boundaries of the West Howe Sound Plan Area as shown on Maps 1-5 within Appendix "A" attached to and forming part of this bylaw.

**3. ORGANIZATION**

The West Howe Sound Official Community Plan, contained within Appendix "A" attached to and forming part of this bylaw, is comprised of:

- |                                 |  |
|---------------------------------|--|
| 1. Introduction                 | 11. Development Permit Areas                     |
| 2. Plan Purpose, Vision & Goals | 12. Interpretation, Implementation & Definitions |
| 3. Neighbourhood Chapters       |  |
| 4. Agriculture                  | Map Schedules:                                   |
| 5. Rural Residential            | Map 1 – Land Use                                 |
| 6. Affordable Housing           | Map 2 – Development Permit Areas                 |
| 7. Infrastructure               | Map 3 – Road Network                             |
| 8. Transportation               | Map 4 – Services                                 |
| 9. Parks & Recreation           | Map 5 – Plan Area                                |
| 10. Energy & Emissions          |  |

**4. SEVERABILITY**

If any section, subsection, sentence, clause or phrase of this bylaw is held to be invalid by a court of competent jurisdiction, that section, subsection, sentence, clause or phrase, as the case may be, shall be severed and the validity of the remaining portions of the bylaw shall not be affected.

**5. REPEAL**

"West Howe Sound Official Community Plan Bylaw No. 304, 1987" is hereby repealed.

**6. ADOPTION**

READ A FIRST TIME this 28<sup>th</sup> DAY of July, 2011.

READ A SECOND TIME this 28<sup>th</sup> DAY of July, 2011.

CONSIDERED IN CONJUNCTION WITH THE  
SUNSHINE COAST REGIONAL DISTRICT  
FINANCIAL PLAN AND ANY APPLICABLE WASTE  
MANAGEMENT PLANS AND THE 10-YEAR WATER  
PLAN PURSUANT TO SECTION 882 OF THE LOCAL  
GOVERNMENT ACT

This 28<sup>th</sup> DAY of July, 2011.

PUBLIC HEARING held this 14<sup>th</sup> DAY of September, 2011.

READ A THIRD TIME this 27<sup>th</sup> DAY of October, 2011.

ADOPTED this 27<sup>th</sup> DAY of October, 2011.



  
Chair

  
Corporate Officer

# Table of Contents

<b>1. Introduction.....</b>	<b>1</b>
1.1 That is an OCP? .....	1
1.2 Plan Area Description .....	1
1.3 The Planning Process .....	2
<b>2. Plan Purpose, Vision &amp; Goals.....</b>	<b>4</b>
2.1 Plan Purpose.....	4
2.2 West Howe Sound Official Community Plan: Our Vision .....	4
2.3 Goals .....	5
<b>3. Neighbourhood Land Use.....</b>	<b>9</b>
3.1 Description .....	9
3.2 Grantham's Landing .....	10
3.2 Soames Point.....	18
3.3 Hopkins Landing.....	24
3.4 Gateway .....	32
3.5 Langdale.....	38
3.6 Williamson's Landing.....	53

<b>4. Agriculture.....</b>	<b>60</b>
4.1 Description.....	60
4.2 Technical Background .....	61
4.3 Objectives .....	61
4.4 Policies.....	62
<b>5. Rural Residential.....</b>	<b>64</b>
5.1 Description.....	64
5.2 Objectives .....	65
5.3 Policies.....	65
<b>6. Affordable Housing.....</b>	<b>67</b>
6.1 Description.....	68
6.2 Objectives .....	68
6.3 Policies.....	68
<b>7. Densification Strategies to Support Affordable Housing.....</b>	<b>69</b>
7.1 Description.....	70
7.2 Objectives .....	70
7.3 Policies.....	70
<b>8. Infrastructure .....</b>	<b>73</b>
8.1 Description.....	73
8.2 Water Supply & Demand.....	73
8.3 Sewage Disposal/Liquid Waste Management .....	74
8.4 Solid Waste Collection .....	76

<b>9. Transportation .....</b>	<b>77</b>
9.1 Description .....	77
9.2 Objectives .....	77
9.3 Policies .....	78
<b>10. Parks &amp; Recreation.....</b>	<b>81</b>
10.1 Description .....	81
10.2 Future Park Dedications.....	81
10.3 Neighbourhood Trails & Beach Accesses .....	82
10.4 Regional Recreation Corridor .....	83
10.5 Wildlife Corridors .....	83
<b>11. Energy &amp; Emissions.....</b>	<b>84</b>
11.1 Description .....	84
11.2 CEEP Goals and Implementing OCP Policies .....	89
11.3 Strategy .....	98
11.4 Chapter Review .....	100
<b>12. Development Permit Areas .....</b>	<b>102</b>
12.1 Introductory Description .....	102
12.2 Protection of Development from Hazardous Conditions.....	104
12.3 Development Permit Area 1A: Coastal Flooding .....	104
12.4 Development Permit Area 1B: Coastal Slopes .....	106
12.5 Development Permit Area 2A: Creek Corridor .....	107
12.6 Development Permit Area 2B: Ravines .....	108

12.7 Development Permit Area 2C: Floodplain .....	108
12.8 Development Permit Area 2D: Low Channel Confinement .....	109
12.10 Development Permit Area 3: Open Slope Failure and Rockfalls .....	110
12.11 Exemptions to Development Permits for Hazardous Conditions .....	112
12.12 Development Permit Area 4: Stream Riparian Assessment Areas .....	113
12.13 Development Permit Area 5: Aquifer Protection & Stormwater Management .....	117
12.14 Development Permit Area 6: Shoreline Protection & Management .....	120
12.15 Development Permit Area 7: Residential Agricultural Buffering .....	123
12.16 Development Permit Area 8: Stewart Road Light Industrial .....	125
<b>13. Interpretation, Implementation &amp; Definitions.....</b>	<b>128</b>
13.1 Description .....	128
13.2 Definitions .....	128

## **Map Schedules**

Map 1 – Land Use

Map 2 – Development Permit Areas

Map 3 – Road Network

Map 4 – Services

Map 5 – Plan Area

# I ntroduction

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## *Section 1*

### **1.1 What is an OCP?**

An Official Community Plan (OCP) is the area's key long range planning document. It outlines the long-term planning vision and sets out both short and long-term direction for future development and servicing requirements within the community. Essentially it is a vision developed by the community to manage the social, environmental and physical future of an area by guiding land use, development and servicing.

The purpose of this OCP is to capture the community values and translate them into policies that reflect many aspects of West Howe Sound life, including agricultural and rural land use, residential growth management and housing, heritage, parks, public open space, the environment, transportation, and public services.

Once an OCP is adopted by the Sunshine Coast Regional District (SCRD) Board, all bylaws adopted or works undertaken by the SCRd must be consistent with the Plan, including decisions about land use zoning, subdivision, density, and servicing.

The OCP is a policy document, and in order for it to be effective, several regulatory tools are required to implement its policies and objectives. These include the use of regulations such as, zoning bylaw, subdivision servicing bylaw and development cost charge bylaw, and guidelines such as development permit guidelines. These bylaws and regulations must be consistent with the OCP.

### **1.2 Plan Area Description**

West Howe Sound is located amidst a dramatic coastal setting on the south and east end of the Sunshine Coast, north of Gibsons.

It boasts diverse and stunning physical landscapes which enhances its rural residential image. The landscapes vary from the wooded lower slopes of Mt. Elphinstone, the rocky outcroppings of Soames Hill, the ravine watercourses of Gibson, Soames, Langdale and other creeks, to the 20 kilometres of marine shore-lands.

The varying terrain has had implications on previous development, which has resulted in compact neighbourhoods on parts of the bench land above the waterfront slopes, particularly from Langdale south to Grantham's Landing.

The West Howe Sound Plan Area is one of three Official Community Plans in Electoral Area F: West Howe Sound, Twin Creeks and Hillside-Port Mellon Plan Areas. The OCP area covers approximately 1500 hectares of land south from Grantham's Landing, north to Williamson's Landing, west to the slopes of Mt. Elphinstone and east into Shoal and Thornbrough Channels, as shown on Map 1.

### 1.3 Planning Process

Preparation of the West Howe Sound OCP was guided by a citizen-based advisory committee. The advisory committee consisted of 12 residents and/or property owners in West Howe Sound and one non-voting resident/property owner from Gibsons. Electoral Area F Director Lee Turnbull also served as an Ex-Officio member of the committee.

The committee was established in April of 2008 and subsequently met numerous times during the course of the two year review period. The committee operated on a consensus basis throughout the planning process agreeing upon objectives, policies and other goals which form this plan.

An initial public open house meeting was held on September 2008 at Eric Cardinal Hall to engage the public in the OCP review. An estimated 70 people attended the open house meeting. At the meeting an overview was presented that described the OCP and the process for reviewing an OCP. Also presented at the open house were the 9 neighbourhood design areas within the plan area.

The neighbourhood design areas were created to recognize the variety and uniqueness of the neighbourhoods within the West Howe Sound Plan area. These design areas also highlighted areas that were deemed to have some development potential. The results of the neighbourhood design maps were considered while drafting the OCP.

Inspired in part by the neighbourhood design areas, the plan was drafted on a neighbourhood by neighbourhood basis. Upon review of these neighbourhoods, residents and property owners were given the opportunity to review the preliminary recommendations and provide comments that were considered while drafting the plan.

After completing the "Neighbourhood Land Use" section of the Plan, a public open house was held at Langdale Elementary School on November 28, 2009. The feedback received at the meeting and later through questionnaire responses was considered, and contributed to a refinement of the "Neighbourhood Land Use" section and the entire first draft of the OCP. Feedback from this public meeting was further considered by the Advisory Committee.

A follow-up public open house was conducted in November of 2010 to demonstrate the changes to the neighbourhood chapters and to summarize the content of the additional chapters of the OCP.

The West Howe Sound OCP Review Advisory Committee members were as follows:

Laura Houle, Co-Chair	Fred Inglis, Co-Chair
Patricia Beale	Mike Comerford
Peter Cruikshank	Chad Hershler
Don Morison	Wayne Taylor
Bruce Townson	Janet Young
Bruce Wallis	Jon Mcrae (non-voting member)

# **P**lan Purpose, Vision & Goals

## *Section 2*

---

### **2.1 Plan Purpose**

This West Howe Sound OCP follows the original OCP adopted in February 1988. The original OCP was primarily based on land and resource information found within the 1987 West Howe Sound OCP Technical Background Report. It established the pattern of ALR protection with surrounding rural residential properties and containment of existing density nodes in the neighbourhood areas, which remain in place to this date. The following text highlights the vision and goals of this version of the West Howe Sound Official Community Plan.

### **2.2 West Howe Sound Official Community Plan: *Our Vision***

The West Howe Sound Official Community Plan area is the primary gateway to and from the Sunshine Coast. For the most part, it is a community characterised by a low density rural wooded settlement with historic neighbourhoods of compact development patterns dating back to the early 20<sup>th</sup> Century. The plan area is blessed with a temperate climate, natural foreshore and wooded environment that surrounds creek and wildlife corridors.

The area's rural character is complimented by its proximity to Vancouver, the Town of Gibsons, and other major employment centres. The area is primarily residential with a significant amount of land located within the Agricultural Land Reserve, which could be utilized in the future to serve the neighbouring areas on the Sunshine Coast.

The plan area faces several challenges at this time which should be addressed in order to create a sustainable community and Regional District. While maintaining the rural character and integrity of the area, affordable and compact housing should be considered.

The ideals of sustainability suggest that healthy social and environmental systems should be balanced with, or even cultivated by, the economic needs of the area. Employment generation both within and in proximity to the plan area are important, as well as the need for environmental integration, cultural enhancement, and beautification of the Gateway Bypass Area.

West Howe Sound is expected to remain a rural area of the Sunshine Coast that incorporates density in designated enhanced neighbourhood centres. These centres will offer not only residential areas, but open spaces, public institutional use, and limited commercial areas. They will provide employment possibilities, affordable and cluster housing, recreation opportunities, and walk-able communities.

It is anticipated that neighbourhoods within walking distance to both the Gibsons commercial areas, and to the Langdale Ferry Terminal, will be desirable communities in which to live.

The West Howe Sound Official Community Plan area has the unique quality of offering accessibility to urban areas while maintaining the rural way of life; both aspects combine to make this area, and the remaining Sunshine Coast, a live-able community.

## 2.3 Goals

The following are a list of goals for the Plan area, which are designed to maintain the high quality rural lifestyle:

### 2.3.1 Smart Growth Commitment

The SCRD, through the West Howe Sound Official Community Plan, is committed to implementing the Smart Growth British Columbia Principles in an effort to maintain the quality of life in the plan area and where possible, improve upon the quality of life. Building upon these Smart Growth principles, there are specific goals that apply to the West Howe Sound Official Community Plan area.

The following Smart Growth Principles have been adopted as goals for the OCP to the extent possible given the rural nature of the OCP area:

1. **Mixed land uses.** Each neighbourhood has a mixture of homes, retail, business, and recreational opportunities.
2. **Build well-designed compact neighbourhoods.** Residents can choose to live, work, shop and play in close proximity. People can easily access daily activities, transit is viable, and local businesses are supported.
3. **Provide a variety of transportation choices.** Neighbourhoods are attractive and have safe infrastructure for walking, cycling and transit, in addition to driving.

4. **Create diverse housing opportunities.** People in different family types, life stages, and income levels, can afford a home in the neighbourhood of their choice.
5. **Encourage growth in existing communities.** Investments in infrastructure (such as roads and schools) are used efficiently, and developments do not take up new land.
6. **Preserve open spaces, natural beauty, and environmentally sensitive areas.** Development respects natural landscape features and has higher aesthetic, environmental, and financial value.
7. **Protect and enhance agricultural lands.** A secure and productive land base, such as BC's Agricultural Land Reserve, provides food security, employment, and habitat, and is maintained as an urban containment boundary.
8. **Utilize smarter and cheaper infrastructure and green buildings.** Green buildings and other systems can save both money and the environment in the long run.
9. **Foster a unique neighbourhood identity.** Each community is unique, vibrant, diverse, and inclusive.
10. **Nurture engaged citizens.** Places belong to those who live, work, and play there. Engaged citizens participate in community life and decision-making.

### 2.3.2 Settlement Containment

The existing settlement pattern is primarily focused on the southern area of the plan boundary from Langdale to Grantham's Landing and along the ocean slopes. Infill development along the southern and eastern portion of the plan area should be considered the first priority for future growth. Infill development has a number of benefits, such as requiring less destruction of mature forest, fewer new roads to be constructed and shorter watermain extensions. Areas not serviced by water, fire protection, and regular solid waste collection, should be considered rural areas and located outside of the settlement containment boundary and not encouraged for high density development and shall remain as acreage properties. Properties located within settlement nodes are more suited for future housing and subdivision development. Future subdivision development shall be consistent with the historic rural nature of West Howe Sound.

### **2.3.3 Water Conservation**

The primary method of water conservation in the OCP Area is to lower the demand. New developments should incorporate grey and storm water storage for re-use for irrigation purposes. Developments should be constructed with water reduction in mind and natural areas should remain to absorb excess water to reduce potential storm water over-flow.

### **2.3.4 Maintaining Rural Character**

The majority of West Howe Sound residents choose to live in the rural environment and expect the Electoral Area and OCP Area to remain rural. In this sense it is an important goal of the plan to retain a rural life-style. Limited growth potential, environmental protection and stewardship over agricultural and forest areas are different ways the Plan tries to maintain the rural character of the area. Limited growth potential comes in the form of settlement containment and densities that are considered appropriate for the respective neighbourhood areas. Neighbourhoods can also be shaped to include focal centres with limited commercial and public institutional uses, which enhance the community component of a neighbourhood. For example, facilities such as Grantham's Hall, Eric Cardinall Hall at Shirley Macey Park, and Hopkins Wharf are public spaces which enhance the character of this rural community.

### **2.3.5 Agricultural Land Preservation**

More than one quarter of the land within the Plan area is located within the Agricultural Land Reserve. This land was designated by the Agricultural Land Commission and is considered to be quality useable farm land. While it is clear that the quality and availability of land does not rival the large scale farm operations of the Fraser Valley or Okanagan, there is a potential for current and future use of the agricultural land in West Howe Sound. The existing land base has the potential for small scale and hobby farms which can provide food for property owners, neighbours, road side stands and local farmers markets. Agricultural land that is not currently actively being used for agricultural purposes shall be maintained for future potential use.

### **2.3.6 Pedestrian and Wildlife Corridors**

The development of pedestrian corridors for walking and cycling is encouraged throughout the Plan area. Creating links between neighbourhoods and integrating links between parks and ocean accesses creates a healthy walk-able and social community. Walking trails and creek corridors are shared amongst residents and animals alike, and provide a connection to the rural feel of the community.

### **2.3.7 Heritage Recognition**

A number of properties in the Plan area are currently being considered for the Sunshine Coast Regional District Heritage Register. Properties with recognized heritage values are Grantham's Hall, Grantham's Wharf, and the former Grantham's Post Office. As other properties are recognized for their heritage value, consideration should be given to expand the listings of the Heritage Register.

### **2.3.8 Affordable Housing**

Affordable housing for families, working people, and retirees is an achievable goal in rural areas. Affordable housing in West Howe Sound can be achieved through design and housing form. Secondary auxiliary dwellings on rural and residential parcels also play a role by providing affordable rental accommodation within the OCP Area. Infill development in residential areas, complete with smaller houses on smaller parcels, allow for affordability through design. Intensive seniors and supportive housing is generally more suitable in the municipal setting in proximity to service centres.

### **2.3.9 Reduction of Green House Gasses**

As signatories to the BC Climate Action Charter, the Sunshine Coast Regional District is committed to working cooperatively to reduce green house gas (GHG) emissions. The Charter, along with a series of other provincial initiatives, requires that local governments take meaningful steps towards energy and GHG emission reductions. The Sunshine Coast Energy and Emissions Plan set out targets and goals in achieving meaningful reductions in local GHG outputs. The goal for the Sunshine Coast Regional District is to reduce GHG's to 7% less than the 2007 level by 2031, that combined with a projected 15% increase in the "Business as Usual" forecast over that same time span, equates to a 22% reduction. GHG reduction targets are expanded upon within Chapter 10 of this OCP.

# N

## ighbourhood Land Use

### 3.1 Description

## *Section 3*

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The West Howe Sound OCP area is comprised of a collection of unique neighbourhoods, characterized by dense settlement nodes in proximity to the ocean, giving way to larger rural properties on the sloped and bench lands which in turn lead to the Crown Land on the slopes of Mount Elphinstone. Following the Smart Growth Goal number nine, which recognizes that each community is unique, vibrant, diverse, and inclusive, the neighbourhood chapters attempt to highlight unique neighbourhood identities.

Each neighbourhood contains its own distinct physical and settlement characteristics. In an effort to recognize these unique characteristics, the “Land Use & Neighbourhood” chapter has been divided into six neighbourhood area sub-sections. The identified neighbourhoods are Granthams Landing, Soames Point, Hopkins Landing, Gateway, Langdale, and Williamsons Landing. The neighbourhood chapters are designed to emphasize the localized land use patterns for the past, present and future. The chapters commence with a brief summary of the area, describing the physical boundaries and follow with specific objectives and policies.

The neighbourhood chapters are divided into four theme areas:

1. Land Use;
2. Infrastructure;
3. Parks & Recreation; and
4. Environment.

The themes include objectives and policies for implementing the visions of each particular neighbourhood.

While these neighbourhood specific objectives and policies are found within the description of the particular neighbourhood, consistent Plan area wide policies, such as “Agriculture” and “Rural Residential”, are found within the chapter immediately following the “Land Use & Neighbourhood” Chapter. The Land Use Designations are displayed on Map 1.



## 3.2 Grantham's Landing – Neighbourhood Land Use

### *Background*

From the ocean up the hill toward Chamberlin Road and the side streets within, is the area commonly considered to be Grantham's Landing. Grantham's Landing is a funky and unique neighbourhood primarily characterized by small city sized lots on the hillside slopes with spectacular views of Shoal Channel, Keats Island, and beyond. In spite of the small lots and relative high density, the neighbourhood retains its rural and rustic charm.

From the waterfront dock, to the grand design of the Post Office building, to the community hall and the mix of old cottage charm and new houses, the hills of Grantham's are a reminder of the early days of seasonal settlement on the Sunshine Coast.

The lower neighbourhood settlement pattern was established by owner George Glassford in 1909 in a subdivision survey (Plan 2075) titled *Howe Sound Beach – N. Easterly Portion*.

Further subdivisions occurred in 1911 on the hillside overlooking Shoal Bay by C.A. Chamberlin (Plan 3596) and T.C. Grantham's (Plan 3796) on surveys titled *Gibsons' Landing*. At some point after 1911, neighbourhood titles cease to appear on subdivision plans, but the neighbourhood has stood the test of time under the name of Grantham's Landing.

The Grantham's Landing neighbourhood, for the purpose of this plan review, extends up the hill beyond Chamberlin into the rural Courtenay Road area terminating at the Gibson Creek ravine, and up to Reed and Stewart Roads into the larger lot rural and Agricultural Land Reserve properties, as shown on the land use map.

## *Land Use*

### OBJECTIVES

1. To recognize the historic density and development pattern of the Grantham's Landing residential neighbourhood.
2. To recognize the heritage qualities of existing buildings and structures in the Grantham's neighbourhood.
3. To maintain the rural residential feel in the Courtenay Road neighbourhood.
4. To preserve a limited neighbourhood commercial use in Grantham's in the location of the old store and Post Office building.

### POLICIES

1. **Residential Grantham's Landing** - The parcels on the slopes of Grantham's Landing down toward the ocean are designated as Residential. Uses on the parcels include bed & breakfast, and home occupations, with other uses including; stand alone auxiliary dwellings or duplexes on parcels exceeding 2,000 square metres, and a second dwelling on the parcels exceeding 4,000 square metres.

Minimum parcel size for subdivision shall be 2,000 square metres. Site specific re-zoning cluster housing with density bonusing may be considered on parcels that are large enough to contribute significant park dedication or amenity, and an on-site community sewer system, acceptable to the SCRD.

Any application of density bonusing shall be limited in scope and character to ensure that the neighbourhood retains the area's rustic residential feel.



2. **Grantham's Landing Crown Properties**– There are 41 Crown owned parcels in the upper Grantham's Landing neighbourhood. Four of the parcels are located on Reed Road interspersed among existing dwellings and the remaining 37 undeveloped properties located in a contiguous block Upper Grantham's Landing, between Soames Creek Ravine and Shirley Macey Park. These properties shall be designated as Crown Properties Residential.

The existing storm water blow out appears to be from water travelling in the ditch of Reed Road and flowing un-abated into the ravine of Soames Creek. The SCRD does not have either the mandate or the authority to fix storm water overflow from road side ditches. As this authority lies with the Province, it would appear prudent that the agencies of the Provincial Government take measures to solve this problem prior to introducing building potential on additional parcels designated as Crown Properties Residential.

It is recommended that development of the Crown Residential properties be consistent with the following policies:

- a) The Crown should not dispose of the 37 parcels located on Goodwin Road. The parcels should be considered for SCRD Parks lands and added to the SCRD Soames Hill Park land base; and
- b) Three of the four properties located on Reed Road are contiguous (Lots 11-13) and should be consolidated into a larger property and be considered for development following the Grantham's Landing Residential properties.

3. **Public Heritage Properties** - Due to their respective significance in the neighbourhood, the following public properties shall be considered for the SCRD Heritage Register:

Grantham's Community Hall  
Grantham's Landing Wharf  
Goodwin Homestead – Shirley Macey Park

The SCRD Heritage Register is a list of formally recognized heritage buildings but does not protect such buildings. This heritage designation can be used toward supporting protection but does not provide the regulation; further tools are available to provide the regulation. Heritage recognition can, however, provide assistance to owners applying for heritage grants.

The SCRD should ensure that these facilities remain for the use of residents within the Grantham's Landing neighbourhood, as well as other residents and guests of the Sunshine Coast.

4. **Heritage Neighbourhood Commercial** - The property at the base of Grantham's Landing adjacent to the wharf, once used as a general store and Post Office, is designated as Neighbourhood Commercial. The intent of the designation is to permit limited small scale neighbourhood commercial uses, such as a coffee shop, bakery, store, or personal service establishment. Site constraints such as parking and septic treatment will likely provide a limiting factor to the desired use. Commercial use of the old Post Office building should only be considered in conjunction with a heritage revitalization agreement to ensure future heritage protection of the building.
5. **Rural Residential A** - The Rural Residential A designation applies to properties that are larger than the residential properties and yet are not located within the Agricultural Land Reserve (ALR). These properties often serve as a buffer between the ALR and the residential neighbourhoods, or in the case of Grantham's Landing, also serve as a buffer to the ravine of Gibson Creek. The properties to the south and west of Courtenay Road, and located south of Reed Road shall be designated as Rural Residential A. The specific land use designation is more specifically defined in the "Rural Residential" chapter – **Chapter 4**.



6. **Agricultural** - The properties located within the ALR adjacent to Stewart and Reed Road have been isolated from other ALR properties due to previous exclusions. The properties have limited agricultural capability due to the topography, as Gibson Creek flows through the south western portion of the property set. In spite of their limitations, the properties should remain in the ALR to preserve the future potential agricultural use. The specific land use designation is more specifically defined in the “Agriculture” chapter – **Chapter 5**.

### *Infrastructure*

## OBJECTIVES

1. To supply high quality clean drinking water from the Granthams & Soames aquifer, while providing for an opportunity to integrate surrounding water systems for only for back-up emergency mutual aid purposes.
2. To upgrade the water main infrastructure in the traditional Grantham's Landing Improvement District area.
3. To provide for alternate and safe methods of transportation throughout the Grantham's neighbourhood.
4. To support enhancement of the Grantham's Landing Wharf for public recreational use while protecting its character through the heritage designation.

## **POLICIES**

1. A water master plan study should be undertaken to consider the potential of integrating the Soames/Grantham's water system with the Chapman, Hopkins and Langdale community water systems for the purpose of creating a back-up emergency mutual aid supply.
2. A walking and bicycle path along Marine Drive should be developed for transportation from Langdale to Gibsons, and beyond. Federal and/or Provincial funding should be pursued in order to assist in financing the improvements.
3. The SCRD and the Ministry of Transportation and Infrastructure should form partnerships for road improvements throughout the neighbourhood, particularly with respect to intersection improvements, most notably on Marine Drive where it intersects with Harvey Road and Central Avenue.

### *Parks & Recreation*

## **OBJECTIVES**

1. The property straddling Soames Creek and hooked across Marine Drive (as identified on Map 1) is designated as being suitable for purchase or land dedication, should a subdivision occur that requires parkland dedication.
2. Trail links and wildlife corridors shall be acquired where possible, particularly adjacent to creek ravines.
3. The Grantham's Hall shall be maintained, upgraded and managed as an SCRD facility.

## **POLICIES**

1. The property at the mouth of Soames Creek, at Marine Drive (Lot G, D.L. 687, Plan 2075) shall be designated for parkland dedication at time of subdivision, per Section 941.2 of the Local Government Act.
2. The portion of the parcel considered to be suitable should be a portion of the low bank north end of the property on the beach front.
3. Creek corridors such as Gibson Creek and Soames Creek shall remain free of development and be granted to the SCRD to be protected and conservation be addressed with subdivision and other development requests.
4. A trail connecting the two portions of Stewart Road should be constructed to allow foot and bicycle traffic.

### *Environment*

## **OBJECTIVES**

1. To assist in resolving the storm water problems and wash outs, specifically the south side of the Soames Creek ravine at the base of Reed Road.
2. To provide an adequate buffer to creek ravines to protect fish species and natural wildlife corridors, and to retain the high quality drinking water supply.
3. To lessen the impact of human settlement on the natural environment.

## POLICIES

1. The drainage blow out at the base of Reed Road should not be further exacerbated by inappropriate adjacent development of the Crown Properties near Soames Creek. Development within the area should focus on on-site storm water retention and detention to reduce or eliminate the water directed toward the ravine.
2. The Gibson Creek ravine shall be protected at the time of adjacent development through covenant or public dedication.
3. The Soames Creek ravine system shall be protected from Shirley Macey Park to the ocean for the purposes of preserving the drinking water quality, mature forest cover, wildlife corridor, and limited recreational opportunities (foot-path).
4. The Soames Creek ravine is located within a Development Permit Area for geotechnical and habitat purposes. Development unrelated to water supply and single track walking trail shall be prohibited. The ravine area is designated as “Green Infrastructure”, which encompasses the water supply infrastructure and low-impact recreation uses that share the wildlife corridor of Soames Ravine and added to the Soames Hill Park land base.
5. All identified hazardous areas, as noted in Chapter 11: Development Permit Areas; shall remain largely free of development (building and land alteration), except as specifically noted in the conditions of a development permit.
6. Permeable surfaces and paving stones should be utilized on drive ways and properties to reduce the impact of storm-water run-off.





## 3.2 Soames Point – Neighbourhood Land Use

### *Background*

Soames Point is a neighbourhood blessed with a wealth of natural features, from pristine shorelines and large mature trees, to Soames Creek ravine and Soames Hill Park.

The neighbourhood, for the purpose of this plan review, extends from Soames Creek at the south to Shoal Channel on the east, Point Road over to Boyle Road at the northern boundary to Chamberlin Road adjacent to Shirley Macey Park along the western boundary, as shown on the Soames Point Land use map.

The settlement pattern that exists in Soames Point today was primarily established in the first half of the twentieth century. Subdivision plan 3593 (1911) created 50 parcels from the ocean up beyond Sentinel and Ruffum Roads to what is now Soames Hill Park. At that time, Soames Hill was subdivided to be used for vacation cottage and residential purposes.

Since the inception of subdivision plan 3593, 22 residential parcels have been removed and reallocated into a part of Soames Park. The park continues to be one of the jewels of West Howe Sound and the entire Sunshine Coast.

Subdivision Plan 6969 (1941) created 20 waterfront parcels along Soames Point. Of the 20 original parcels only two have been further subdivided in the nearly 70 years since the original subdivision development, indicating an estate like holding of many of the properties along the point. These long acreage properties lend a rural wooded nature and feel to the Soames Point neighbourhood.

*Land Use***OBJECTIVES**

1. To recognize the existing settlement pattern and densities in the portion of the Soames Point neighbourhood located below Soames Hill.
2. To preserve the Agricultural Land Reserve properties.
3. To preserve the Soames Creek corridor and Soames Hill Park.

**POLICIES**

1. **Residential Soames Point** - The properties in the lower portion of the Soames Neighbourhood below Soames Hill are designated as Residential. The parcels have a diverse range in sizes from the small traditional urban subdivision pattern to long narrow rural acreages, leading from Marine Drive down toward Soames Point.

Suggested uses on the parcels include bed & breakfast and home occupations, with other uses including stand alone auxiliary dwellings or duplexes on parcels exceeding 2,000 square metres, and a second dwelling on the parcels exceeding 4,000 square metres.

Parcel size requirements for subdivision shall be a minimum of 2,000 square metres due to soil constraints for on-site sewage disposal for the bulk of the residential parcels in the neighbourhood.



2. **Agricultural** - The three eastern most agricultural properties, as shown on the Soames Point Land use map, are noted as having limited capacity for agricultural use. These properties have pockets of good soil surrounded by larger areas of less suitable soils.

In keeping with the objective of preserving the Agricultural Land Reserve, these properties should remain in the Land Reserve and not be further subdivided. The properties could be considered to be acquired by the SCRD to form a part of Soames Hill Park. The specific land use designation is more specifically defined in the “Agriculture” chapter – **Chapter 5**.

### *Infrastructure*

## OBJECTIVES

1. To supply high quality clean drinking water from the Granthams & Soames aquifer, while providing for an opportunity to integrate surrounding water systems only for for back-up emergency mutual aid purposes.
2. To upgrade the water main infrastructure in the Soames Point properties.
3. To provide for alternate methods of transportation throughout Soames neighbourhood.

## POLICIES

1. A Water Master Plan study should be undertaken to consider the potential of integrating the Soames water system with the Chapman, Hopkins, and Langdale community systems for the purpose of creating a back-up emergency mutual aid supply.
2. The SCRD shall work with property owners in the Soames Point neighbourhood to phase out the sub-standard water main leading north from Owen Road to the Soames Point subdivision.



3. A walking and bicycle path along Marine Drive should be developed for transportation from Langdale to Gibsons, and beyond. Federal and/or Provincial funding should be pursued in order to assist in financing the improvements.

### *Parks & Recreation*

## OBJECTIVES

1. To identify and enhance ocean accesses within Soames Point Neighbourhood, particularly Soames Road.
2. To acquire additional parks in strategic areas identified by the community.
3. To preserve and enhance Shirley Macey and Soames Hill as Public Parks owned and maintained by the SCRD.

## POLICIES

1. The SCRD Network Plan (2007) will be used to determine the location and priority of walking trails and road end access to the beaches within the neighbourhood. Future additions and/or updates to the Trails Network Plan should be presented to the community at the planning stage. Enhancement of the Soames Road allowance should be a priority.
2. The property located adjacent to the east side of Soames Road is designated as being suitable for purchase through a life estate agreement or land dedication, should a subdivision occur that requires parkland dedication. The portion of the parcel considered to be suitable should be adjacent to Soames Road. This portion of land could be used for parking/access to Soames Beach.



3. The properties adjacent to Soames Hill Park in proximity to Bridgeman and Esperanza Roads are not slated for subdivision to a density that would trigger park dedication. However, these parcels being located immediately adjacent to Soames Hill Park should be considered for acquisition by the SCRDC. Acquisition could occur by purchase if the properties are available on the open market, or via a gifting procedure such as Environment Canada's Ecological Gifts Program.
4. Shirley Macey and Soames Hill Park shall be maintained as publicly owned and operated parks and designated as "Park" in the OCP. Developments of the park, or change in use, should only be considered in a public process.
5. Property at the base of Soames Road (Lot A, Block 2, D.L. 694, Plan 3178) shall be designated for parkland dedication at time of subdivision, as per Section 941.2 of the Local Government Act.
6. Properties at the base of Boyle Road between Bridgeman and Esperanza Roads (Blocks 3, 4 & 7, D.L. 693, Plan 3920) could be acquired and added to Soames Park, either through purchase or a gifting program.



*Environment***OBJECTIVES**

1. To protect the aquifer and surrounding watershed within the Soames Creek ravine.
2. To protect the quality and health of the marine environment, particularly where Soames Creek meets the ocean.
3. To lessen the impact of human settlement on the natural environment.

**POLICIES**

1. The Soames Creek ravine shall be protected from Shirley Macey Park to the ocean for the purposes of preserving the drinking water quality, mature forest cover, wildlife corridor, and limited recreational opportunities (foot-path).
2. The Soames Creek ravine is located within a Development Permit Area for geotechnical and habitat purposes. Development unrelated to water supply and single track walking trail shall be prohibited. The ravine area is designated as “Green Infrastructure”, which encompasses the water supply infrastructure and low-impact recreation uses that share the wildlife corridor of Soames Ravine and added to the Soames Hill Park land base.
3. All identified hazardous areas, as noted in Chapter 11: Development Permit Areas; shall remain largely free of development (building and land alteration), except as specifically noted in the conditions of a development permit.
4. Permeable surfaces and paving stones should be utilized on drive ways and properties to reduce the impact of storm-water run-off.





### 3.3 Hopkins Landing - Neighbourhood Land Use

#### *Background*

Hopkins Landing is one of the earliest non-native settlements on the Sunshine Coast. The neighbourhood provides one of the first glimpses of the Sunshine Coast that can be seen when arriving at the Langdale Ferry Terminal from Horseshoe Bay. It is bound by the stunning back drop of Soames Hill, with steep terrain gradually giving way to the flood plain south of Langdale Creek.

The neighbourhood, for the purpose of this OCP, is bound by Langdale Creek to the north, Soames Hill to the south, Thornbrough Channel to the east and North Road to the west, as shown on the Land Use Map 1.

The waterfront areas are home to a variety of residential parcels ranging from small parcels created for cottages in the Union Steam Ship era on Marine Drive, Hopkins & Point Roads to waterfront acreages along Burns Road.

The properties above Marine Drive in the proximity of the North Road 'hair pin' are mid-sized residential parcels, which blend into rural-residential acreages and larger parcels located uphill within the Agricultural Land Reserve.

The earliest record of surveyed subdivisions on the Lower Sunshine Coast is found within the Hopkins Landing Neighbourhood. The land immediately south of Langdale Creek was subdivided in 1896 by Plan 737. Other early subdivisions in this area include Gower Point in 1906, Granthams Landing in 1909, Soames Point in 1911 & Gibsons Landing in 1912.

In addition to a number of character homes the neighbourhood is home to one of the area's finest beaches and an active wharf operated by the SCRD. The Salvation Army's Camp Sunrise remains one of the few active non-residential uses in the area.

### *Land Use*

## OBJECTIVES

1. To recognize the existing residential densities established by the historic settlement pattern in the lower portion of Hopkins Landing.
2. To maintain the low density rural character of the Non-ALR properties above Vista Fjord Road and Twin Isle Drive.
3. To preserve the Agricultural Land Reserve properties.
4. To provide for alternate uses to the Imperial Oil properties on Marine Drive.
5. To maintain the historic and heritage qualities of homes on Point Road.

## POLICIES

1. **Residential Hopkins Landing** - The properties in proximity to the North Road 'hair pin' down toward the ocean are designated as Residential. Due to on-site limitations; lots size, terrain servicing the intensity of use and the type of housing will be limited to single detached dwellings with minimum width and maximum floor space requirements and where minimum parcel size requirements for subdivision shall be the following:

Suggested uses on the parcels include bed & breakfast, home occupations with other uses including; stand alone auxiliary dwellings or duplexes on parcels exceeding 2,000 square metres and a second dwelling on the parcels exceeding 4,000 square metres.

Minimum parcel size requirements for subdivision shall be a minimum of 2,000 square metres due to soil constraints for on-site sewage disposal for the bulk of the residential parcels in the neighbourhood.

With properties containing two dwellings that are subject to a subdivision application, consideration should be given to being subdivided on a density neutral basis. Due to limited access and low lying waterfront properties on Burns Road; the new parcels should be zoned for one dwelling maximum to reflect the overall housing density in place at the adoption of this OCP.

### **Neighbourhood Character: Future Heritage Zone**

It is recognized that one of the qualities of the Hopkins neighbourhoods is the appearance of the dwellings. Many of the homes have a heritage-like appearance and there is interest in maintaining this appearance. Demolition of existing dwellings and reconstructing a new larger house is a concern that could alter the quaint appeal of the neighbourhood.

As a solution the area could either be designated as a future “heritage zone” where the floor space ratio as defined within the zoning bylaw could be amended to provide not only a maximum house size but potentially a maximum size of second or third level of home and/or a reduced maximum size to prevent the over-bearing dominance of one particular dwelling amongst its neighbours.

**Imperial Oil Properties:** The six parcels on Marine Drive owned by Imperial Oil have been traditionally used as fuel storage. The properties are designated as Hopkins Landing Residential but could possibly support non-residential use without amendment to the OCP.

Subject to community participation with the residents of Hopkins Landing, some or all of the properties could be used for a parking area for access to Hopkins Beach and Hopkins Wharf. The SCRD shall engage in discussions with Imperial Oil about the purchase or gifting options for these 6 parcels. Any future use of the properties involving the SCRD shall be subject to a full community conversation.

2. **Rural Residential A** - Acreage parcels in the upper portion of Hopkins Landing, located outside of the ALR shall be designated as Rural Residential A. The properties located on Bridgeman Road adjacent to Soames Hill Park and other properties located within the Agricultural Land Reserve. The specific land use designation is more specifically defined in the Rural Residential chapter - **Chapter 4**.
3. **Agricultural** - All parcels in the upper portion of Hopkins Landing that are located within the Agricultural Land Reserve shall remain within the ALR. The specific land use designation is more specifically defined in the Agriculture chapter – **Chapter 5**.
4. **Hopkins Landing Private Recreation Camp** - The Salvation Army Camp Sunrise on the south side of Langdale Creek shall be designated as Private Recreation Camp. The Private Recreation Camp designation is intended for recreation camps operated by non-profit organizations. Camp related land uses and densities are regulated in the land use zoning and potentially limited by servicing and environmental qualities of the land.



### *Infrastructure*

## OBJECTIVES

1. To create a safe security back-up for the Hopkins Landing Water District supply with the surrounding SCRD water systems – Soames, Langdale & Chapman - while preserving the independent operation of the Hopkins Landing Water District.

2. To provide assistance and operation of the Hopkins Landing Water District system and holdings if specifically requested by the Water District.
3. To provide for alternate and safe methods of transportation throughout the Hopkins Landing neighbourhood.
4. To support the on-going operation of Hopkins Wharf for public, non-commercial use.

### **POLICIES**

1. The SCRD, through its Waterworks Master Plan shall integrate the water systems within the Hopkins Landing neighbourhood to create back-up security, primarily for the purposes of fire protection. The Hopkins Landing Water District currently operates independently from the SCRD systems of Soames & Langdale wells and Chapman Creek water systems.
2. The Hopkins Landing Water District shall maintain its independent operation unless the District decides to request that the SCRD operate, maintain and possibly upgrade the system, while maintaining the current source of water.
3. The SCRD shall continue to operate and maintain the Hopkins Landing Wharf for regional recreational and public transportation purposes. The dock is intended for public and non-commercial uses.
4. The SCRD and the Ministry of Transportation and Infrastructure should partner together for road improvements throughout the neighbourhood, particularly with respect to intersection improvements, most notably on Marine Drive where it intersects with Harvey Road and Central Avenue.



## *Parks & Recreation*

### **OBJECTIVES**

1. To recognize the need for security and privacy at Salvation Army Camp Sunrise while maintaining the future possibility for a pedestrian trail on the Burns Road right of way to the Langdale Ferry Terminal.
2. To provide for walking & bike paths through the neighbourhood area.
3. To provide enhanced access to both Soames Hill Park and to the ocean.
4. To engage the Hopkins community in a participatory planning process pertaining to the Hopkins Landing Water District foreshore parcels to provide for suitable public access to the ocean.

### **POLICIES**

1. A bicycle & walking path shall be constructed through the neighbourhood passing on toward Soames Point.
2. Walking trails on Parker, Eby, Fox & Lass Roads shall be maintained to enhance pedestrian access throughout the neighbourhood and toward Hopkins Beach.
3. Hopkins Wharf shall remain open to the public for enhanced access to the ocean.
4. A walking trail from Marine Drive across from Lass Road allowance should be considered for the purpose of additional access to Soames Park.



5. The Burns Road allowance connecting the Hopkins neighbourhood to the Langdale Ferry Terminal shall not be closed for private use and that opportunities for public use shall be considered with the need for security and privacy at the Salvation Army Camp Sunrise.

### *Environment*

## OBJECTIVES

1. To manage storm water drainage more effectively, particularly on the slopes along North Road.
2. To consider identified hazardous areas when subdividing, building and altering land.
3. To provide adequate buffer to Langdale Creek and its tributaries.
4. To lessen the impact of human settlement on the natural environment.

## POLICIES

1. Identified hazardous areas, as noted in the Development Permit Areas chapter should remain largely free of development (subdivision, building and land alteration) except as specifically noted in the conditions of a development permit.
2. A new development permit area and/or drainage bylaw should be developed to the residential and rural residential properties on the slopes of the Hopkins neighbourhood to protect the Hopkins Landing aquifer.
3. All identified hazardous areas, as noted in Chapter 11: Development Permit Areas, shall remain largely free of development (building and land alteration), except as specifically noted in the conditions of a development permit.



4. Agricultural use, which is exempt from the Riparian Areas Regulation, is also encouraged to be sensitive to the environmental qualities of the Langdale Creek system through maintaining adequate natural vegetative buffer.
5. Permeable surfaces and paving stones should be utilized on drive ways and properties to reduce the impact of storm-water run-off.



### 3.4 Gateway – Neighbourhood Land Use

#### *Background*

The Gateway neighbourhood, commencing with the Langdale Ferry Terminal and continuing up the hill along the Highway 101 Langdale Bypass to the Stewart Road, is home to the primary gateway to the Sunshine Coast. This area includes the Langdale Creek ravine, a collection of rural residential and Agricultural Land Reserve properties, industrial properties, and the Sprockids Bike Park. The neighbourhood area, for the purpose of this plan OCP, extends from the Langdale Ferry Terminal up the Bypass highway and extending north beyond Langdale Creek and south toward the confluence of the Town of Gibsons and Elphinstone Electoral Area.

As the name suggests this area is the primary gateway to the Sunshine Coast. The Sunshine Coast is bound at the north and south end by ferry service bringing residents and visitors alike to the Coast multiple times per day. With nearly 90 percent of the ferry traffic to the Sunshine Coast arriving via the Langdale Ferry Terminal, the Gateway Neighbourhood serves as an important first impression of the Sunshine Coast.

Aesthetic improvements should be encouraged for the Langdale Ferry Terminal, Highway Bypass corridor, and Stewart Road industrial area to improve the first impression of the Sunshine Coast. A tourist information centre, increased signage at Sprockids Park, and continued riparian protection are other means to provide a suitable gateway to the Sunshine Coast.

*Land Use*

## OBJECTIVES

1. To support the continued operation of the Langdale Ferry Terminal.
2. To support the establishment of a tourist information centre.
3. To preserve the Agricultural Land Reserve properties for agricultural use.
4. To encourage density transfer and averaging on residential and rural parcels to minimize the development footprint.
5. To establish a development permit area for form and character in the Stewart Road industrial area, as described in the “Development Permit Areas” chapter.

## POLICIES

1. **Langdale Ferry Terminal** - A comprehensive upgrade of the Langdale Ferry Terminal is supported, subject to an open public consultative process undertaken by BC Ferries, in conjunction with the SCRD. The auxiliary commercial uses at the ferry terminal should maintain the quaint village market appeal, with the emphasis on local products and vendors, and be readily accessible for the surrounding community, including access to the adjacent islands.
2. **Gateway Corridor** - The future construction of a tourist information centre in proximity to the junction of Stewart Road and the Bypass is encouraged. If a site specific zoning amendment may be required to establish a tourist information centre in this vicinity, it may be done so without amendment to this OCP. Maintenance and landscaping of the Highway Bypass and Stewart Road is encouraged, as is a central area for one common sign board welcoming visitors to the Sunshine Coast.



3. **Rural Residential A & B** – There are two rural residential land use designations located within the Gateway neighbourhood. The Rural Residential A designation is a neighbourhood community rural designation in proximity to residential areas and serviced by community water supply, whereas the Rural Residential B designation is a larger lot designation located on the edge of the settlement boundaries and outside of a community water supply service area.
4. **Rural Residential A** – These properties often serve as a buffer between the ALR and the residential neighbourhoods, or in the case of Hopkins Landing, also serve as a buffer to Soames Park. The properties are located in the area around North and Boyle Road, as well as a block of properties located off Gilmour Road, serviced by the SCRD watermain. Rural Residential A are more specifically defined in the “Rural Residential” chapter – **Chapter 4**
5. **Rural Residential B** – The Rural Residential B designation applies to rural acreage parcels that are for the most part located outside of service areas, including water distribution, fire protection and solid waste collection. The properties are located along the upper portion of the Highway 101 Bypass in proximity to Stewart and North Roads. The specific land use designations for Rural Residential B are more specifically defined in the “Rural Residential” chapter – **Chapter 4**.
6. **Agricultural** - All parcels in the Gateway region that are located within the Agricultural Land Reserve (ALR) shall remain within ALR. The specific land use designation is more specifically defined in the “Agriculture” chapter - **Chapter 5**.
7. **Light Industrial** - The industrial properties on Stewart Road shall be included in a development permit area for form and character of buildings, landscaping and signage, and aquifer protection, pursuant to Sections 919.1(a & f) of the *Local Government Act*, as described in more detail in the “Development Permit Areas” chapter. The emphasis in this area shall be for future use of light industrial, such as storage, transfer, manufacturing, and processing, provided that properties are appropriately screened and landscaped.
8. **Mobile Home Park** - The mobile home park located on North Road shall be recognized and supported as a form of affordable housing within the West Howe Sound Plan area, provided the maximum density of one unit per 750 square metres is maintained. Any comprehensive re-development of the site shall trigger a review of the sewage treatment system.



*Infrastructure***OBJECTIVES**

1. To review the water supply and areas for potential expansion, in conjunction with the water study master plan.
2. To increase the transit service throughout the OCP area to serve both North Road and the Highway 101 Bypass to the Langdale Ferry Terminal.
3. To provide parking and staging access for the adjacent islands.

**POLICIES**

1. Stewart Road north of North Road toward the Bypass and beyond to Sprockids Park should be considered part of the water service area and be serviced by watermain extension in the future.
2. Transit, through both neighbourhood shuttles and express buses to the Langdale Ferry Terminal, should service the neighbourhood area.
3. The SCR D shall continue to work with the B.C. Ferry Corporation to create a suitable solution for access to the adjacent islands.

*Recreation***OBJECTIVES**

1. To create an integrated trail network that connects the Sprockids Bike Park with other parks in the vicinity, such as Soames Hill and Shirley Macey, as well as provide a connection to Grantham's Landing.
2. To support and promote the use of Sprockids Mountain Bike Park.
3. To provide pedestrian access to the waterfront in proximity to the Langdale Ferry Terminal.
4. To promote a bike path along the Highway 101 Bypass and Stewart Road area.

**POLICIES**

1. A walking trail should be constructed on the undeveloped portion of Stewart Road to provide a link from Grantham's Landing to the Sprockids Bike Park.
2. The SCRD, in partnership with the community, should erect a visitor sign with trail maps at the on-set of Sprockids Park.
3. The SCRD, in co-operation with the B.C. Ferry Corporation, should explore the possibility of creating enhanced pedestrian access to waterfront areas in proximity to the Langdale Ferry Terminal for use during ferry wait times.
4. A bike path along Stewart and North Road industrial area could potentially enhance the aesthetic appeal of the Gateway entrance to the Sunshine Coast, as well as provide for bicycle and pedestrian transportation options for those visiting the Sunshine Coast.



*Environment***OBJECTIVES**

1. To promote the enhancement and beautification of the slopes above the Highway 101 Bypass.
2. To protect the unconsolidated aquifer that provides water supply to the Hopkins Landing Water District.
3. To lessen the impact of human settlement on the natural environment.

**POLICIES**

1. The enhancement of the slopes above the Highway 101 Bypass through re-vegetation with native trees and shrubs should be undertaken.
2. An aquifer protection development permit area should be introduced for the industrial area on Stewart Road in order to protect the integrity of the down slope ground water supplies.
3. An adequate buffer from Langdale Creek from residential developments shall be required through development permits for both riparian and geotechnical considerations.
4. Permeable surfaces and paving stones should be utilized on drive ways and properties to reduce the impact of storm-water run-off.
5. To ensure that identified hazardous areas, as noted in the Chapter 11: Development Permit Areas, shall remain largely free of development (building and land alteration) except as specifically noted in the conditions of a development permit.





## 3.5 Langdale – Neighbourhood Land Use

### *Background*

The neighbourhood known as Langdale Heights was first subdivided by the Smith family in 1914. The subdivision of Smith's Cove extended from the wharf at Smith's Landing up the hill to the end of the present day Wharf Road, including the land on which Langdale Elementary school is located. The current SCRD waterfront park on Smith Road was also dedicated at the time of the 1914 subdivision.

The neighbourhood, for the purpose of the plan review, extends from YMCA Camp Elphinstone to the north, Thornbrough Channel to the east, the residential properties adjacent to the Langdale Ferry Terminal to the south, and to the slopes Langdale falls to the west.

The neighbourhood contains areas of relatively dense residential subdivision, as well as large tracts of rural un-developed land. A large portion of this land is owned by either YMCA Camp Elphinstone or the YMCA Endowment Fund. Unlike many other coastal neighbourhoods, the waterfront is not heavily parcelized. The rugged coast and steep high bank waterfront lends itself more to water views than to beachfront living.

The Langdale Elementary school is a hub within the neighbourhood, and community use of the school should continue and be expanded upon as the heart of the community, with future generations of children attending the neighbourhood school.

*Land Use***OBJECTIVES**

1. To maintain Langdale Elementary School as a neighbourhood hub.
2. To recognize the existing residential densities established by the historic settlement pattern in the waterfront areas and Langdale Heights residential areas.
3. To support the on-going operation of Camp Elphinstone.
4. To provide for a neighbourhood centre/village on the YMCA Endowment lands.
5. To provide for development flexibility and green space preservation on large waterfront parcels on YMCA Road.

**POLICIES**

1. **Langdale Elementary School** - The SCRD shall encourage School District 46 to maintain the operation of Langdale Elementary and recognize the school as a heart of the neighbourhood. With this in mind, community uses of the school should be explored. The School District property shall be designated as “Institutional”.
2. **Langdale Residential** - The residential properties in proximity to Langdale Elementary School, Camp Elphinstone, and Smith Road, are designated as “Residential”.

These parcels have a diverse range in sizes, from the very small properties along Smith and Tideview Roads, to the acreage properties at the top of the bluff along Grady Road, and the residential subdivisions adjacent to the school and YMCA Road.



Suggested uses on the parcels include bed & breakfasts and home occupations, with additional uses including stand alone auxiliary dwellings or duplexes on parcels exceeding 2,000 square metres, and second dwellings on the parcels exceeding 4,000 square metres.

Minimum parcel size requirements for subdivision shall be a 2,000 square metres due to soil constraints for on-site sewage disposal for the bulk of the residential parcels in the neighbourhood.

3. **Rural Residential B** – The Rural Residential B designation applies to rural acreage parcels that are, for the most part, located outside of service areas, including water distribution, fire protection, and solid waste collection. The property within Langdale designated as Rural Residential B is located at the top of the Highway 101 Bypass at the end of Stewart Road, north of Langdale Creek. This land use designation is more specifically defined in the “Rural Residential” chapter – **Chapter 4**.
4. **Agricultural** - All parcels in the Langdale Neighbourhood that are located within the Agricultural Land Reserve shall remain within the ALR. These properties include the ALR lands adjacent to the Highway 101 Bypass, the base of Mt. Elphinstone behind Langdale Elementary, and adjacent to Jensen Road. This land use designation is more specifically defined in the “Agriculture” chapter – **Chapter 5**.
5. **Langdale Private Recreation Camp** - YMCA Camp Elphinstone is supported in its current location and encouraged to remain in operation as a seasonal youth camp. Further on-site expansion of the camp shall be supported subject to the confines of a camp assembly zoning. Agriculture shall be a permitted use within the areas of ALR located at the southern and northern portions of the camp property. The minimum parcel size for subdivision shall remain at 4 hectares (9.88 acres) per parcel.
6. **Comprehensive Residential Development** - There are two areas within the Langdale neighbourhood that are considered suitable for future residential development, and are thus designated as Comprehensive Residential Development. One area is the land to the north and west of Langdale Elementary School, and the other is the large waterfront property on YMCA Road immediately south of YMCA Camp Elphinstone.

The first area is designated as *Comprehensive Development: Neighbourhood Village Centre* and the latter is designated as *Comprehensive Development: YMCA Road Waterfront Area*.

There are numerous benefits from designating the properties as Comprehensive Development; the OCP policies will establish criteria and expectations of development approval, and a site specific re-zoning application will enable the SCRD to work with the property owner, the surrounding community, and referral agencies to achieve a better land use pattern that meets a range of needs.

The comprehensive development approach enables the whole site to be considered at once, which maximizes community benefits and amenities, while minimizing servicing impacts. By adopting a Comprehensive Development (CD) zone and development plan consistent with the OCP, development occurs in phases as the market permits, however the desired end result for the community can be viewed from the outset of the approval process.

Consistency, and certainty of development quality, is best achieved when measured by gross density, and approval is addressed through a site specific rezoning application.<sup>1</sup>

*Smart Growth British Columbia* concludes that clustered development enhances public and active transportation routes, and provides for energy efficient settlements and buildings. These benefits are goals of the OCP as a whole and of the Comprehensive Development areas in particular, and thus the CD areas are modeled on the Smart Growth Principles.



<sup>1</sup> Gross density is defined as the number of dwellings units or total floor space located within the entire amount of land, including roads, park and other undevelopable areas. In this case, this is beneficial as it can be used to promote clustered development with increased land preservation and amenity contribution.

A gross density exceeding 10 units per hectare (4 units per acre) is generally considered a suburban-like density, often found within municipal boundaries close to amenities, and fully serviced by community wide infrastructure. Given that the properties in Langdale are not serviced by a community wide sewer system and have limited commercial opportunities, the gross density shall be significantly lower than 10 units per hectare. Based on existing development patterns in the residential areas of the Langdale neighbourhood, a density of 6 units per hectare is the target, with clusters of higher net density. The following is a description of the two Comprehensive Development Designations; the Neighbourhood Village Centre and YMCA Road Waterfront Area.

**Neighbourhood Village Centre** – The Neighbourhood Village Centre area includes eight properties in proximity to Langdale Elementary School. The eight parcels, excluding the adjacent ALR, equates to approximately 35 hectares designated as such. With a gross density of 6 units per hectare, this equates to a maximum of 210 dwelling units for the area designated as Neighbourhood Village Centre. If the land mass from the adjacent Agricultural Land Reserve (shown on Map 1) is used as part of a density transfer (it may be transferred at a density of 1 unit per 2 hectares) and is removed and transferred to provide an additional 30 units in the CD area, the total will be a maximum of 240 dwelling units.

A standard grid-like subdivision pattern of the CD area would be subject to the existing 2.5 parcels per hectare average under current zoning, with many of the properties being zoned for a second dwelling. Thus, the overall number of potential dwellings allowed under the current zoning is much the same as being proposed in the Neighbourhood Village Centre. An increased efficiency of land use and mix of both land uses and housing types is based on the *Smart Growth British Columbia Principles*.

The density objective is considered as a long term build-out and is limited by several factors including community support, development servicing and market absorption.

A zoning amendment application to undertake a development following this CD concept would be subject to public review and engagement, and ultimately a public hearing.

*The subject lands, based on the existing 1 hectare & 0.2 hectare minimum parcel size subdivision district zonings could yield approximately 115 parcels.*

*The existing zoning, minus typical servicing requirements for the area is approximately 2.5 parcels per hectare.*

In an effort to facilitate development of complete communities, the SCRD shall encourage new residential neighbourhood development to concentrate local commercial, recreational amenities, or other compatible uses in order to achieve an identifiable neighbourhood centre and sense of community. The vision is to grow a neighbourhood that is suitable for both the young and old, by providing an opportunity for affordable housing for first time buyers and allowing for aging in place.

The Neighbourhood Village Centre shall be defined by density and land uses that reflect the neighbourhood as a unique location that is close both to the ferry terminal and to the more major service centre of the Town of Gibsons, yet is a unique and desirable neighbourhood centre of its own.

The Neighbourhood Village Centre is envisioned to be a walkable neighbourhood with a range of housing types focused around a village green centre. The density within the development shall be higher near the village core and disperse outward toward the perimeter. Groups of small homes, such as town houses and apartments above neighbourhood commercial uses, should be located toward the centre of the neighbourhood in proximity to Langdale Elementary School. Moving outward should be clustered pods of smaller single family housing, down to a 500 square metre lot size, and further outward, larger single family parcels in the range of 1,000 square metres. Furthest out should be larger acreages adjacent to the Agricultural Land Reserve. The density within the development shall be higher near the village core area and disperse outward toward the perimeter.

Consideration may also be given to density transfers from the Agricultural Land Reserve properties to provide additional densities. If density is transferred from a property within the ALR, the subject property should then be zoned accordingly to ensure future subdivision is not permitted unless it specifically benefits agricultural production.



## Land Uses:

A mix of compatible uses within the core area of the village centre may be permitted, occupying up to 2 hectares of land. Compatible uses may include residential uses, multiple dwelling unit developments, convenience stores, produce markets, offices, restaurants, personal service uses, retail stores, public assembly including park, community, and fire hall, public utility uses, and Langdale Elementary School, and are described more specifically as follows:

- a. A mix of neighbourhood commercial uses shall be encouraged on the ground floor of buildings in the core of the Neighbourhood Village Centre;
- b. A mix of residential and commercial uses shall be encouraged on the upper storeys of buildings in the core of the Neighbourhood Village Centre;
- c. A mix of different types of housing and varying densities shall be encouraged throughout the Neighbourhood Village Centre;
- d. Consideration shall be given to house design and appearance so that houses take advantage of passive solar opportunities and so that there are a minimum of six different house designs per street to minimise the mono-tone appearance of identical house types;
- e. Housing developed to specifications that promote accommodation for seniors and working families shall be supported in the Neighbourhood Village Centre;
- f. A progression of housing densities, with higher densities closest to the core of the Neighbourhood Village centre and lower densities on the periphery, shall be encouraged.
- g. Consideration shall be given to Affordable Housing within the Neighbourhood Village Centre with the use of housing agreements. A provision of 10% designated affordable housing using criteria based on Canada Mortgage and Housing Corporation and Statistics Canada information, and a housing agreement developed under Section 905 of the Local Government Act shall be approved by the SCRD. This is further described in the “Affordable Housing” chapter – **Chapter 6**;

- h. Approximately 210 to 245 dwelling units may be accommodated in the Neighbourhood Village Centre in the future. It is anticipated that this development will occur in phases over a period of time. The phases shall be determined at the outset of an initial development application.

**Amenities:**

Approximately 50% of the total area in the subdivision shall be preserved as permanent undivided open space dedicated as park and protective covenants over private land, not to be further subdivided. At least 15% of the green space shall be dedicated to the SCR D as Park and/or Public Institution Lands. Use of public land dedications may include:

- a. Protected green space – riparian and forested areas, playing field, walking trails, and land contribution to the SCR D for Community Hall and Fire Hall;
- b. Land clearing and other activities related to subdivision development should not compromise the values of the permanent undivided open space and the established buffer to the Agricultural Land Reserve properties.

**Servicing:**

From the perspective of servicing, energy conservation, and reduction of green house gas output, the following shall be required in order to facilitate the Neighbourhood Village Centre:

- a. A local community sewer system designed and constructed to SCR D Bylaw standard, as described further in the “Infrastructure” chapter – **Chapter 7**.

A community sewage system in a suitably identified area is required to service future developments. The local community sewer system is intended to be an improved alternative to a series of individual septic systems that currently serve the adjacent properties;

- b. A hydrogeological and drainage assessment shall be undertaken as part of an approval process, particularly as it relates to the proposed community sewage facility, the impact of storm water management, and the high water table on adjacent properties. Factors to consider as part of a hydrogeological study include:
  - i. Identifying areas of suitable soil for a community sewage treatment system;
  - ii. Examination of underground aquifer to confirm availability of water supply;
  - iii. Means for reducing water consumption, such as collection of rain-water in cisterns with capacity to be used for on-site irrigation i.e. pumps and/or purple piping;
  - iv. Storm water retention areas to be converted into wetlands with walking trails and filtered for irrigation, and native water-wise xeriscape landscaping in public areas;
  - v. Permeable paving and innovative roof to ground drainage practices shall be utilized to reduce the impact of storm-water run-off.

#### **Traffic & Intersection Improvements:**

Analysis should be undertaken to consider the impact of the proposed development on traffic volumes and roads in Langdale, including the ability to provide safe and effective access to both the development as a whole and to the surrounding neighbourhood. Attention should be paid to the neighbourhood roads and their intersections with the Port Mellon Highway, in particular Wharf and Forbes Roads. Furthermore, any new roads introduced as a result of the development should not create an additional intersection with the Port Mellon Highway between YMCA and Forbes Road.

Attention should be given to the future location of the Langdale to Port Mellon bypass route, as shown on Map 3, and how the potential development of the Neighbourhood Village Centre would require additional road networks and access to lands beyond.

### Energy Efficiency:

The eight goals of the Community Energy and Emissions Plan (CEEP), as described in the “Energy & Emissions” chapter - **Chapter 10**, shall be considered and measured as part of an approval of the land use pattern change. Buildings should be constructed to go beyond the increased building efficiency requirements in the B.C. Building Code.

The SCR D will investigate the range of green building design techniques and technologies for all building types, including single detached residential, and will develop guidelines to encourage sustainable design and construction techniques. A housing efficiency rating of Energuide 85 is the minimum efficiency target level.

Measures such as bicycle and walking path networks and co-op vehicle usage/availability should be included to reduce single vehicle dependency, and shall also be considered as part of the approval process for the Neighbourhood Village Centre.

Specific goals include:

- a. Small parcels and clustered development will be promoted in accordance with conservation subdivision design principles to maximise open green space in the areas;
- b. Parcels and subsequent dwellings should be developed with a focus on maximising passive solar opportunities through siting and building design.

### Development Permit Requirements:

Development of land designated Neighbourhood Village Centre shall require the issuance of a Development Permit and all relevant Development Permit provisions as described in the “Development Permit Areas” chapter – **Chapter 11**.

The applicable Development Permit Areas (DPA) within the Neighbourhood Village Centre designation are DPA Nos. 2A-D: Creek Hazards, DPA 4: Stream Riparian Assessment Areas, Development Permit Area 5: Aquifer and Watershed Protection, and Development Permit Area 7: Residential Agricultural Buffering.

DPA 2A-D & 4 both pertain to the watercourse at the southern end of the property in proximity to Wharf Road.

DPA 5 applies broadly on the property and applies to all components of the property development, including site grading, tree removal, and drainage management.

DPA 7 applies to the western extremity of the property where the land designated as Neighbourhood Village Centre abuts the Agricultural Land Reserve. The intent of the development permit is to implement a vegetated buffer between the two land uses.

Further details of the Development Permit requirements are found within the “Development Permit Areas” chapter - **Chapter 11**.

7. **Waterfront Comprehensive Development Area** – The large 15 hectare waterfront property on YMCA Road currently owned by Terminal Forest Products and described legally as Block 3, District Lot 1398, is designated as comprehensive development. From a zoning perspective the property is currently zoned in two parts; the 1 hectare and 0.2 hectare densities.

The zoning boundary roughly follows the ridge line that separates the parcel from the steep waterfront section to the relatively flat bench land adjacent to YMCA Road. The gross density under the existing zoning averages approximately 2 parcels per hectare, whereas the residential subdivisions to the south and the west of this parcel are developed to approximately 4.5 to 5 parcels per hectare. The property could potentially be developed to a level similar to the surrounding 5 units per hectare.

An increase in density could be possible within a comprehensive residential designation. Amenity contributions, which should be considered as a part of a development application, would be a reduction in parcel size to reduce the residential footprint in order to preserve at a minimum 30 per cent of the land on the property as green-space. The dedication of a public waterfront area park at the north east corner of the site shall apply toward the green-space contribution.

From the perspective of servicing, energy conservation, and reduction of green house gas output, the following shall be considered as a part of a comprehensive development subdivision: local community sewer system designed and constructed to SCRD bylaw standard; means for reducing water consumption; collection of rain-water in in-ground cisterns with capacity to be used for on-site irrigation i.e. pumps and/or purple piping' passive solar; geothermal heating; storm water retention areas to be converted into wetlands with walking trails and filtered for irrigation; and native water-wise xeriscape landscaping in public areas. Permeable surfaces and paving stones should also be utilized to reduce the impact of storm-water run-off.

Energy efficient construction techniques consistent with the Community Energy and Emissions Plan and B.C. Building Code shall also be considered.

8. **Langdale Resource** – The Crown owned District Lots (1403 & 1732) at the north-west boundary of the Gateway/Langdale Neighbourhood areas are designated as “Langdale Resource”. The OCP area has been expanded to include these two District Lots.

District Lot 1732 is home to a well-used hiking trail to Langdale Falls, as well as a portion of the Sprockids trail loop. District Lot 1403 is a land locked district lot located on the lower slopes of Mount Elphinstone above Langdale. Both the north and south arms of Hutchinson Creek flow through the northern portion of the district lot. Development in the form of tree cutting and land alteration should be avoided along the riparian corridors, and a minimum 15 metre buffer from the top of the ravine bank should be left in place. These Districts Lots are not intended to be subdivided for the purposes of residential settlement.

*Infrastructure***OBJECTIVES**

1. To support Community Sewer Systems in designated Comprehensive Development Areas.
2. To encourage a reduction in water consumption, particularly in new developments.
3. To establish the Langdale neighbourhood as the northern extension of the SCRD water system within both the West Howe Sound Electoral Area and Official Community Plan boundary.

**POLICIES**

1. Local Community Sewer Systems (LCSS) designed and constructed to SCRD Bylaw and Provincial standards shall be permitted to be constructed within the CD areas. Properties adjacent and/or in proximity to the CD areas may connect to the LCSS where feasible. Heat exchange and the re-use of grey water for irrigation purposes shall be encouraged during the approval process.
2. New developments in the CDAs should proceed in a manner that provides for an opportunity to reduce water consumption. This can be accomplished through efficient building design, re-use of on-site storm/waste water, and native landscaping, as discussed under the CDA designations.
3. The SCRD water supply system shall terminate at the northern boundary of the Langdale neighbourhood, forming a service area boundary.

*Recreation*

## OBJECTIVES

1. To preserve and enhance walking trails and beach accesses within the neighbourhood.
2. To provide for walking trails, neighbourhood park, and community use area on the Neighbourhood Village Centre Comprehensive Development property.
3. To provide for a waterfront park at the YMCA Road Waterfront Area Comprehensive Development property.

## POLICIES

1. Walking trails through neighbourhoods, to waterfront areas, and to the Mt. Elphinstone slopes, should be provided wherever possible. A Neighbourhood Village Centre concept in Langdale should feature extensive walking trail opportunities.
2. A neighbourhood park, or multiple parks, of 15 per cent of the Neighbourhood Village Centre Comprehensive Development property should be acquired. At least one hectare of land should be attributed toward a future community and fire hall for the neighbourhood.
3. A neighbourhood development in the waterfront area on YMCA road should provide for a public walking trail and steps to and along the beach.



*Environment***OBJECTIVES**

1. To consider identified hazardous areas when subdividing, building, and altering land.
2. To provide adequate buffer to Langdale and Hutchinson Creeks and the associated tributaries.
3. To lessen the impact of human settlement on the environment.

**POLICIES**

1. Identified Hazardous Areas, as noted in the Development Permit Areas chapter, shall remain free of development (subdivision, building and land alteration) except as specifically noted in the conditions of a development permit.
2. Adequate buffers from Langdale and Hutchinson Creeks for residential developments shall be required through development permits for both riparian and geotechnical considerations.
3. Agricultural use, which is exempt from the Riparian Areas Regulation, is also encouraged to be sensitive to the environmental qualities of the Langdale and Hutchinson Creek systems through adequate natural vegetative buffers.
4. Permeable surfaces and paving stones should be utilized on drive ways and properties to reduce the impact of storm-water run-off.



## 3.6 Williamsons Landing – Neighbourhood Land Use

### *Background*

Williamsons Landing is the rural and sparsely settled north end of the West Howe Sound OCP area. The neighbourhood extends from the waterfront residential lots at the end of Williamsons Landing Road in the north east, to Crown District Lots bordering onto the Twin Creeks OCP Area in the north west, to the Storvold Road subdivision at the south west, and finally to the YMCA Endowment lands at the south east.

Smart Growth British Columbia principles suggest that largely rural areas located outside of service areas shall remain rural. The primary land use tool for maintaining a rural community is the subdivision density zoning. With the exception of the existing subdivided parcels primarily in the waterfront area, the parcel sizes within Williamsons Landing reflect the rural setting with 1 to 2 hectare parcels, and with some Crown District Lots and Agricultural Land Reserve properties having a minimum size of 4 hectares and larger.

The collection of waterfront parcels forming the core of the Williamsons Landing cottage community were created by subdivision in 1910 by G.S. Williamson and Warren Watkins who owned the lots at that time. Many of the waterfront parcels do not have suitable road access for residential purposes to this day. The parcels at the north end of the waterfront community are owned by Terminal Forest Products and serve as a buffer to the heavier industrial uses found within the Twin Creeks OCP area.

The neighbourhood area is approximately 375 hectares in size and of that land mass, nearly 50 per cent (175 hectares) is located within the Agricultural Land Reserve. Much of this land is relatively flat and considered to be of prime soil class c for intensive agricultural use, while other portions are considered more suitable for rural residential settlement.

## *Land Use*

### OBJECTIVES

1. To recognize the existing density and settlement pattern of the residential settlement at Williamsons Landing.
2. To provide for a mixture of low impact uses on self-sustaining rural residential parcels.
3. To preserve the Agricultural Land Reserve properties that are deemed by the Agricultural Land Commission to be suitable for agricultural use.
4. To maintain large rural acreage properties, which provide a buffer to the Twin Creeks Area Official Community plan area and the Sechelt Provincial Forest lands.
5. To support limited gravel extraction and sustainable forest practices on resource properties.

### POLICIES

1. **Williamsons Landing Residential** - The smaller waterfront residential parcels located in proximity to the junction of Williamsons Landing and Thornbrough Roads at the south half of the Williamsons Landing subdivision are designated as Residential. These properties, for the most part, are seasonally occupied. The properties are located outside of the community water and fire protection service area. Limited solid waste collection is provided.

These parcels are best suited for one principal and one auxiliary dwelling per parcel with an opportunity for bed and breakfast and home occupations, and with a 1 hectare minimum parcel size to reflect the lack of community servicing in the neighbourhood.



A majority of the waterfront parcels at the north end of this block are owned by Terminal Forest Products and held as a buffer to the heavy industrial use within the Twin Creeks plan area. The Terminal properties do not, at this time, have sufficient road access or appropriate servicing for full time residential settlement. The properties are designated as residential for their potential future use.

If in the future the industrial uses to the north either expand or contract and there is a desire to expand the industrial operations within the adjacent Twin Creeks Area, or utilize the residential parcels in this area, there is an opportunity to explore public access to the foreshore, perhaps in the form of a boat launch. The parcels may need to be re-configured in order to create suitable building sites and septic locations. A re-configuration should provide a suitable and central ocean access for boat trailers.

Approximately 2.6 hectares of the Terminal Forest Products water leases (District Lots 1692 & 5325) extend southwards from the Marine Industrial designation area in the Twin Creeks OCP into the northern most part of the West Howe Sound OCP. These 2.6 hectares of water lease area are an integral part of the industrial operation. During the OCP review process a desire has been expressed by adjacent residential property owners that, the SCRD should engage in discussion with the lease holder, the Provincial Government and local area residents association several months prior to renewal of the water leases to address residents' expressed concerns about potential industrial and residential use compatibility. If the water lease changes use or the area is not used for a period of time a discussion of the future use should ensue. The purpose of the discussion would be to explore all viable options to amend, reconfigure or substitute the water lease area to address resident concerns without adversely impacting the industrial operations.

2. **Rural Residential B** – The Rural Residential B designation applies to rural acreage parcels that are for the most part located outside of service areas, including water distribution, fire protection and solid waste collection. The properties in Williamsons Landing designated as Rural Residential B are appointed to the acreages parcels within the neighbourhood area that are not located in the ALR. The specific land use designation is more specifically defined in the “Rural Residential” chapter – **Chapter 5**.



*\*Depiction of foreshore leases extending in front of the residential portion of Williamsons Landing.*

3. **Agricultural** - Much of the land within the neighbourhood boundary lies within the Agricultural Land Reserve. There has been some recent subdivision activity within the lands, approved by the Agricultural Land Commission, as well as some additions and subtractions from the agricultural land base.

The Agricultural Land Reserve lands, identified as land being suitable for agricultural use, should remain in the ALR and be designated as Agricultural. The land use designation is more specifically defined in the “Agriculture” chapter – **Chapter 4**.

There are some properties identified as being less suitable for agriculture as identified for exclusion in the 1987 West Howe Sound Technical Background report. These properties are located in proximity to the Port Mellon Highway and Twin Creeks Road intersection. Although the soil may not be recognized as having prime agricultural production capacity, the properties should remain as a part of the agricultural land base.

4. **R.V. Park** -The Langdale Heights R.V. Park provides short term/seasonal accommodation and auxiliary commercial services within the neighbourhood area. The R.V. Park shall remain in place, with some potential for expansion in the auxiliary service and recreation component, subject to a rezoning application. The on-site accommodations should remain temporary and not become permanent high density housing. The maximum density of the property, in keeping with the SCRD standard for R.V. and tenting campsites, shall be 10 sites per hectare of land.
5. **Williamsons Landing Resource** - The Crown owned District Lots (4452 & 4453) at the north-west boundary of the Williamsons Landing neighbourhood area are designated as Resource. The properties form a buffer between the Twin Creeks OCP area and the slopes of Mt. Elphinstone. The 16 hectare properties are more suitable for resource use rather than for residential purposes, and should not be further subdivided.

District Lot 4452 has a gravel extraction license from the Crown which will permit extraction until the year 2019. This property is hereby identified as having sand and/or gravel extraction possibilities, consistent with the *Local Government Act* required content for an Official Community Plan.



District Lot 4453 is identified in the West Howe Sound Technical Background Report update as containing a mature conifer forest (source: Ministry of Sustainable Resource Management Vegetation Resources Inventory & Environment Canada's Sensitive Ecosystem Inventory). The District Lot is bound by South Ouillet Creek on the south and Middle Ouillet Creek on the north. Any future timber harvesting on this site should be selective and utilize sustainable harvesting practices with full compliance to the 30 metre riparian corridor of each branch of Ouillet Creek.

District Lot 966 is the Crown owned hilltop located to the west of the Williamsons Landing waterfront settlement. The steep slopes, which exceed 35 per cent in many places, are not ideally suited for future residential expansion and settlement. The hillside could potentially serve as a park or as trail access to a presently undeveloped road allowance within the northern undeveloped section of the Williamsons Landing waterfront subdivision.

### *Infrastructure*

## **OBJECTIVES**

1. To continue to provide limited solid waste collection to the residential properties in Williamsons Landing.
2. To support the self-sustaining servicing nature of the properties in the area.
3. To provide for a future Langdale/Highway 101 Bypass route for trucks and heavy industrial traffic.

## **POLICIES**

1. The SCRD shall work with the residents of the Williamsons Landing community to provide solid waste collection.
2. The water service area shall terminate at the Langdale – Williamsons Landing boundary and water supply for properties within the Williamsons Landing neighbourhood shall be serviced from on-site wells or water licenses from Hutchinson and Ouillet Creeks and other sources.
3. The SCRD shall co-operate with the Ministry of Transportation and Infrastructure to identify a Langdale Bypass route in proximity to the Hydro corridor on the western edge of the neighbourhood area at the base of the slopes of Mt. Elphinstone.

### *Recreation*

## **OBJECTIVES**

1. To provide public access to the ocean at Williamsons Landing.
2. To provide for public access to the top of the hill overlooking the Williamsons Landing residential settlement.
3. To provide for public access to the slopes of Mt. Elphinstone.

## **POLICIES**

1. The SCRD should work with adjacent property owners on Thornbrough Road to improve public access to the Williamsons Landing waterfront, particularly at the low-bank northern portion of the historic Williamsons Landing subdivision.

2. The SCRD should consider developing a public access trail up the Crown owned hillside above the Williamsons Landing residential area.
3. Should there be any further development along the western boundary of the neighbourhood area, i.e. District Lots 1354, 4451 to 4453, pedestrian access to the slope of Mt. Elphinstone for the purpose of hiking or biking shall be considered.

### *Environment*

## OBJECTIVES

1. To preserve the riparian corridors of both Hutchinson and Ouillet Creeks.
2. To encourage sustainable forest practices on the Sechelt Provincial Forest lands.
3. To lessen the impact of human settlement on the environment.

## POLICIES

1. Identified Hazardous Areas, particularly around the creeks and hillsides, as noted in the Development Permit Areas chapter, shall remain free of development (subdivision, building and land alteration) except as specifically noted in the conditions of a development permit.
2. Should the SCRD receive referral notice of timber harvesting on Crown properties within the Williamsons Landing neighbourhood, sustainable and selective harvesting practices will be encouraged, as will adequate protection of the creek riparian corridors.
3. Permeable surfaces and paving stones should be utilized on driveways and properties to reduce the impact of storm-water run-off.



# Agriculture

## 4.1 Description

## Section 4

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The following agricultural objectives and policies relate to all agricultural lands, including parcels located within the Agricultural Land Reserve (ALR) established under the *Agricultural Land Commission Act*. Agricultural soil capability mapping completed by the Agricultural Land Commission (ALC) has confirmed that there is both a land base and the soil capability for small scale agriculture; therefore, in support of the goal to retain and protect the majority of the ALR for agricultural purposes, the Agricultural Land Use designation has been created, as illustrated on Map 1.

A bulk of the agricultural land base within the plan area has a soil rating of Class 3 and 4 within the Canada Land Inventory rating, with the potential to improve the soil to classes 2 and 3. Classes 2 to 4 are considered suitable for a wide range of agricultural production. Soil improvements can be achieved through irrigation, drainage management, removal of stones and sub-soiling (tilling the soil).

In addition to the composition of the soils, the climate of the area has been determined to be capable of supporting the widest range of agricultural crops. However, due in part to mountainous topography and settlement patterns pre-dating the inception of the Agricultural Land Reserve, the overall agricultural potential is more focused on small scale independent farms as opposed to large holdings consisting of hundreds or even thousands of hectares found elsewhere in British Columbia.

As a result of this historical settlement pattern, agricultural production within the OCP area generally occurs on small farms and backyards as opposed to large scale intensive agricultural operations. Small farms are loosely defined as a property having between 2 and 10 acres of land under cultivation with a variety of crops, which is typically 25-50 per cent of the total land mass of the property, and with a total farm related income of less than \$50,000 annually.

Small farms within the OCP area are suitable to supply local food productions through farm gate sales, farmer's markets, and local grocery store supply.

## 4.2 Technical Background

The original West Howe Sound Technical Background Report (1987) identified areas suitable for exclusion from the ALR. The reasons for exclusion were primarily based on soil qualities and geographic separation from other ALR properties. The recommendations within the Technical Background Report were endorsed by the Agricultural Land Commission and adopted into the initial West Howe Sound OCP. Several of these properties have been removed from the ALR in the 20 plus years since the initial adoption of the West Howe Sound OCP.

Despite this endorsement for exclusion within the previous West Howe Sound OCP, several properties remain in the ALR; one group of properties is in the Grantham's Landing neighbourhood adjacent to the Town of Gibsons and Gibson Creek, while the other is located within the Williamsons Landing neighbourhood at the north end of the OCP area, at the north end of Storvold Road and west of the Port Mellon Highway and Twin Creeks Road intersection. These properties have been traditionally zoned to have a minimum parcel size of 1.75 hectares, which should continue in future zoning bylaws. The other properties that have traditionally been designated to remain in the ALR shall be zoned for a 4 hectare minimum parcel size.

While it is recognized that the soil and terrain in these blocks of land may not be of prime quality for soil based agriculture, the land mass should remain agricultural, as the intent of the ALR is to preserve land for present and future food production, and the quality of soil is only one of many determining factors in considering land suitability for agricultural production. Preservation of ALR properties is one of the goals of the OCP, and this goal is implemented through the Objectives and Policies outlined below. Zoning notwithstanding, any application or subdivision within the ALR shall be scrutinized to determine the impacts on, or benefits for agriculture.

## 4.3 Objectives

1. To preserve agricultural land in the ALR by maintaining larger parcels on lands with higher quality agricultural soils, specifically those that have existing Canada Land Inventory ratings of class 2 through 4, or the capability to improve to those soil conditions.
2. To increase food production and food security within the OCP area the surrounding areas.
3. To provide for agricultural activities, particularly small-scale sustainable market garden farming, including on-site sales.

4. To increase opportunities for local farmers to provide local sources of a range of agricultural products, including the opportunity to market locally-produced food products.
5. To protect existing and future agricultural activities from potential conflicting non-agricultural uses within the Agricultural Land Reserve (ALR) and the Rural Residential designated lands adjacent to the ALR.
6. To support the Agricultural Land Commission in protecting agricultural lands and opportunities for present and future uses.
7. To support creative approaches with respect to on-site density and land uses that encourages the agricultural use of the land within the ALR.
8. To support local production and processing of value added agricultural products.
9. To support the creation of a Sunshine Coast wide Area Agricultural Plan.

### 4.4 Policies

1. A suite within a dwelling *or* a second dwelling, for farm help or family members, subject to approval by the Regional District and ALC under the *Agricultural Land Commission Act*, shall be permitted.
2. Home occupations, bed & breakfasts, and kennels are recommended to be permitted as auxiliary uses. Other uses permitted by zoning may still require non-farm use approval from the Agricultural Land Commission.
3. Agricultural related retail, such as farm gate sales, garden supply centres, and agri-tourism, may be considered by individual site rezoning applications, with support from the Agricultural Land Commission.
4. Lands designated Agricultural have been identified on the ALC's soil capability mapping as generally having soils that are (or are improvable to) "good" to "very good" for agricultural purposes. These parcels are suitable for agricultural activities such as berry crops, other fresh market vegetable crops, some tree fruits, and most types of nursery production.

The Agricultural designations within the ALR must meet Regional District minimum parcel size limits *if* a subdivision application to the ALC is approved. The minimum parcel size of 1.75 and 4 hectares applies to land that is designated Agricultural and is designated as ALR under the ALC Act, if:

- i. The land is approved for subdivision within the ALR, under the *ALC Act*; or
  - ii. Subdivision is permitted or exempted from approval under the *ALC Act*, Regulation, or Order of the Commission.
- 5. Policy 4 notwithstanding, conventional subdivision of less than 4 hectares in the ALR is generally discouraged unless the property owner(s) can demonstrate to the SCRD and ALC how the subdivision will promote agricultural cultivation of the property.

# Rural Residential

## 5.1 Description

## *Section 5*

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The following agricultural objectives and policies relate to parcels located within the Rural Residential designations of the OCP area. The two Rural Residential designations – A and B – provide an opportunity for low density rural residential settlement in the OCP area, assisting in providing the desired rural lifestyle. The designations are primarily located in between the Residential and Agricultural designations that comprise the bulk of the OCP area, creating a buffer between the potentially non-compatible land uses, and containing most new residential development to the vicinity of existing residential neighbourhoods.

The two Rural Residential designations recognize the difference between rural residential landscapes; one within the neighbourhoods and the other in the outlying areas typically located away from servicing such as transit, water supply, fire protection, and solid waste collection.

In some cases, zoning permits multiple dwellings on a parcel to enable dwelling units for family members, mortgage helpers, and other land uses such as bed & breakfasts. A property permitted to have two dwellings is not necessarily subdividable.

Rural Residential parcels that have the potential to subdivide may have density averaging applied at subdivision stage in an effort to create somewhat more compact settlement patterns. Density averaging can assist in creating developments around natural topography and contours, as well as reduce the amount of infrastructure such as roads and water mains required to service a site. Consideration should be given to efficient house design and siting, food growing, and walking/cycling networks, both within the property and to lands beyond.

### 5.2 Objectives

1. To provide for rural residential densities which reflect the terrain and servicing provisions.
2. To provide for a variety of single-family housing types and parcel sizes.
3. To ensure that parcel sizes and residential densities to be permitted are appropriate for the level of infrastructure services that can be provided.
4. To minimize residential land use conflicts with agricultural and resource activities, as well as reduce vulnerability to natural hazards.
5. To provide for home occupation employment opportunities compatible in scale and character with residential and rural settlement.

### 5.3 Policies

1. **Rural Residential A** – The Rural Residential A designation is applied to properties that are larger than the nearby residential properties and yet are not located within the Agricultural Land Reserve (ALR). These properties often serve as a buffer between the ALR and the residential neighbourhoods, or in the case of Granthams Landing, also serve as a buffer to wildlife corridors within the ravine of Gibson Creek.

The properties to the south and west of Courtenay Road and south of Reed Road, shown on Map 1, shall be designated as Rural Residential A. The Rural Residential A designation supports uses such as bed and breakfasts, home occupations, and agriculture, similar to that of the Neighbourhood Residential designations, but with a larger parcel size.

Properties less than 0.80 hectare shall be zoned for one dwelling, properties between 0.80 and 1.75 hectares should be zoned to also allow for a suite within the dwelling or auxiliary dwelling, and properties exceeding 1.75 hectares should be zoned for two dwellings.

The average parcel size for subdivision purposes shall be 0.80 hectare, thus requiring at least 1.6 hectares of land to subdivide. The intent of this designation is to account for many of the ‘5 acre’ properties in this designation that are actually slightly smaller than the minimum subdivision size, and yet to enable some subdivision of these properties.

2. **Rural Residential B** – The Rural Residential B designation applies to rural acreage parcels that are for the most part located outside of service areas, including water distribution, fire protection, and solid waste collection. The properties are also located outside of the Agricultural Land Reserve. The designation is found within the Gateway, Langdale and Williamsons Landing neighbourhoods.

These acreage properties are conducive to the rural residential lifestyle and further rural uses such as home occupations, garden nurseries, agriculture, keeping of livestock, low density campgrounds, spiritual and cultural retreats may be considered where properties are large enough to provide sufficient buffer to neighbouring parcels. Light industrial uses, particularly those including outdoor storage are not permitted in the rural residential area.

The density for subdivision purposes shall be based on the current zoning, requiring either one parcel per 1.75 hectares (4.32 acres) or 4.0 hectares (9.88 acres). Density for dwellings shall be limited to one dwelling per parcel on 1.0 hectare (2.47 acres) and under, one dwelling plus one auxiliary dwelling on parcels exceeding 1.0 hectare and less than 1.75 hectares. Existing properties without further subdivision potential that are 1.5 hectares and greater in size shall be permitted to have two dwellings.

# Affordable Housing

## 6.1 Description

## Section 6

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Affordable housing is generally defined as either market affordability, low cost market housing (work-force/early retiree housing), or non-market affordability (supportive care facilities). Housing is generally considered affordable when the occupants spend less than 30 per cent of their gross household income on housing.<sup>2</sup>

Affordable housing is primarily geared toward young families, moderate and low income wage earners, and those retirees with lower incomes, achieved by considering clustered density and mobile homes within the plan area. The Langdale Comprehensive Development Area: Neighbourhood Village Centre, as described in **Chapter 3**: ‘the Neighbourhood chapters’ is an example of a potential area of clustered and affordable market housing. The neighbourhood could provide affordable housing through a mixture of smaller housing forms and smaller parcel sizes that have relatively lower servicing costs.

With regard to the land use designations pertaining to specific properties addressed in **Chapter 3**, the provision for secondary suites and auxiliary dwelling units on larger parcels provides for lower cost rental units and mortgage helpers. It is expected that intensive housing for supportive living and non-market affordable housing is more appropriately located within one of the two municipalities on the Sunshine Coast.

Other non-specified sites could potentially be considered for mobile home parks or clustered density, subject to general location guidelines and on-site development criteria. Applications would be considered subject to the rezoning process, which includes input from the community, the Advisory Planning Commission, external referral agencies, SCRD staff, and the Board.

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<sup>2</sup> This is based on Statistics Canada and the Canada Mortgage and Housing Corporation (CMHC) statistics which are typically based on the amount of monthly income available to be spent on accommodation, excluding utilities and other lifestyle expenses.

### 6.2 Objectives

1. Opportunities for affordable housing, rental housing, and special needs housing shall be made available in most parts of the plan area through zoning provisions permitting auxiliary dwellings and duplexes, subject to parcel size and other on-site and location requirements.
2. As part of the development approval consideration for the Comprehensive Development Areas, specific properties and dwelling units shall be designated as affordable and special needs housing.

### 6.3 Policies

1. Allow flexibility in zoning for auxiliary dwellings and duplexes, or suites within dwellings, where there is appropriate liquid waste disposal and the additional dwelling units on parcels are appropriate for the neighbourhood character.
2. Affordable housing shall be incorporated into the implementation of the Comprehensive Development: Neighbourhood Village Centre in Langdale, or through future potential developments such as mobile home parks, subject to the location requirements in Policy 6.3(3).
3. Additional mobile home parks or clustered development may be considered in the future within the OCP area, subject to consideration of a site specific rezoning application. In planning for affordable housing, it is important to provide easy transportation accessibility to jobs, commercial services, and amenities. Simply put, a key to affordable housing is placing it in affordable and suitable locations. The following are general guidelines pertaining to future mobile home parks:

**A. Location Requirements:** As guidelines in determining whether a proposed mobile home park or clustered density affordable housing solution is suitable, the proposed development shall be:

- i. In proximity to a major collector road order such that traffic generated by the mobile home park does not adversely affect established residential properties;
- ii. Located on a transit route or in proximity to transit (0.5 kilometres); and
- iii. In proximity to commercial retail areas and schools (2 kilometres).

- B. Specific Development Requirements:** Proposals for further mobile home parks, at densities of no greater than 15 units per hectare, may be permitted via a site rezoning subject to:
- i. The land for a mobile home park should be between 2 hectares and 10 hectares in size;
  - ii. The site must be serviced by a local community sewage system and community water supply approved by the Regional District, the Vancouver Coastal Health Authority, and the Ministry of Health and Ministry of Environment as applicable;
  - iii. Developments should have an internal road circulation network or an access/egress plan acceptable to the Ministry of Transportation and Infrastructure; and
  - iv. On-site recreational opportunities shall be provided with at least 10 per cent of the mobile home park site area being devoted for such recreational uses, including the installation of child playground equipment.

# **D**ensification Strategies to Support Affordable Housing

## *Section 7*

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### **7.1 Description**

Densification is vital to increasing housing supply and providing diverse housing choices. Densification can create land use opportunities and favourable conditions for developing affordable housing through a number of strategies including residential infill, cluster and mixed-use development and density bonus in appropriate areas. The intent of these strategies is to provide a set of criteria for evaluating densification proposals and tools to support and secure contribution to affordable housing.

### **7.2 Objectives**

1. Increase the supply of housing units through infill development on existing eligible parcels.
2. Direct cluster housing, multi-unit and mixed-use development to the Langdale Neighbourhood Village Centre and similar settlement cluster areas.
3. Integrate housing development with the rural context.
4. Use density bonus in appropriate areas to encourage density increase and affordable housing contribution.
5. Use housing agreements to secure affordable housing.

## 7.3 Policies

1. Infill development of auxiliary dwellings, duplexes and second dwellings shall be encouraged on existing eligible parcels in accordance with zoning bylaw parcel size requirements. To fully utilize the infill potential of such parcels, the existing minimum parcel size requirements to qualify for multiple dwellings on a parcel, as defined in the zoning bylaw, shall be reflective of the residential or rural residential designation.
2. Subdivision creating lots smaller than 1000 m<sup>2</sup>, cluster residential development such as townhouse and multi-unit building and mixed-use development that combines residential use with commercial, retail, service and office uses are encouraged to be located in the Langdale Neighbourhood Village Centre or similar settlement cluster areas.

Developments exceeding density limits of the Official Community Plan and or the zoning bylaw are encouraged in these areas, subject to amendments to the Official Community Plan and or the zoning bylaw and all of the following criteria:

- i. Water supply, solid waste collection, storm water management, sewage treatment facility, traffic circulation and provision of or access to community amenities can all be appropriately provided and the development design is compatible with the surrounding neighbourhoods; and
  - ii. With the exception of any other applicable density increase policies of this Plan, a contribution to affordable or special needs housing must be made in the form of housing unit, land, money or other types of provision and registered with a housing agreement in accordance with the *Local Government Act* and approved by the Regional District Board.
3. Developments exceeding established density limits of the Official Community Plan and or the zoning bylaw and creating a total of 3 lots or less, may be considered through an amendment to the Official Community Plan and / or the zoning bylaw for areas designated Residential outside of village hubs or similar settlement cluster areas where water supply, solid waste collection, storm water management, sewage treatment facility, regional fire protection, traffic circulation and convenient access to major roads and community amenities can all be appropriately provided and the development design is compatible with the surrounding rural environment.
  4. Developments exceeding established density limits of the Official Community Plan and or the zoning bylaw and creating a total of more than 3 lots, may be considered through an amendment to the Official Community Plan and / or the zoning bylaw for areas designated Residential outside of village hubs or similar settlement cluster areas, subject to all of the following criteria:

- i. Water supply, solid waste collection, storm water management, sewage treatment facility, regional fire protection, traffic circulation and convenient access to major roads and community amenities can all be appropriately provided and the development design is compatible with the surrounding rural environment; and
  - ii. A contribution to affordable or special needs housing must be made in the form of housing unit, land, money or other types of provision and registered with a housing agreement in accordance with the *Local Government Act* and approved by the Regional District Board.
5. Affordable or higher-density housing shall be developed in a way that integrates with rural communities and strengthens community identity and character. This can be achieved by creating developments that are complementary to the scale, layout, architectural design, landscaping and view of neighbouring properties and the surrounding natural environment. Specific design criteria may be imposed by establishing a development permit area for form and character for a development site.
6. Housing agreements pursuant to the *Local Government Act* shall be used wherever applicable to secure the provision of affordable housing in appropriate areas and the long term affordability of housing.

A housing agreement shall determine the terms, conditions and forms of provision or contribution of designated affordable or special needs housing and shall use concurrent criteria of the Canadian Mortgage and Housing Corporation (CMHC) and data of Statistics Canada to define housing affordability.

# I

## nfrastructure

## Section 8

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### 8.1 Description

The *Local Government Act* mandates that Official Community Plans contain policies regarding infrastructure, even if services are provided, or originate from outside of the OCP area, and broader region-wide policies and initiatives apply. The Infrastructure chapter addresses water supply and demand, and liquid waste management.

## 8.2 Water Supply & Demand

### 8.2a Objectives

1. To create a safe secure back-up for the four distinct community water systems in the plan area: Chapman, Soames, Langdale and Hopkins, preserving the independent operation of the Hopkins Landing Water District.
2. That a Water Supply Area boundary be defined and that ‘leap frogging’ of infrastructure be avoided.
3. To protect the surface and groundwater, which provide community water supply for residents of the Plan area.
4. To foster a culture of conservation and to work toward reducing demand from the water supply sources.

### 8.2b Policies

1. A Regional Water Master Plan study should be undertaken to consider the potential of integrating the Soames water system with the Chapman, Hopkins and Langdale community systems for the purpose of creating a back-up emergency mutual aid supply.

2. The costs of extending and expanding these community water systems, outside of capital works projects, shall be the responsibility of the individuals undertaking development.
3. Water supply should not be extended beyond the Residential Settlement Boundary, as shown on Map 1, or extended toward acreage properties with existing and approved on-site water supplies, as defined on Map 4.
4. New developments, particularly in Comprehensive Development Areas, should include means of reducing water demand. Demand can be reduced through methods such as construction techniques for buildings and roadways, native landscaping, and using grey water for irrigation purposes.
5. Collecting and re-using water shall also serve as a method of stormwater management.

### **8.3 Sewage Disposal/Liquid Waste Management**

#### **8.3a Objective**

1. To permit a variety of forms of sewage treatment systems, which minimize the impact on the natural environment, and provide a cost effective means of high-level effluent treatment.

#### **8.3b Policies**

1. A Liquid Waste Management Plan for the West Howe Sound OCP area should be prepared by the Regional District that will provide a comprehensive approach to managing liquid waste reduction, treatment, utilization, and disposal.
2. Extensive waste water planning shall occur when considering development approvals that contain shared community sewage systems.
3. Consideration should be given to the potential for heat recovery from YMCA/Langdale wastewater system.

4. **Land-Based Community Sewage Systems** - The primary method of treatment shall be on-site individual standard type 1 to 3 septic treatment systems, and in cases where new developments are considered, the method of treatment may be a common ground disposal system.

Common septic fields shall be permitted when:

- i. The system proposed is a 'large community system' i.e. designed for effluent treatment of greater than 22,700 litres per day and is designed and constructed to SCRD standards, including a treatment level of 10BOD/10TSS, and subject to review by the Ministry of Environment;
  - ii. The system proposed is a 'small community system' i.e. designed for effluent treatment of less than 22,700 litres per day and is designed and constructed to SCRD standards and subject to review by the Vancouver Coastal Health Authority. Furthermore the development shall provide a tangible benefit to the community through affordable housing, or the development layout provides a tangible environmental benefit, such as cluster housing, to preserve a site feature or to increase the energy efficiency of through layout design; and
  - iii. Ground disposal will continue to be the preferred method of disposal. Ocean outfalls may only be considered in areas of high flow where there is an opportunity to increase the level of existing community system plant; to solve an existing sewage disposal problem where there is not an opportunity for land disposal; or where there is an opportunity to service a wide variety of new and existing parcels.
5. **Ocean Disposal Community Sewage Systems** – In some circumstances, such as YMCA Camp Elphinstone and the Langdale Ferry Terminal, ocean outfalls are provided to service the upland uses. In limited cases where ocean outfalls are utilized, the outfall shall be of high quality treatment and potentially provide an opportunity for nearby properties with on-site soil limitations to connect to the treatment system.

Sewage ocean outfalls to serve existing and proposed development in the Plan area will only be considered if the proposal meets the following conditions:

- i. Incorporates a high quality secondary treatment, which meets or exceeds Regional District treatment requirements, including a treatment level of 10BOD/10TSS;

- ii. The Regional District receives and approves a detailed environmental impact assessment and any other relevant studies;
- iii. The outfall shall be located below the tidal zone, having sufficient ability to disperse the effluent, to the satisfaction of the Regional District and Ministry of Environment; and
- iv. Ocean outfalls designed to be part of a new development should be discussed as part of the development approval process and be referred to in the public hearing process.

### **8.4 Solid Waste Collection**

The private properties within the West Howe Sound OCP area lie within the Residential Solid Waste Collection area. The management, collection, and planning for solid waste within the OCP area is guided by the SCRD Solid Waste Management Plan.

# T

## ransportation

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## Section 9

### 9.1 Description

The *Local Government Act* mandates that Official Community Plans contain policies regarding transportation and the major road network. However, in Regional Districts, the Ministry of Transportation and Infrastructure (MOT) is responsible for local road network planning and subdivision approval with the participation of the Regional District. MOT is also directly responsible for road maintenance, construction, and major road network planning under the *Transportation Act*. Given this, the Regional District must work in partnership with MOT in both broader road network planning and the site-specific subdivision approval process.

### 9.2 Objectives

1. To encourage the completion of the Highway 101 Bypass through the OCP area.
2. To identify a suitable location for a future bypass northwards beyond Langdale and toward Port Mellon.
3. To encourage the development of a balanced system of roads based on a hierarchy of road types (arterial highways, major collector roads, and minor collector and local roads).
4. To plan for a road network, in cooperation with MOT, that effectively provides for local and through traffic, and fulfils the needs of existing and future residents and visitors.
5. To work with MOT to find solutions to dangerous intersections within the residential neighbourhoods.
6. To ensure that the road network and other transportation infrastructure are developed to minimize impacts on the rural residential character, environmentally sensitive areas, and the Agricultural Land Reserve (ALR).

7. To encourage subdivisions that include road layouts and trail linkages that can reduce the need for private automobile transportation and facilitate access to public transit.
8. To encourage neighbourhood bus service throughout the OCP area.
9. To recognize the appropriate locations for commercial and recreational marine transportation opportunities within the OCP area.
10. To provide for complete cycling/walking routes along Marine Drive from Langdale to Gibsons and along North Road.
11. To work with the Ministry of Transportation and Infrastructure to find solutions to dangerous intersections within the residential neighbourhoods.

### 9.3 Policies

1. A closer examination of the location of the extension of the Highway 101 Bypass shall be undertaken as part of the detailed planning for construction of the next phase of the Bypass to Payne Road.
2. A closer examination of the Langdale to Port Mellon Bypass should be undertaken to reserve a future route. The route shown on Map 3 is a depiction of the anticipated route, however further refinement will be required prior to construction. The identification of the precise future route will be further defined as development occurs in the area and with an examination of the route in conjunction with the Ministry of Transportation and Infrastructure and SCRD complete with public review and consultation. The route shall be chosen in a location which best combines feasibility of construction, minimal impact on affected properties and where possible does not travel through the Agricultural Land Reserve.
3. Highway 101 and other Major Collector Roads comprise the Major Road Network depicted on Map 3 – Transportation, and set direction for existing and proposed major roads to be dedicated, constructed, and expanded as warranted by development, usage, and safety factors.
4. The Regional District shall continue to request that safety improvements be made to the existing portion of Highway 101, and that intersection improvements become a provincial funding priority in the immediate-term.

5. A right turn lane at the Reed and North intersection should be added to enable ferry traffic to access Reed Road when the light is red on North Road.
6. Minor traffic calming; such as ‘share the road’ signage and intersection improvements from neighbourhood local roads onto collector roads, particularly Marine Drive, are encouraged, while significant on the road traffic calming such as speed bumps are discouraged.
7. Vegetation and tree retention, or replanting on private property fronting Major Collector Roads and the existing Highway 101, is to be encouraged at the time of subdivision, when possible, and during consideration of development permits under the Development Permit Areas chapter – **Chapter 11**, subject to the maintenance of adequate sight lines.
8. The Regional District shall work with MOT to encourage the development of cycling and walking routes along roads for transportation and recreation purposes, subject to detailed feasibility studies, with routes composed of separated pathways where possible and 2.0 metre shoulders elsewhere, with Marine Drive being made a priority.
9. Traffic and parking studies should be required for rezoning applications that are anticipated to generate significant increases in traffic in the Comprehensive Development Areas.
10. The Regional District will encourage the Town of Gibsons to consult with the Regional District on developments that could significantly affect traffic within the OCP area.
11. The Regional District should work with the MOT to require that new developments provide, where necessary, off-site public road improvements to ensure that the developments do not reduce the capacity or safety of the existing road network. This is particularly important in the Langdale neighbourhood where both Forbes Road and Wharf Road intersect with the Port Mellon Highway, and in Granthams Landing where Central Avenue and Harvey Road intersect with Marine Drive.
12. The Regional District shall work toward dedicating and constructing a bicycle/pedestrian route from the ferry through the OCP area toward Gibsons and Elphinstone as part of the update of the Regional District’s Parks and Recreation Master Plan and other related planning documents.
13. The Regional District should consider options for a community neighbourhood bus as part of the Sunshine Coast Transit System that can provide more convenient transit service throughout the OCP area, including a neighbourhood bus system that can service the OCP area.

14. Hopkins and Granthams wharfs should be utilized for neighbourhood recreational and small-scale marine transportation purposes rather than for commercial and industrial purposes and the Langdale Ferry Terminal shall continue to be the primary location for ferry service to and from the OCP area.

# Parks & Recreation

## 10.1 Description

## Section 10

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The West Howe Sound Plan area is home to three significant and well used regional parks: Shirley Macey Park, Soames Hill Park, and Sprockids Park. Shirley Macey Park is the primary soccer field location on the south coast, and Soames Hill Park provides dense forest cover, complete with walking trails to spectacular view vantage points. Sprockids Park is a popular mountain biking destination for the young and young at heart, and also offers a trail network suitable for forest hiking.

In addition to these three significant regional parks, there are neighbourhood parks which provide child play areas and ocean views; as well there are environmentally sensitive stream beds and ravines dedicated as park which serve to preserve ecosystems and wildlife corridors.

## 10.2 Future Park Dedications

The *Local Government Act* states that if an OCP contains policies and designations respecting the location and type of future parks, the local government may determine whether an applicant seeking subdivision approval must provide land or money in lieu of park dedication. The following are three locations where park dedication can be acquired through future subdivision, as shown on Map 1:

**Future Park Dedication 1:** At the boundary of the Granthams and Soames neighbourhoods is a property approximately 1.6 hectares (4 acres) in size. The property is partially divided by Marine Drive and Soames Creek, yet due to its size it retains subdivision potential. The property is relatively flat as it approaches a calm pebbly beach. A park dedication could entail a picnic site with beach access.

**Future Park Dedication 2:** At the base of Soames Road there is a parcel approximately 1.75 hectares (4.3 acres) in size. If the property is subdivided, it could provide park dedication for a green space area adjacent to the road and to the beach.

**Future Park Dedication 3:** Located within Comprehensive Development Area: YMCA Road Area, Future Park Dedication 3, located at the north end of this large site, would provide neighbourhood green space, views of Thornbrough Channel, and staircase access to the beach. It could also provide a buffer between proposed residential use and the YMCA Camp Elphinstone.

### 10.3 Neighbourhood Trails & Beach Accesses

The plan area also contains trails on undeveloped road access, such as Bridgeman, Forbes and Fox Roads. These trails serve to provide links within neighbourhoods and access to regional parks. Other potential neighbourhood trails include Bridgeman Place to North Road and Parker Road to North Road on through to Marine Drive.

One area of potential improvement within the plan area is through increased access to the ocean. Soames and Hopkins Roads provide access for day users to Soames and Hopkins Beaches. The lack of vehicle parking is a limitation at both sites.

The property located adjacent to Soames Road has subdivision potential and in the event that this occurs and triggers park dedication as discussed above, land should be acquired to provide parking and picnic area in proximity to the beach. Further information is provided in the Soames Point neighbourhood chapter.

The Imperial Oil properties located across Marine Drive from Hopkins Road could potentially be acquired for the purpose of providing parking for visitors to Hopkins Beach. This area should not be used for overnight parking for access to Keats and Gambier Islands. Further information is provided in the Hopkins Landing neighbourhood chapter – **Chapter 3**.

The waterfront property located immediately adjacent to the south of YMCA Camp Elphinstone has subdivision potential and could provide park and public access to the foreshore as discussed above.

The development of beach access pathways and viewpoints on waterfront road-ends from Thornbrough Road at the north end of the OCP area in Williamsons Landing should also be investigated. This area is more remote than the other neighbourhoods within the plan area, but could serve as a destination walking and beach access location.

## 10.4 Regional Recreation Corridor

**Bike Path** - The SCRD *Trail Network Plan* (2007) identifies a shoulder bike path on Marine Drive as a high priority. It is important to provide an opportunity for safe non-motorized transportation throughout the Plan area. Marine Drive offers a scenic and expeditious route through the OCP area serving bike and foot traffic from the Langdale ferry terminal through the lower portion of the Plan area into the Town of Gibsons and beyond. The narrow roadway, combined with lack of shoulder, makes the road a challenge. Provincial and/or federal funding may help to improve the roadway for safe non-motorized passage. If other opportunities present themselves, such as the extension of Point Road to Owen Road, these should be investigated by the SCRD. Further policies pertaining to a bicycle path are found within the “Transportation” chapter – **Chapter 8**.

**Sunshine Coast Recreation Trail Corridor**– The SCRD has received preliminary Provincial Government funding for a region-wide trail that, when complete, could extend from the Earls Cove Ferry Terminal through to the Langdale Terminal, and possibly beyond to Squamish. The trail portion connecting through the West Howe Sound Plan Area will be in Phase 2 of the trail development. The precise location of the trail within the West Howe Sound Plan Area is not yet known. It could potentially pass through Sprockids Park and down the Bypass to the ferry, or it could form a part of the bike path on Marine Drive. The trail is a regional initiative that would greatly benefit Sunshine Coast residents and visitors alike.

## 10.5 Wildlife Corridors

The preservation of natural green space is important within the Plan area. This can be accomplished along creek corridors by means of riparian protection and public park space as well. Soames Creek is primarily surrounded by public land owned by both the Crown and the SCRD, and shall be preserved for public water supply, public use, and as a natural wildlife corridor. When considering public dedication or use along an existing wildlife corridor, the freedom of movement of wildlife shall be considered a priority.

# **E**nergy & Emissions

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## *Section 11*

### **11.1 Description**

The Regional District, in accordance with Bill 27, enacted by the Province of British Columbia in 2008, seeks to reduce the emissions of Green House Gases (GHG) within all Official Community Plan boundaries located in the rural Electoral Areas of the Sunshine Coast Regional District (SCRD). The SCRД supports in principle the aspirational Provincial goals to reach a 33 per cent reduction of 2007 levels by 2020 and an 80 per cent reduction by 2050. In support of these goals, the SCRД's approach has been to develop realistic, locally applicable targets, using a bottom-up approach based on local growth projections and scientific actions that are within the SCRД's sphere of influence. Thus, the first goal for the SCRД based on this technical approach is to achieve a 7 per cent reduction from 2007 levels by 2031.

The SCRД has undertaken a review of the GHG output of the communities on the Sunshine Coast and is moving forward with a local community approach to GHG reduction in support of the high level top-down objectives set by the Province, which are ultimately in response to the global issue of climate change. The local community-based (bottom-up) approach to meet this global issue and Provincial mandate involves a focus on the spheres of influence of the Regional District in areas such as transportation, building, and solid waste, as well as zoning regulation policies and settlement patterns. As part of the bottom-up approach to gauge the emissions by sector, the SCRД utilised and supplemented Provincial Community Energy and Emissions Inventory (CEEI) and conducted a more detailed Community Energy and Emissions Plan (CEEP), which recommended a 7 per cent reduction of GHG's for the region.

In this regard, the CEEP used the 2007 estimated population on the Sunshine Coast of 28, 231, with total emissions being 355,428 tonnes of carbon dioxide (CO<sub>2</sub>) per year, equating to 12.59 tonnes per capita. If the population continues to increase as projected, to achieve the overall 7 per cent decrease in CO<sub>2</sub> emissions, the tonnes per capita must drop from 12.59 to 7.82 which in fact is a 38 per cent decrease per person. Therefore a 7 per cent decrease is in fact quite significant, when factoring in anticipated population growth.

### **Community Energy and Emissions Inventory**

The CEEI describes annual outputs of GHGs per community, broken down into categories such as transportation, buildings, solid waste, and land conversion. The CEEI gives a scope of GHG outputs on a regional and provincial level. These CEEI reports were prepared for the various municipalities and regional districts in the Province and are a result of a multi-agency effort to provide a province-wide solution for annual community-wide energy consumption and greenhouse gas (GHG) emissions.

### **Community Energy and Emissions Plan**

The SCRD commissioned the services of consulting company Stantec to conduct the CEEP in an effort to gauge the existing GHG output of the entire Sunshine Coast, describe a “business as usual” scenario, and identify goals to achieve a significant reduction to the 2007 base level GHG output.

The objectives of the CEEP were to:

1. Develop a baseline inventory of energy use and emissions (2007 level).
2. Develop a business as usual forecast.
3. Set reduction targets.
4. Develop actions to achieve the reduction targets.
5. Develop and implement a monitoring program to ensure progress.

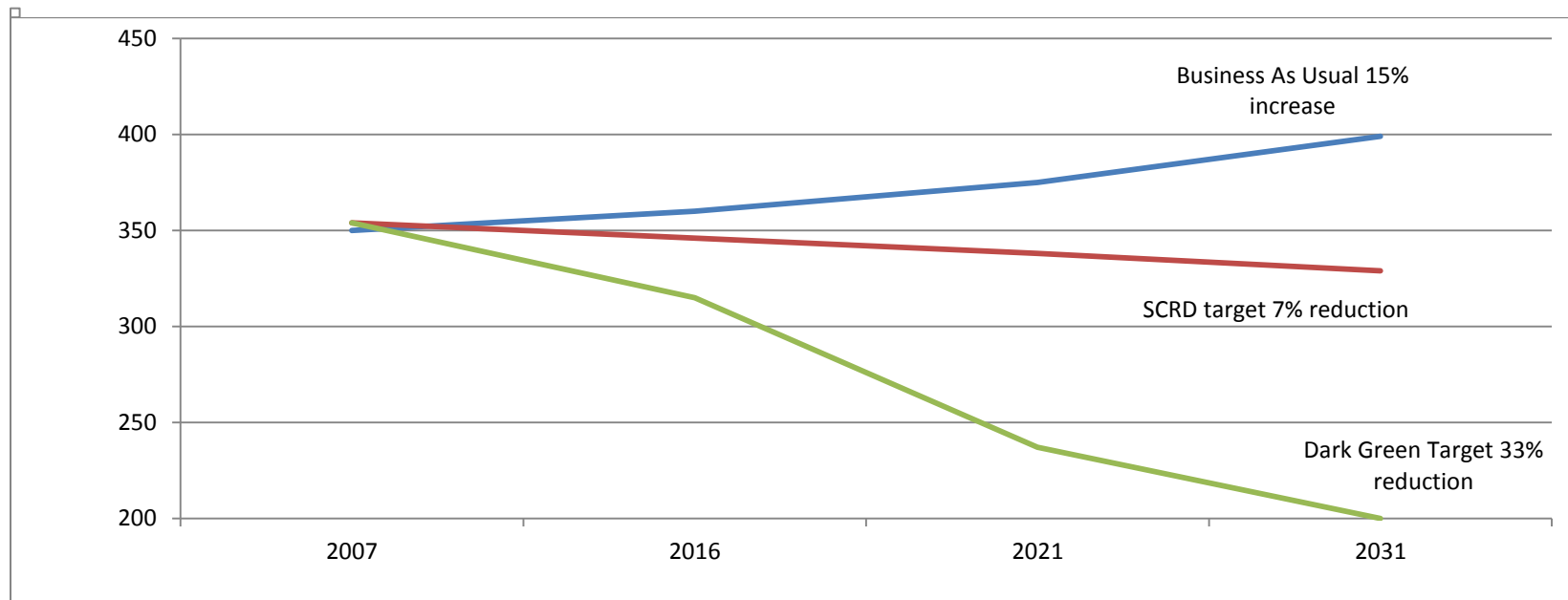
The outcome of the CEEP, entitled *Our Coast, our Climate*, was that in May 2010, the Regional District, the Town of Gibsons, and District of Sechelt committed to undertake immediate and future actions to achieve a 7 per cent reduction from the 2007 GHG output level.

The 7 per cent target is considered to be a ‘light green’ target. The 7 per cent reduction goals from 2007 levels are over and above mandated or anticipated improvements in technologies as of 2007 (e.g. Transport Canada mandated average fuel economy), and represents approximately a 22 per cent reduction from the 2007 business as usual level. While the 7 per cent (22 per cent lower than the business as usual) reduction goal falls short of the aspirational Provincial targets of a 33 per cent reduction, it is based on a specific Sunshine Coast analysis and requires significant actions to achieve.

An additional analysis was conducted to consider a ‘dark green’ analysis. The dark green analysis, which is more in line with the Provincial goals, sets a target of a 33 per cent reduction below 2007 levels by 2031 which equates to a 48 per cent level below

business as usual, compared with the expected increase of 15 per cent over time. For the Sunshine Coast the 'dark green' target requires an aggressive behaviour change in our community and remains an optional aspirational target at this time.

The following line chart indicates the business as usual increase in GHG emissions by 2031 (15 per cent) and compares it to the 7 per cent SCRD reduction target and the 33 per cent 'dark green' reduction target. The numbers on the left vertical y (axis) indicate tonnes of CO<sub>2</sub> in the hundreds of thousands that are emitted within the SCRD from all sectors. The three lines demonstrate the various possibilities of GHG emissions in our community through 2031:



\*the chart is created to depict the difference in emission targets.

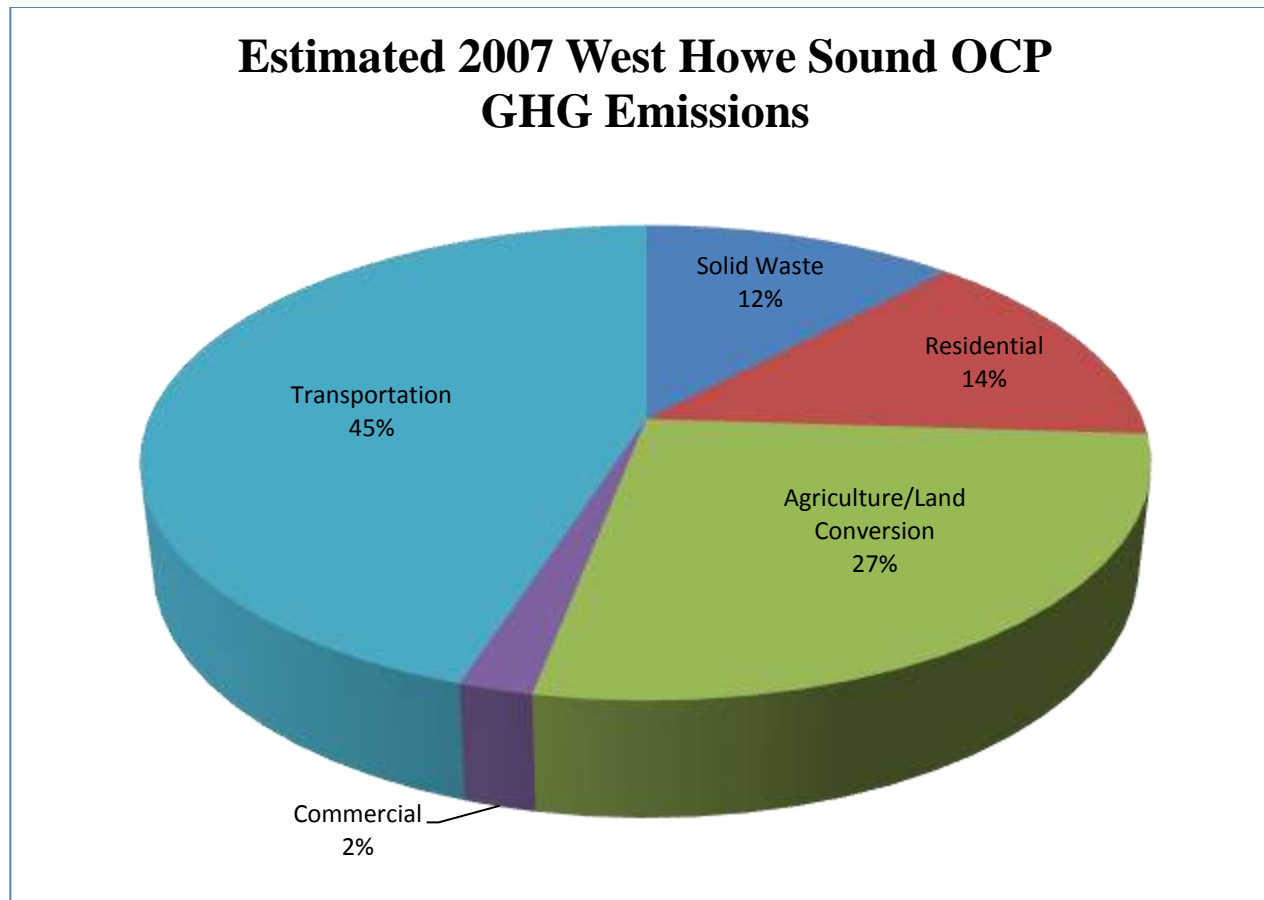
### **West Howe Sound Emission Calculations**

The West Howe Sound Official Community Plan will play a role in contributing toward the SCRD's goal of a 7 per cent reduction from 2007 GHG output level. Building upon the region-wide information provided in the CEEP, further analysis has been conducted by the SCRD to provide an estimation of the GHG emissions within the West Howe Sound OCP area. Emissions from the industrial sector have been removed as virtually all of the industrial emissions in the SCRD, and in particular Electoral Area F, derive from Howe Sound Pulp and Paper, which is not located within the West Howe Sound OCP boundary, but rather from within the Hillside/Port Mellon OCP boundary.

The GHG emission sectors that have been applied to the West Howe Sound OCP area are: Residential, Commercial, Solid Waste, Transportation, and Agriculture/Land Conversion. As is to be expected in a rural environment where the single occupied automobile is the primary method of movement, transportation has the highest sector output.<sup>3</sup>

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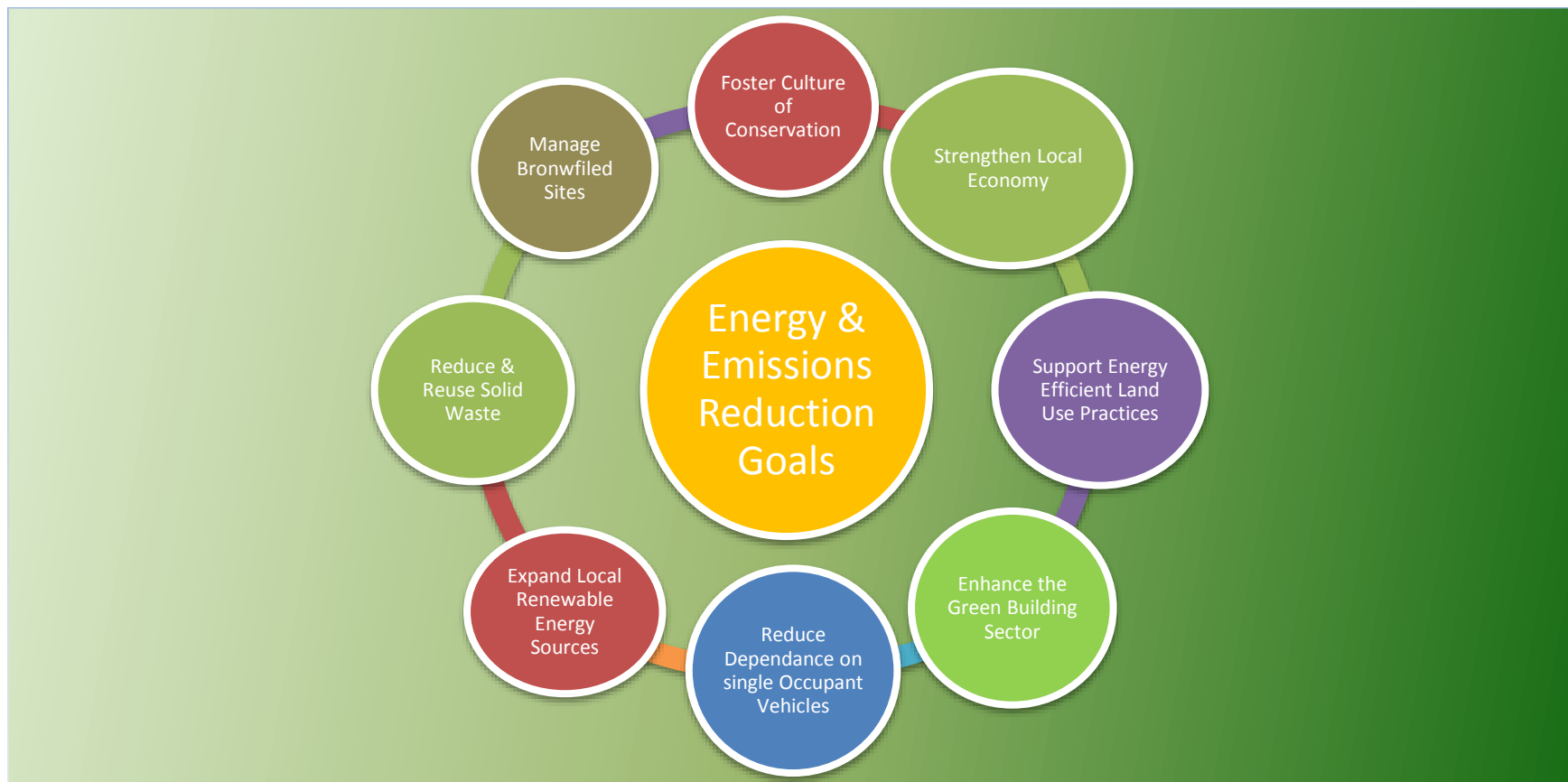
<sup>3</sup> For further information on GHG emission calculations in West Howe Sound, see the notes at the end of the OCP.



Building on the objectives of the CEEP, eight goals were established. The goals identify key actions in each of the areas that most effectively reduce emissions and energy use while supporting more livable and sustainable communities. The goals, and their applicability, are as follows in Section 10.2.

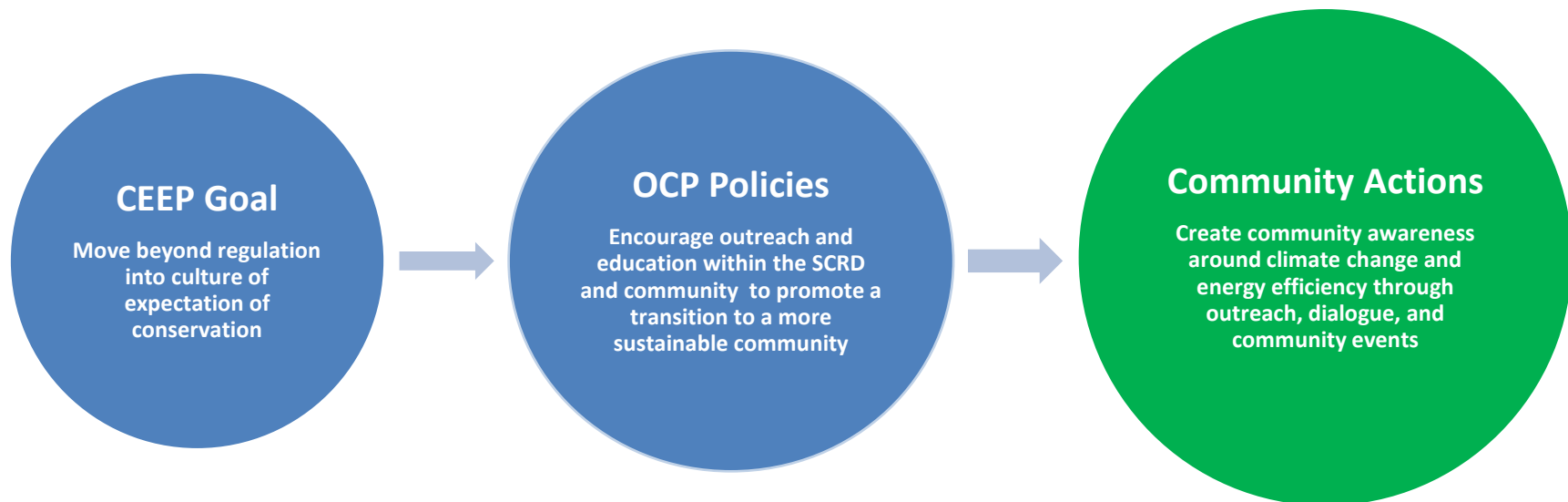
## 11.2 CEEP Goals and Implementing OCP Policies

An OCP is a local plan with an emphasis on goals, objectives, and actions which the community, with assistance from the SCRD, can strive toward, and can help achieve a reduction in GHG emissions. It emphasizes policy that will support choices that reduce emissions, and ways that West Howe Sound residents and businesses can support and demonstrate leadership in GHG reduction. The CEEP provides eight goals toward reducing GHG outputs on the Sunshine Coast. The West Howe Sound OCP includes many *general* and *specific* policies, within the preceding chapters, which support the following CEEP Goals. The general OCP-wide Policies are summarized below, following the CEEP Goals:



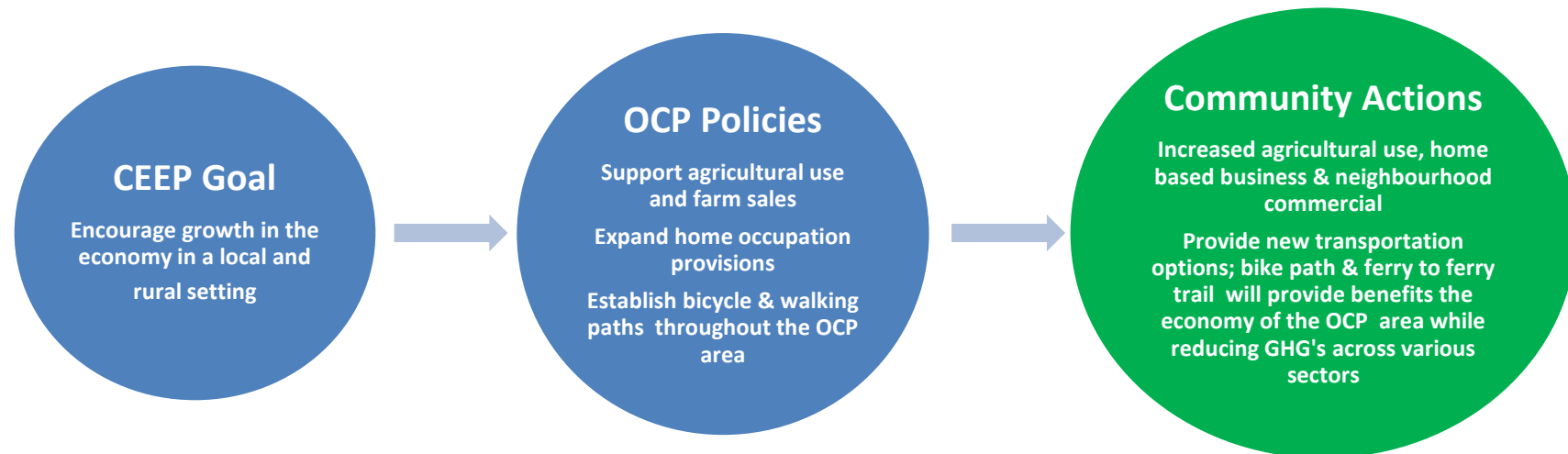
### *Goal 1: Foster a Culture of Conservation in the Community*

Create a culture of energy conservation for residents and businesses within the OCP area and on the Sunshine Coast.



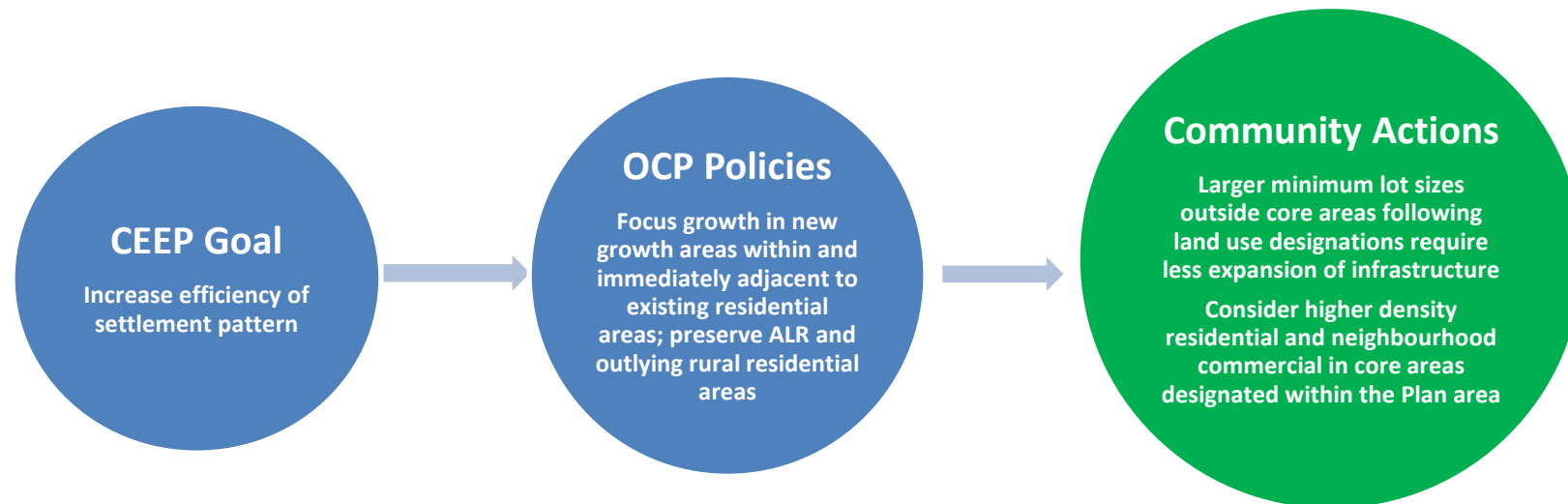
### *Goal 2: Strengthen the Local Economy*

Build a local, energy efficient economy that employs and supplies goods and services to the OCP area and the Sunshine Coast residents. Encourage and support the retrofitting of existing houses, possibly through the means of government incentives in the form of Local Improvement Charges. Consider expanding the provisions of home occupations and agricultural use.



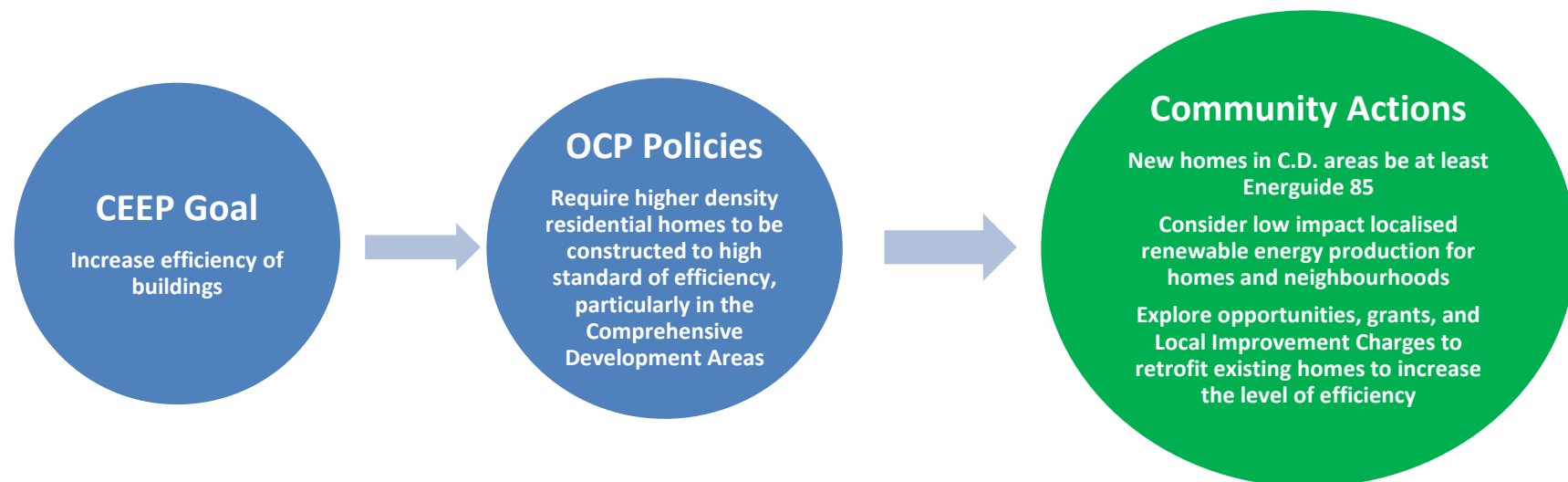
### *Goal 3: Support Energy Efficient Land Use Practices*

Energy efficient land use practices in the OCP area should include focusing on in-fill development within the existing residential neighbourhoods, focusing development in walkable areas close to transportation options such as in Langdale, and introducing the possibility of some limited neighbourhood commercial uses. Energy efficient land-use choices also include avoiding extending suburban residential development into areas beyond the community water supply boundary and into the Agricultural Land Reserve. Increased land use efficiency can reduce all emission sectors.



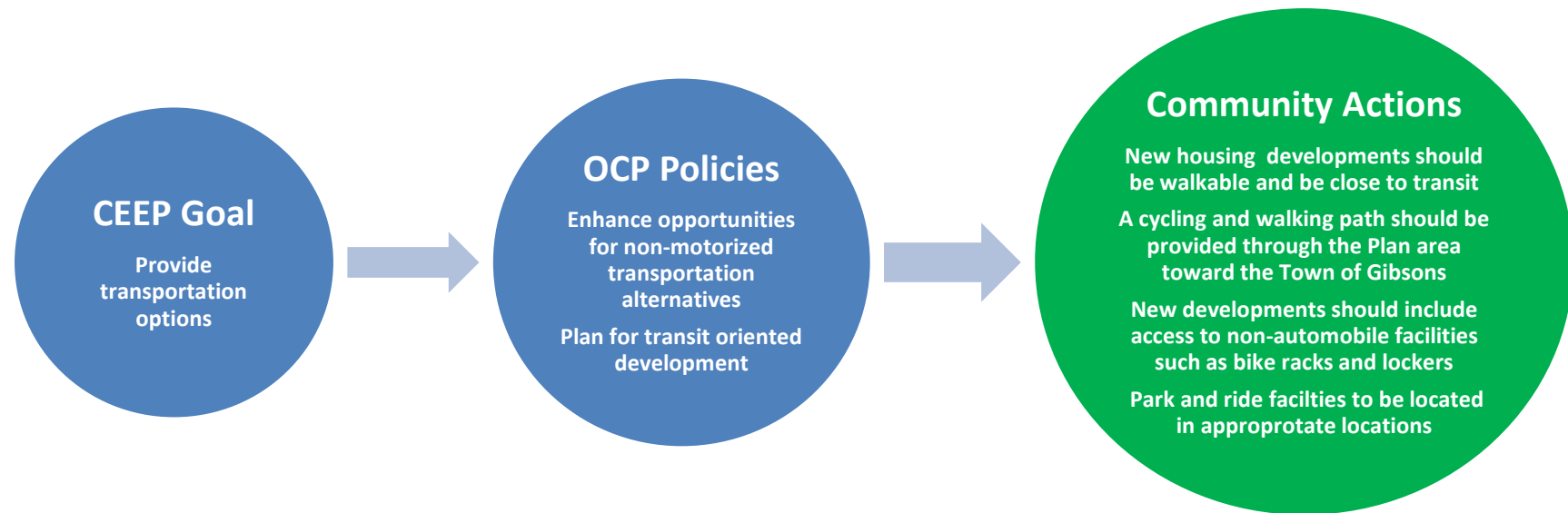
### *Goal 4: Enhance the Green Building Sector*

Create a healthy, local, green building sector that supports energy efficiency in new and existing buildings. The opportunity for reduction in GHG in the building form is also an important consideration. Residential buildings could be retrofitted, new dwellings should be constructed to a higher standard under the new building code, and volunteer home owner initiatives can all contribute to reduce the 14 per cent of GHG output resulting from the residential building sector.



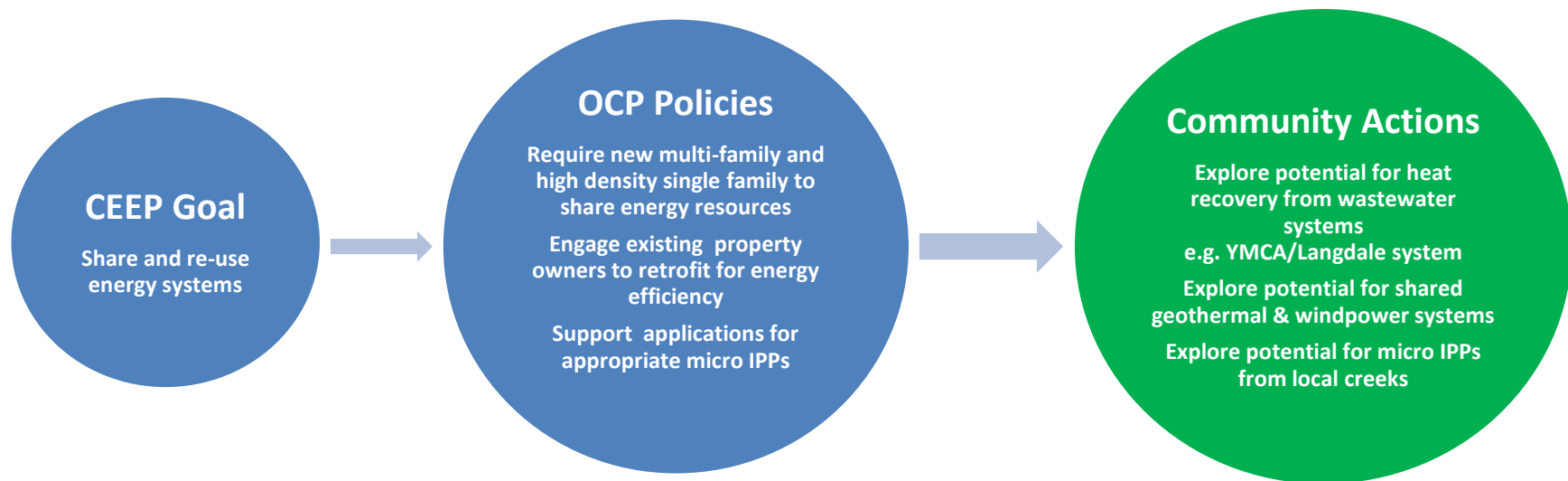
### *Goal 5: Reduce Dependence on Single Occupant Vehicles*

Create reliable transportation alternatives to move residents efficiently between communities, including frequent transit, bike and walking paths, carpools, and car share programs. Increasing transit ridership through neighbourhood buses and more frequent and convenient trips is a significant means of cutting down on single occupant vehicles dependence. Bicycle and walking pathways throughout the OCP area, particularly from the Langdale Ferry Terminal to the Town of Gibsons should be developed as depicted in the OCP, with the Marine Drive corridor being the priority. This is a particularly important addition as a transportation route for cyclists and pedestrians, serving as a gateway to the Sunshine Coast and providing sustainable transportation options to downtown Gibsons.



### *Goal 6: Expand Local Renewable Energy Opportunities*

Optimize use of local and regional renewable and alternative energy sources. Explore and support opportunities for small scale energy production from creeks and solar power and where possible and practical, share utilities among properties. Independent power projects (IPPs) and associated power lines should be developed in a planned and orderly sense and an unnecessary proliferation of hydro lines should be avoided.



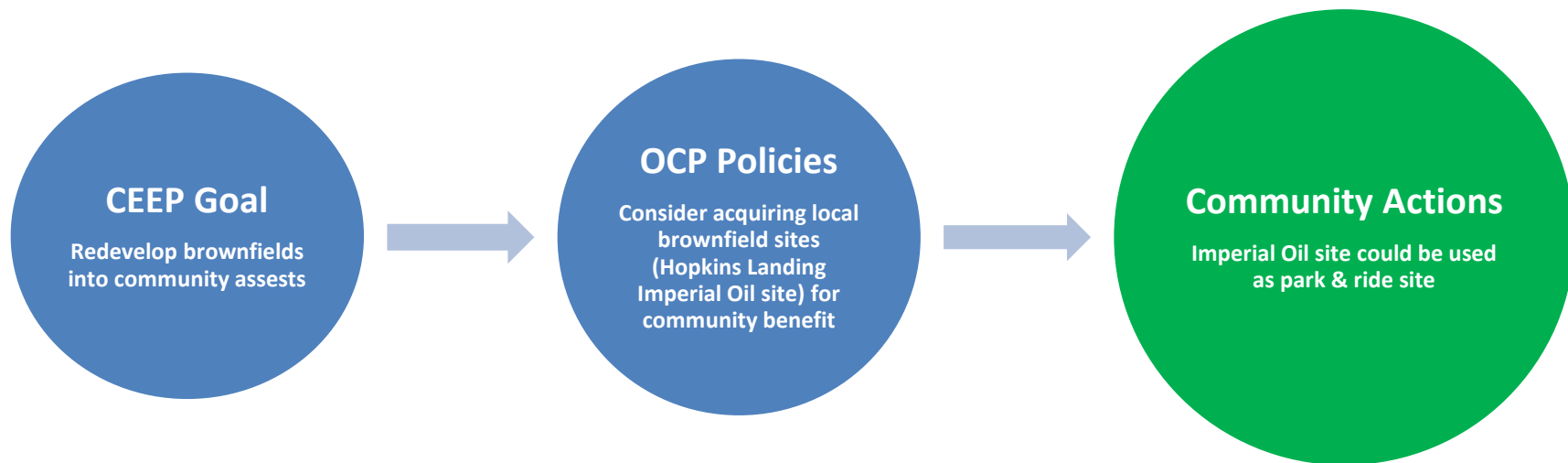
### *Goal 7: Reduce and Reuse Solid Waste as a Resource*

Optimize solid waste reduction, reuse, and recycling, and use residual materials as an energy resource while working towards zero waste.



### *Goal 8: Manage Brownfield Sites*

Transform appropriate brownfields into complete community assets. The Imperial Oil storage properties at the base of Hopkins Road could be considered for park and ride and/or public access to Hopkins Beach. Sprockids bicycle park is a former waste refuse site that has been converted to community recreation use.



## 11.3 Strategy

Greenhouse gas reductions can be achieved by following the above policies and actions under each of the eight goals from the Community Energy and Emissions Plan. There is an opportunity to achieve progress in each of these goal areas. West Howe Sound will continue to be primarily a rural area, however, future settlement patterns shall be encouraged to be created within nodes of settlement while maintaining rural acreages outside of these settlement areas. Settlement nodes are more easily serviced by infrastructure and neighbourhood buses and present opportunities for some neighbourhood commercial uses. Further settlement into the ALR and rural and resource forest landscapes should also be minimized in lieu of promoting more walkable, livable, and efficient settlement patterns, while maintaining the existing neighbourly qualities.

Significant future opportunity for reduction lies within the transportation sector and increased efficiency in the residential sector. Increased transit and efficient land use planning go hand in hand in this regard, reducing the number of vehicle trips, particularly single occupancy vehicle trips will lead to a significant reduction in the GHG output. Location of new and efficient housing stock in the transit service area will enable significant GHG reductions.

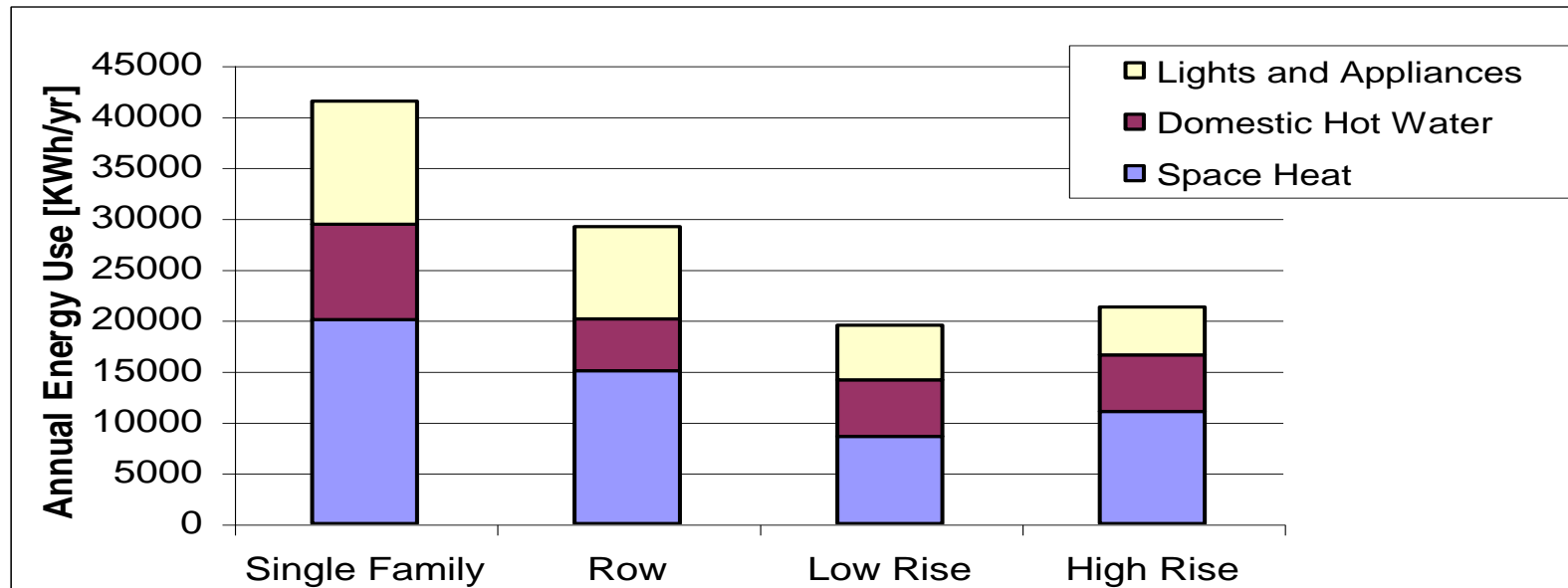
Increasing the efficiency of new housing and retrofitting existing housing will also enable a reduction of the total GHG emissions attributed to residential buildings by 14 per cent. The Comprehensive Development Areas, as described in **Chapter 3.6**, contain policies regarding increased energy efficiency and efficiency in design and construction of dwellings for higher density housing, and encouraging construction of multi-family dwellings within settled areas which can also reduce residential and transportation sector GHG emissions.

The following is a summary of the Energuide housing efficiency ratings:

Typical Energy Efficiency Ratings	
Type of House	Rating
New House build to building code standards	65-72
New house with some energy-efficiency improvements	73-79
Energy-efficient new house	80-90
House requiring little or no purchased energy	91-100

Note: For a brand new house, a rating of 80 or higher is excellent and areas of high density residential should have dwellings that exceed an Energuide rating of 85.

The following chart, figure 7 from the CEEP, indicates the difference in efficiency between a single family dwelling and other types of multi-family dwellings:



Land use policies described in **Chapter 3** indicate that the bulk of the new development within the OCP area will consist of either infill within the neighbourhoods or two Comprehensive Development Areas within the Langdale neighbourhood. Infill and nodal development will provide the most efficient type of land use pattern. Mapping will delineate the extent of the development node so as to create a settlement boundary. Lands outside of this Settlement Containment Boundary are expected to remain as rural acreage properties.

To the extent possible new developments and requests for amendments to this OCP will be measured against the eight Goals of the Community Energy and Emissions Plan with the overarching goal in mind of reducing our community wide-GHG output

### 11.4 Chapter Review

The following is a summary of the chapters within the OCP and how the objectives and policies within each chapter will lead directly to actions taken to reduce greenhouse gases in the West Howe Sound OCP area:

**Chapter 2: Vision Statement and Goals** – Endorsement of Smart Growth British Columbia Principles<sup>4</sup> to guide land use decisions; Settlement Containment Boundary to reduce the impact of the settlement pattern and promote ALR protection; and reduce transportation and land conversion related GHGs.

**Chapter 3: Neighbourhood Chapters** – Endorsement of expanded home based businesses, and secondary suites within homes; no residential possibilities in low-density Crown Forest Areas; energy efficient development design and transit requirements for comprehensive development areas; introduction of limited neighbourhood commercial uses to reduce residential, single occupancy vehicle use related GHGs; and density transfers and clustering to promote compact developments.

**Chapter 4: Agriculture** - Preservation of Agricultural Land Reserve properties and support of local food production to reduce goods transportation and industrial GHGs.

**Chapter 5: Rural Residential** – Lower density residential in rural areas away from community cores and service areas to reduce single occupancy vehicle use and land conversion related GHGs.

**Chapter 6: Affordable housing** – Support duplex and multi-family housing which tend to provide smaller, less energy consumptive and more affordable dwellings; and location requirements for high density developments to ensure proximity to schools and commercial services to reduce single occupancy vehicle use, residential, and land conversion related GHGs.

**Chapter 7: Infrastructure** – Define service area boundaries to manage growth; foster a culture of conservation through outreach and education; and developing energy from alternative geothermal, wind, water, and waste water resources, thereby reducing single vehicle occupancy vehicle use, industrial, residential, and land conversion related GHGs.

**Chapter 8: Transportation** – Encourage the development of cycling and walking routes along roads for transportation and recreation purposes; work with the MOTI to encourage subdivision road layouts and trail linkages that can reduce the need for private automobile transportation; and facilitate access to public transit.

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<sup>4</sup> The Ten Smart Growth B.C. Principles are described in **Chapter 2: Vision Statement and Goals**.

Consideration of options for a community neighbourhood bus system as part of the Sunshine Coast Transit System that can provide more comprehensive transit service throughout the plan area, including a neighbourhood bus system to service the plan area. All of these actions would directly reduce transportation related GHGs and could assist in developing more densely to reduce land conversion GHGs.

**Chapter 9: Parks and Recreation** – Preserving land for permanent green space, including parks and creek corridors; and creating bicycle and walking paths to reduce land conversion and transportation related GHGs.

**Chapter 10: Energy and Emissions** – As noted above in Sections 10.1-10.3.

**Chapter 11: Development Permits Areas** – Permits areas to protect the aquifer, creeks, and shoreline, as well as to buffer agricultural properties to promote local food productions to reduce land conversion related GHGs.

# **D**evelopment Permit Areas

## **12.1** Introductory Description

## *Section 12*

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As provided under Sections 919 and 920 of the *Local Government Act*, development permits are required in those areas designated on Map 2– Development Permit Areas (DPA) of the West Howe Sound Official Community Plan for the following reasons:

1. Protection of development from hazardous conditions;
2. Protection of the natural environment, its ecosystems, and biological diversity;
3. Protection of farming; and
4. Establishment of objectives for the form and character of light industrial development.

The planning for West Howe Sound accounts for the natural carrying capacity of the Plan area based on analysis of soil capacity for septic disposal, hydrology, geotechnical hazards, and environmentally sensitive lands. Information was obtained from many sources including:

1. The 1987 West Howe Sound Technical Background Report;
2. The 1990 Reconnaissance Study of Geotechnical Hazards: Elphinstone and West Howe Sound Official Community Plans;
3. The 1993 Provincial Agricultural Land Commission's Landscaped Buffer Specifications;
4. The 1996 Aquifer Protection Plan;
5. The 2003 Sunshine Coast Sensitive Ecosystem Inventory;
6. The 2007 West Howe Sound Classification of Shoreline Types study;
7. The 2008 Integrated Stormwater Management Plan study; and
8. The 2008 West Howe Sound Official Community Plan Review Technical Background Update.
9. The 2013 The Geotechnical Hazards Report: West Howe Sound

Information from these documents has been used to shape the land use designations detailed in the Neighbourhood Land Use chapters. Specific regulations concerning protection of the local natural environment are included within the following policies on development permit areas.

**Development Permit Area Nos. 1A-B, 2A-D and 3:** In 2012 and 2013 Kerr Wood Leidel Associates Ltd. Consulting Engineers (KWL) conducted an inventory of hazardous lands within the West Howe Sound Official Community Plan area including creek flow areas and coastal and open slopes. In addition to the inventory of hazardous lands, KWL provided recommendations on the safe use of these lands.

Coastal zone hazards include flooding of lower-lying terrain (DPA 1A) and erosion and instability of oceanfront slopes (DPA 1B). Provincial Guidelines prepared by Ausenco Sandwell in 2011 establish the flood control guidelines and are further described below.

Creek hazards include flooding (DPA 2A), debris floods (DPA 2B), debris flow (DPA 2C) and slope instability associated with ravine sidewalls (DPA 2D). There are three categories within this DPA: creek corridor, ravines, and floodplain. Creeks in the West Howe Sound OCP area were examined by the Kerr Wood Leidel consulting engineers; each creek contains its own set of potential hazards.

Slope hazards (DPA 3) include slope failure/landslides and rock falls. It is important to note that this DPA encompasses areas in the OCP where slope hazards have the highest probability to occur. However, slope hazards may occur in other areas not identified here due to changes in land use, land disturbance or extreme precipitation events.

Seismic-initiated slope hazards (earthquakes) need to be considered under the current guidelines for assessment of slope hazards developed by the Association of Professional Engineers and Geoscientists BC (2008). No map-based screening tool is currently available to identify seismic slope hazard areas and therefore is not a Development Permit area.

**Development Permit Area Nos. 4, 5 and 6** provide protection of the natural environment, its ecosystems, and biological diversity in terms of stream riparian areas protection, aquifer and watershed protection, and shoreline protection and management.

**Development Permit Area No. 7** is established for the purposes of the protection of agriculture on two properties which have subdivision potential and are located adjacent to large acreage ALR properties.

**Development Permit Area No. 8** pertains to the Stewart Road industrial area. Design guidelines that give direction on the form and character of commercial and industrial development, including building efficiencies, containing policies which would fit within the objective of promoting the reduction of greenhouse gases.

There may be spatial overlap between some DPA categories. Development Permit Area designations do not apply to Skwxwú7mesh Nation reserves and any guidelines or requirements that would otherwise be applicable are only advisory in nature to these lands. The description, guidelines, and exemptions for each development permit area are described in the text as follows:

### 12.2 Protection of Development from Hazardous Conditions

A development permit on lands identified on Map 2 as being within DPA Nos. 1A-B, 2A-D and 3 is required for the following activities:

- ✓ Subdivision as defined in the Land Title Act and Strata Property Act;
- ✓ Building permits; and
- ✓ Land alteration, which includes, but is not limited to, the removal and deposition of soils and aggregates, paving, removal of trees, and the installation of septic fields.

### Coastal Zone Hazards

#### 12.3 Development Permit Area 1A: Coastal Flooding

Rising sea level has been considered in the development of DPA 1A, but the impact of sea level rise on ocean slope erosion and stability is difficult to anticipate. Consideration should be given to a regional study to define future coastal flood construction levels incorporating sea level rise.

DPA 1A extends from the ocean to eight metres Canadian Geodetic Datum (CGD - national reference standard for heights across Canada). Within this DPA, development applications require a coastal flood hazard assessment to define the coastal flood components, namely wave runup, wave setup and wind setup.

Guidelines to address coastal flood hazard and sea level rise have been released by the provincial Ministry of Forests, Lands and Natural Resource Operations. The guidelines define the coastal flood construction level (FCL) as the sum of a number of components, such as tide, sea level rise, storm surge, wave effects and freeboard.

A coastal flood hazard assessment within this development permit area would estimate the FCL for construction on a property. The following chart summarises the components that make up the flood construction level:

Component	Note
Tide	Higher high water large tide
Sea Level Rise	Recommended allowance for global sea level rise: 1 m for year 2100, 2 m for year 2200
Storm Surge	Estimated storm surge associated with design storm event
Wave Effects	50% of estimated wave run up for assumed design storm event. Wave effect varies based on shoreline geometry and composition
Freeboard	Nominal allowance = 0.6 m
Flood Construction Level = Sum of all components.	

If areas on the property are below 8 metres CGD a coastal flood hazard assessment is required, that would include: estimation of coastal flood levels, consideration of future sea level rise and wave run-up effects as outlined in the Provincial Guidelines.

A report within DPA 1A shall include an analysis of the coastal flood hazard including the following:

- (a) An estimation of coastal flood levels for the expected life of the development; and
- (b) An outline all protective measures required to achieve the FCL (e.g. engineered fill or foundations or coastal bank protection or building envelope design).

### 12.4 Development Permit Area 1B: Coastal Slopes

Slope stability issues on oceanfront slopes has been considered in the development of the Coastal Slopes DPA 1B. Hazards may arise as a result of coastal erosion (e.g. undermining of the toe), poor or mismanaged drainage, gradual weakening, or seismic shaking.

Land is located within DPA 1B if the future estimated natural boundary is located 15 metres or less seaward of the toe of the bluff. If this is the case then the assessment area shall extend from the future estimated natural boundary will be located at a horizontal distance of at least 3 times the height of the bluff.

In some conditions, setbacks may require site-specific interpretation and could result in the use of a minimum distance measured back from the crest of the bluff. The setback may be modified provided the modification is supported by a report, giving consideration to the coastal erosion that may occur over the life of the project, prepared by a suitably qualified professional engineer.

A report within DPA 1B shall include the following:

- (a) Slope profiles with documentation of the limits of slope instability. Consideration shall be given to the limits and types of instability and changes in stability that may be induced by forest clearing. The down-slope impact of land alteration and development shall also be considered. As well, slope stability assessments should consider potential coastal erosion under conditions of future sea level rise;
- (b) A detailed stability assessment indicating foreseeable slope failure modes and limiting factors of safety, and stability during seismic events;
- (c) An assessment of shallow groundwater conditions and the anticipated effects of septic systems and footing drains on local slope stability;
- (d) A recommendation of required setbacks based on slope height, erosion susceptibility, and stability from the crest of steep slopes, and a demonstration of suitability for the proposed use;

- (e) If required, definition of the site-specific rock fall shadow area, including an indication of the appropriate buffer zone and required protective works; and
- (f) Appropriate land use recommendations such as restrictions on tree cutting, surface drainage, filling and excavation.

## Creek Hazards

### 12.5 Development Permit Area 2A: Creek Corridor

DPA 2A applies to all creeks and extends 30 metres from the streamside natural boundary. Flood, debris flow and debris flow hazard assessments will be required within this development permit area. Riparian assessments, as described below in DPA 4 are also required.

A development permit in DPA 2A shall include a review of the property by an appropriately qualified Professional Engineer or Professional Geoscientist as part of a development permit review process. The report shall include an analysis of the land located within the development permit area as well as an analysis of the proposed developments including, but not limited to, building footprint, septic field and land alteration, including tree removal.

Flooding and associated creek processes are subject to assessment and hydrologic investigation at the time of subdivision or building permit or land alteration application. The assessment and investigation shall include a survey of the natural boundary of the creek, and the degree of confinement (e.g. typical cross-sections) and shall consider upstream channels and floodways, debris dams, culverts, sources of debris (channels and eroded banks) and related hydrologic features.

Analysis shall include an estimate of the 200-year return period peak flow and corresponding flood elevation. In addition, consideration shall be given to potential for overbank flooding due to blockages in the creek, such as at upstream road crossings, or areas where debris accumulates.

### **12.6 Development Permit Area 2B: Ravines**

Ravine areas were defined using the crest lines mapped in the SCRD GIS mapping and based on consideration of stable angles of repose and the typical terrain seen on the Sunshine Coast. A 30 metre assessment from ravine crests defines the area that falls within DPA 2B. A 15 metre setback line is also indicated.

A report within DPA 2B shall include the following:

- (a) A recommendation of required setbacks from the crests and/or toes of ravine or other steep slopes, and a demonstration of suitability for the proposed use;
- (b) A field definition of the required setback from the top of a ravine or other steep slope; and
- (c) The required setback to top of bank and recommendations relating to construction design requirements for the above development activities, on-site storm water drainage management and other appropriate land use recommendations.

### **12.7 Development Permit Area 2C: Floodplain**

Floodplain areas are distinguished from the creek/river corridor based on their spatial extent. The creek corridor flood hazard applies to relatively well-confined creeks while DPA 2C applies where there is a large area of low-lying land susceptible to flooding located adjacent to watercourses, which is not captured in DPA 2A. Flood and erosion hazard assessment will be required within DPA 2C. The report requirements are set out in Policy 11.9.

### 12.8 Development Permit Area 2D: Low Channel Confinement

DPA 2D delineates alluvial fans or areas of low channel confinement. These may exist at several locations on a single creek, although typically at the mouth. These areas are either current or former deposition zones that provide opportunities for channel avulsions (significant erosion) to occur.

Available air photographs and contour mapping were used to identify potential areas of low channel confinement, which are included in DPA 2D. Flood and erosion, and channel avulsion hazard assessment will be required within DPA 2D. The report requirements are set out in Policy 11.9.

12.9 A report within DPA, 2C and 2D shall include the following:

- (a) A review of the property by an appropriately qualified Professional Engineer or Professional Geoscientist;
- (b) An analysis of the land located within the development permit area as well as an analysis of the proposed developments including, but not limited to, building footprint, septic field and land alteration including tree removal;
- (c) A hydrologic investigation and assessment of flooding and associated creek processes at the time of subdivision or building permit or land alteration application;
- (d) A survey of the natural boundary of the creek and degree of confinement (e.g. typical cross-sections) and consideration of upstream channels and floodways, debris dams, culverts, sources of debris (channels and eroded banks) and related hydrologic features; and;
- (e) An estimate of the 200-year return period peak flow and corresponding flood elevation.

In addition, consideration shall be given to potential for overbank flooding due to creek blockages such as at upstream road crossings, or areas where debris accumulates.

### Slope Hazards

#### 12.10 Development Permit Area 3: Open Slope Failure and Rockfalls

Potential for open slope failures in the West Howe Sound OCP were identified where there are areas of moderately steep and steep terrain. Potential landslide impact areas were only estimated for slopes of 10 m in height or greater. Impact areas were estimated based on the landslide travel angle details. Open slope crests where initiation of a landslide may occur (bluffs higher than 10 m) are delineated in the DPA map. Landslide risk assessments will be required within DPA 3.

Different hazards have been identified within the general category of “steep slope hazards”; applications for subdivision, building permit or land alteration shall include a report from an appropriately qualified professional.

Within the OCP area, there are no extensive, tall rock bluff areas that present a significant rockfall hazard. However, there are small, isolated steep areas that consist of low rock hummocks projecting from surficial material cover. These areas present a low hazard and have not been specifically mapped.

Areas of potential rockfall hazard coincide with the open slope failure areas delineated for DPA 3. Consideration shall be given to the limits and types of instability and changes in stability that may be induced by forest clearing. The down-slope impact of forest clearing and land development shall also be considered.

A report within DPA 3 shall include the following:

- (a) Slope profiles with documentation of the limits of slope instability. Consideration shall be given to the limits and types of instability and changes in stability that may be induced by forest clearing. The down-slope impact of forest clearing and land development shall also be considered;
- (b) A detailed stability assessment indicating foreseeable slope failure modes and limiting factors of safety, and stability during seismic events;

- (c) An assessment of shallow groundwater conditions and the anticipated effects of septic systems, footing drains, etc. on local slope stability;
- (d) A recommendation of required setbacks from the crests and/or toes of steep slopes, and a demonstration of suitability for the proposed use;
- (e) A field definition of the required setback from the top of steep slope;
- (f) Appropriate land use recommendations such as restrictions on tree cutting, surface drainage, filling and excavation; and
- (g) If required, definition of the site-specific rock fall shadow area, including an indication of the appropriate buffer zone and required protective works.

### 12.11 Exemptions to Development Permits for Hazardous Conditions

Development permits shall be required prior to: the subdivision of land; commencement of the construction or addition to a building or other structure; or alteration of land within Development Permit Areas Nos. 1A-B, 2A-D and 3 indicated on Map 2, *with the exception of the following circumstances:*

- (a) For “Low Importance” structures, as defined in the BC Building Code: Buildings that represent a low direct or indirect hazard to human life in the event of failure, including: low human-occupancy buildings, where it can be shown that collapse is not likely to cause injury or other serious consequences, or minor storage buildings.
- (b) The proposed construction involves a structural change, addition, or renovation to existing conforming or lawfully non-conforming buildings or structures, provided that the footprint of the building or structure is not expanded and provided that it does not involve any alteration of land;
- (c) The planting of native trees, shrubs, or groundcovers for the purpose of enhancing the habitat values and/or soil stability within the development permit area;
- (d) A subdivision or rezoning application, where an existing registered covenant or proposed covenant with reference plan based on a qualified professional’s review, relating to the protection of the environment or hazardous conditions outlined in the subject development permit area, is registered on title or its registration secured by a solicitor’s undertaking;
- (e) Immediate threats to life and property, provided they are undertaken in accordance with the provincial Water Act, Wildlife Act, and the Federal Fisheries Act, and are reported to the Regional District;
- (f) Emergency procedures to prevent, control, or reduce erosion, or other immediate threats to life and property provided they are undertaken in accordance with the provincial Water Act, Wildlife Act, and the Federal Fisheries Act, and are reported to the Regional District; and
- (g) The lands are subject to the Forest Act or Private Managed Forest Land Act; and
- (h) The removal of 2 trees over 20 centimetres, measured at 1.5 metres in height, or 10 square metres of vegetated area per calendar year per lot, provided there is replanting of 4 trees, or re-vegetation of the same amount of clearing.

## Protection of the Natural Environment, its Ecosystems and Biological Diversity: DPA 4, 5 & 6

### 12.12 Development Permit Area 4: Stream Riparian Assessment Areas

**Description:** Development permits are required on lands identified as being within Development Permit Area 4 for subdivision, building permit, and land alteration. Land alteration includes, but is not limited to, the removal of trees and the installation of septic fields.

Following the *Riparian Areas Regulation* of the *Fish Protection Act*, this designation applies to Stream Riparian Assessment Areas and includes areas within and adjacent to those mapped streams shown on Map 2, and to all mapped *and unmapped streams* that either provide fish habitat or flow to a water body that provides fish habitat:

- ✓ For a stream, a 30 metre strip on both sides of the stream, measured from the natural boundary;
- ✓ For a ravine less than 60 metres wide, a strip on both sides of the stream measured from the natural boundary to a point that is 30 metres beyond the top of the 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.
- ✓ Map 2 roughly indicates the ravine width based on aerial and topographic analysis. The thick dashed line outlines a ravine with a width less than 60 metres and the thin dotted line outlines a ravine width of less than 60 metres. Where there is uncertainty or a discrepancy over the ravine width of a ravine, or the presence of an unmapped stream, this shall be determined by a qualified environmental professional and a British Columbia Land Surveyor.

The *Riparian Areas Regulation* establishes the Stream Riparian Assessment Areas as described above for the following types of streams:

1. Streams known to have fish present: Gibson Creek, Soames Creek, Langdale Creek, Hutchinson Creek, Ouillet Creek, and their tributaries; and

2. All other streams, *whether mapped or unmapped*, are also designated as Development Permit Area 4 as fish and/or fish habitat may be present, or they may flow into a water body that provides fish habitat.

A development permit on lands identified as being within DPA 4 is required for the following activities:

- ✓ Subdivision of land as defined in the *Land Title Act* and *Strata Property Act*;
- ✓ Building permit; and
- ✓ Land alteration, which includes, but is not limited to, the removal and deposition of soils and aggregates, paving, removal of trees, and the installation of septic fields.

**Guidelines:** Development permits issued in these areas addressing the natural environment, its ecosystems, and biological diversity shall be in accordance with the following:

An assessment report prepared by a qualified environmental professional in accordance with the Province of British Columbia's *Riparian Areas Regulation* is required in support of a development permit application and for Regional District issuance of a development permit. The report must identify the width of the streamside protection and enhancement area (SPEA) to be protected, and measures necessary to protect the integrity of the streamside protection and enhancement area. The qualified environmental professional must:

- ✓ Certify he or she is qualified to conduct the assessment;
- ✓ Certify he or she has followed the assessment methods set out in the Schedule to the *Riparian Areas Regulation*;
- ✓ Provide an opinion that no natural features, functions, or conditions that support fish life processes in the assessment area will be harmfully altered, disrupted, or destroyed; or
- ✓ In the event that there will be a Harmful Alteration, Disruption or Destruction (HADD) of natural features, functions, and conditions that support fish life processes in the stream riparian assessment area, obtain authorization from the Fisheries and Oceans Canada under the *Fisheries Act*.

The proposed developments and timing of construction should:

- ✓ Avoid and minimize any damaging impact on the natural features, functions, and conditions of the streamside protection and enhancement areas;
- ✓ Avoid and minimize the area of encroachment into the streamside enhancement areas.

Development permits issued may require that:

- ✓ Areas of land, specified in the permit, must remain free of development, except in accordance with any conditions contained in the permit;
- ✓ Specified natural features or areas be preserved, protected, restored, or enhanced, in accordance with the permit;
- ✓ Works be constructed to preserve, protect, restore, or enhance streams or other specified natural features of the environment;
- ✓ Protection measures be implemented, including that vegetation or trees be planted or retained in order to preserve, protect, restore, or enhance fish habitat or riparian areas, control drainage, control erosion, or protect banks;
- ✓ A reference plan prepared by a BC Land Surveyor delineate the identified streamside protection and enhancement area; and
- ✓ In the event that the report outlined above confirms that the stream does not provide fish habitat, the qualified environmental professional is exempted from filing his or her report with the Ministry of Environment to the extent set out under the *Riparian Areas Regulation* of the *Fish Protection Act*.

**DPA 4 Exemptions:** Development permits shall be required prior to: the subdivision of land, commencement of the construction or addition to a building or other structure, or alteration of land within Development Permit Area 4 indicated on Map 2, with the exception of the following circumstances:

- ✓ The proposed construction involves a structural change, addition, or renovation to existing conforming or lawfully non-conforming buildings or structures, provided that the footprint of the building or structure is not expanded, and provided that it does not involve any alteration of land;

## Development Permit Areas

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- ✓ The planting of native trees, shrubs, or groundcovers for the purpose of enhancing the habitat values and/or soil stability within the development permit area;
- ✓ Immediate threats to life and property provided they are undertaken in accordance with the provincial *Water Act*, *Wildlife Act*, and the federal *Fisheries Act*, and are reported to the Regional District;
- ✓ Emergency procedures to prevent, control or reduce erosion, or other immediate threats to life and property, provided they are undertaken in accordance with the provincial *Water Act*, *Wildlife Act*, and the *Federal Fisheries Act*, and are reported to the Regional District;
- ✓ Lands that are used for ‘farm operation’ as defined by the provincial *Farm Practices Protection Act*; and
- ✓ The removal of 2 trees over 20 centimetres diameter measured at 1.5 metres in height, or 10 square metres of vegetated area per calendar year per parcel, provided there is replanting of 4 trees, or re-vegetation of the same amount of the cleared area.

## 12.13 Development Permit Area 5: Aquifer Protection & Stormwater Management

**Description:** The intent of DPA 5 is to provide protection to the community drinking water aquifers serving the Soames, Hopkins, and Langdale water wells, as well as individual private wells, and to reduce the impact of drainage from heavy rain events.

Research and analysis supporting the identification of Development Permit Area 5: Aquifer & Watershed Protection appears in the report by Dayton and Knight Ltd. Consulting Engineers entitled *Sunshine Coast Regional District Aquifer Protection Plan* and in the reports prepared by Delcan Engineering for the 2008 *Integrated Stormwater Management Plan Study*.

A majority of the water supply in the OCP area originates from sub-surface wells, including the well serving Hopkins Landing and the SCRD's wells at Langdale and Soames. The sub-surface water supplies within the West Howe Sound Official Community Plan Area are to be protected through responsible development and use of land following the guidelines for this DPA. Development Permit Area 5 covers all of the Plan area as shown on Map 2.

In particular, the aquifer ranging from the Stewart Road industrial area down toward the Hopkins Landing Water Improvement District well on North Road is a relatively shallow and unconsolidated aquifer, providing potable water to the customers of the Hopkins Landing Water Improvement District.

The steep slopes in many of the areas within West Howe Sound combined with the lack of drainage infrastructure create significant drainage management challenges. New developments and land clearing should consider mitigation plans to preserve the sub-surface water quality and minimize the impact on surrounding lands.

Maintaining both water quality and quantity requires careful management of surface land alterations, vegetation, and stormwater management for the long-term sustainability of the watershed. Additionally, degraded water quality could lead to increased costs for drinking water treatment.

Streams in this Development Permit Area provide habitat for fish, wildlife, and plants. Many also supply recharge to local aquifers, or are sources for individual water license holders or community water supply systems, such as the SCRD's Soames and Langdale wells and the Hopkins Landing Waterworks District well. Streams are also protected from development within DPAs 2A-D and 4.

The clearing of vegetation and alteration of land can also have an impact on the quality of the sub-surface water. Properties are often cleared in advance of building and subdividing. The large-scale clearing of properties has an impact on the excess stormwater leaving the site either toward a road drainage system or a neighbouring property, the artificial modification of the water table on the property, or the mixing with contaminants on an industrial site.

Therefore, the intent of this development permit area is to mitigate the impact of the construction of industrial and multi-family buildings, subdivision as well as land clearing and alteration, on both sub-surface water supplies generally, and on neighbouring properties. An analysis shall be required to consider ground water re-charge and on-site storm water retention to reduce over land flow of water.

### **Permit Requirements:**

A development permit is required for the following development activities:

- ✓ Subdivision of land as defined in the *Land Title Act* or the *Strata Property Act* which creates additional parcels;
- ✓ Tree removal on a property in excess of 5 trees exceeding 20 centimeters in diameter measured at 1.5 metres in height within a one-year period;
- ✓ Construction of industrial and commercial buildings; and
- ✓ Construction of multi-family dwellings.

**Guidelines:** Land alteration includes, but is not limited to, the removal of trees and the installation of septic fields.

Where a development permit is required, the applicant shall supply a report from a registered professional with hydrological expertise, which must provide guidelines for the following as applicable:

- ✓ Preserving natural riparian channels;
- ✓ Using drainage detention or retention ponds, wetlands, swales, and drainage infiltration trenches and areas;
- ✓ Minimizing impervious surfaces on the parcel;

- ✓ A re-vegetation plan;
- ✓ Providing a control mechanism to minimize erosion and siltation;
- ✓ A drainage management plan, which must ensure that the drainage discharge of any treated effluent and rainwater, shall not negatively impact surface or ground water quality; and
- ✓ Treated effluent and diverted rain water collection and discharge systems on commercial, industrial, and other developments where there is potential for silt and petroleum-based contaminants to enter a stream or infiltrate into the ground will require the provision for grease, oil, and sedimentation removal facilities and the on-going maintenance of these facilities.

**DPA 5 Exemptions:** Development permits shall be required prior to: the subdivision of land, removal of trees, commencement of the construction or addition to an industrial or multi-family building, or alteration of land within Development Permit Area 5, as discussed above and indicated on Map 2, with the exception of the following circumstances:

- ✓ Lands that are used for ‘farm operation’ as defined by the *Farm Practices Protection Act*;
- ✓ An application to construct an industrial or multi-family building on the same footprint of the existing building;
- ✓ The removal of dead or damaged trees that are determined to be dead or damaged by a qualified person; and
- ✓ Planting of native vegetation.

### 12.14 Development Permit Area 6: Shoreline Protection & Management

**Description:** The intent of DPA 6 is to provide protection to the shoreline along the coast of the West Howe Sound Plan Area. Residential development and shoreline protection works may threaten the integrity of the foreshore environment and upland parcels.

Research and analysis supporting the identification of Development Permit Area 6: Shoreline appears in the report prepared by Archipelago Marine Research and Sandwell Engineering titled *West Howe Sound Electoral Area: Classification of Shore Types*.

The objective of this designation is to provide long-term protection of the existing shoreline and adjacent foreshore and upland for their ecological values, and to guard against erosion and damage to existing and future buildings and structures.

To address the above, a development permit shall be required to ensure development will neither contribute to nor be unduly subject to natural shoreline hazards nor damage the shoreline and marine environments.

A development permit on lands identified as being within DPA 6 is required for the following activities:

- ✓ Building permits for buildings, structures and shoreline protection works within 15 metres of the natural boundary.

#### **Guidelines:**

- ✓ An assessment prepared by qualified coastal professional(s) addressing any natural hazards and impacts on the marine environment shall be required for specified development activities within this development permit area, which extends 15 metres landward from the natural boundary of the ocean and includes any works below the natural boundary.
- ✓ Within this development permit area, the following types of development shall be confirmed, via a report(s) prepared by a qualified coastal professional(s), to not be subject to or cause erosion, flooding, landslip, or damage to the marine environment, and be in accordance with Provincial and Federal legislation. Such specified development, requiring certification, shall include:
  - Shoreline protection works;
  - Beach access steps requiring footings on the natural boundary;

- Dwellings; and
- Other buildings or impervious surfaces with more than 10 square metres floor area or parcel coverage.
- ✓ The required assessment prepared by the qualified coastal professional(s) shall, as a minimum, address the following as applicable to the proposed development activities:
  - ✓ Existing shoreline processes, including erosion and deposition of land and beach materials;
  - ✓ Existing and anticipated shoreline processes, including erosion and deposition of land and beach materials, given projected environmental trends including climate change and sea-level rise;
  - ✓ The impacts of the proposed development activities, including shoreline protection works, on the shoreline abutting and within the vicinity of the subject parcel;
    - The impacts of the proposed development activities, including shoreline protection works, on the foreshore ecology abutting and within the vicinity of the subject parcel;
    - The long-term safety of the existing and proposed shoreline protection works, dwellings, and other buildings on the subject parcel from natural hazards including shoreline erosion, landslip, and flooding; and
    - Analysis of the mitigation options must consider the option of softening the shoreline rather than utilizing hard vertical retaining walls.

**DPA 6 Exemptions:** Development permits shall be required prior to the subdivision of land, commencement of the construction or addition to a building or other structure, or alteration of land within Development Permit Area 6, as indicated on Map 2, with the exceptions:

- ✓ Existing buildings and other impervious structures may be repaired within their existing 3-dimensional envelope without a development permit;

## Development Permit Areas

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- ✓ Existing shoreline protection works or beach access steps may be repaired without a development permit if they are within their original 3-dimensional envelope and if they are above and landward of the current natural boundary of the ocean;
- ✓ Granthams and Hopkins Wharfs may be repaired within their existing 3-dimensional envelope without a development permit; and
- ✓ Repair and maintenance of existing driveways, paths, and trails, provided there is no expansion of the width or length of the driveway, path or trail and no further creation of impervious surfaces.

## Protection of Farming

### 12.15 Development Permit Area 7: Residential /Agricultural Buffering

**Description:** The Residential / Agriculture Buffering Development Permit Area is designated on Map 2. This Development Permit Area is applicable to all land within the West Howe Sound Plan area designated as Residential that is within 10 metres of land situated within the Agricultural Land Reserve (ALR).

The land located within the ALR requires protection to avoid alienating long term agricultural use. The development of lands adjoining or reasonably adjacent to farm lands may compromise the agricultural use of the ALR lands. Inappropriately designed residential subdivisions and some other developments adjacent to the ALR may lead to use conflicts between these land uses and therefore sufficient buffer for privacy and abatement of noise and smell should be implemented.

Research and analysis supporting the identification of Development Permit Area 7: Residential / Agricultural Buffering appears in the publication by the Agricultural Land Commission titled Landscaped Buffer Specifications.

A development permit is required for the following activities:

- ✓ Subdivision of land as defined in the Land Title Act or the Strata Property Act which creates additional parcels; and
- ✓ Construction of buildings and structures;

**Guidelines:** Those lands identified within Development Permit Area 6 are required for subdivision, or building. A minimum 10 metre wide landscape treatments or buffered area should be maintained and/or established on land to be developed if it is adjoining an ALR boundary following these guidelines:

- ✓ All buffer areas shall be landscaped using native vegetation in accordance with Schedule C of the BC Agricultural Land Commission's publication entitled Landscaped Buffer Specifications published in 1993;
- ✓ All buffer areas shall be fenced in accordance with Schedule D of the BC Agricultural Land Commission's publication entitled Landscaped Buffer Specifications;

- ✓ The buffering shall take place prior to the proposed subdivision or development;
- ✓ Security in the form of a cash bond for 50% of the value of the buffering shall be submitted to the SCRD and held for a minimum of one year to enable some further planting in the event that some of the planted native species need to be re-furbished;
- ✓ No buildings and structures, except for fencing, shall be situated within the 10 metre vegetation buffer area unless the zoning is varied under a development permit issued under this section or development variance permit issue by the Board; and
- ✓ A Section 219 covenant for the vegetation buffer area may be required which restricts the removal of vegetation and the construction of any buildings or structures other than fencing within the buffer area.

**DPA 7 Exemptions:** The following is exempt from requiring a development permit:

- ✓ Construction or addition that is within the existing footprint of the existing structure.
- ✓ Construction of accessory buildings with a floor area less than 10 square metres

## Establishment of Form and Character of Industrial Area

### 12.16 Development Permit Area 8: Stewart Road Light Industrial

**Description:** The intent of DPA 8 is to provide basic design guidelines for buildings, fencing, lighting and signage on the light industrial properties on Stewart Road, as shown on Map 2. Form and character refers to the external façade of buildings, landscaping, signage & illumination and overall site layout.

A development permit is required for the following activities:

- ✓ Construction or erection of buildings and structures and associated landscaping and land alteration.

**Guidelines:** The guidelines for DPA 8 apply to buildings, landscaping and land alteration and are divided into 3 sections: building form, landscape screening and signage/illumination.

The guidelines are described individually as follows:

#### A. Building Form

Buildings should be designed to appear relatively small in scale and not overwhelm adjacent buildings or roads by:

- ✓ Varying building heights or shifting rooflines on buildings with long road frontages; and
- ✓ Shaping larger buildings to give the building appearance of being composed of a number of smaller sections or blocks.

#### B. Landscape Screening

A landscape plan that satisfies the following objectives is to be provided that includes:

- ✓ The use of a variety of drought-tolerant deciduous and evergreen native plant species that are suited to the site-specific growing conditions and promote water conservation;

- ✓ To provide a visual buffer, with the exception of access openings, to the Bypass Highway, Stewart Road and adjacent non-industrial designated parcels.
- ✓ Wood fencing, shrubs or trees shall be used as a visual buffer between commercial buildings and adjacent areas; and
- ✓ Parking should primarily be located to the side and rear of the building and should be screened from adjacent parcels and public roads by landscaping.

### **C. Signage and Lighting**

Signage and lighting shall be provided on a scale that is consistent with the light industrial form and use of the properties and described as follows:

#### Signage:

- ✓ Freestanding signs shall have a maximum size of 4 square metres and a maximum height of 3 metres and building mounted signs shall have a maximum size of 4 square metres;
- ✓ Carved or textured wood signs are encouraged;
- ✓ Front lit signs are preferred and internally lighted and backlight signs are discouraged;
- ✓ Sign boards with removable letters are not permitted;
- ✓ Flashing light and moving signs are not permitted; and
- ✓ Signage and letters painted on vehicles and roof tops are not permitted.

#### Lighting:

- ✓ Energy efficient light bulbs should be used and high-pressure sodium (orange);
- ✓

- ✓ Lighting for the purpose of on-site safety and security, and not for night time advertising, is supported; and
- ✓ Site lighting shall be directed downward to avoid light spill on adjacent rural residential areas and designed following the Regional District's Outdoor Lighting Standard.

### Energy Efficiency:

- ✓ Buildings should be sited with window openings facing a southward direction to encourage passive solar opportunities;
- ✓ Active solar and heat exchange opportunities are encouraged ; and
- ✓ The application of the Canadian Green Building Council's LEED (Leadership in Energy and Environmental Design) Silver standard or equivalent will be encouraged during the Regional District's review of applications within Development Permit Areas No. 7 and may be required, subject to the discretion of the Regional District Board, at the time of its consideration of development variance permits to increase the maximum floor area of commercial buildings or rezoning of land within the *Light Industrial* land use designation.

### **DPA 8 Exemptions:** The following are exempt from a development permit:

- ✓ Additions to the side or rear of buildings, which are not visible from Stewart Road and are less than 10 square metres in area
- ✓ The construction of a single family dwelling and auxiliary residential structures;
- ✓ Land alteration not exceeding 50 square metres in area; and
- ✓ Subdivision as defined in the Land Title Act or the Strata Property Act.

# **I**nterpretation, Implementation & Definition Section 13

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## **13.1 Description**

The West Howe Sound OCP has been prepared and adopted in accordance with the Local Government Act. The subsequent implementation of the policies within the plan is the key to ensuring that the plan's goals can be met over time. Many of the OCP policies will be implemented through an SCRDP sponsored bylaw amended process to synchronize the zoning bylaw with the OCP, meanwhile other policies will be implemented by property owners and Provincial agencies.

The OCP shall be interpreted in accordance with the Local Government Act, Land Title Act, Strata Property Act and other Federal and Provincial Acts as applicable. Within the text of the OCP, the following are some of the terms used in the OCP that require definition with distinction in meaning as follows in the definitions.

## **13.2 Definitions**

"ALR" refers to the Agricultural Land Reserve established under the Agricultural Land Commission Act, R.S.B.C, 1979, c.9.

"alteration of land" means:

- (a) for the purpose of protection of the natural environment, its ecosystem and biological diversity,
  - i. construction and erection of buildings and structures for residential, commercial or industrial activities or ancillary uses;
  - ii. removal, alteration, disruption or destruction of natural features, including mature and native vegetation;
  - iii. the disturbance of soils, including grubbing, scraping, and removal of top soils;
  - iv. the digging of trenches and placement of fill for any purpose including but not limited to construction of roads, docks, wharves, bridges and trails, placement and maintenance of sewer and water services; and the development of drainage systems and utility corridors;
  - v. the creation of structural and non-structural impervious or semi-pervious surfaces;

- vi. subdivision; and flood protection works; and
- (b) for the purpose of protection of development from hazardous conditions:
  - i. removal, alteration, disruption or destruction of natural features, including mature and native vegetation;
  - ii. the digging of trenches and placement of fill for any purpose including: construction of roads and trails; placement and maintenance of sewer and water services; and the development of drainage systems and utility corridors; and
  - iii. the creation of structural and non-structural impervious or semi-pervious surfaces.

“assessment report” means a report prepared in accordance with the assessment methods to assess the potential impact of a proposed development in a riparian assessment area and which is certified for the purpose of the *Riparian Areas Regulation* by a qualified environmental professional.

"cluster development" means the grouping of lots or single family dwellings in a location on a parcel, without increasing the permitted density of lots or dwellings within the parcel, so that the development area is smaller than would otherwise be used if the complete parcel was developed and the remaining area that is not developed is created as a green space.

“fish” means all stages of:

- (a) salmonids;
- (b) game fish; and
- (c) regionally significant fish.

“fish habitat” means the areas in or about a stream, such as spawning grounds and nursery, rearing, food supply and migration areas, on which fish depend directly or indirectly in order to carry out their life processes.

"geotechnical assessment" means a study or studies prepared by a qualified geotechnical professional licensed in the Province of British Columbia which: interprets the physical conditions of surface or subsurface features in a study area with respect to stability, potential seismic disturbance, interrelated chemical activity, and size and volume analysis; specifically addresses the possible effects of physical alterations or deformations of the land related to proposed building or other projects; and may establish standards for the siting and construction of proposed buildings or the nature and location of proposed uses.

## Interpretation, Implementation & Definitions

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“gravel extraction” means the removal of gravel from the land but does not include gravel processing.

“gravel processing” means the sifting, sorting, crushing or cleaning of minerals, sands and gravels extracted from the land and their processing into different types of aggregate mixes, concrete and asphalt products.

“green infrastructure” means the protected network of open space, woodlands, wildlife habitat and parks, which sustain clean air, water, and natural resources and provide for safe clean drinking water supply.

“institution” means business or government providing a service to the public e.g. firehall, community hall, art centre.

"land slip" means any natural or man induced process which results in slope matter movement.

“land use designation” means a description of policies relating to existing and future land use and density of development and with which all future zoning bylaws and amendments must be consistent.

"major collector road" means a road designed to carry traffic from local residential streets to Highway 101.

"may" means a course of action that could be followed provided specified criteria are met.

“natural boundary” means the visible high water mark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the lake, river, stream or other body of water a character distinct from that of the banks thereof, in respect to vegetation, as well in respect to the nature of the soil itself, and includes the active floodplain.

“natural features, functions and conditions” include but are not limited to the following:

- (a) large organic debris that falls into the stream or streamside area, including logs, snags and root wads;
- (b) areas for channel migration, including active floodplains;
- (c) side channels, intermittent streams, seasonally wetted contiguous areas and floodplains;
- (d) the multi-canopied forest and ground cover adjacent to streams that:
  - i. moderates water temperatures,
  - ii. provides a source of food, nutrients and organic matter to streams,
  - iii. establishes root matrices that stabilize soils and stream banks, thereby minimizing erosion, and
  - iv. buffers streams from sedimentation and pollution in surface runoff;

## Interpretation, Implementation & Definitions

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- v. a natural source of stream bed substrates; or
- vi. permeable surfaces that permit infiltration to moderate volume, timing and velocity and maintain sustained water flows in streams, especially during low flow periods.

“neighbourhood residential” means new and existing settlement with a density of 4 units per hectare and greater.

“qualified coastal professional” means one or more professional engineers, geoscientists, geotechnical engineers, applied scientists or technologists in good standing with his/her abilities in accordance with their professional designations and with demonstrated experience and/or training pertaining to shoreline protection measures, coastal processes and the natural environment.

“qualified environmental professional” means an applied scientist or technologist, acting alone or together with another qualified environmental professional, if

- (a) the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association’s code of ethics and subject to disciplinary action by that association;
- (b) the individual’s area of expertise is recognized in the assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal; and
- (c) the individual is acting within that individual’s area of expertise.

“qualified geotechnical professional” means a professional engineer or a professional geoscientist with experience in geotechnical study and geo-hazard assessments.

“ravine” means a narrow, steep-sided valley that is commonly eroded by running water and has a slope grade greater than 3:1.

"Regional District" means the Sunshine Coast Regional District.

"School District" means the Sunshine Coast School District Number 46.

“settlement containment boundary” means the line that defines the extent of the neighbourhood residential settlement and regional district servicing such as water supply, solid waste collection and fire protection within the West Howe Sound Plan area.

“settlement node” means settlement areas designated for modest densification of housing stock, services, and alternative transportation amenities.

## Interpretation, Implementation & Definitions

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"shall" means an imperative course of action which is within the scope of the Regional District's powers to provide, enact, regulate, or enforce.

"shoreline protection works" the range of modification measures to the shoreline, or adjacent seaward or landward areas, for the purpose of protection against erosion.

"should" means a desirable course of action to be taken by the Regional District or other body or persons.

"small farm" is a farm which typically has in the range of 2 to 10 acres of land under cultivation, excluding the areas reserved for residential use, and has a total farm related income of less than \$50,000. Small farms are often characterized by the growth of a variety of products rather than a singular crop and are often human-labour intensive rather than an industrialised operation.

"stream" includes any of the following that provides fish habitat:

- (a) a watercourse, whether it usually contains water or not;
- (b) a pond, lake, river, creek or brook; or
- (c) a ditch, spring or wetland that is connected by surface flow to something referred to in (a) or (b) above.

"streamside protection and enhancement area" means an area:

- (a) 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; and
- (b) the size is determined according to the *Riparian Areas Regulation* on the basis of a report provided by a qualified environmental professional in respect of development proposal.

"subdivision" means subdivision as defined in the Land Title Act or in the Strata Property Act.

"structure" means an erection or construction of any kind whether fixed to, supported by or sunk into land or water, including those relating to flood protection works, docks, wharves and bridges; but excluding fences two metres or less in height.

"top of ravine bank" means the first significant break in a ravine slope where the break occurs such that the grade beyond the break is flatter than 3:1 for a minimum distance of 15 metres measured perpendicularly from the break, and the break does not include a bench within the ravine that could be developed.

"will" means a course of action to be expected on the basis of facts.

### **West Howe Sound Green House Gas Emission Calculations:**

Within the GHG emission sectors buildings, residential and commercial, as well as solid waste, the population level is the main determining factor when determining West Howe Sound's share of the SCRD emissions. Accordingly, the total GHG emissions for the Regional District OCP areas and the West Howe Sound OCP area have been calculated based on proportional population which relates to the proportional amount of GHG output. West Howe Sound contains 14% of the total rural area population and therefore 14% of the GHG emissions for residential, commercial and solid waste can be attributed to the Plan area.

The Transportation emission output is calculated on a combination of OCP area and population. Based on population and land mass of the OCP area, the West Howe Sound OCP area is virtually on par with the average density in comparison to the other rural area OCP's and as such is responsible for approximately 13% Transportation sector emissions from the rural areas. This is in contrast to the much larger, yet less dense, Egmont/Pender Harbour OCP area, which is responsible for 56% of the vehicle emissions, due to its spread out environment and longer travel distances.

With respect to the Agriculture/Land Conversion sector, GHG emissions were calculated based on land mass within the OCP area.

Much of the land conversion has already taken place. However, what is certain is that permanent conversion of forest land for residential use is a significant source of greenhouse gas in our communities. To develop a more accurate estimate of GHG emissions for the Plan area, the CEEP Land Conversion emissions have been modified to remove the majority of the region outside of settled OCP areas (340,050 ha.) which is Provincial Forest and un-alienated Crown Land. This has been done as these Crown and Provincial Forest lands are not subject to extensive permanent land conversion from forests to non-forest uses such as urban development. Forest uses on Crown Forest Land are subject to re-forestation schemes and are thus determined to be carbon neutral and therefore do not contribute toward the Land Conversion category.

The West Howe Sound OCP area comprises 9% of the rural electoral area OCPs (minus Crown Forest and Ocean), and is thus projected to be responsible for approximately 9% of the GHG emissions in the Agriculture/Land Conversion sector for the rural areas,

which equates to be 27% of the total of all sector GHG emissions in the OCP area. The following pie chart indicates the approximate percentage of GHG emissions by sector within the West Howe Sound Official Community Plan area:

