

An aerial photograph of the Sechelt region, showing a large body of water in the foreground and a densely forested, hilly area in the background. A white rectangular text box is superimposed over the middle of the image.

Vision Plan for Sechelt

June 2007

Acknowledgements

The preparation of this vision would not have been possible without the commitment and dedication of the Vision Plan Steering Committee, whose members are listed on page 1, and funding support from the District of Sechelt and the Real Estate Foundation of British Columbia. The steering committee met on twelve occasions to oversee the preparation of the vision. Individual members also volunteered at all major consultation events.

The preparation of this vision would also not have been possible without the people who provided information throughout the visioning process, including all who agreed to be interviewed and all who attended consultation events. Your commitment and dedication to making Sechelt a better place to live is truly commendable.

Special thanks to Ann Watson, who provided access to the Helen Dawe Collection in the Sechelt Community Archives. The historic photographs were of great assistance in defining an identity for Sechelt and in providing a context for the Vision Plan.

The steering committee would like to specifically acknowledge the contributions of one of its members, Clifford Smith, who passed away during the visioning process.

Prepared for the District of Sechelt by John Talbot & Associates Inc. and Kasprisin Pettinari Design, with the assistance of Ande Flower, Avril Orloff and Monty Wood.

Executive Summary

As one resident stated: *Sechelt is at a crossroads. The development types of the past are no longer applicable today. Developable land is becoming more and more scarce and the forests and open spaces which define the community are being lost forever. We need a new way of thinking. We need to conserve our natural heritage and resources, while enabling us to grow and evolve in response to change.*

In this context, the District of Sechelt undertook a bold initiative—a vision for a new Sechelt. A vision which is based on the collective aspirations and hopes of all residents; one which will guide the municipal planning and design process for the next 20 to 25 years. A vision which will create a community which is inclusive of all residents; which respects and conserves the natural environment; which ensures that growth is balanced, managed and sustainable; and which realizes a high quality of life and strong sense of identity.

To coordinate the vision, District Council appointed a 22-member steering committee. This steering committee, with the support of a professional design team, took up the challenge. Over a twelve-month period, it involved close to 900 residents in the visioning process; learning from their knowledge and experiences. All along, the steering committee emphasized that this “needed to be the community’s vision in order for it to feel a sense of ownership and responsibility.” Based on the feedback, it believes that it accomplished this objective.

The resultant vision, encompassing seven focus areas, starting with the natural environment and concluding with transportation, is very comprehensive. It provides direction with regard to achieving the vision, both within the focus areas themselves and within the draft five-year implementation strategy starting on page 114. The steering committee felt it was important to identify several short-term actions (related to both product and process) to build on the momentum resulting from the visioning process and to support implementation. These actions are listed on the following page.

It should be emphasized that the vision is not a detailed plan and that further refinement is needed to operationalize many of the strategies contained within it, including the community design guidelines for the Downtown Village and residential neighbourhoods. It should also be emphasized that many of the strategies require the participation of the community and other jurisdictions (e.g., the Province, the Sechelt Indian Band and the Sunshine Coast Regional District).

Throughout the visioning process, residents and steering committee members emphasized the importance of implementation. They also emphasized the importance of strong leadership, as the vision will necessitate change, and collective responsibility, in which everyone has a role to play. While detailed cost estimates at to strategy implementation have not been calculated; many of the strategies, such as the development of more compact building types and the use of green infrastructure, will actually save money, as they negate the need for costly infrastructure expansion.

The steering committee believes that a timeframe needs to be established for the vision’s periodic review to ensure that it remains both current and relevant. This review is especially important in today’s world, given ever changing knowledge, science and technology.

With the above in mind, the steering committee invites you to read the vision and to share it with your colleagues, friends and neighbours. It also leaves you with the following quote from a resident: *The community needs to own this document. It is based on our collective input and feedback. It is an opportunity for us to shape our community rather than having others shape it for us.*

Short-Term Actions:

The steering committee identified the following short-term actions which it felt needed to be implemented immediately to build on the momentum resulting from the visioning process and to support vision implementation. These actions relate to both product and process.

The four actions related to product are:

- That existing residential subdivision regulations be replaced with new conservation and urban design regulations (see pages 25 to 30). This change would have a significant impact on the built environment, given that the majority of new development is residential, mainly comprising single-family, detached housing.
- That a revised Master Plan be developed for Block 7 to rearrange parking and circulation to accommodate the Civic Centre Theatre Plaza and that detailed site design plans be developed for it and the Trail Bay Wharf and Marketplace.
- That a Street Improvement District be established in support of the Wharf Road 'Water' Walkway and that incremental improvements be made in support of this connector (see pages 57 to 60).
- That work commence on the development of a comprehensive greenway, pathway and trail network, including land acquisition and consolidation in support of a pedestrian/bicycle pathway between Trail and Davis Bays and a new multi-use trail between the West Sechelt neighbourhood and the Downtown Village.

The three actions related to process are:

- That a community-based Implementation Committee be established. Vision Plan Steering Committee members should be invited to sit on this new body to provide continuity and to share their considerable knowledge gained as a result of their participation in the visioning process.
- That the District of Sechelt designate a staff member to be the Vision Plan Coordinator. This Coordinator would work closely with the Implementation Committee to oversee the implementation of the Vision Plan.
- That a Five-Year Operational Plan be prepared in support of implementing the Vision Plan. This plan would identify specific actions, partners, costs, etc. Given the comprehensive nature of the vision, it is recognized that partnerships - community, government and others - are necessary for its successful implementation.

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Introduction:

Background:

Sechelt is experiencing unprecedented growth and development. In 2005, its population increased by 4.6%, almost three times that for the Province. Additionally, construction sites and development signs are commonplace and many more development proposals are in the works. These developments, given their number, size and design, are changing the face of the community. They are also raising a number of questions:

- How can 'we' best manage future growth and development?
- How can 'we' ensure high quality design?
- What do 'we' want to preserve and protect?
- What do 'we' want to change?

Given these questions and others, the District of Sechelt decided to embark on a community-based visioning process. This process, based on extensive information gathering, consultation and ongoing dialogue, was designed to reach a common vision; one which would guide the municipal planning and design process over the next 20 to 25 years.



Council is fully supportive of the visioning process and is committed to its implementation. It will be an opportunity for all community members to get involved in shaping the kind of community they want for themselves, their children and their grandchildren. It will be an empowering process that will inform and guide the municipal planning and design process in the District of Sechelt.

(Mayor Cameron Reid)

Steering Committee:

To oversee the visioning process, the District requested submissions of interest by residents to sit on a community-based steering committee. From the 50-plus submissions received, the District appointed a 22-member steering committee representing a diverse range of interests and perspectives in the community.



The steering committee worked collectively to:

- facilitate community involvement;
- participate fully at steering committee and community events;
- contribute ideas and strategies;
- examine alternatives and arrive at consensus;
- raise awareness about and support for the vision.

While the steering committee played an important role in overseeing the visioning process, it should be emphasized that the vision is the community's; it reflects their collective aspirations, desires and hopes for the future of Sechelt. This community ownership will be essential to vision implementation.

Vision Plan Steering Committee

The membership includes:

- Councilor Warren Allan ♦ Andrew Allen ♦ Patricia Anderson
 Nancy Baker ♦ Jean Bennett
 Norm Blair ♦ Andre Boel
 Candace Campo ♦ Ken Crozier
 Koen Drugmand ♦ Kal Helyar
 Audrey Herz ♦ Husan Jan Khan
 Nancy Leathly ♦ Sam McKillop
 Ray Parfitt ♦ Councilor Tom Paul
 Tom Pinfold ♦ Judith Reeve
 Councilor Michael Shanks
 Lance Sparling ♦ Ann Watson
 Linda Williams

Document Organization:

This document is organized according to the following seven focus areas, with each area including an introduction; a summary of the community feedback; a vision description of a desired future; and objectives and strategies to achieve that vision:

Seven Focus Areas:

- Natural Environment, Parks and Protected Lands
- Residential Neighbourhoods
- Downtown Village and Waterfronts
- Mine Reclamation
- Community and Social Wellbeing
- Economic Development
- Transportation, Mobility and Access

Each area also includes diagrams, photographs, profiles, quotes and sketches to illustrate important concepts and to provide supplemental information. The diagrams and sketches are examples of the types of development that can occur as the result of the preparation of community design guidelines, which will inform the municipal planning and design process. They are not proposed development schemes and many are not site specific.

While this document is organized according to the above seven focus areas, it is recognized that there is much overlap. For example, the development of more affordable housing types is discussed in at least four of the seven areas. As such, where common topics or themes emerge, they are cross-referenced.

Limitations:

It should be recognized that this is a vision document and not a detailed plan. As such, many of the strategies, including the community design guidelines, will require further development in order to make them operational. Where possible, applicable best practices and case studies have been identified to assist the District in strategy development and implementation.

Before we can strategize, we need a shared vision for our future.

(Steering Committee Member, May 17, 2006)

The vision is only the start of the journey. We must ensure that everyone is on board if we are to reach our destination. We also need a detailed plan to guide us along the way. Without these two prerequisites, success will be difficult, if not impossible, to achieve.

(Community Interviews, October 19, 2006)



We need to be careful when dividing the content into subject areas.

While it is probably necessary given the amount of information that needs to be conveyed; it tends to overlook the interconnectedness of the subject matter. For example, the natural environment and its health is essential to all other human systems.

(Directional Document Respondent, February 22, 2007)

Community Consultation:

This vision is based on extensive community consultation over a twelve-month period. In total, close to 900 residents participated in the visioning process. Consultation included:

- 211 students responded to two questionnaires;
- 370 residents participated in Design Week between October 18 and 23, 2006;
- 43 youth and young adults participated in focus groups;
- 35 residents responded to four newspaper articles in the Coast Reporter;
- 112 residents attended an Open House and Public Meeting to discuss a Directional Document on February 22, 2007;
- 70 residents completed a Feedback Booklet based on the Directional Document;
- 75 residents attended a presentation and open house to discuss the draft Vision Plan on May 26, 2007;
- 12 meetings of the Vision Plan Steering Committee;
- involvement of the Sechelt Youth Advisory Council through the SIM SECHELT Challenge (see insert);
- interviews with key informants—e.g., the Ministry of Transportation.

As part of the consultation process, a commitment was made to summarize all consultation events and to post the summaries on the Vision Plan website.

Community Support:

Based on the feedback to the Directional Document, which was shared with the community at two events on February 22, 2007, the vast majority of respondents agreed with the directions taken in the seven focus areas. In fact, support ranged from 86% for the sections on Economic Development and Transportation, Mobility and Access to 95% for the section on Community and Social Wellbeing. Additionally, 87% agreed with the direction taken with regard to the Sustainable Growth and Design Strategy, which proposes to contain, direct and manage growth.

The community needs to own this document. It is based on our collective input and feedback. It is an opportunity for us to shape our community rather than having others shape it for us.

(Directional Document Respondent, February 22, 2007)



SIM SECHELT Challenge

The SIM SECHELT Challenge was designed to actively involve youth in the future planning of the community. Organized by the Sechelt Youth Advisory Council and involving three teams of four participants each between the ages of 15 and 30, the challenge was an opportunity for youth to develop their visions for the future. After several months of visioning, the teams presented their visions; with the winning team “getting to act as the Mayor for a day.”

Interestingly, the visions contained many similar elements and themes as those found in the Vision Plan, including: the creation of an intergenerational community where youth have a voice; the development of a more vibrant Downtown, including a Youth Centre; the preservation of green and open spaces; and the improvement of public transportation, especially its coverage and frequency.



Leadership and Implementation:

Throughout the visioning process, consultation participants and the steering committee emphasized the importance of plan implementation. It was noted that the plan will necessitate change, which will require strong leadership and a commitment to implementation to ensure that the vision becomes a reality.

Regarding leadership, Council has pledged its full support for the visioning process and has stated its commitment to plan implementation. To this end, two Councilors and two staff members have been active on the steering committee.

Regarding implementation, a draft Five-Year Implementation Strategy has been prepared in support of the Vision Plan. This strategy, starting on page 114, establishes priority areas for action for each of the five years in question.

Some key actions include:

- That Council adopt and endorse the Vision Plan.
- That an Implementation Committee be established and that it include members of the Vision Plan Steering Committee.
- That a District staff member be designated as the Vision Plan Coordinator.
- That the Sustainable Growth and Design Strategy be refined, adopted and implemented. This strategy includes the establishment of containment boundaries and growth targets.
- That a new Development Review Process be adopted and that the Planning Committee and other appropriate bodies be informed regarding the Community Design Guidelines.
- That Community Design Guidelines for the Downtown Village and residential neighbourhoods be refined, adopted and implemented.
- That the Official Community Plan and the Zoning Bylaw be revised to ensure that they are consistent with the Vision Plan.

This strategy also provides a basis for the community to monitor progress towards the achievement of the plan; enabling it to hold those responsible for its implementation accountable. To this end, it is proposed that regular updates and an annual progress report be prepared and widely distributed. It is also proposed that a community information campaign be undertaken to raise awareness about and support for the plan and to build commitment for its implementation.



There are many good plans in Sechelt. Unfortunately, there is not the willingness to see them through to implementation. If this vision is to become a reality, then it must ensure that those in positions of authority are committed to it and are champions of it. The community also needs to play an important role in its implementation, partnering on initiatives and reminding those in positions of authority to stay the course.

(Directional Document Respondent, February 22, 2007)



This is the community's plan and it must take ownership of it if the vision is to be realized.

(Steering Committee Member, May 8, 2007)

Defining Characteristics:

Based on the background documentation review, the community consultation and the 2006 Resident Survey, the following defining characteristics for Sechelt were identified:

- access to the waterfront and views of the ocean;
- close proximity to nature, including the many forested areas;
- distinct, peaceful and quaint neighbourhoods;
- diverse population—e.g., different ages, cultures and incomes;
- family-oriented and safe;
- pleasant climate;
- rich aboriginal culture and history;
- rural lifestyles, including many small acreages and farms;
- small town character—e.g., familiar, friendly and intimate.

These characteristics, plus others, informed the development of the Vision Plan, including the Guiding Principles on page 6.

Asset-Based Approach:

Consultation participants emphasized the need for the Vision Plan to build upon the many positives occurring in the District. Some of the cited initiatives and organizations included:

- the new Sechelt Area Aquatic Centre;
- the Davis Bay Seawall and Rockwood Centre and Gardens;
- the new [Parks and Open Space Master Plan](#) (July 2006);
- the numerous celebrations and festivals, including the Festival of the Written Arts and the Sechelt Arts Festival;
- the five Neighbourhood Plans;
- the many Community, Ratepayer and Resident Associations;
- the Sechelt Youth Advisory Committee;
- the Sunshine Coast Volunteer Centre;
- the Sunshine Coast Campus of Capilano College;
- the recent studies in support of economic development;
- the proposed Dakota Ridge development;
- the Sunshine Coast Community Forest.

Festival of the Written Arts

The Festival of the Written Arts, held at the Rockwood Centre and Gardens, is Canada's longest running gathering of Canadian writers and readers. It attracts visitors from across the country to the annual four day summer event.



Sechelt Area Aquatic Centre

The aquatic centre, which forms part of the Civic Centre, will be a multi-functional facility. It will include both competition and leisure pools, a fitness centre, community meeting space and waterslides, as well as an indoor/outdoor terrace. The facility will be fully accessible, with entry ramp into the leisure pool and lift for the lap pool. It will also be able to host competitions, incorporating bleachers for spectator events.

There are many positive things occurring in Sechelt. We need to acknowledge and build upon them. Key among them is the many committed individuals, groups and organizations who are working to make a difference. We need to harness their collective energy and provide them with direction based on a common vision.

(Community Interviews, October 19, 2006)

Guiding Principles:

The guiding principles are based on the consultation in support of the visioning process and act as the foundation for the Vision Plan. They inform the vision descriptions, objectives and strategies as contained in the seven focus areas. They also act as a basis for decision-making when considering any development or initiative within the District of Sechelt.

The thirteen guiding principles are:

- Sechelt ensures that growth and development is planned, managed and sustainable.
- Sechelt is a compact and well designed community that avoids sprawl.
- Sechelt is an intergenerational community with a balanced age profile.
- Sechelt is a caring and inclusive community which provides opportunities for all citizens.
- Sechelt has a vibrant Downtown that acts as a focal point for the entire community.
- Sechelt is developed in harmony with its unique natural environment.
- Sechelt provides easy access to its many waterfront areas.
- Sechelt is characterized by a diverse, stable and sustainable economy.
- Sechelt facilitates a variety of transportation modes that link neighbourhoods.
- Sechelt offers a range of affordable housing types.
- Sechelt is a leader in innovative building design and green infrastructure.
- Sechelt celebrates its arts and preserves its rich cultural heritage.
- Sechelt collaborates with other jurisdictions to ensure coordinated planning.



If planned right, Sechelt could be the crown jewel of the Sunshine Coast. It has a beautiful setting, easy access to the waterfront, an interesting history and unparalleled outdoor recreational opportunities.

(Written Submission, October 20, 2006)

Planning and Design Framework:

Consultation participants expressed concern about the pace of population growth within the District; the dispersed nature of new development; the inefficient use of infrastructure; the limited choice in housing; the use of poor site and development practices; the lack of greenways and trails; the loss of forested lands and wildlife habitat; and the increasing pressure to remove land from the Agricultural Land Reserve.

Based on the above concerns and others, it became clear that there is a need for a new framework to guide the municipal planning and design process. This framework, which takes a conservation perspective, incorporates the following key features, which are discussed in more detail within the document:

- It recognizes the natural spatial composition of the District, including its forested areas, many watersheds and two major water bodies. This composition is a key defining characteristic of the District's identity and image.
- It uses watersheds as a basis for planning and design. Watersheds provide habitat for plants and animals, recharge and discharge groundwater, reduce erosion and function as key biological support systems. Protecting watersheds through smaller human settlement footprints supports the viability of the ecosystems located within them. Minimizing settlement footprints requires both site development configurations and building types that are compact and low impact. **(Diagrams 1 and 2)**
- It preserves protected lands within the Agricultural Land Reserve and the Community and Provincial Forests and ensures that they are managed on a sustainable basis. These lands contribute to municipal and regional food sufficiency, which reduces the environmental impacts associated with transporting food long distances. They also contribute to local employment and income generation, both directly and through value-added activities. **(Diagram 3)**
- It connects natural areas, parks and protected lands by way of a network of greenways and trails. This network provides habitat and corridors for wildlife; offers recreational opportunities for residents; and facilitates non-motorized access between neighbourhoods. **(Diagram 4)**
- It concentrates the majority of new growth within already developed areas served by sewer and in close proximity to the Downtown. The creation of a more compact built form, with more people living in and adjacent to the Downtown, will contribute to its revitalization. **(Diagrams 5)**
- It designates neighbourhood centres within existing residential neighbourhoods. These centres, which incorporate community amenities, convenience commercial uses and a range of housing, will contribute to a more compact built form; enable residents to meet many of their daily needs within an easy drive or walk; facilitate intergenerational living; nurture a sense of community; and support public transit provision.
- It develops conservation design guidelines for new residential development. These guidelines facilitate compact development types and efficient infrastructure, while protecting significant contiguous green and open spaces. **(Diagram 6)**

For information pertaining to individual neighbourhoods, refer to Appendix #1.



Diagram 1: The Watersheds of Sechelt

This diagram identifies and generally locates the many watersheds and creek corridors that define and form the District.

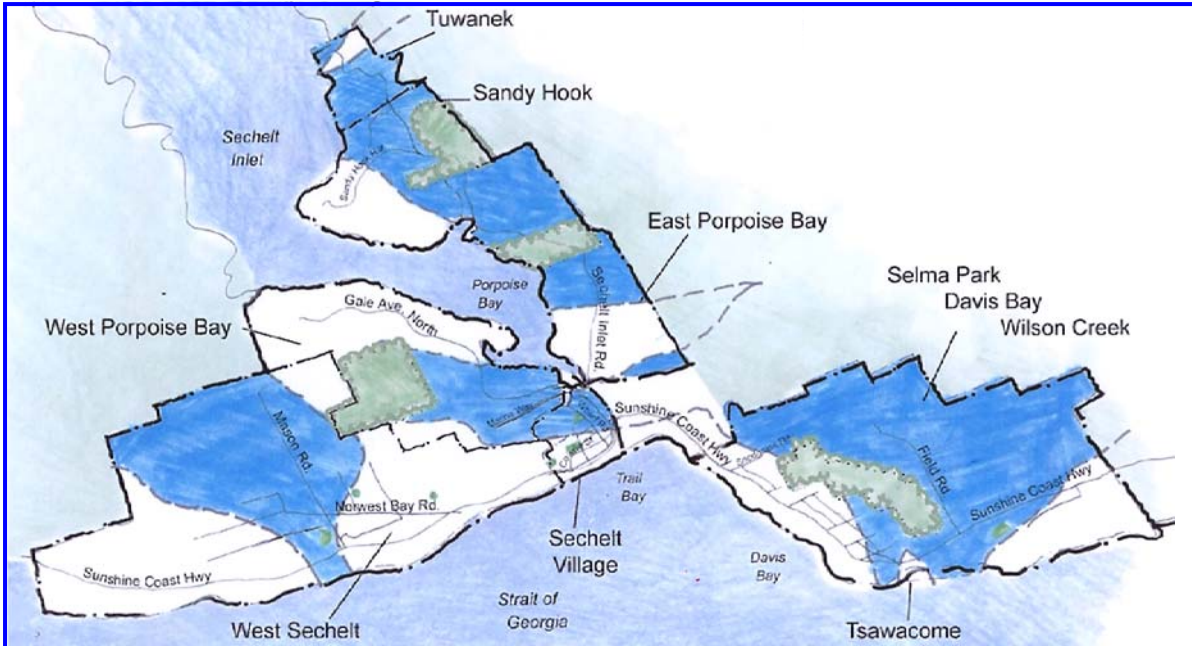


Diagram 2: Aggregated Watershed Perspective

This diagram aggregates the many individual watersheds, while demonstrating their extensive nature and spatial extent within the District.

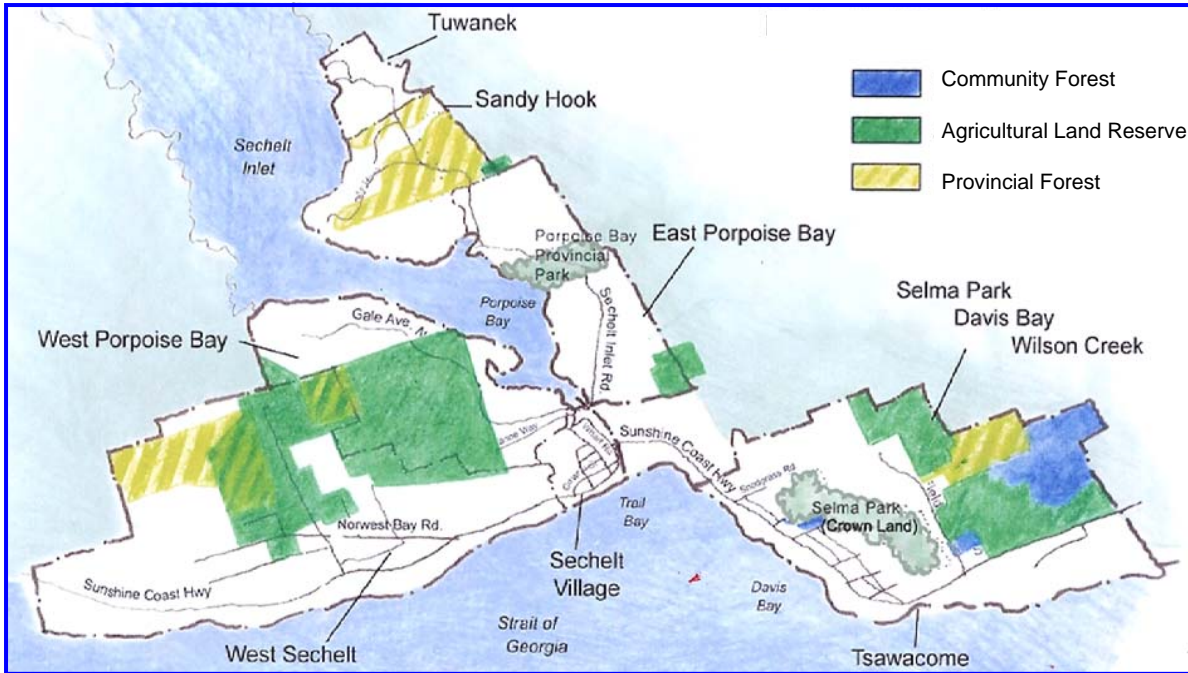


Diagram 3: Agricultural Land Reserve and Community/Provincial Forests

This diagram identifies 'protected' lands in the form of the Agricultural Land Reserve; Community and Provincial Forests; and Provincial Parks.



Diagram 4: Greenway and Trail Network

This diagram illustrates the extensive greenway and trail network which connects natural areas, parks and protected lands, while providing non-motorized access to neighbourhoods.

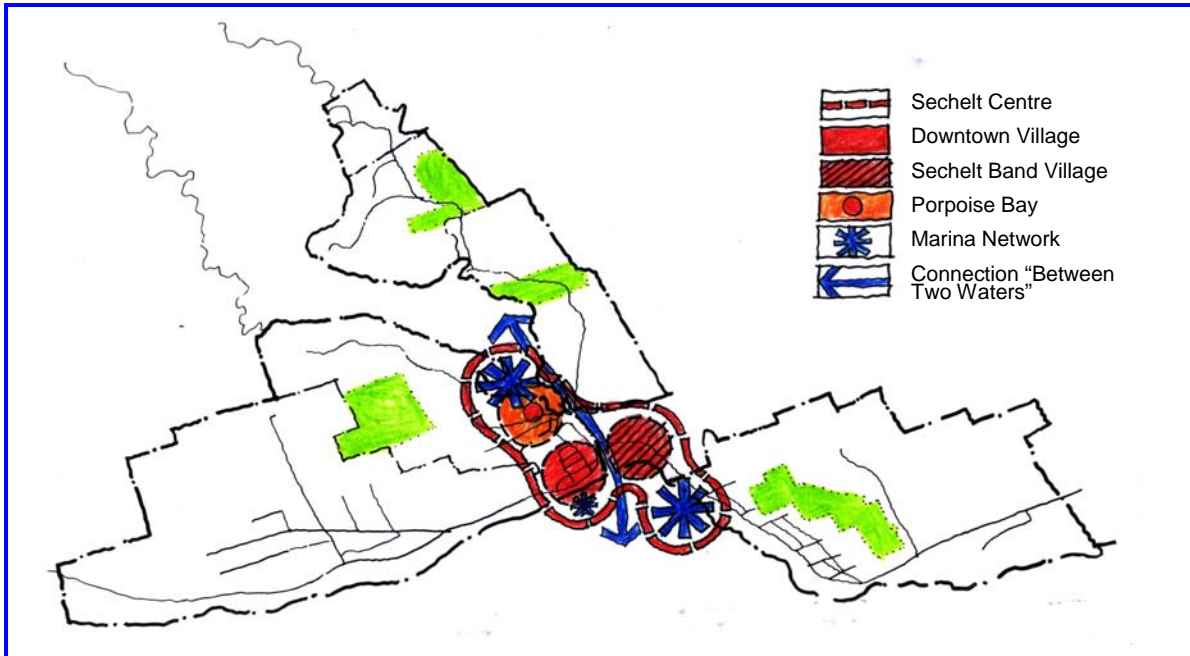


Diagram 5: Sechelt Centre

This diagram illustrates the key components that comprise Sechelt Centre, including the Downtown Village, Porpoise Bay and the Sechelt Band Village.

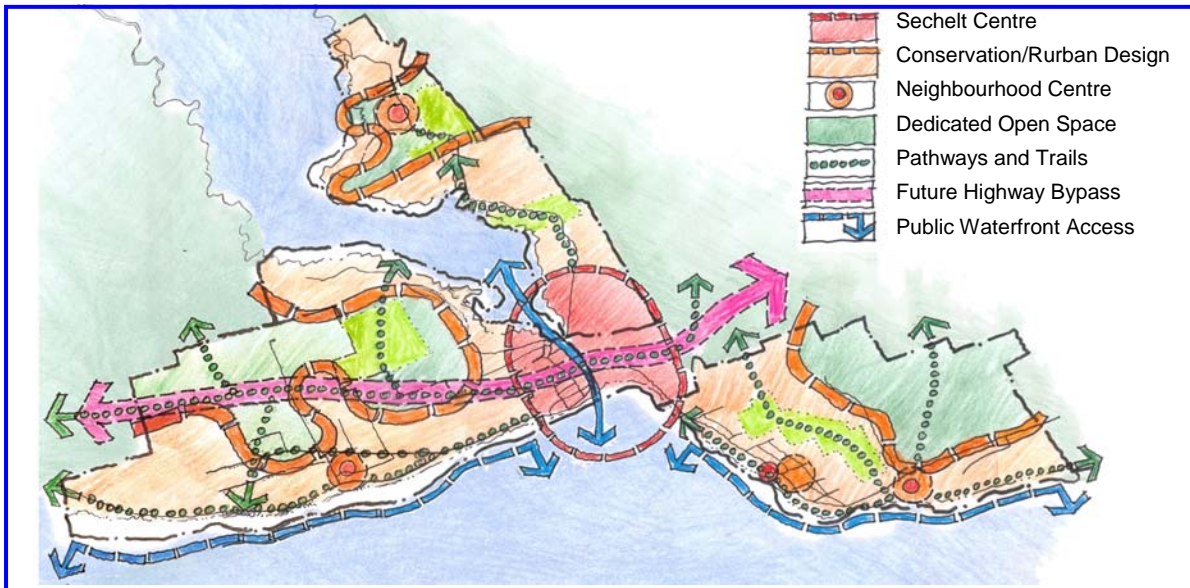


Diagram 6: Sechelt Growth Area

This diagram illustrates a broadly defined containment boundary (dotted red line) and potential development areas (in orange) which would be subject to conservation or 'rurban' design regulations. It also illustrates neighbourhood centres, which would incorporate a range of housing types.

Community Identity:

Sechelt and the larger Sunshine Coast are a unique landscape set along the coastal shores. This setting has special physical and cultural characteristics that are reflected in the settlement patterns, architecture, art forms and parks of the District. These characteristics form the basis for a local identity and physical signature that are authentic and transferable to all aspects of new development in Sechelt. Key features include:

- the physical identity of the community is specific to the land and its peoples;
- the use of special identifying natural and built form characteristics that define “Sechelt;”
- the identity is recurring in the conservation of the natural features, development patterns and architecture of Sechelt;
- the repetition in the design of Sechelt is locally authentic – through an appropriate application and integration of conservation design and cultural responses specific to the region, its natural resources and its conditions.

The community identity of Sechelt invites design innovation within this framework of conservation of land and history; and a proactive architecture that responds to the critical bio-physical elements of the British Columbia Coastal Region.

For a discussion of the natural and cultural conditions of identity, refer to the community identity section starting on page 110.



We need to build an identity based on our distinctive landscape and unique cultural heritage.

(Design Week Case Study Presentation Respondent, October 18, 2006)

Section #1: Natural Environment, Parks and Protected Lands

Introduction:

The District of Sechelt is defined by its foreshore areas, shorelines, watercourses, wetlands and forested upland areas, some of which are protected in the form of parks. Others fall within the Agricultural Land Reserve, which is a provincial designation which recognizes agriculture as the priority use, and the Community or Provincial Forests.

Lands not suitable for development include environmentally sensitive and hazardous areas, floodplains, foreshore areas, shorelines and watercourses. In most cases, regulations have been enacted to limit or prohibit development in such areas. For example, development is not permitted within 15 metres of the high water mark and/or ravine crest of major watercourses.

Despite these regulations and others, residents have expressed concern about the pace and design of new development and its impacts on the natural environment. For example, site preparation practices such as clearing and grading prior to development can lead to erosion, excessive siltation of streams and the loss of native vegetation. Conventional residential subdivision, which employs dispersed designs and large amounts of paved areas, can lead to excessive stormwater runoff.

Residents have also expressed concern about the management and stewardship of parks and protected lands, including the Community Forest. For example, poor farming practices can lead to ground and surface water contamination. Logging in watersheds can lead to erosion and excessive siltation of streams, as well as decreased water supply during the dry season.

Given the above concerns and others, there is support for more and stronger measures to protect the natural environment. There is also support for measures that take a more holistic approach to protection and management; taking into consideration larger systems such as watersheds and ecosystems.

There is too much growth occurring. Without knowing it, we are losing the things that make us truly special.

(Student Questionnaire Respondent, June 2006)

Sechelt is defined by its natural environment. From a distance, the most prominent features are our forests and mountains; however, they are under assault. We are clear-cutting our forests and taming our topography. Our inspiration appears to be the mine and not our natural environment. The time for action is now before it is too late.

(Written Submission, October 23, 2006)



We are operating in a virtual vacuum. We need more information about the natural environment if we are to preserve and protect it.

(Directional Document Respondent, February 22, 2007)

Community Feedback:

Based on the community consultation in support of the visioning process, the following challenges were identified:

- concerns about climate change and its local impacts;
- lack of information about how individuals can make a difference in reducing greenhouse gas emissions;
- lack of local leadership on environmental issues;
- inadequate waste management;
- lack of compact building forms and energy efficient design;
- limited public access to information related to watersheds and environmentally sensitive areas;
- limited use of renewable sources of energy—e.g., geothermal, solar, tidal and wind;
- loss of forested lands and fish and wildlife habitat;
- poor development practices—e.g., clear-cutting and grading;
- conversion of productive farmland to hobby-farm use and rural estates;
- pressure to remove lands from the Agricultural Land Reserve.

The divide between developed and undeveloped lands has never been greater. In the past, residential neighbourhoods seamlessly transitioned into rural estates and farms. Today, new residential subdivisions stand in stark contrast to more established neighbourhoods. Lots are small, houses are large and trees are non-existent. We need to rethink our current development practices and preserve and protect our natural environment.

(Directional Document Respondent, February 22, 2007)



If people were exposed to the ideas of conservation design in new developments, it might be used as a starting point for developing models of environmental protection within existing neighbourhoods. For example, community gardens using grey water, edible and native landscaping, and flowers and shrubs that attract birds and insects. Greenways could also become corridors for harvesting fast growing tree species such as alder or floral arrangement material. Alder has become an attractive wood for woodworkers for carving, furniture and kitchens.

(Directional Document Respondent, February 22, 2007)

Vision:

Sechelt is a leader in addressing climate change; in promoting sustainable lifestyles; in protecting environmentally sensitive areas; and in ensuring that its protected lands are managed in an environmentally sensitive and sustainable manner.

It is committed to eliminating air and water pollutants and greenhouse gas emissions by changing behaviours and adopting new technologies; designing neighbourhoods which enable residents to meet many of their daily needs within an easy drive or walk; encouraging the construction of compact building forms and energy efficient design; promoting alternative modes of transport to the automobile; and supporting energy conservation and waste reduction education programs.

It ensures that development, especially in the forested upland areas, respects site conditions and terrain; retains significant areas in their natural state; and minimizes the amount of paved surfaces to reduce stormwater runoff. It also ensures that developments are coordinated with each other and with greenways and parks to achieve contiguous green and open spaces.

It preserves environmentally significant areas such as riparian habitat, watersheds and wetlands and protects forested lands on escarpments, surrounding ravines and along watercourses. These lands, in combination with existing parks, provide essential habitat for fish and wildlife, while serving as wildlife corridors.

It safeguards its protected lands, including those within the Agricultural Land Reserve and the Community and Provincial Forests; ensuring that they are managed in an environmentally sensitive and sustainable manner. It encourages best management practices that support farming, logging and wildlife, while protecting ecosystems and water quality. It also minimizes urban/rural conflicts and uses natural buffers to separate potentially conflicting land uses.

Objectives:

The objectives are:

- To be a leader on environmental issues.
- To reduce greenhouse gas emissions and plan and prepare for climate change.
- To protect, rehabilitate and/or restore environmentally sensitive and significant areas.
- To ensure that new development and redevelopment occurs in an environmentally sensitive and sustainable manner.
- To expand and connect the park and open space system.
- To manage all protected lands in an environmentally sensitive and sustainable manner.
- To acquire and use the best current information in support of decision-making.
- To encourage and practice sustainable lifestyles.

The natural environment sustains all other systems. As such, it should be granted more respect. We see the environment as serving us rather than us serving it. We must change our mindset before it is too late. We need to reduce our footprint by encouraging compact building forms and preserving our natural heritage. This document provides me with hope.

(Directional Document Respondent, February 22, 2007)



Strategies:

The following strategies support the vision and objectives for the Natural Environment, Parks and Protected Lands. In many cases, they require more detailed study of the natural environment as a precursor to planning and protection. They also require further development and changes to both the Official Community Plan and Zoning Bylaw to ensure and enforce protection.

Watershed and Ecosystem Planning and Protection:

Current Situation:

The Geotechnical and Environmental Reconnaissance Study (May 1993) by Golder Associates Ltd. contained an inventory of environmentally sensitive and hazardous areas within the District. It also contained a number of recommendations to protect such areas.

Based on this inventory, environmentally sensitive development permit areas were designated within the District's Official Community Plan. Development within such areas may require the applicant to supply an environmental impact assessment.

Regulations are also in place to protect watercourses and shoreline and foreshore areas within the District. Regarding the former, development is not permitted within 15 metres of the high water mark and/or ravine crest. As for the latter, development is discouraged within 15 metres above the high tide line and 15 metres below the low tide line.

While these regulations provide localized protection, they do not consider the impact on larger systems, including watersheds and ecosystems. As such, the cumulative impact of many individual and localized decisions can have a detrimental effect on these larger systems.

Watershed and Ecosystem Planning and Protection:

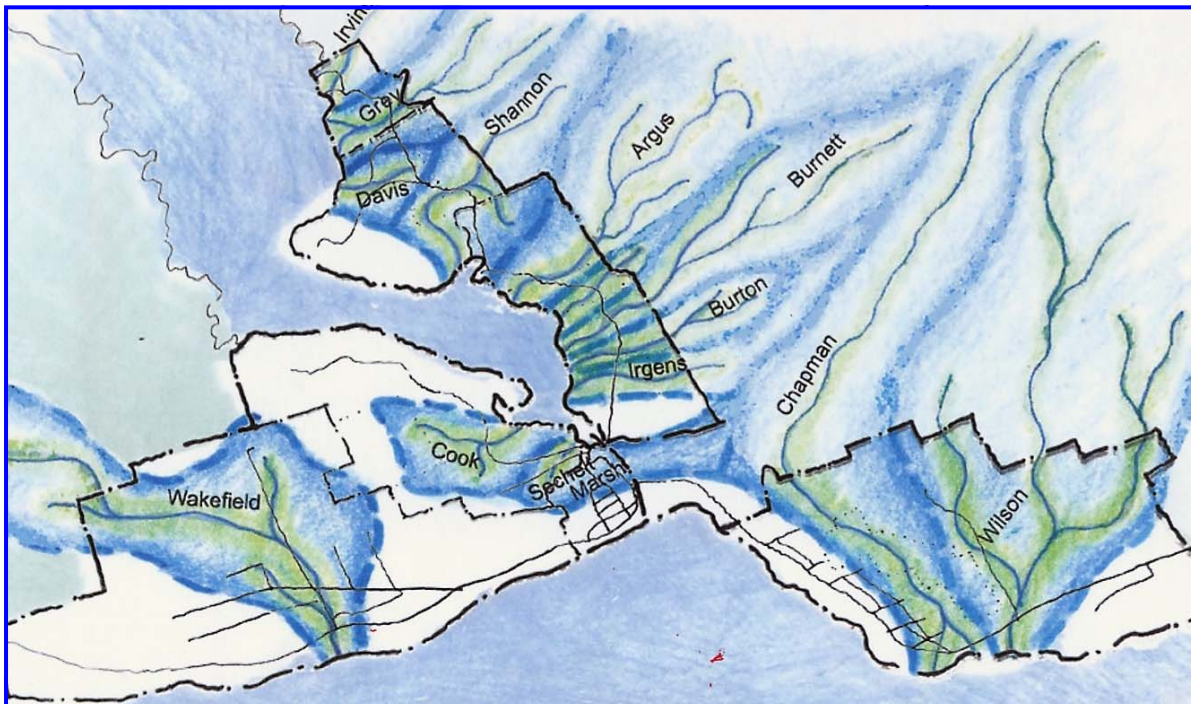
The following policies and programs are designed to protect watersheds and environmentally sensitive areas (including ecosystems) within the District:

- That an updated inventory and map be prepared of watersheds and environmentally sensitive areas within and bordering the District.
- That development be discouraged within watersheds and environmentally sensitive areas.
- That a development permit be required prior to the commencement of development within watersheds and environmentally sensitive areas.
- That an environmental impact assessment be required prior to the issuance of a development permit within watersheds and environmentally sensitive areas.
- That development employ appropriate mitigative measures within watersheds and environmentally sensitive areas. For example, the reduction of impervious surfaces and the retention of native vegetation.

Watershed and Ecosystem Planning and Protection:

- That 'rurban' conservation design regulations be used to guide development within watersheds and environmentally sensitive areas. 'Rurban' conservation design conserves or protects large amounts of contiguous open space by compacting buildings, parking and street circulation (refer to Section #2: Residential Neighbourhoods).
- That leave-strips and setbacks along major watercourses be increased from 15 to 30 metres from the top of the high water mark and/or ravine crest in new development areas.
- That watercourses be protected, rehabilitated and restored and that 'buried' or 'culverted' watercourses in developed areas be 'daylighted,' if feasible.
- That the management of watersheds and environmentally sensitive areas be integrated with the District's Parks and Open Space Master Plan (July 2006), so that environmentally sensitive areas, with the added potential for use as wildlife corridors and linkages to the greenway, pedestrian pathway and trail network, can be acquired and protected.

The City of Port Moody has prepared an inventory and map of environmentally sensitive areas, including ecosystems, within its boundaries; has classified them as high, medium or low; and has developed an Environmentally Sensitive Area Management Plan. The District of West Vancouver is using creek corridors to provide an open space framework for neighbourhood planning and design. To this end, it has enacted regulations prohibiting new development and restricting redevelopment within creek corridors and environmentally significant areas with the exception of public works (e.g., crossings for roads and services) and trails.



Watersheds and Riparian Areas Within and Bordering the District

Environmental Stewardship Program:

- That an Environmental Stewardship Program be developed. This program would protect, restore and manage environmentally sensitive and significant areas. It would also balance public and private sector responsibility in implementing stewardship initiatives, while providing opportunities for residents to make a meaningful contribution.

Possible components could include:

- ◇ stewardship planning—e.g., conduct inventory studies, prepare management plans, etc.;
- ◇ stewardship awareness—e.g., conduct public outreach and education;
- ◇ stewardship volunteers—e.g., support voluntary actions by individuals and community groups;
- ◇ stewardship investment—e.g., facilitate environmental protection;
- ◇ stewardship bylaws—e.g., motivate the private sector and enforce compliance;
- ◇ stewardship finance—e.g., fund mechanisms in support stewardship initiatives.

The City of North Vancouver has recently developed such a program and has prepared an action plan in support of its implementation.

Climate Change Action Plan:

- That a Climate Change Action Plan be developed. This plan would incorporate strategies to reduce local greenhouse gas emissions that cause climate change and ensure that the community is prepared to adapt to the potential impacts of climate change. It would define a leadership role for the District and enlist the participation of builders, businesses, institutions and residents. It would also identify reduction targets and incorporate a monitoring and reporting program.

Currently, a number of municipalities are developing such plans. For example, the City of Kamloops is developing an Integrated Greenhouse Gas, Energy and Air Quality Plan and the Regional District of Nanaimo is developing a Community Greenhouse Gas and Air Emissions Management Plan.

- That a Community Education Program be developed in support of the Climate Change Action Plan. This program would raise awareness about climate change and provide information and instruction on calculating and reducing one's carbon footprint, which is a gauge of the impact that one has on the environment in terms of the amount of greenhouse gases produced, measured in units of carbon dioxide.

Currently, there are a number of websites dedicated to calculating one's carbon footprint. For ease of access, one or more of these websites could be featured on the District's website and a booklet or guide could be produced—e.g., "101 Steps to a Sustainable Lifestyle.

We need to do something about climate change before it is too late. We must move from talk to action.

(Youth and Young Adult Focus Group, December 12, 2006)

Park and Open Space:

A Parks and Open Space Master Plan was completed for the District in July 2006. This plan is supportive of many of the objectives related to the natural environment, as well as other areas of focus, within the Vision Plan, including:

- the creation of a bicycle/pedestrian pathway and open space system that parallels the shorelines of both Sechelt Inlet and the Strait of Georgia;
- the creation of greenways that connect open spaces, parks and protected lands, thus creating contiguous areas or corridors to facilitate wildlife movement;
- the creation of a greenway, pedestrian pathway and trail network linking neighbourhoods with each other and to the Downtown Village;
- the creation of a greenway, pedestrian pathway and trail network that encourages use of alternative modes of transport to the automobile;
- the enhancement of waterfront access and use, including improved accessibility for people with disabilities and mobility limitations;
- the provision of open space and parks in existing and newly developed areas to provide opportunities for nature appreciation and recreation such as cycling, jogging and walking;
- the use of partnerships with community and conservation groups to protect, maintain and/or manage natural areas, open spaces, beach accesses and parks.

Given the above common objectives, plus others, **it is recommended that the Parks and Open Space Master Plan be supported and implemented.**



Major Parks and Trails in the District

Agricultural Lands:

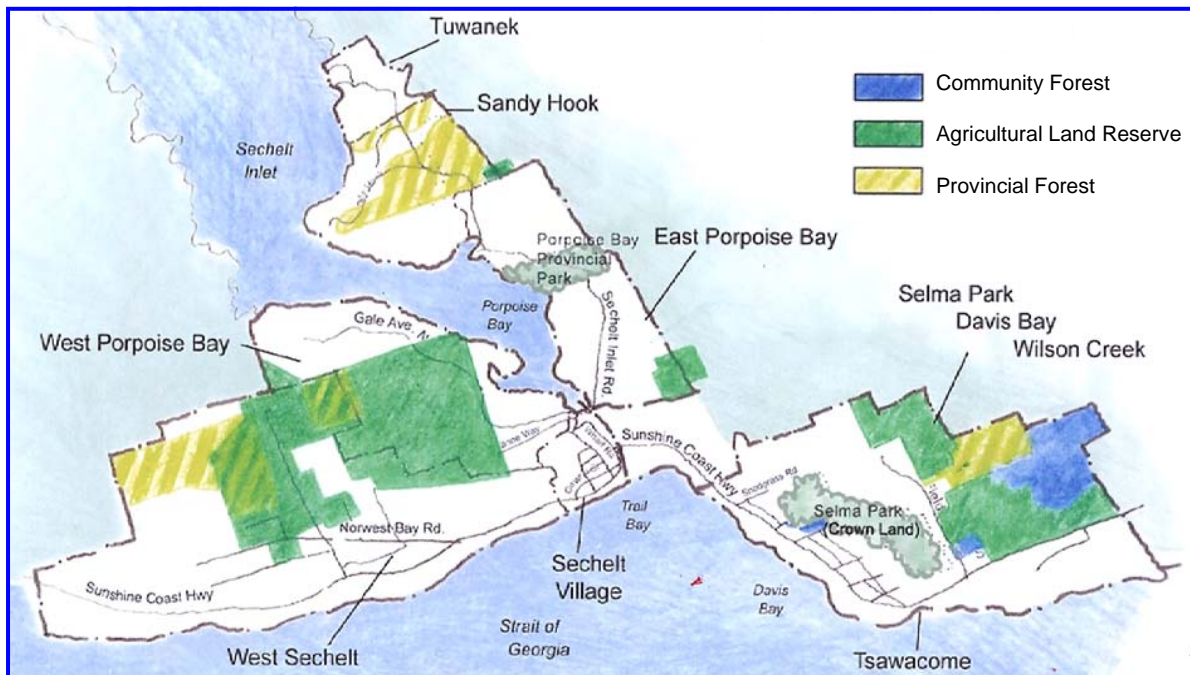
Current Situation:

There are about 660 hectares of land within the Agricultural Land Reserve (ALR) within the District, which is a provincial designation that recognizes agriculture as the priority use. All land within the ALR is subject to the provisions of the Agricultural Land Commission Act. The Act generally prohibits or restricts non-farm use and subdivision of ALR lands, unless otherwise permitted or exempted.

Issues facing the farm community include but are not limited to: the long-term viability of agriculture; the preservation of farmland for farming; the increasing number of conflicts between urban and rural activities; the rising cost of farmland; the conversion of farmland to hobby-farm use and rural estates; and the interrelationship between farmland and wildlife habitat.

Farmland Protection Strategies:

- That farming be recognized as the primary use of agricultural lands.
- That a regional strategy in support of farming be developed in conjunction with the Sunshine Coast Regional District.
- That parcel sizes be maintained and that consolidation be encouraged (rather than fragmentation of agricultural lands).
- That an Agricultural Impact Assessment be used to quantify the impacts of a proposed development, rezoning, subdivision or other non-farm use on farmlands or areas adjacent to farmlands.



Agricultural Land Reserve and Community/Provincial Forests

Agricultural Lands:

- That 'rurban' conservation design regulations be used to guide development within the urban/rural interface. 'Rurban' conservation design conserves or protects large amounts of contiguous open space by compacting buildings, parking and street circulation.
- That a Community Education Program be undertaken to inform residents in the urban/rural interface about farm practices and 'urban' activities that may result in difficulties to farmers.
- That best management practices be encouraged that support both farming and wildlife and that maintain hydrological functions and water quality on agricultural lands.

The Corporation of Delta has taken a leadership position with regard to protecting its agricultural lands. Its Official Community Plan includes a policy requiring an Agricultural Impact Assessment prior to development on farmlands or areas adjacent to farmlands and new zoning regulations that minimize the negative impacts of dwellings on farmlands. It is also considering urban/rural planning initiatives such as development permit guidelines for the urban side.

Community and Provincial Forest Lands:**Current Situation:**

The Community Forest comprises an area of about 250 hectares within the District. In a Community Forest, the Province transfers decision-making over local forest resources, including non-timber values, to a community. Community Forest license holders can manage their area for a range of community values, including biodiversity, visual qualities and watershed protection. Five year probationary licenses can lead to agreements of up to 99 years, providing communities with the opportunity to manage local forest resources for the long-term benefit of their residents.

The Provincial Forest comprises an area of about 195 hectares of land and includes lands within the neighbourhoods of Selma Park, West Sechelt and Wilson Creek.

Sustainable Management:

Consultation participants and steering committee members emphasized the importance of these lands, given their size and strategic location, and the need for them to be managed in an environmentally sensitive and sustainable manner. They also emphasized the need for these lands to provide community benefits, including biodiversity and ecosystem preservation; community water supply protection; and recreational access and use; as well as consideration as to their visual qualities, since they form the forested backdrop to the community. Given that no detailed study was undertaken with regard to these lands or their current management practices, no strategies are outlined. Given that community concerns have been raised regarding their management, there is a need to communicate how these lands are being managed in an environmentally sensitive and sustainable manner and what benefits the community is deriving from their use.

Section #2: Residential Neighbourhoods

Introduction:

Of the six neighbourhood groupings in Sechelt; five are primarily residential in nature. These are:

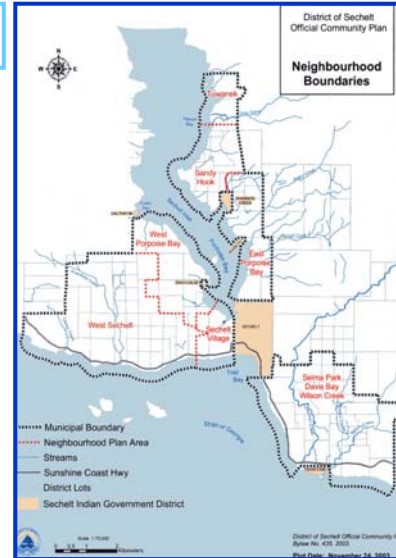
- Davis Bay, Selma Park and Wilson Creek;
- East Porpoise Bay;
- Sandy Hook and Tuwanek;
- West Porpoise Bay;
- West Sechelt.

Several of these neighbourhoods have limited or no commercial activities, including convenience retail outlets. As such, residents of these neighbourhoods must travel considerable distances by car or transit to meet their daily needs.

A stated goal in the Official Community Plan is to encourage new development and redevelopment that achieves a “housing type distribution of approximately 65% single family, 30% multi-family and 5% mobile dwellings.” Currently, only the Downtown Village approaches this distribution. All the other neighbourhoods are primarily comprised of single family, with very little multi-family or rental housing, with the exception being secondary suites. In fact, home ownership rates, which are just under 80% in Sechelt, are one of the highest in the Province.

Most neighbourhoods are also becoming increasingly inaccessible to large segments of the local population given the dramatic spike in housing prices over the past few years and the lack of more affordable housing types such as apartments, live/work residences and townhouses, as well as co-op and non-market housing alternatives. In 2001, the median-price of a single-family detached home was \$164,000 in Sechelt, whereas in 2005, it was \$279,000, an increase of about 70% in four years.

Increasing population growth has placed pressures on housing prices; as has the in-migration of near-retirees and retirees. These 'newcomers,' who primarily derive from Greater Vancouver where home prices are high, are able to sell their home and buy another in Sechelt, while having money left over for home improvements and retirement. Therefore, prices paid are not related to local purchasing power. This influx of near-retirees and retirees is also contributing to an aging population, with the median age for Sechelt being almost six years higher than for the Province.



Community Feedback:

Based on the community consultation in support of the visioning process, the following challenges were identified:

- lack of affordable, non-market, rental and special needs housing;
- lack of ground-oriented, multi-family housing which is suitable for young families;
- lack of housing which enables seniors to age-in-place and remain in their neighbourhood of choice;
- lack of convenience commercial in outlying neighbourhoods;
- lack of design guidelines targeting single family residential development;
- limited use of ecologically sensitive designs (e.g., green building) and layouts (e.g., cluster or hamlet housing);
- loss of mature and native vegetation, both as part of site preparation and during construction;
- lack of respect for site conditions and terrain in new residential developments;
- limited use of greenbelts to buffer, connect and demarcate neighbourhoods;
- loss of community character in established residential neighbourhoods;
- poor linkages between neighbourhoods – i.e., no comprehensive pedestrian and bikeway network.



Prohibit clear-cutting and grading as part of site preparation and development.

(Community Interviews, October 19, 2006)



Ensure a variety of building forms, thus reducing uniformity – i.e., not the 'cookie-cutter' approach used in West Sechelt.

(Community Interviews, October 19, 2006)



There is no neighbourhood centre in West Sechelt. Instead, we have a convenience store. We need a true focal point, combining convenience commercial uses, community amenities and a range of housing.

(Community Interviews, October 20, 2006)

Our family outings consist of riding our bikes around the block. There are no bike paths and few trails. Getting Downtown means riding along the shoulder of the highway, which we refuse to do. There needs to be a comprehensive pedestrian and bikeway network linking all neighbourhoods.

(Parent Focus Group Participant, December 12, 2006)

Vision:

Residential neighbourhoods are places where people interact and develop a sense of community. They are attractively designed, connected and inclusive places.

Residential neighbourhoods incorporate building designs and layouts that are energy efficient; respect site conditions and terrain; protect significant natural features; and provide for local open space and recreational needs. They are attractively designed and scaled and have a distinct identity; one created by their natural surroundings and strengthened by communal places such as community amenities and convenience commercial uses.

Residential neighbourhoods are connected to each other and to the Downtown by a network of pedestrian and bicycle routes, and trails in natural areas, which facilitate access, recreation and social interaction. They use creeks to provide an open space framework for neighbourhood design and greenbelts to define their edges, while providing green and wildlife corridors. They are healthy and safe places in which to live and raise a family.

Residential neighbourhoods are inclusive of people of different abilities, ages and incomes. They incorporate a variety of housing forms and tenure types which enable the elderly to age-in-place and stay in their neighbourhood of choice; people with disabilities to be part of a community; single mothers to realize affordable, safe and secure housing; young adults to live independently; and young families to get established and set down roots.

Objectives:

The objectives are:

- To develop in harmony with the diverse natural environment and terrain.
- To develop distinct, unique and vibrant centres or focal points in each neighbourhood.
- To develop a wide range of housing by type, tenure and price in each neighbourhood.
- To encourage redevelopment and infill that is sensitive to the existing residential context.
- To foster community connectedness and to strengthen a sense of belonging, identity and interaction.
- To conserve energy, materials, water and other resources in new residential development.
- To design neighbourhoods which encourage walking and cycling and support transit usage.

Examine current housing design to determine if it is family-friendly. It would appear from the marketing that new housing is targeting elderly households in the Lower Mainland.

(Parent Focus Group Participant, December 12, 2006)

Create neighbourhoods with a mix of single and some multi-family housing – i.e., let's not create 'ghettos' or 'precincts' with all the same type of housing.

(Community Interviews, October 19, 2006)



Strategic Areas and Key Features:

The following strategies and associated community design guidelines support the vision and objectives for Residential Neighbourhoods. The example sketches provide a visual interpretation of a desired future and are intended to guide planning and development decisions.

- Conservation Design:
 - ◇ Rationale
 - ◇ Residential Subdivision Design Alternatives
 - ◇ Conservation Design Examples—Density Neutral / More Density and More Open Space
 - ◇ Rurban Hamlet
- Infill Housing
- Neighbourhood Centres:
 - ◇ Key Components
 - ◇ Location Options
 - ◇ Wilson Creek (Conceptual Only)
 - ◇ Jackson Village Centre (Conceptual Only)
 - ◇ Davis Bay (Conceptual Only)
- Energy Efficient Building Design and Green Infrastructure:
 - ◇ Energy Efficiency
 - ◇ Solar Energy
 - ◇ Green Infrastructure



Our older residential neighbourhoods have more varied housing types. The houses are also far smaller than those being built today and retain more green space and trees. While they are not perfect; they have features that should be incorporated into newer developments.

(Community Interviews, October 19, 2006)

Conservation Design:

The community has expressed concerns about the loss of trees and wildlife habitat, as well as other open space features, associated with the current pattern of residential subdivision development. This section presents alternative concepts and strategies for residential subdivision development in response to the above concerns and the increasing development pressures being experienced by all neighbourhoods.

Rationale:

- Conventional and traditional residential subdivisions are no longer appropriate given community concerns regarding the environment and emerging housing needs and will be replaced with designs that conserve significant open space and promote housing diversity.
- Conservation design techniques can protect contiguous open space areas, reduce infrastructure costs and accommodate smart growth objectives with a mixture of single-family detached, attached and multiplex building types.
- Housing design and development guides can be tailored for specific physical contexts within the District, including existing neighborhoods and the semi-rural areas.
- Housing affordability can be increased with a diversity of housing types, including mixed-density clusters in new developments and infill redevelopments.
- Neighborhood centers in or shared by new residential developments can add a more citizen-interactive resource facility to the community.

Residential Subdivision Design Alternatives:

The community is confronted with new residential subdivision proposals that utilize conventional and traditional subdivision designs characterized by a dispersed, low density physical pattern. This often results in an ineffective use of the land:

- decreasing housing affordability due to mega-homes on large suburban dispersed lots;
- erosion of rural landscapes and lifestyles;
- higher servicing costs (e.g., emergency, fire and police);
- inefficient use of existing infrastructure (e.g., sewer and water) and extensive street networks;
- loss of forests, meadows, agricultural lands, aquifers and wildlife habitat.

The natural and rural features impacted by these ineffective development practices comprise the key components of the Sechelt and Sunshine Coast 'Small Town Character' valued by residents. This section articulates new strategies and directions for residential subdivision that are less density determined and more development typology directed.

The pace of development is staggering. Development signs and subdivision boards are everywhere and public hearings are a weekly occurrence. Residents are growing tired and staff are overwhelmed. What appears to be missing is the big picture—how do all these developments fit together to create a more livable and sustainable community? Let's take a step back and discuss what type of community we want.

(Directional Document Respondent, February 22, 2007)

Conservation Design:

An alternative to conventional or traditional subdivision development patterns includes design methods that compact conventional building types, reducing or eliminating paved surfaces and increasing the amount, quality and contiguous nature of open space. Methods include neo-traditional cottage or courtyard housing; cluster development; mixed-density hamlets or homesteads; and conservation design. All of these ideas have a central concept: compact development with shared infrastructure and shared vehicle accommodation (storage).

Neo-traditional design or new urbanism employs smaller blocks and lots accessed with alleys to reduce the dispersed and less efficient conventional or traditional residential subdivision design. Single-family housing is clustered around courtyards or other shared open spaces. Cluster development often arranges attached buildings around interior parking or garage access courts with the houses facing out onto shared open space. Mixed density hamlets or homesteads are compact clusters with different residential building types within each cluster; sharing infrastructure and vehicle accommodation. Conservation design conserves or protects large amounts of contiguous open space by compacting buildings, parking and street circulation and using the alley as a new access lane replacing the grid street, thereby reducing paved surfaces.

In order for any of these methods to succeed, two components must be present: (1) conservation or protection of significant contiguous open space or other natural features; and (2) compact arrangements of allowable residential units and accompanying infrastructure and vehicle accommodation. These methods are density neutral in that the underlying permissible densities are accommodated; and they are arranged in different compact development typologies with a resulting increase in contiguous open space.

Conservation Design: (Two Examples)

The diagrams and sketches on the following pages demonstrate two conventional or traditional residential subdivisions and alternative ways to improve additional, contiguous open space within the allowable densities. The first example is suburban in nature, smaller lots approximately 585 square metres in area; and the second, a semi-rural subdivision of larger lots approximating 710 square metres or more in area. Both conventional or traditional designs consist of dispersed homes on lots arranged along a residential street.



Two Examples of Conventional or Traditional Residential Subdivision in Sechelt

Conservation Design:

Density Neutral:

Conventional Residential Subdivision:

This design incorporates 28 single-family detached homes with garages and driveway aprons, six metres by seven metres (42 square metres), arranged on standard lots, approximately 585 square metres, along a residential street. A park, approximately 600 square metres, is provided at the centre of the development.

Conservation Design A: Linear

This design incorporates 28 single-family detached homes with garages on smaller lots, 10 by 13 metres to 13 by 20 metres, accessed with an eight metre wide minimum alley and aggregates the remaining area as a large contiguous open space. The building types are similar, driveway aprons are eliminated and less efficient setbacks for each home are eliminated and aggregated.

Conservation Design B: Cluster

This design incorporates 28 single-family detached homes with garages on smaller lots similar to Example A; however, the lots are arranged in clusters.



Conventional Residential Subdivision

Conservation Design A: Linear

Conservation Design B: Cluster

If designed and priced right, many people would opt for a home in park-like setting. The population is getting older and more and more people are downsizing. Many don't want to maintain large homes and yards. Others aren't ready or willing to move into a condominium or townhouse. The options presented provide people with a good alternative that also protects the environment.

(Directional Document Respondent, February 22, 2007)

Conservation Design:



Conservation Design: Linear or Cluster (Upper Left Sketch)



Conservation Design C: Mixed Density Hamlet

The below design incorporates a mixed density concept: within a given cluster, different housing types are arranged around a common open space. Each home has a private open space connected to both the home and the common space. Building types include: multiplex home with single foyer entry containing three to five residential units; duplex and triplex buildings; attached cottages; and single-family detached homes. Parking is shared and/or dispersed throughout the site in small shared lots, eliminating driveway aprons and garages (carports are options).



Conservation Design:

More Density and More Open Space:

Conventional Residential Subdivision:

This example illustrates a conventional or traditional semi-rural, large lot subdivision containing 20 single-family detached homes on 750 square metre or larger lots. A curvilinear loop road serves the lots with significant clearing of vegetation.

Conservation Design A: 27 Units

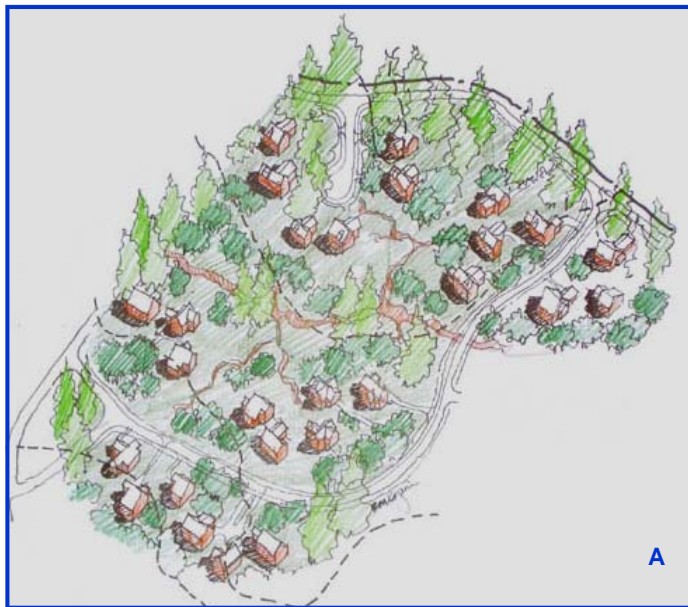
This example (A) illustrates a conservation design subdivision containing 27 single-family detached homes and incorporating significant open space and a trail network.

Conservation Design B: 35 Units

This example (B) illustrates a conservation design subdivision containing 35 single-family detached homes, while still incorporating significant open space and a trail network.

Conservation Design C: 47 Units

This example (C) illustrates a conservation design subdivision containing 47 housing units, comprising a mix of single-family detached homes; attached one-storey cottages; duplex and triplex or townhouse residences; and multiplex housing (single entry with three to five units).



Conventional Residential Subdivision (Left Hand Side)

Conservation Design:



Rurban Hamlet:

A rurban hamlet is density neutral and arranges the units in a mixed building type cluster (referred to as “mixed density”) on only a small portion of the overall site. For example, on a 10 acre site with an allowable density of six units per acre, or 60 units overall, it can locate all 60 units on four to six acres, saving or conserving six to four acres, respectively, in contiguous open space. All with conventional building types using detached, attached and multiplex homes.

The following sketches illustrate rurban hamlet development in the urban/rural interface. The right hand sketch shows multiplex housing (single-entry with three to five units, a shared front porch and shared garage); single-family detached bungalows, including one with an attached in-law suite; attached cottages; a shared garage; and a studio/potting building. Each unit has a private yard that connects to shared open space.



Infill Housing:

Infill is a term referring to smaller remodel or redevelopment projects within established neighbourhoods and subdivisions. Infill can occur on one lot or a small cluster of lots as opposed to a ten or one hundred lot development. There are many ways to incorporate additional density into low density residential developments without negatively impacting the existing physical character and scale of the neighbourhood. The sketches on the following page illustrate small lot infill.

Infill Example A:

- a duplex is arranged with separate entries;
- individual front yards;
- a shared driveway and garage;
- a shared backyard;
- both units are integrated with a pitched roof, appearing as one house;
- one unit has a large front porch, the other a small entry porch with entry hood, setback approximately two meters.

Infill Example B (Coloured Portion):

- two single family homes share the same lot and driveway;
- small in-law units can be accommodated in either or both homes;
- a private front yard (main unit);
- a private side yard (side unit);
- a shared backyard.

Infill Example C (Coloured Portion):

- a one or two storey addition to existing or new single family detached housing;
- a shared driveway and garage;
- a private open space for second unit.

Infill Example D:

- courtyard housing has four units in each of two buildings facing each other;
- front units are single family character with “eyes on the street” and private front yards;
- interior courtyard has space for each unit;
- a shared backyard;
- a shared garage with alley access.

Infill Housing:



Neighbourhood Centres:**Key Components:**

Neighbourhood centres are places where residents come together for civic and cultural activities, leisure and small scale convenience shopping. Where convenience shopping is not appropriate, other public or semi-public uses may occur such as small art centers, clubs or organizations open to the public and library resource centers.

Neighbourhood centres can occur as a separate freestanding complex or as a part of a larger development. Many neighbourhoods cannot afford a designated centre. Consequently, centres that are a part of private development activity may have a special appeal. In either option, housing as a part of the neighbourhood centre is the glue socially and economically.

In the example sketch on the following page, the components below are arranged in a two hectare neighbourhood centre—a social, civic heart of a neighbourhood.

1. a mixed use building with 930 square metres of commercial space on the ground floor and 14 units of residential on the upper two floors; outside ground floor patios provide space for coffee shops and small cafes;
2. a centre 'green' approximating the size of a volleyball court provides an open space focus and passive activity area for the centre and adjacent residential units;
3. a community building with meeting rooms, computer/library resource facilities, small offices and an outdoor patio facing onto a small community garden;
4. a community garden incorporated into the centre's open space 'heart;'
5. single-family, detached live/work homes with two units of residential over an office/commercial space at ground level;
6. attached townhouse live/work units with two story residences above office/commercial space;
7. an at-grade residential unit attached to the townhouses for people with disabilities;
8. six townhouse live/work units with two story residences above office/commercial space;
9. on-street parking in 6.5 metre wide parking lanes with two 3.2 metre traffic lanes and pedestrian crosswalks;
10. periphery shared parking lots distributed in small lots throughout the site;
11. landscaping, as appropriate.

Location Options:

If freestanding as separate developments, neighbourhood centres can occur within residential areas away from major highways, helping them maintain a small scale physical character. If developed as a part of a larger development, they can be located at the corner or edge of such a development in order to better integrate with adjacent and nearby residential developments.

In the example sketch, there are 37 dwelling units, including a caretaker's unit, and over 70 parking spaces to accommodate the 55 onsite spaces for residential units and an additional 15 onsite spaces, plus 16 on-street parking for the community and mixed use buildings.

Neighbourhood Centres:

Density Considerations:

If a neighbourhood center is developed as a part of a larger residential development, the residential density in the centre can be treated as a bonus to the developer for providing community and mixed use buildings, a community garden and a 'green.' The remaining area of the development can contain the allowable density using conservation design principles.



Example Sketch of a Neighbourhood Centre

Neighbourhood Centres—Wilson Creek:

To illustrate the expansion of existing retail uses in Wilson Creek into a neighbourhood centre concept, the example below adds a two-and-one-half storey mixed use development to the rear and side of the existing Georgia Strait Café building. The mixed use development incorporates housing on the second storey and retail shops accompanied by a community meeting room, resource library and covered pedestrian leisure area. The building infill reflects both green regionalism and historic architectural forms in the steep metal roofs, weather marques and previous parking surfaces. A clearly delineated pedestrian walkway connects all retail and commercial uses within the commercial centre at Wilson Creek.



Expansion of Existing Retail Uses in Wilson Creek into a Neighbourhood Centre

Neighbourhood Containment Boundaries

It is proposed that each neighbourhood centre have its own containment boundary.

Within the boundary, a range of housing types would be permitted, including apartments, live/work residences and townhouses. The higher densities would compensate developers for the provision of community amenities such as affordable housing, child care facilities, community gardens, public meeting spaces and small art centres. The higher densities would also support convenience retail outlets, providing a local market for merchants.

Outside the boundary, residential development would be limited and subject to either conservation or 'rurban' design regulations, which conserve or protect large amounts of contiguous open space by compacting buildings, parking and street circulation. Agricultural lands would also be protected, as the pressure to develop these lands would be significantly reduced.



Georgia Strait Cafe



Jackson House

Neighbourhood Centres—Jackson Village:

Heritage buildings, significant for architecture, history and/or neighbourhood context, can be integrated into new mixed use developments and transformed into neighbourhood centers. The example sketch below, looking across Highway #101 at the Georgia Strait Café and the adjacent corner of Field Road, shows Jackson Village Center. Key features include:

- Jackson House, an existing residential building, is remodeled as a community meeting space and outreach library/resource center with direct pedestrian access from Field Road;
- a two and one-half storey mixed use building, residential and/or office above retail at grade is located along Highway #101, incorporating architectural features similar to that of Jackson House (e.g., dormers, gable roofs, etc.);
- a covered pedestrian porch circumvents the ground floor perimeter to protect visitors;
- smaller scale one and one-half to two storey residential buildings line Field Road heading toward the water with front porches and street orientation;
- rear residential buildings, some multiplex (three to six units), can be located to the center or rear of the project forming an interior courtyard (not seen in sketch);
- parking is accommodated in the perimeter front yard (single bay only for a maximum of 50% of the length of any ground floor retail space); and to the side and/or rear yards.



Jackson Village Centre, Wilson Creek

I am getting older and it is getting harder and harder for me to maintain my home. I would like to sell my home and buy a condominium in the Davis Bay area. The ones currently being developed on the waterfront are too expensive. We need more affordable housing for the elderly and not just in the Downtown.

(Community Interviews, October 19, 2007)

Waterfront Commercial—Davis Bay:

There is an existing neighbourhood centre on Davis Bay Road, comprised of an elementary school, child care facility, church and park which serves the larger residential area. This centre should be augmented, where possible, with convenience commercial outlets along the existing waterfront commercial area on Davis Bay. These commercial outlets would have a dual purpose, serving local residents and tourists.

The sketches on the following pages are not proposed development schemes. They are intended to assist the community in discussing detailed community design guidelines for the development of the waterfront commercial area at Davis Bay.

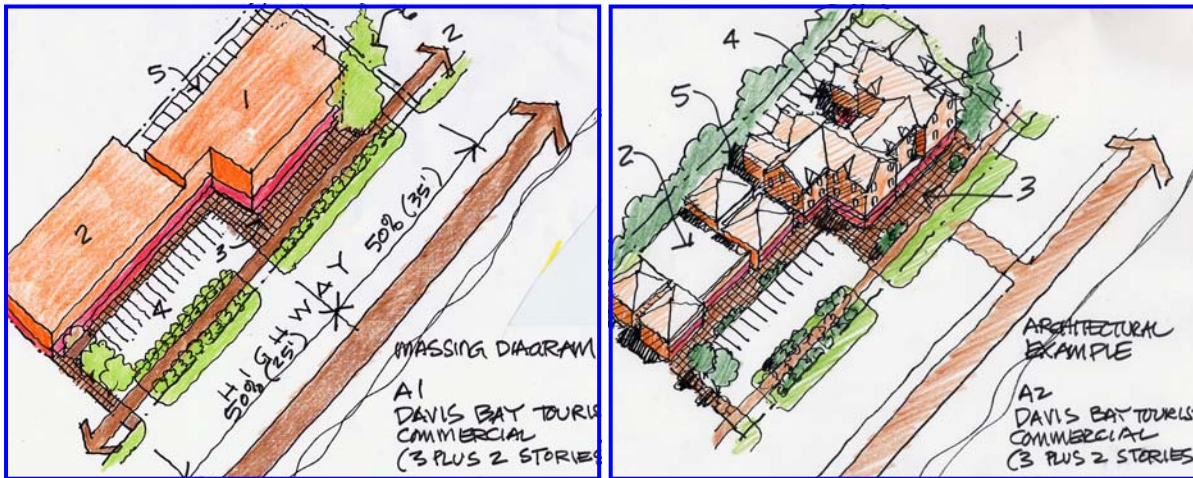
Massing Diagram (A1):

1. A three storey (10.5 metre) height with two stories of residential over one storey of ground level retail with continuous pedestrian weather protection for a maximum of 50% of length of the site.
2. A two storey (8.0 metre) height with one storey of residential or office over one storey of ground level retail with continuous pedestrian weather protection.
3. A continuous pedestrian area along the front of the development highlighted by a four metre deep minimum pedestrian plaza for at least 50% of the length of the site.
4. A single loaded (one bay) parking lot in front yard not to exceed 50% of the length of the site.
5. Parking to the rear of the development.
6. Retain native vegetation, where feasible, and incorporate into site design.
7. Continuous walkway along upland commercial development.
8. Continuous waterfront walkway.

Architecture Example (A2):

1. A three story (10.5 metre) height with two stories of residential over one storey of ground level retail with continuous pedestrian weather protection for a maximum of 50% of length of the site; pitched roofs (10.5 metres to half the height of gable) with small courtyard in rear facing residential area.
2. A two storey (8.0 metre) height with one storey of residential or office over one storey of ground level retail with continuous weather protection; hip and flat roof combinations can reduce height of roof to increase ocean views from residential areas.
3. A continuous pedestrian area along the front of the development highlighted by a four metre deep minimum pedestrian plaza for at least 50% of length of the site.
4. A single loaded (one bay) parking lot in front yard not to exceed 50% of length of the site.
5. A pedestrian concourse connecting rear parking to highway frontage.
6. Retain native vegetation, where feasible, and incorporate into site design.

Waterfront Commercial—Davis Bay

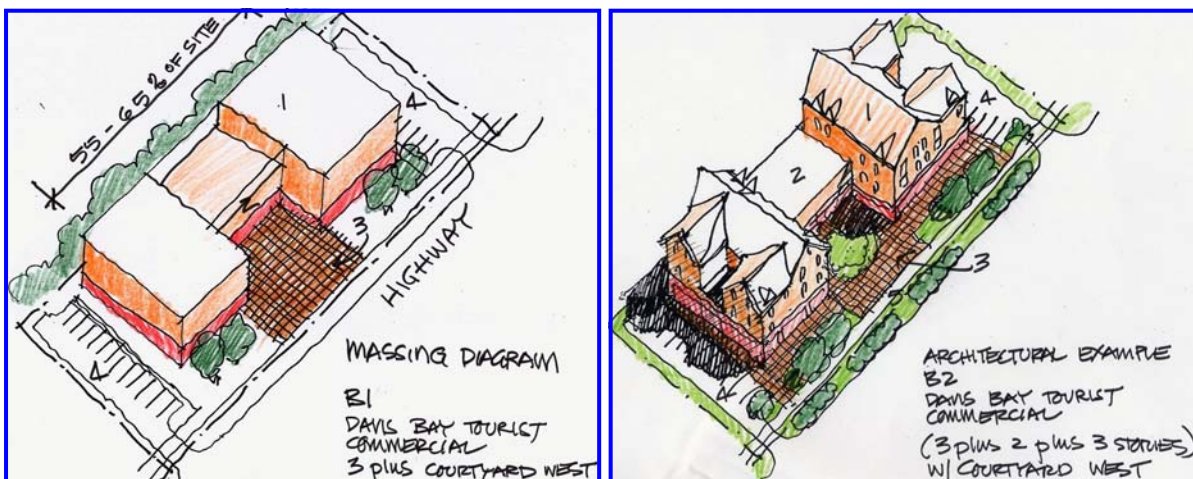


Massing Diagram (B1):

1. Two storey residential over one storey ground level retail on each end of the development.
2. One storey residential or office over ground level retail in centre of development to allow view corridors for adjacent residential areas.
3. Front yard plaza connecting public sidewalk to development.
4. Side yard parking on one or both perimeters of the site.
5. Building mass occupies 55% to 65% of the length of the site to increase view corridors along each end of the site.

Architecture Example (B2):

The sketch represents an architectural translation of the massing diagram, with a mid-complex front yard plaza facing the waterfront and street; and a lower mid-complex building height to afford views from the adjacent residential areas.



Waterfront Commercial—Davis Bay:**Davis Bay Waterfront Commercial Example Sketch:**

Two stories of commercial or retail on each end of development. One storey of retail in centre of development to allow view corridors from adjacent residential areas. Front yard pedestrian plaza connecting sidewalk to development and side yard parking on one or both perimeters of site.

Energy Efficient Building Design and Green Infrastructure:

As part of the consultation in support of the visioning process, residents emphasized that new housing must be sustainable (i.e., affordable, ecologically neutral and energy efficient) and that new development must not significantly alter the natural environment and image of Sechelt. In fact, it was felt that the District should lead the way in energy efficient building design and green infrastructure and act as a model for other jurisdictions.

Energy Efficiency:

That the District adopt LEED or higher as a baseline building standard for all new municipal construction and major renovations and that it set a timeline for using LEED as a basis for assessing all new building projects as part of the development approval process.

The LEED (Leadership in Energy and Environmental Design) Green Building Rating System promotes integrated design processes from a whole-building perspective and is based on a 69 point system divided into six different categories: sustainable sites; water efficiency; energy and atmosphere; materials and resources; indoor environmental quality; and innovation and design. The threshold for certification is set at 26 points; 33 to 38 points earns a Silver rating; 39 to 51 points earns a Gold rating; and over 52 points earns a Platinum rating. Documentation for every prerequisite and credit is submitted to and reviewed for compliance by the Canada Green Building Council.

In British Columbia, a number of municipalities are taking a leadership role in this area:

- The City of Port Coquitlam has a “Triple Bottom Line” checklist which all new building projects must meet prior to gaining approval. It also has a variety of policies, including fast-tracking projects that are green and a “Green Roof Regulation,” which requires green roofs for all large format buildings over 5,000 square metres.
- The City of Richmond has a “Sustainable High Performance Buildings” policy and has adopted LEED Gold for new municipal buildings over 2,000 square metres and LEED Silver for major renovations and new municipal buildings under 2,000 square metres.
- The City of Vancouver has adopted LEED Gold as the standard for all new municipally-owned facilities over 1,000 square metres and for the Southeast False Creek development.
- The City of Victoria is developing a Green Building policy for municipally-owned and public buildings. It also has a “Go Green” program, which uses a software program to measure the energy efficiency of a home and ranks it using a star rating on a scale from zero to five, with five being the most energy efficient.
- The District of Saanich has a Green Building policy and has adopted LEED Silver or Gold for all new civic buildings larger than 500 square metres (including full registration and certification under the Canada Green Building Council).
- The Resort Municipality of Whistler adopted “Whistler Green,” which is a residential green building rating system.

Eco-design could be part of a larger strategy to develop and promote adventure and eco-tourism in Sechelt.

(Written Submission, October 21, 2007)

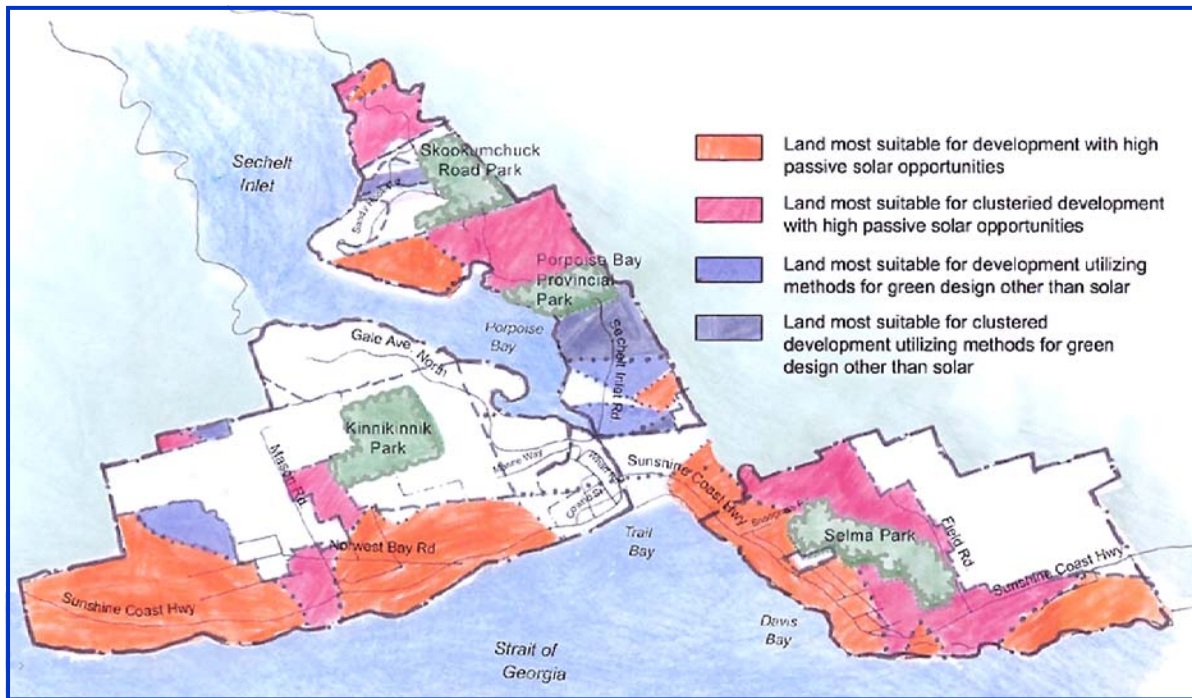
Energy Efficient Building Design and Green Infrastructure:

Solar Energy:

That the District incorporate passive and active solar energy systems in all new municipal buildings and major renovations and that it encourage solar planning and the use of passive and active solar energy systems in new building projects and the renovation of existing buildings.

Passive solar is the simplest and least expensive method of capturing solar energy, as it uses the building as a solar collector. Passive solar requires careful design, specific site planning and the placement of south facing windows and concrete or tile floors. By comparison, active solar relies on an engineering system that stores solar heated hot water then moves it to where it is needed. Through a combination of thermal solar panels on the roof and storage tanks, active solar energy can fulfill most residential hot water needs, while providing in-floor radiant heating.

Currently, most site planning is oriented to views. A solar community would be planned and oriented to the sun, with each building having clear access to the solar window, with nothing being permitted to block that access for the expected lifetime of the building.



Potential for Solar Energy and Green Design:

This diagram shows lands most suitable for development utilizing passive solar energy and lands most suitable for development utilizing methods for green design other than solar energy. It should be emphasized that it does not infer that these lands should be developed.

Energy Efficient Building Design and Green Infrastructure:**Green Infrastructure:**

That the District incorporate and use green infrastructure to reduce the ecological impacts of new municipal buildings and works and that it set a timeframe for using green infrastructure principles as a basis for assessing all new building projects as part of the development approval process.

Green infrastructure comprises ecological processes, both natural and engineered, that act as natural infrastructure and include creeks, ditches, gardens, green roofs, open spaces, parks, trees and watersheds that supply drinking water. Green infrastructure can control stormwater runoff, address flooding issues, improve air quality and provide significant community amenities.

Green infrastructure, in contrast to grey infrastructure such as asphalt roads, cement sidewalks and stormwater sewers, is not only more ecologically sensitive, it can also be less costly, especially if combined with compact building types and energy efficient design. For example, reduced stormwater runoff can reduce the need for sewer expansion or upgrading.

Many municipalities in Greater Vancouver are now using green infrastructure in new municipal works. For example, the District of North Vancouver is using porous pavements, which enable rainwater runoff to infiltrate, for laneways. The City of Surrey is also using green infrastructure but on a much larger scale. In fact, its East Clayton Sustainable Community employs green infrastructure principles, while planning from a watershed perspective. For more information on these and other recent initiatives, refer to the Green Infrastructure Partnership at: www.waterbucket.ca/gi/index/asp.



Section #3: Downtown Village and Waterfronts

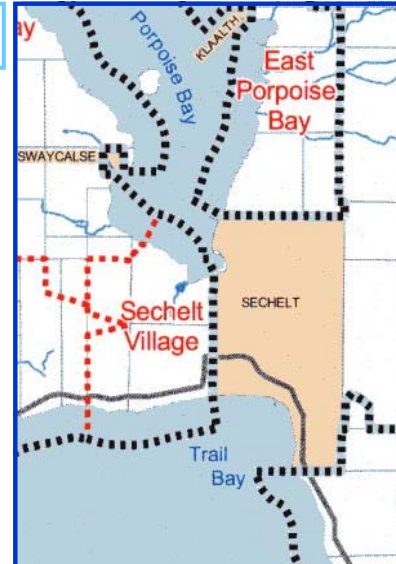
Introduction:

The Downtown Village is the heart of Sechelt. It is the commercial, administrative, cultural and social focal point of the community. It is also the central shopping area, serving a total market area population of approximately 11,000 people. The Downtown Village is uniquely situated between Porpoise and Trail Bays and provides residents and visitors alike with easy access to and unparalleled views of two vastly different waterfront areas.

The Downtown Village's eastern boundary borders the Sechelt Indian Band lands, which presents opportunities (e.g., potential for joint economic and cultural initiatives) and challenges (e.g., need to coordinate planning and development). It is also bisected by the Sunshine Coast Highway, which is the central transportation artery for the Sunshine Coast. Again, this presents opportunities (e.g., large numbers of potential shoppers) and challenges (e.g., high volumes of traffic which impacts pedestrian movement and limits access to the two waterfronts).

Despite its long history as a service centre and its strategic location, the Downtown experienced a prolonged period of relative inactivity. Recently, development activity has picked-up, with several new buildings being constructed and others in the works. It is also facing increasing competition from the Tsain-Ko Village Shopping Centre on the Sechelt Indian Band lands; from highway-oriented commercial outlets within the District; and from the Town of Gibsons; as well as from Greater Vancouver.

To address these and other challenges, the Downtown Village has been the subject of numerous studies, including a comprehensive neighbourhood planning process, which resulted in the preparation of the [Downtown Village Neighbourhood Plan](#) (2003). This plan includes over 70 policies related to land use, parking, public spaces and streetscapes, as well as detailed design guidelines. Other studies include the [Downtown Revitalization Strategy](#) (January 1998) and the [Village of Sechelt Downtown Revitalization Consultation Review](#) (June 2005).



Community Feedback:

Based on the community consultation in support of the visioning process, the following challenges were identified:

- the disjointed nature of the Downtown, which comprises three areas (i.e., Civic Centre, Trail Bay Mall and Village) that do not relate well to each other or function as a cohesive whole;
- the lack of integration with the Tsain-Ko Village Shopping Centre on the Sechelt Indian Band lands;
- the lack of a gateway, which creates a sense of arrival and entices visitors to explore the Downtown;
- the lack of common or unifying design elements, either with regard to buildings, public spaces and streetscapes;
- the poor pedestrian-orientation of the Downtown, which is bisected by a highway and home to a mall;
- the lack of greenery and landscape features;
- the lack of people living in the Downtown, which impacts its vitality, especially during the evening;
- the limited choice in housing catering to different ages, family types and income levels;
- the lack of public gathering spaces, which facilitate social interaction, while providing venues for arts and cultural activities;
- the poor linkages to the two waterfronts, either in the way of public access or views, as well as the lack of references to the community's aboriginal and maritime history;
- the potential impacts of the proposed highway realignment.



Trail Bay Mall is isolated by a large parking lot and it turns its back on the Civic Centre. Given its strategic location, it needs to be redeveloped to better address the street and to connect the Civic Centre and the Village.

(Community Interviews, October 19, 2006)



The gravel pit dominates the Downtown. It is an eyesore and create endless dust and noise. We need do something about it if we want to create a pleasant place.

(Youth Focus Group Participant, December 12, 2006)



The Downtown is not connected with the new commercial development occurring on the Sechelt Indian Reserve. We should be creating a joint commercial area with a complementary array of retail and service opportunities which can compete with other jurisdictions.

(Community Interviews, October 20, 2006)

Vision:

The Downtown Village is the heart of the community and is an attractively-designed, exciting and safe place in which to live, learn, recreate, shop, visit and work.

It is a destination neighbourhood, with activity occurring all day and into the evening. It is a place where people want to park their cars and explore; a place which offers a truly unique shopping experience. It is a relaxing place, where people can window shop for ideas; enjoy a coffee with a friend at a sidewalk café; listen to music at a civic plaza; take a stroll along one of the boulevards; or watch the sun set over the water at the end of the day.

It is a cohesive, well integrated neighbourhood, in which the Civic Centre, Trail Bay Mall and Village are seamlessly connected to each other, and to the Tsain-Ko Village Shopping Centre on the Sechelt Indian Band lands, by way of a series of boulevards and pedestrian greenways. It is place which offers easy access to and views of its two waterfronts, while celebrating its rich aboriginal and maritime history.

It is a residential neighbourhood which offers a diverse range of housing to meet the needs of all residents. It is a place where having a car is optional; a place where most every need can be met within a short stroll of one's home. It is an exciting, safe and vibrant place, where intergenerational living is the norm. It is an attractively designed place, where the buildings, public spaces and street-scapes complement the beautiful natural backdrop of mountains and water.

Objectives:

The objectives and strategies for the Downtown Village and Waterfronts reinforce and build-on many of the policies as contained in the Downtown Village Neighbourhood Plan (2003):

- To reinforce the Downtown as the primary commercial, administrative, cultural and social node.
- To revitalize the Downtown, enabling it to effectively compete with other commercial areas.
- To increase the number of people living Downtown.
- To connect the Downtown with its two waterfronts.
- To create a cohesive, well-integrated Downtown.
- To enhance the pedestrian-orientation of the Downtown.
- To incorporate more greenery, landscape features and public gathering spaces.
- To support and enhance the arts, cultural and heritage sector as a vital component of Downtown life.

There is a need to discourage big box and strip mall development in the Downtown and elsewhere in the District. This type of development is counter to creating a more pedestrian-oriented and vibrant Downtown.

(Community Meeting, October 18, 2006)

The Downtown has so much going for it: a central location, close proximity to the waterfront, a number of civic amenities, including a new aquatic centre. Despite this, it continues to lose market share to its competitors. The Downtown needs a vision; it needs to offer a truly unique shopping experience. Let's build on our strengths and create something truly special.

(Community Interviews, October 19, 2006)



Strategic Areas and Key Features:

The following strategic areas and associated community design guidelines support the vision and objectives for the Downtown Village and Waterfronts. The example sketches provide a visual interpretation of a desired future and are intended to guide planning and development decisions.

- Traffic Circulation:
 - ◇ The Ministry of Transportation's Proposed Highway Realignment through the Downtown
 - ◇ Preferred Direction: Highway Bypass through the Downtown Village
- Comprehensive Entry Network:
 - ◇ East/Southeast Entry Corridor
 - ◇ Sechelt Indian Band Lands/St. Mary's Hospital Entry Intersection
 - ◇ Dolphin Street Entry Network
 - ◇ Dolphin Street and Wharf Road Entry Intersection / Wharf Road (South of Dolphin Street)
 - ◇ Cowrie and Teredo Streets Entry/Exit Intersections
 - ◇ Trail Bay Wharf and Marketplace
- Downtown Waterfront Connections / Wharf Road 'Water' Walkway
 - ◇ Right-of-Way Pedestrian/Parking Improvements
 - ◇ Pedestrian/Parking Improvements in Conjunction with Private Redevelopment
 - ◇ The 'Disappearing' Street Concept
- Porpoise Bay Waterfront Development
- Proposed Selma Bay Hotel and Marina
- Trail Bay Waterfront Development
- Downtown Civic Centre Plaza and Pathway Network
- Village Core Development
- Mixed Use Development



The Downtown is all but abandoned after 6:00 p.m. There is nothing open and very little to do. There are a number of excellent coffee shops and restaurants but they operate in a void. To jumpstart the Downtown, there is a need to create a vibrant arts and cultural scene where one can potentially attend a gallery viewing, have coffee or dinner and then watch a play. There is also a need to increase the number of people living and working in the Downtown, either in live/work residences or mixed use developments. Given the lack of development activity in the Downtown Core, the canvas is virtually blank and is awaiting our collective creativity and inspiration. Let's create a Downtown where people want to live, play, shop and work; a Downtown which is the envy of other communities.

(Directional Document Respondent, February 22, 2007)

Proposed Highway Realignment:

The Sunshine Coast Highway (Highway #101) through the District of Sechelt utilizes the existing urban arterial street system of Wharf Road to Teredo Street through the Downtown Core. The use of Teredo Street creates a barrier between the Downtown (i.e., Civic Centre, Trail Bay Mall and Village) and the Trail Bay Waterfront. In addition, Wharf Road and Teredo Street do not adequately serve the remainder of the Downtown Village.

The Ministry of Transportation has recently proposed to realign the highway as a one-way loop utilizing Dolphin Street, Inlet Avenue and Teredo Street traveling west and Teredo Street and Wharf Road traveling east (see below sketch). As proposed, this realignment is designed to ease traffic flows along Wharf Road, especially at the intersection of Wharf Road and Teredo Street.

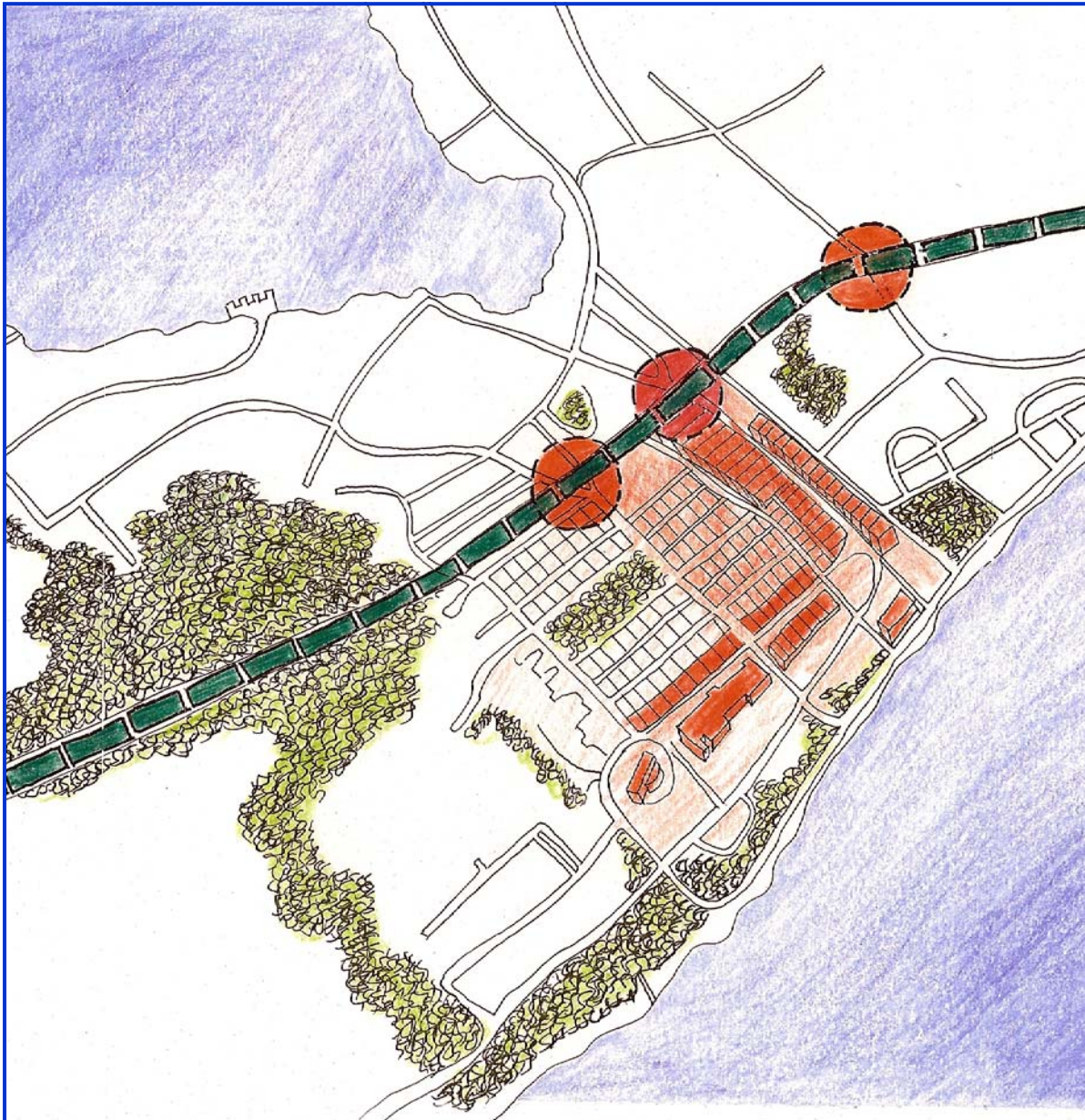
The steering committee and the majority of consultation participants who commented on the two approaches for the highway, preferred the bypass through the Downtown Village. It was felt that the proposed highway realignment would not significantly improve traffic flows, road safety and/or the pedestrian-orientation of the Downtown Village.



The Ministry of Transportation's Proposed Highway Realignment through the Downtown

Preferred Direction: Highway Bypass through the Downtown Village

The Sunshine Coast Highway Bypass, if built, will have a significant positive impact on the Downtown Village. It will change the major entries to the Downtown, moving them north, while facilitating commercial/mixed use development and redevelopment in the vicinity of Ebbtide Street. It will also eliminate Teredo Street as a major barrier between the Downtown and the Trail Bay waterfront; protect the Historic Core along Cowrie Street; and provide opportunities to enhance the pedestrian-orientation of Wharf Road.



Possible Highway Bypass through the Downtown Village

Comprehensive Entry Network:

The below described entry network recognizes the highway realignment through the Downtown as proposed by the Ministry of Transportation. It also recognizes that this realignment will influence traffic flows and related development over the coming years. The entry network can be modified and augmented to support the preferred highway bypass through the Downtown, if it occurs, and the key features, which are described in text and visuals over the next several pages, are applicable to both approaches.



Sechelt Entry Corridor (East) Diagram:

This diagram illustrates the approach corridors and entry intersections within the Downtown Commercial Core from the East/Southeast. This strategic area lists and discusses the key physical features of each entry context. Illustrative example sketches provide further detail of these components in context.

Comprehensive Entry Network:

Approach Corridor Entry Components:

Corridors are lengths of highway and street rights-of-way leading up to an actual entry point. They are important visual transition spaces, providing a build-up of attractive features to the more intense commercial development. They also soften the intensity of building mass and parking areas.

General components include:

- safe and attractive pedestrian and bicycle rights-of-way;
- a hierarchy of landscape features, including:
 - ◊ to soften the transition from highway to adjacent development with low shrubs and plants;
 - ◊ to dramatize the entry corridor with vertical green elements such as clusters of trees;
 - ◊ to screen parking areas on private property with low shrubs and plants;
 - ◊ to incorporate art in the landscape, celebrating local and regional culture and history.
- complementary landscape features within adjacent private developments to highlight entry drives and soften and buffer parking areas and vehicles;
- environmental art, where the landscape is designed as a larger art installation that functions as part of the landscape (e.g., pedestrian places, water retention and filtration);
- reconfigured parking lanes along the approach corridors that provide improved pedestrian sidewalks and landscaping (parallel parking and limited angle parking);
- pedestrian weather protection, where appropriate.

(1) East/Southeast Entry Corridor: (see Sechelt Entry Corridor Diagram)



East/Southeast Entry Corridor: Sketch A illustrates a pedestrian/bicycle pathway along the highway which is softened and buffered with low shrubs and plants; repeated clusters of flowering trees with intermittent sight lines; a hedgerow within and along the edge of the developing commercial property; and interior area sidewalks (four metres wide minimum) with cluster tree plantings.

Comprehensive Entry Network:



East/Southeast Entry Corridor: Sketch B illustrates the use of environmental art to further enrich the entry corridors using such physical elements as heritage symbolism, light, water and wind. In this example, an undulating water-wall that uses stormwater runoff is used to create a screening device for adjacent parking areas and to buffer traffic noise. Landscaped and art mounds can soften the affects of local commercial developments while providing pedestrian attractions and pause areas. There are numerous ways to create an attractive spatial experience within the entry corridor that can be implemented through community initiatives.

(2) Sechelt Indian Band/St. Mary's Hospital Entry Intersection: (see Sechelt Entry Corridor Diagram)

Highway #101 curves past the Tsain-Ko Village Shopping Centre and turns west at St. Mary's Hospital into the Downtown Commercial Core. This intersection can contain a number of entry design components, including:

- curb extensions for pedestrian safety at each corner;
- landscaped front yard setbacks at each corner;
- earthen mounds with groundcover and signage on at least two corners;
- water features, where feasible;
- a possible roundabout with landscaping or art features (subject to further study).



Comprehensive Entry Network:**(3) Dolphin Street Entry Network:** (see Sechelt Entry Corridor Diagram)

The Dolphin Street Entry Network, from the commercial centre on the Sechelt Indian Band lands to Wharf Road, is the final street increment for the approach to the Downtown Commercial Core. Key design components include:

- overall composition of the street consists of new and redeveloped buildings located in close proximity to the right-of-way and setback lines with parking to the side and/or rear yards;
- landscaped front yard setbacks with outdoor pedestrian amenities (e.g., dining, seating, etc.);
- onsite parking areas to the side and/or rear of development as it occurs incrementally;
- shared access drives as development occurs incrementally;
- landscaped curb extensions at crosswalks;
- landscaped median permitting intermittent left hand turn movements;
- use of existing alley and/or rear parking areas;
- crafted signs (including neon) and a reduction in franchise signs.

(4) Dolphin Street and Wharf Road Entry Intersection: (see Sechelt Entry Corridor Diagram)

The Dolphin Street and Wharf Road intersection provides a key entry into the Downtown Commercial Core. Key design components include:

- landscaped setbacks at each corner with optional features such as crafted signage, landscaped mounds, medium size tree clusters and water-walls;
- signage directing motorists to parking areas, the Civic Centre and other public amenities.

(4) Wharf Road (South of Dolphin Street): (see Sechelt Entry Corridor Diagram)

Wharf Road between Dolphin Street and Cowrie Street is improved as an entry corridor by the following actions as illustrated in the Downtown Wharf Road Entry Sketch (next page).

- replace angle parking with on-street parallel parking;
- widen sidewalks to four metres, where possible;
- landscape the expanded pedestrian area and areas in between parking strips;
- install crafted signage;
- provide pedestrian covered walkways with marquees attached to buildings;
- cluster trees (three each in example sketch) to dramatize the corridor and provide sightlines for retail establishments;
- encourage private landscaping (in developments on the right side of example sketch) to add to and enhance public landscaping;
- incorporate low shrubs or canopies along building fronts to add to pedestrian comfort.

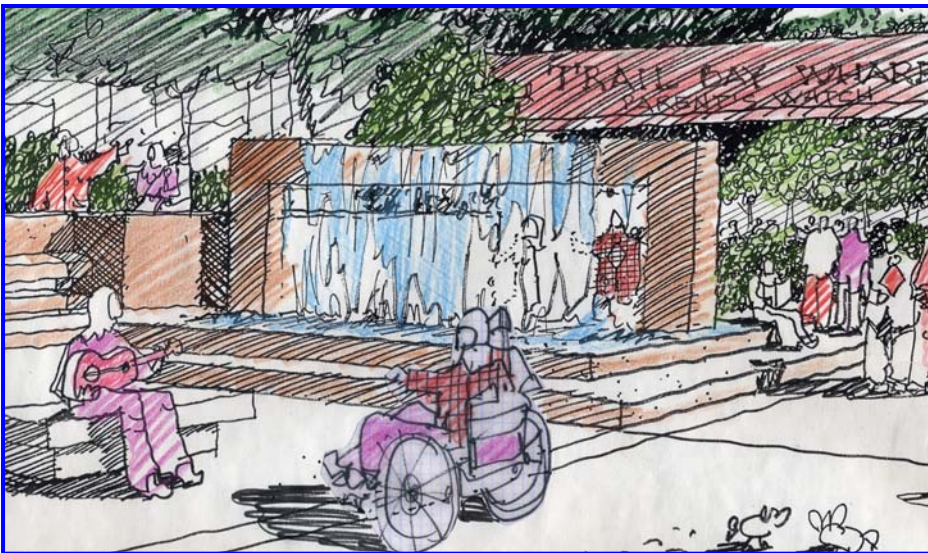
Comprehensive Entry Network:



Downtown Wharf Road Entry

(5) Cowrie and Teredo Streets Entry/Exit Intersections: (see Sechelt Entry Corridor Diagram)

With a one-way highway configuration, Cowrie Street remains two-way and Teredo Street is one-way east to Wharf Road. Access to the Trail Bay Downtown waterfront also connects to this intersection. Ample space is available for a pedestrian civic plaza; regionally significant environmental art; tree clusters; covered pedestrian walkways with building marquees; and crafted and information signage, including a sign identifying the Cowrie Street Retail Centre. When the highway improvements are made to Teredo Street and Wharf Road, pedestrian paving materials and textures can be incorporated into the highway roadway to expand the pedestrian scale and visual connection to the Trail Bay Wharf and Marketplace.



Trail Bay Wharf and Marketplace (see following pages for more information)

The waterfront needs to be a people place. It needs to have more than just a nice beach and a pathway. It needs to be the focal point of the Downtown and the entire community. It needs a mix of activities, including civic areas and parks, cafes, marina facilities and unique retailing. It needs to become a destination in its own right.

(Community Interviews, October 19, 2006)

Comprehensive Entry Network:

(6) Trail Bay Wharf and Marketplace: (see Sechelt Entry Corridor Diagram)

The Downtown can relate directly to the Trail Bay waterfront by connecting a new wharf and walkway to Wharf Road and the Cowrie Street Entry Plaza. Key design components (see diagram on following page) include:

- a new wharf with seating, barbeque pits and beach access stairs (A);
- an intermediate beach level incorporated into the new wharf structure (B);
- a new farmers and crafts market (C);
- a tot lot (D)
- expanded pier access incorporated into the new wharf (E);
- access to a transient moorage float (F);
- drop-off and pick-up places (G);
- a tot lot and parents' shelter (H);
- a boardwalk connection to the proposed Selma Bay Hotel and Marina (I);
- crosswalk textured concrete paving materials at major pedestrian connections to the Downtown Commercial Core (J).

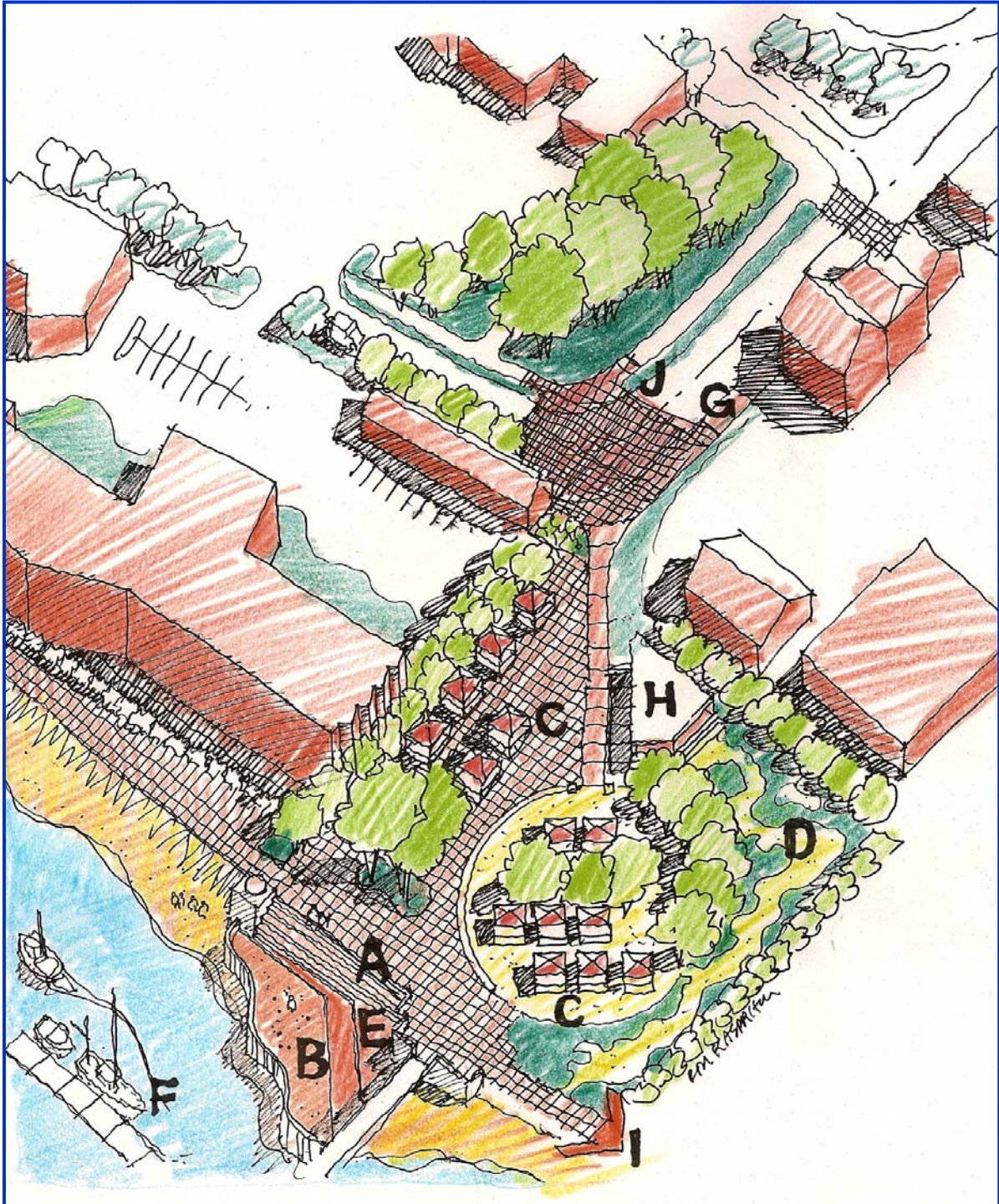


Trail Bay Wharf and Marketplace

The waterfront belongs to everyone. We need to ensure that it is accessible not only to able bodied people but also those with disabilities and mobility limitations. We also need to ensure that it meets the needs of all generations, from tots to seniors. If done right, the waterfront could act as the focal point or gathering place for the entire community. It could also revive the Downtown.

(Directional Document Respondent, February 22, 2007)

Comprehensive Entry Network:

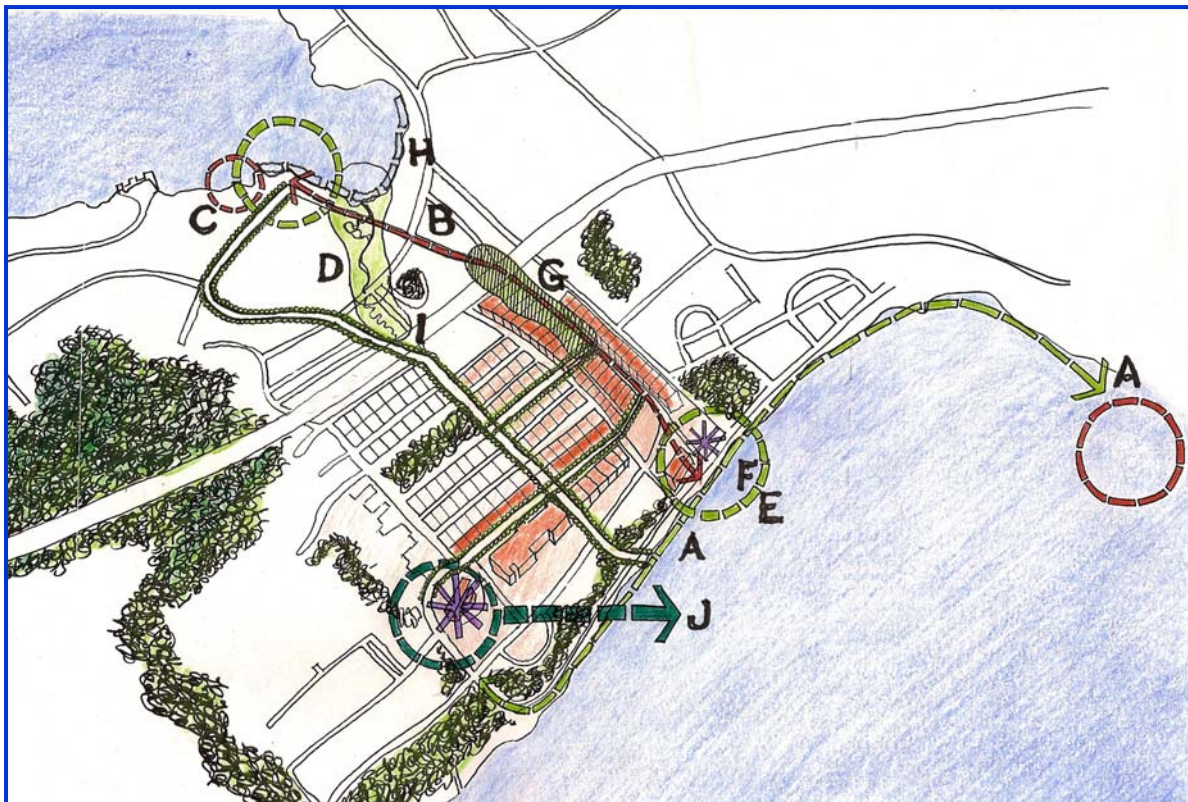


Trail Bay Wharf and Marketplace

Downtown Waterfront Connections:

The Downtown Waterfront is a limited and valuable resource that can provide environmental, economic and recreation benefits to the community. Key design components include:

- a public waterfront boardwalk or pathway from the western portion of the Downtown, in conjunction with the Civic Centre Theatre Plaza, eastward along the Downtown to Trail Bay Wharf and Marketplace and continuing eastward along the Sechelt Indian Band lands to the proposed Selma Bay Hotel and Marina (A);
- a ‘water’ walkway (a street incorporating ponds, water features and wetlands) (B) that connects the Porpoise Bay Waterfront Commercial Area (C) and the Marina and Sechelt Marsh Area (D) to Trail Bay Wharf (E) and the Market/Transient Boat Moorage (F);
- highlighted by a ‘disappearing’ street (G);
- a public boardwalk along the eastern portion of Porpoise Bay, connecting new waterfront related developments to the Government Wharf and adjacent commercial developments (H);
- a pedestrian walkway and trail system through the Sechelt Marsh to and along Trail Avenue south to the Trail Bay waterfront (I);
- visual connections from the Civic Centre Theatre Plaza to Trail Bay (J);
- east/west pedestrian connections along Cowrie Street to Dolphin Street.



Downtown Waterfront Connections

Wharf Road 'Water' Walkway:

Existing development north of Dolphin Street along Wharf Road to Porpoise Bay is general commercial, industrial and wholesale. Pedestrian movement along this corridor is limited to narrow sidewalks immediately adjacent to the street and parking lanes, with little or no setbacks on adjacent properties.

Based on the design principle to connect the waterfronts of Porpoise and Trail Bays, there is a range of opportunities to improve pedestrian circulation in conjunction with street improvements and incremental private redevelopment of the corridor over time. These include:

Right-of-Way Pedestrian/Parking Improvements:

Modest alterations can be made to the streetscape and right-of-way to improve the pedestrian connection between Porpoise and Trail Bays, including:

- the parallel parking lane is defined by curb extensions at major driveways and intersections, which contain low shrubs and other landscape features;
- a two metre minimum landscape buffer is located along and within the private properties fronting onto Wharf Road, planted with ground cover, low shrubs and clusters of trees;
- industrial and wholesale commercial uses with material storage yards are screened from the sidewalk with decorative (wood) fencing (right side of sketch) and additional landscaping;
- the tree clusters continue along Wharf Road to Porpoise Bay using flowering trees that stand out from local conifers;
- retention of existing tree cover on public and private lands can enhance the corridor appearance.



Right-of-Way Pedestrian and Parking Improvements

Wharf Road 'Water' Walkway:**Pedestrian/Parking Improvements in Conjunction with Private Redevelopment:**

Incremental, ongoing pedestrian and parking improvements include:

- a landscaped median with low shrubs and flowering trees that highlights the centre of the right-of-way and accommodating controlled left hand turns;
- the street right-of-way is further highlighted with high columnar trees in clusters that emphasis the corridor between "two waters;"
- when new development or redevelopment occurs along Wharf Road, additional or special front yard setbacks are required to expand the pedestrian environment, with landscaped tree lawns on public right-of-way and private setbacks.

Two and three storey mixed use development will occur along the eastside of the right-of-way and will feature:

- courtyard arrangements to expand the public/private pedestrian areas;
- parking to the rear and/or side yards using the existing alley;
- shared driveways from Wharf Road to the rear parking areas;
- expansion of the green atmosphere along Wharf Road with additional setbacks.



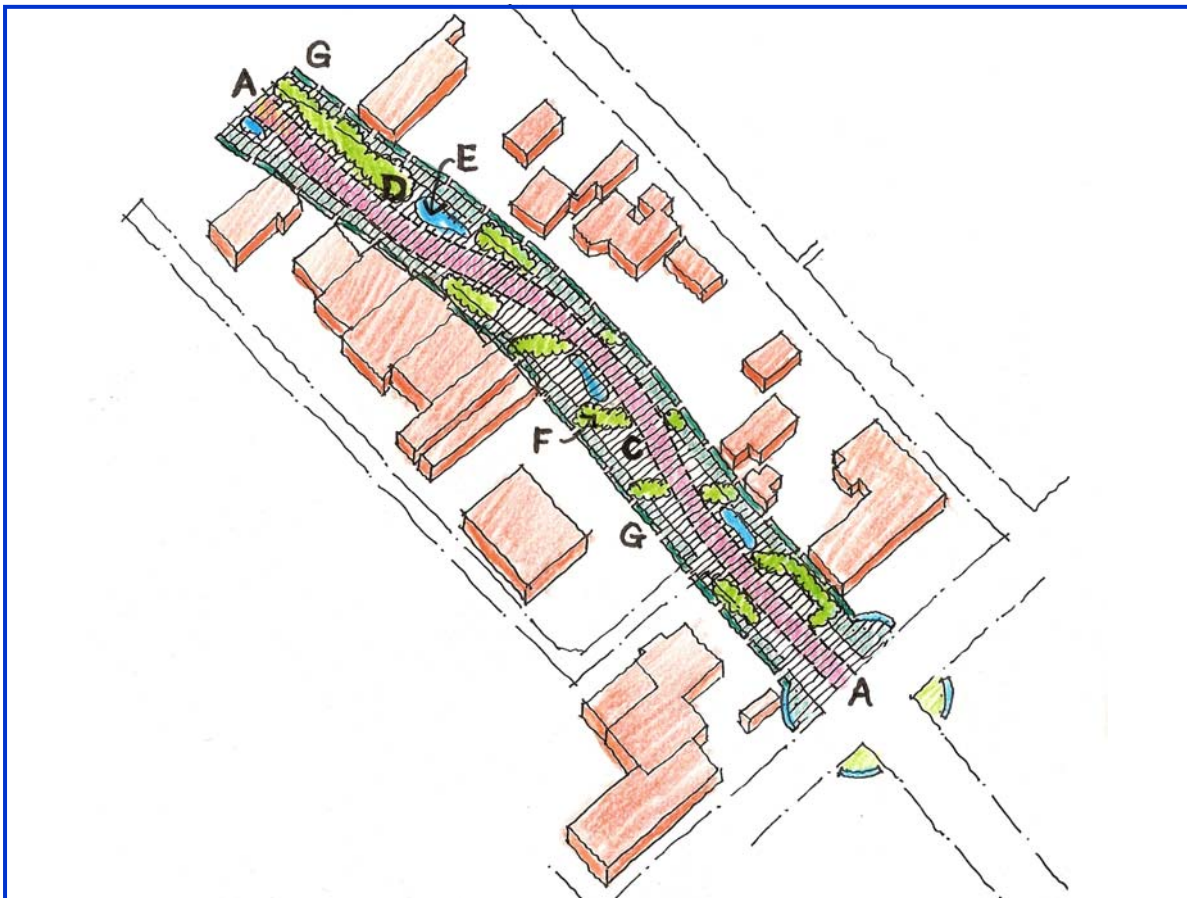
Mixed Use Development along Eastside of Wharf Road

Wharf Road 'Water' Walkway:

The 'Disappearing' Street Concept:

Switching the right-of-way from a vehicular movement path to a pedestrian environment that also moves vehicles. The below sketch is a diagram concept illustrating the following design components:

- a vehicle path (dotted area) within a landscaped pedestrian environment (A) with no curbs—water retention grates that collect and send water to underground filtration wells (B);
- a continuous textured concrete surface for pedestrians and vehicles (C) with bollards and landscaping features to separate pedestrians and vehicles (D);
- a continuation of Sechelt Marsh characterized by small surface water retention ponds along the edge of the vehicle path, possibly connected under the road or covered with grates (E);
- shrubs and trees that break the street image (F);
- larger front yard landscaping setbacks as new development or redevelopment occurs along the right-of-way (G).



Pedestrian Environment along Wharf Road

Wharf Road 'Water' Walkway:

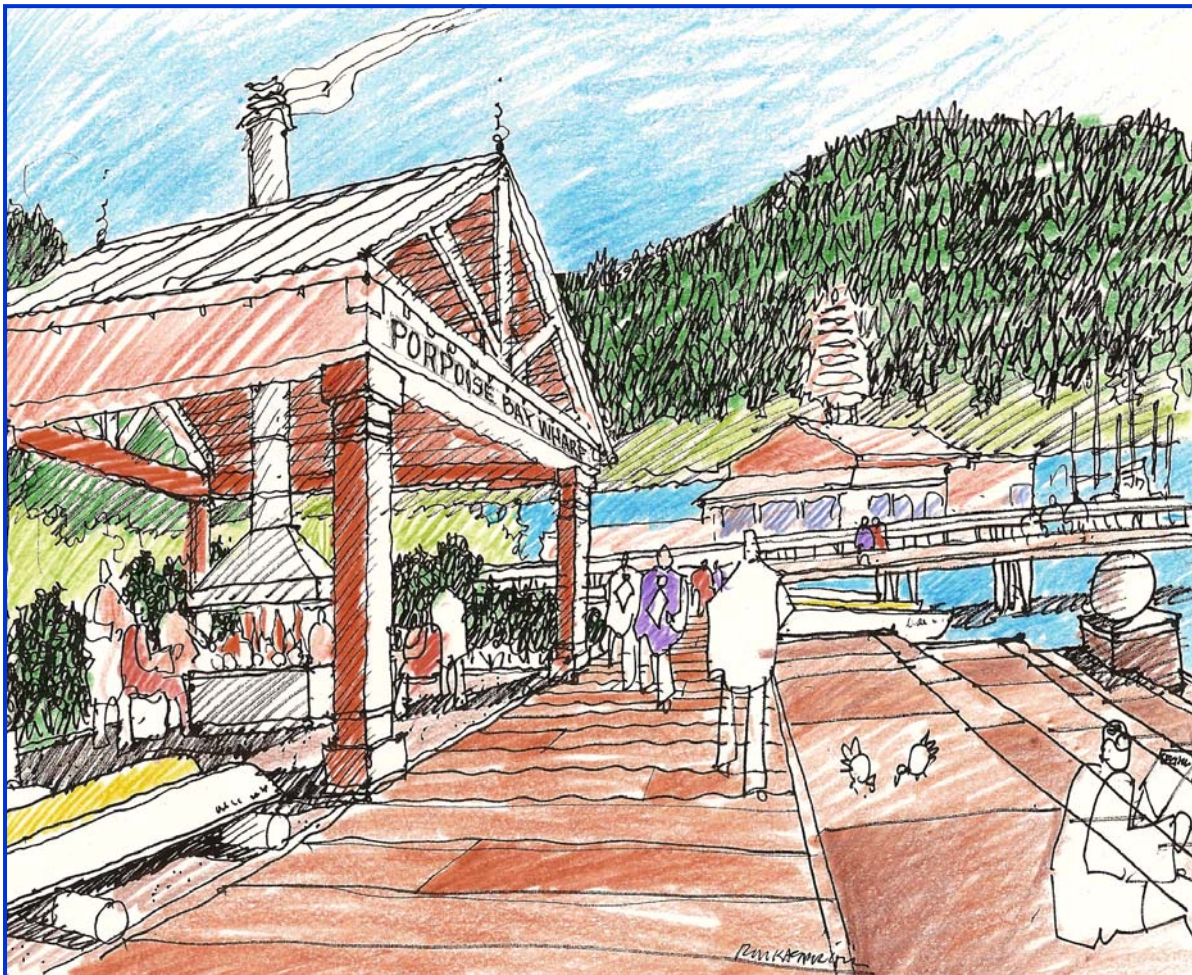


Eye Level View of 'Disappearing' Street Concept (Looking North Along Wharf Road)

Porpoise Bay Waterfront Development:

As waterfront development occurs on the land surrounding the Government Wharf and the existing pub, restaurant and marina facilities at Porpoise Bay, public access facilities can be expanded for water based access and use. New development may entail mixed use resort complexes with dining, entertainment, retail and residential uses or it may be educational and recreational in nature. Regardless of the eventual land uses, the following key features can provide water related public benefits for the community:

- a wood plank boardwalk along the water edge connecting public and private uses to main streets and pathways;
- a public, non-motorized boat launching area complete with steps down to the water's edge that also serves as seating;
- a shelter with outdoor fire pit, information kiosks and seats;
- canoe and kayak storage facilities.



Porpoise Bay Boardwalk and Wharf

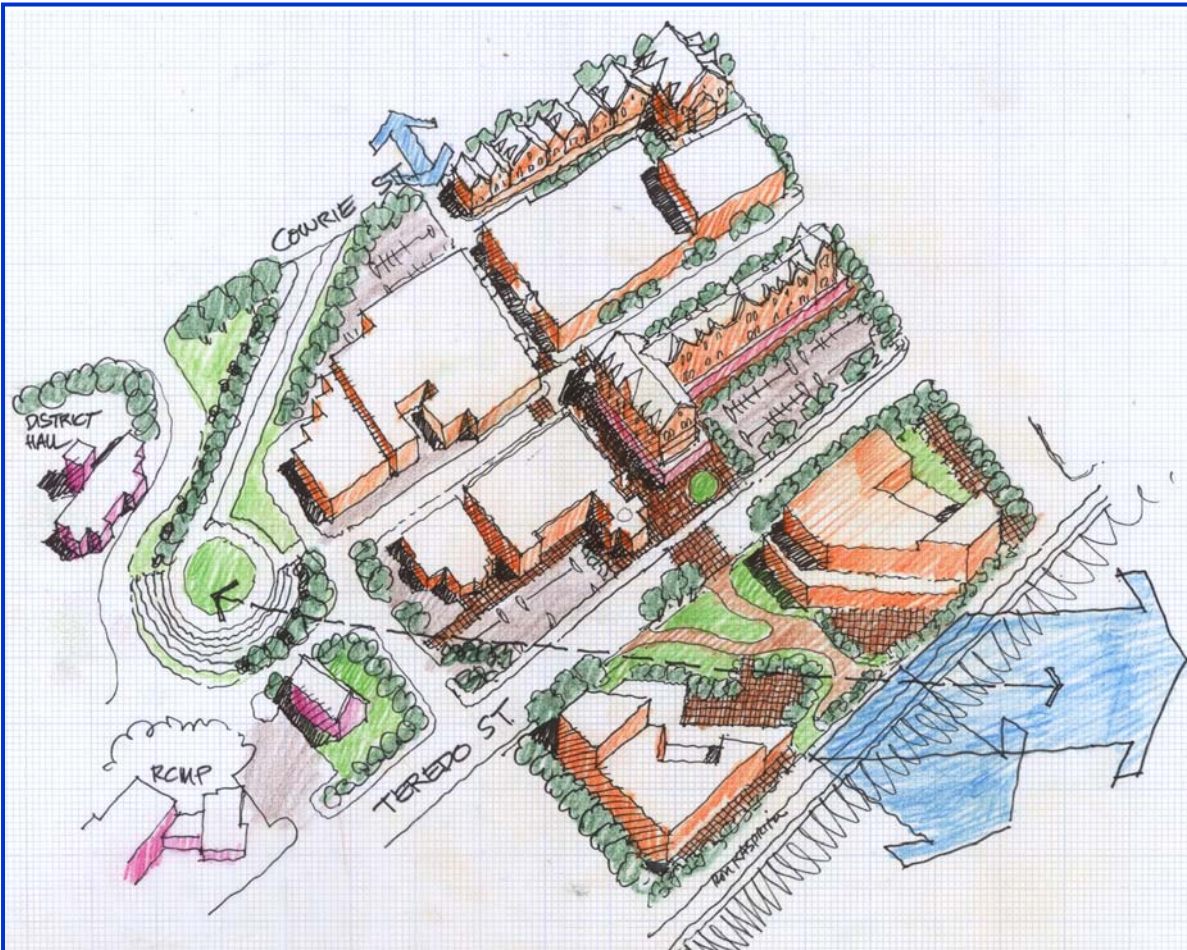
Proposed Selma Bay Hotel and Marina:



Selma Bay Veranda View:

Sitting on an outdoor hotel veranda, a couple enjoy lunch looking out over Selma and Trail Bays towards the Sechelt Indian Band lands and Downtown Sechelt waterfront. The marina in the foreground has a public boat launch facility, upland parking and is connected to Downtown Sechelt via a waterfront boardwalk and trail.

Trail Bay Waterfront Development:



Civic Centre/Mall to Waterfront Connector:

The block between the Civic Centre and Trail Avenue south of Teredo Street could experience redevelopment similar to the waterfront blocks to the east. Development of the block could be coordinated with an expansion of the Trail Bay Mall properties along and on the north side of Teredo Street to establish a strong pedestrian and view connection to the waterfront. New mixed use development within the Trail Bay Mall properties, residential or office over retail at grade, could reinforce an open pedestrian concourse connecting Teredo and Cowrie Streets and across Teredo Street to and through the new development to the waterfront. Opening up the interior of the waterfront block as a view corridor would reinforce the visual connection between Teredo Street, Trail Bay Mall and even Cowrie Street to the north.

We need to be careful in developing our few remaining waterfront areas in and around the Downtown. We need to maximize public access and views. There is a need to avoid the 'walls' which separate us from our waterfront areas. While I have no answers, I think we need to be far more creative.

(Directional Document Respondent, February 22, 2007)

Downtown Civic Centre Plaza and Pathway Network:



Pedestrian Greenway and Pathway:

These two sketches illustrate a section of the pedestrian greenway and pathway network connecting the Civic Centre Theatre Plaza to the Trail Bay Waterfront Wharf and Marketplace and the Wharf Road 'Water' Walkway.

Redeveloped Trail Bay Mall:

The lower right hand sketch shows a 'day-lighted' mall incorporating cafes, restaurants and shops. It also shows new mixed use developments with residential/office above retail at grade within the mall properties.



Village Core Development:

Downtown District Block Reconstruction Sequence:

The Downtown can incrementally change into a coordinated and functional Village Core with a strategy to alter the block composition to include:

- mixed use buildings with residential units, where feasible;
- orientation of buildings to the sidewalks with small courtyards and setbacks, where feasible;
- interior block customer and employee parking served by alleys;
- interior block pedestrian concourses connecting parking to the main sidewalks and storefronts;
- corner setbacks for improved sun and light access to outdoor pedestrian activities;
- landscaping that improves the comfort, safety and attractiveness of the Downtown.

The following diagram sequence illustrates the evolution of Downtown blocks from their overall compositional massing—the “big pattern” design intent—to an example of connected, incremental development to achieve the desired block composition. The example can be any number of blocks north of Dolphin Street.

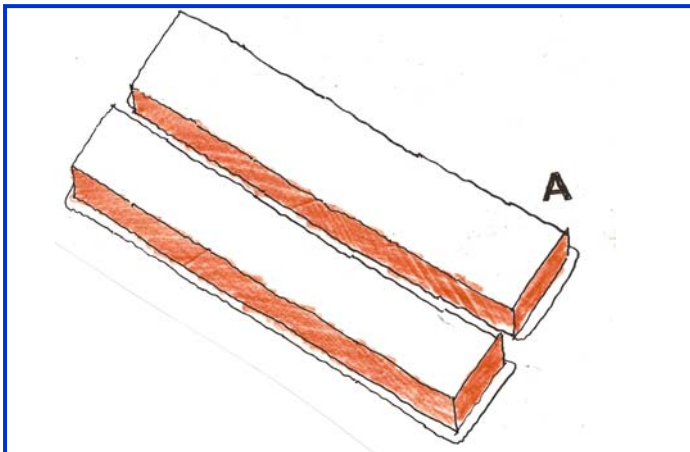


Diagram A: Allowable Massing

Building height is 10.5 metres with no required front or side yard setbacks.

Blocks in the Downtown are elongated and are more suitable for residential than commercial uses.

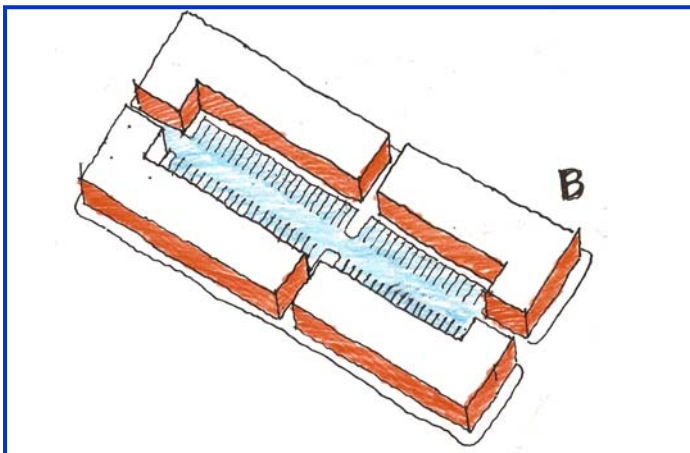


Diagram B: Functional Massing

When alley access is present, an interior parking court provides a double parking bay arrangement.

Openings in the perimeter building mass provide interior block pedestrian access from parking to shops.

Parking is also available as parallel, on-street parking.

Village Core Development:

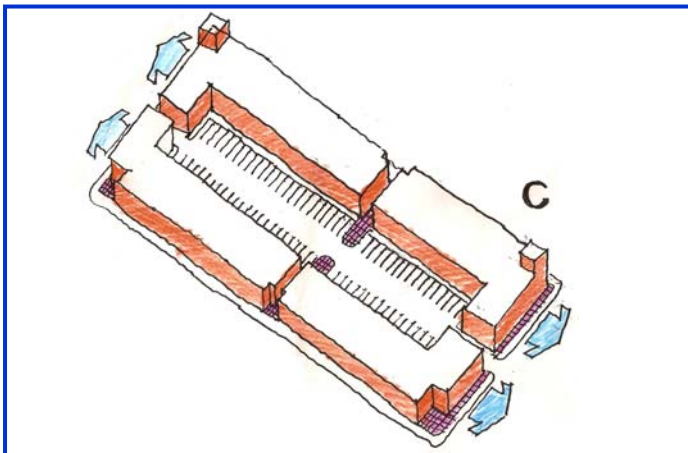


Diagram C: Community Design Massing

South facing facades and southwest facing façade corners provide additional private open air 'sun eddies' and setbacks for pedestrian functions such as cafes, restaurants and shops.

Building corners can include higher massing at key intersections to articulate and celebrate the beginning of blocks.

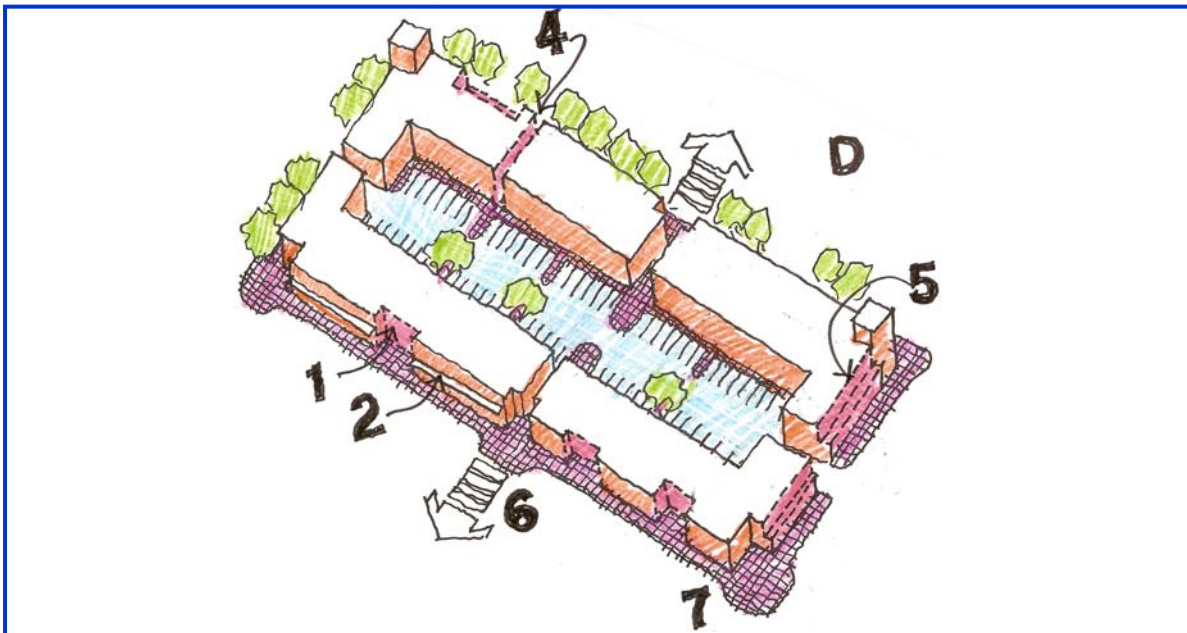


Diagram D: Community Design Amenities

Additional pedestrian amenities provided by modifications to the block massing include:

1. two to four metre deep front setbacks for pedestrian activities;
2. whether protection over sidewalks;
3. shade trees (not all shown);
4. additional pedestrian concourses to shopping streets, where feasible;
5. upper level setbacks where above grade residential uses occur;
6. expanded pedestrian connections through and to retail blocks;
7. curb extensions at street intersections.

Village Core Development:

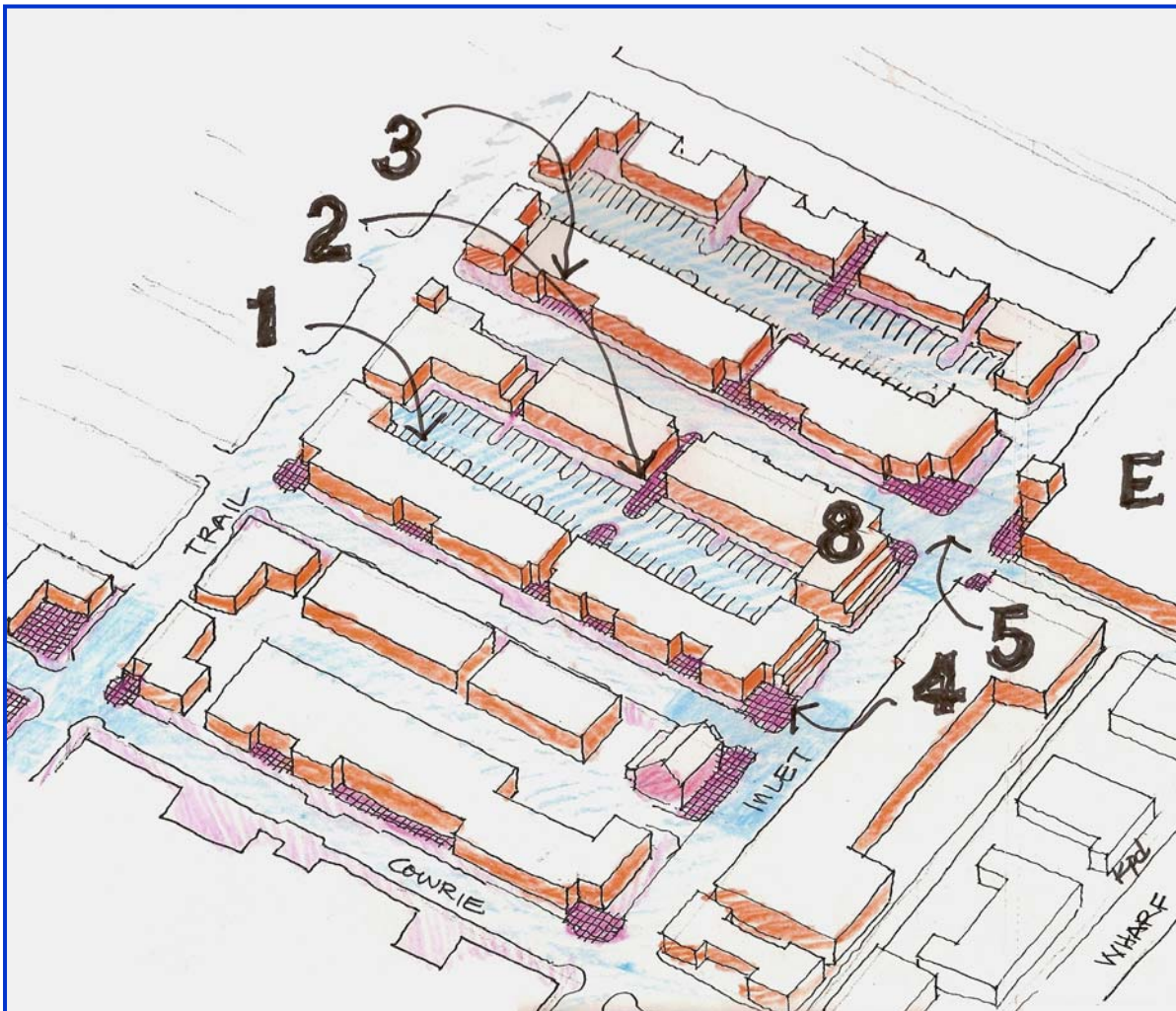


Diagram E: Multiple Block Massing

This massing diagram shows the Downtown Commercial Core blocks north of Cowrie Street. Key components include:

1. parking in the interior of blocks, as well as on-street;
2. interior block pedestrian connections to parking;
3. front setbacks for pedestrian activities;
4. corner setbacks at south and southwest orientations for pedestrian open air commercial activities;
5. key intersection setbacks and pavement materials;
6. key intersection curb extensions;
7. streetscape landscaping;
8. setbacks for above grade residential uses.

Village Core Development:

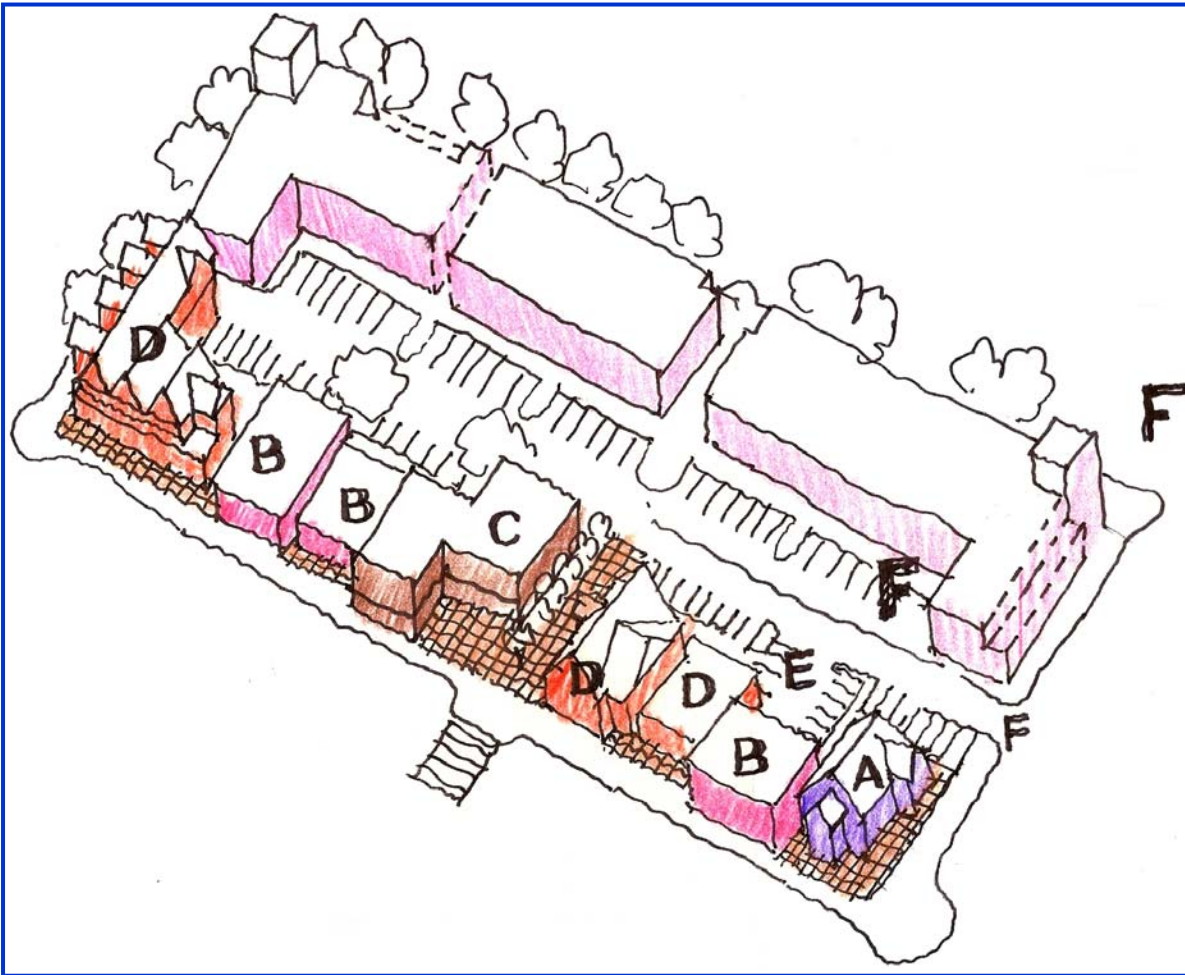


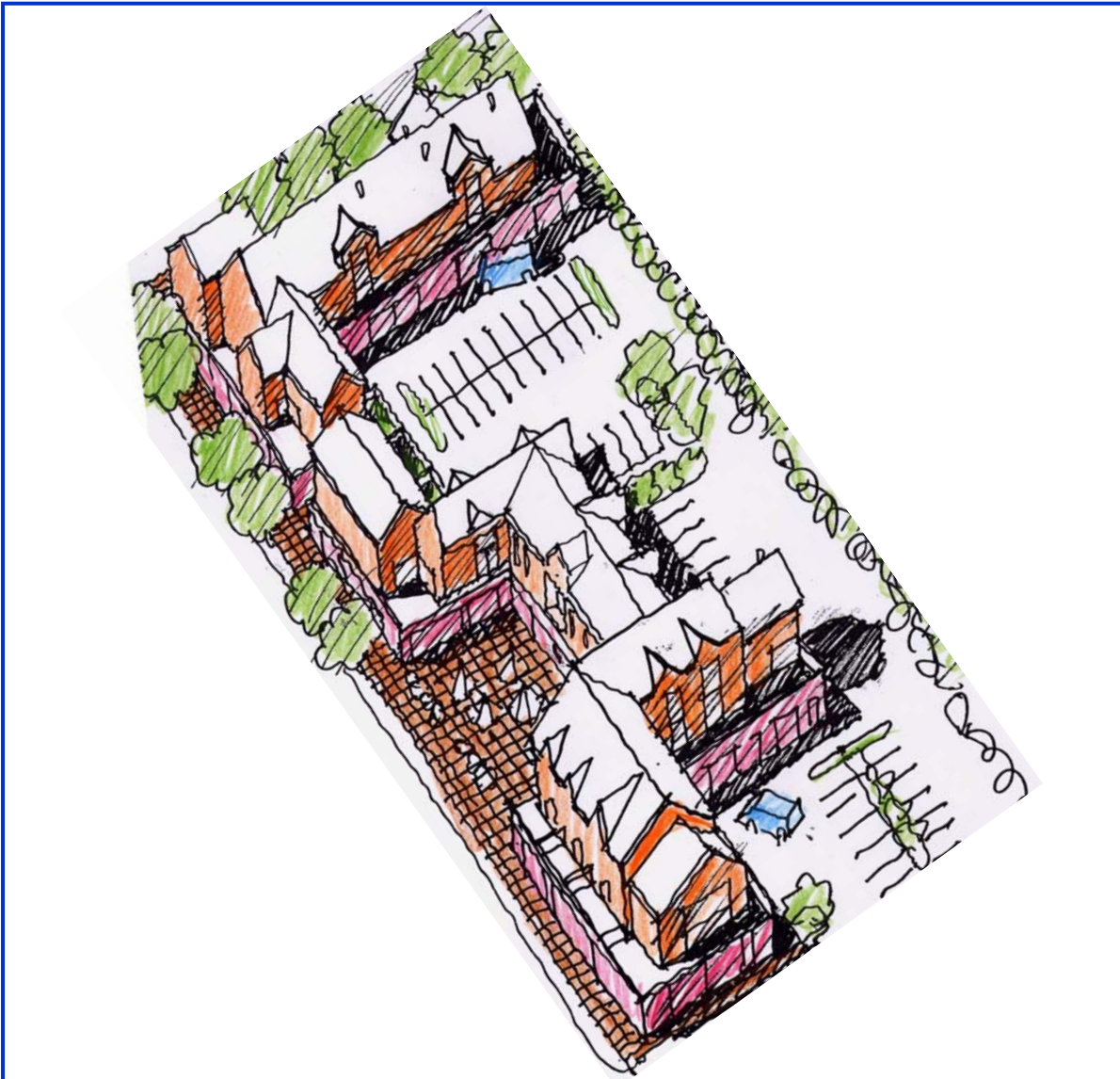
Diagram F: Connected Incremental Development

This diagram illustrates the evolution of multiple block massing into a real-life scenario with one to three lot redevelopment schemes, remodel projects and heritage conservation. Redevelopment will most likely occur in the form of smaller projects, called infill, rather than one-block or whole block reconstructions. By following the compositional guide, individual projects can attain the larger composition and add individual character and style to the block. Key components include:

- A. a building of heritage value (architecturally or contextually) is retained and restored;
- B. existing buildings remain as a part of the older block pattern with parking removed from front yards and relocated to the interior of the block with new alleys, if needed;
- C. existing buildings are remodeled with parking located to the interior of the block and front yard pedestrian setbacks provided, if feasible;
- D. new infill developments (residential over retail in example) occur on one to three lot development parcels;
- E. parking is removed from front yards and is located to the interior of the block;
- F. alley easements are carved out of the block lot pattern, as needed.

Mixed Use Development:

The Downtown transitions to a mixture of business and residential uses along the central to northern Wharf Road Corridor. Single use residential uses and residential over office and/or retail uses can provide additional affordable housing near the Downtown Commercial Core, combined with small-scale commercial.



Mixed Use Development with Courtyard Arrangements and Rear/Side Parking:

This sketch illustrates one to two story residential uses over ground level retail. A two-to-four metre setback can provide additional sidewalk and landscape opportunities along the corridor as part of private redevelopment. Upper level residential uses have large outdoor decks and patios to compensate for ground level open space. Parking for tenants and employees is located in the interior of block or to the rear of new developments.

Mixed Use Development:**Sechelt Sunshine 'Eddies:'**

As a way of increasing the informal interaction among residents and visitors, the south, west and southwest block corner setbacks will enable store owners to provide outdoor dining and drinking spaces throughout the Downtown. Small front yard setbacks can occur within the block facades, while larger setbacks, as in the above sketch, can occur at key intersections. Upper level setbacks are shown for one and one-half to two story residential units above retail uses.

The Downtown needs to become more vibrant. It needs outdoor cafes and stores whose merchandise spills out onto the sidewalk. It needs public squares where people can meet and socialize. We should be looking to other communities for ideas and inspiration but the 'vision' should be our own and not borrowed.

(Design Week Presentation Feedback Response, October 23, 2007)

Mixed Use Development:



Smaller-Scale Infill Development:

This sketch illustrates smaller-scale infill development north of the utility right-of-way. This type of development can provide residential and/or office above with business and small retail outlets at grade. Buildings are located close to the front property line with small pedestrian areas. Parking is to the side and/or rear. Corner lots are well suited for mixed use developments due to ease of side or rear yard parking opportunities. Buildings are residential in scale and character with pitched roofs, roof elements and shed dormers.

Section #4: Mine Reclamation

Introduction:

The reclamation of the mine site is a key component of the Vision Plan, given its central location within the District; its close proximity to the Downtown; and its aesthetic, economic and environmental impacts, especially in the areas of amenity migration and tourism development.

The mine has 240,000,000 tons of total reserves. Given current extraction capacity, it can deplete up to 7,000,000 tons per year, even though this amount has never been reached. It currently employs about 100 people, about 50 of whom live in the District of Sechelt and its payroll is about \$400,000 per month and the average wage is \$30 per hour.

The mine has permits in place until 2038 and new permits can be exercised after that time. Currently, loose sand and gravel is mined; however, the lifespan of the mine can be extended if a decision is made to start blasting bedrock. Within the next five to seven years, mining will move behind the Canfor and Crown Ridges and out-of-sight of most residents living in the District. Reclamation can then commence on the slopes below these two ridges.

Reclamation will be limited to a combination of local grasses and poplar trees, with no more than a two-to-one slope. As for long-term uses, they will be decided upon by the Sechelt Indian Band and the Crown. Given that there are no acid rocks or heavy metals, the mine site will be suitable for a number of uses, including residential development. Screening from the highway, in the vicinity of the Tsain-Ko Village Shopping Centre, will commence in the next year or so.

With regard to cooperative arrangements between the mine operators and the District, a Public Liaison Committee was established to address concerns as they arise. Additionally, the mine operators provide contributions in support of community amenities (e.g., the Sechelt Area Aquatic Centre) and are using human effluent from the community in support of greening the site. This diversion of effluent significantly reduces ocean discharges.

Community Feedback:

Based on the community consultation in support of the visioning process, the following challenges were identified:

- concerns about dust, noise and pollution;
- concerns about its aesthetic and visual impacts;
- creates a “poor” or “unwelcoming” entrance to the Downtown;
- detrimental to promoting the community as a place to live or as a tourist destination;
- inadequate screening from the highway;
- concerns about future uses of the site and their integration with surrounding land uses;
- lack of joint planning regarding the reclamation of and future uses for the site.

Vision:

The District works collaboratively with the Sechelt Indian Band and the Crown to ensure that mine reclamation benefits the community. It mitigates negative externalities associated with mining activities, including dust, noise and pollution, and screens areas, where appropriate, to reduce visual impacts. It also advocates for short-term, value-added options, such as poplar farming, to generate employment and to green scarred areas. In the longer-term, it advocates that uses for reclaimed areas be compatible and coordinated with surrounding land uses and that they contribute to the economic, environmental and social wellbeing of the community.

Strategies:

Short-Term:

- That any negative externalities associated with mining activities, including aesthetics, dust, noise and pollution, continue to be addressed through the Public Liaison Committee, which was established for this purpose, and through regular consultation and coordination with appropriate staff at the District of Sechelt.

- That information about the mine operation be easily accessible to the public. This information, which could be posted on a website, would include the timeframe for reclamation and the form it would take (e.g., local grasses and poplar trees with no more than a two-to-one slope), as well as any information regarding longer-term uses.

As part of the consultation in support of the visioning process, it was evident that many residents lacked information about the mine operation and its reclamation. Additionally, a number of residents held different, often contradictory, views regarding the timeframe for and the form that reclamation would take. This lack of information contributes to community anxiety and concerns regarding the future of the mine site.

- That mining activities be screened from the highway as it enters Downtown Sechelt. Given the location of the Sechelt Indian Band lands in relation to the Downtown, screening would need to occur on Band lands bordering the highway to create an appropriate entry corridor. Where feasible, faster growing coniferous trees should be planted, as they provide dense, year round vegetative cover.

Screening on the slopes bordering the highway, in the vicinity of the Tsain-Ko Village Shopping Centre, is planned to commence in the next year or so.



The mine, given its central location and visibility, limits our potential. It defines us as an 'industrial' town, which has negative implications. This label acts as an impediment to attracting knowledge-based businesses which prefer high amenity areas, as well as curtailing tourism development. The mine also affects our collective psyche, as we have little or no control over it. As such, we have become apathetic, which limits our ability to dream, imagine and vision.

(Directional Document Respondent, February 22, 2007)



Longer-Term:

- That a master planning process be initiated to examine longer-term uses for all mined areas. This process would involve the Sechelt Indian Band, the Crown and the District and it would include both an environmental impact assessment and an open space plan.

The former would identify bedrock conditions, soil types and watercourses, as well as other natural features, which would inform reclamation efforts and development decisions. For example, the location and types of vegetative cover and the siting of all buildings, roads and other structures.

The latter, which would be more appropriate to newly mined areas, would entail planners and designers working closely with the mine engineer to determine development opportunities and protective measures arising from mining modifications. It would, in part, be like a “giant sculptural exercise.”

As part of the consultation in support of the visioning process, residents made a number of suggestions regarding future uses for all reclaimed areas. These uses included but were not limited to: a botanical or display garden, a major park, farming or tree harvesting, a residential subdivision and tourism development, or some combination of the above uses.

While it was recognized that future uses for all reclaimed areas would ultimately be decided upon by the Sechelt Indian Band, the design team did some very preliminary visioning based on the input received. The sketches are a result of this visioning and are not proposed development schemes. They show how reclaimed areas can be integrated with surrounding land uses, as well as demonstrating the enormous potential of the site.



If done right, mine reclamation can benefit both communities. Using conservation design principles as outlined in the directional document, the site could be ‘greened,’ which would restore this ‘scarred’ area, while providing attractive housing, both in terms of setting and views. This housing, if leased, would provide ongoing revenue to the Sechelt Indian Band. It would also provide a nearby market for Downtown Sechelt businesses.

(Directional Document Respondent, February 22, 2007)



Coordinated and Integrated Development:

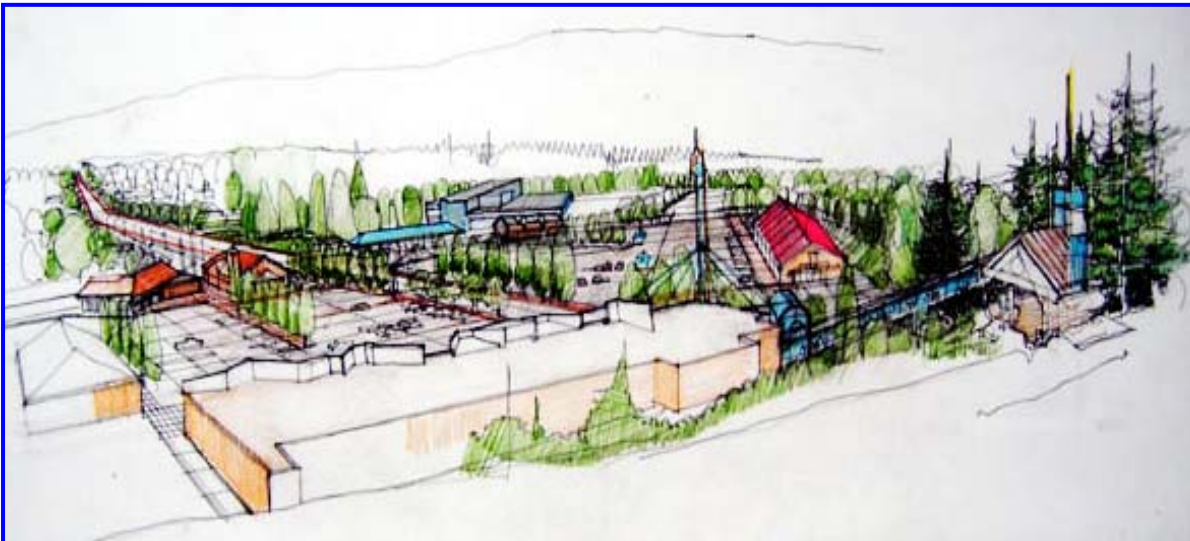
These sketches illustrate how stepped residential development with views, and no development on the ridge-top (right hand sketch) can enhance views from Downtown Sechelt, while creating a more pleasant environment for residents of the new residential subdivision.

Longer-Term:



Discussing the possibilities is exciting. One day, I hope to walk the site and witness its reclamation with my own eyes. If done right, it could transform Sechelt.

(Directional Document Respondent, February 22, 2007)



Coordinated and Integrated Development:

These sketches illustrate integrated land use planning, including a major pedestrian connector, for the reclaimed mine site, the Tsain-Ko Village Shopping Centre and Downtown Sechelt.

Longer-Term:



The greening of the mine site is the first step towards its eventual reclamation. Let's ensure that any future development is worthy of its location, close to the Downtown and offering unobstructed views of the Strait of Georgia.

(Directional Document Respondent, February 22, 2007)



Potential Land Uses:

The above sketch shows the mine operation as it existed in 2006, while the below sketch shows a residential subdivision with south and west views of the water and incorporating a major pedestrian connector to the Tsain-Ko Village Shopping Centre and Downtown Sechelt.

Longer-Term:**Example of Quarry Reclamation in Ketchikan, Alaska:**

The above sketch shows a new hotel and convention centre connected to village and new waterfront development via hillside pedestrian tram.

Section #5: Community and Social Wellbeing

Introduction:

Sechelt is changing, not just physically, but also socially. These changes reflect the District's evolution from a predominantly rural community, comprised of a number of smaller settlements, to a more complex, urban community with a population approaching 10,000.

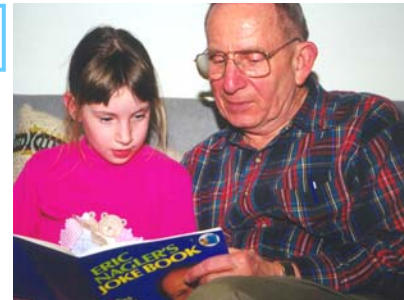
In-migration, the vast majority comprising near-retirees and retirees, is contributing to an aging population. It is also raising concerns that newcomers may have different expectations and values. For example, those relocating from more urban centres may expect higher service levels. Additionally, in-migration, especially from Greater Vancouver, is fuelling housing prices, which is pricing many locals out of the housing market.

The community is experiencing difficulties in attracting young families and retaining its youth after graduation. Many young families expressed concern about the lack of affordable, ground-oriented housing and community services targeting young children. Youth, on the other hand, were frustrated about the lack of activities and opportunities geared to their needs, with many commenting that they were frequently bored.

Many residents expressed concern about the lack of a community centre or neighbourhood meeting spaces to facilitate intergenerational interaction. They also expressed concern about the lack of housing choice, including affordable, non-market, rental and special needs housing, in new residential developments.

Arts and cultural development and heritage preservation, which residents felt were vital to revitalizing the Downtown and to building community pride and spirit, were seen as deficient. It was noted that there are few spaces and venues for artists and performers to showcase their considerable talents. It was also noted that the rich cultural heritage of the community, including its celebrations, customs and traditions, were being eroded or lost.

While a number of social challenges were identified, residents felt that they were not insurmountable and that the visioning process, combined with the community's long history of involvement and service, would lead to solutions. They also felt that many of the challenges also presented opportunities. For example, the influx of near-retirees and retirees, whom have more discretionary time, could lead to increased civic engagement and volunteerism.



Sechelt could become a model for intergenerational living. Empty nesters and retirees, many of whom live at great distance from their children or grandchildren, could volunteer as coaches, mentors and tutors for younger members of the community. Youth, who are computer savvy, could instruct seniors on Internet usage, enabling them stay more connected with their families and friends. These are just two examples. We need to cultivate intergenerational understanding and interaction.

(Newspaper Column Respondent, December 2006)



The arts are often overlooked. If nurtured, they can provide social and economic benefits, while acting as a cornerstone in our ongoing efforts to revitalize the Downtown.

(Directional Document Respondent, February 22, 2007)

Community Feedback:

Based on the community consultation in support of the visioning process, the following challenges were identified:

- changing demographics which are contributing to intergenerational tensions;
- lack of affordable, non-market, rental and special needs housing;
- lack of housing choice – e.g., limited supply of affordable, ground-oriented housing suitable for young families;
- lack of licensed childcare spaces and child development programs;
- lack of leisure and recreational opportunities targeting young children and youth;
- limited employment and post-secondary educational opportunities for youth and young adults;
- no centre or designated space where youth can safely “hang-out, have fun and socialize;”
- no community centre catering to a variety of different ages and interests;
- lack of spaces and venues for artists and performers to showcase their considerable talents;
- concerns about physical accessibility and public safety, especially in the Downtown.



We are not immune from big city problems. Drug use, food scarcity and homelessness are all too common. Despite the daily reminders, there is a reluctance to take on these problems. Some in the community believe that if you simply ignore them, they will disappear or move elsewhere. This logic is not working, as all the evidence suggests that the problems are getting worse, not better. We need to acknowledge the problems and start doing something about them. The establishment of a social lens to inform the development process is a good first step.

(Directional Document Respondent, February 22, 2007)

According to a recent survey, over 80% of youth planned to live elsewhere after graduating from high school. Of those planning to move from the District, only 28% were doing so to pursue a post-secondary education or training.

(Youth Survey in Support of the Community Visioning Process, September 2006)

We tend to dismiss the exodus of youth after graduation as a small town phenomenon. As such, we don't take the time to ask them why they plan to leave, if they plan to return and what would keep them in our community. These questions need to be asked. Based on my interactions with youth, many appear bored and disillusioned. They tend to think that the “grass is greener on the other side of the fence.” We should be engaging our youth and developing strategies to retain them. If not, we will lose their considerable skills and talents, which we need to diversify our economy, and we will take another step to becoming a retirement community. Remember, children and youth are our future and their needs should be front and centre in any visioning process.

(Written Submission, October 23, 2006)



Vision:

Sechelt is a caring, healthy, inclusive, safe and welcoming community which empowers and enables all of its citizens to make a contribution and to realize a high quality of life.

It encourages involvement and leadership in all facets of community life, providing opportunities for people of all abilities and ages to make a contribution. It also welcomes newcomers and creates spaces and provides opportunities that facilitate intergenerational interaction, neighbourliness and relationship building.

It facilitates a range of housing in each neighbourhood catering to different abilities, ages, family types and income levels, including non-market, rental and special needs housing. It also facilitates housing types, relationships and supports that enable people to live independently and to maintain their independence for as long as possible.

It promotes a culture of caring within the community and supports the development of a continuum of high quality community, childcare, education, health and social services which are preventive in nature, responsive to individual needs and accessible to all.

It supports an active arts and cultural sector which contributes to a revitalized and vibrant Downtown. It also celebrates its past, including its rich aboriginal history, while preserving its built and natural heritage for future generations to enjoy. These activities foster community identity and a sense of place, while building pride and spirit.

Objectives:

The objectives are:

- To achieve social and cultural objectives through the development process.
- To facilitate intergenerational understanding and interaction.
- To develop a range of housing catering to different abilities, ages, family types and income levels.
- To support a continuum of community, education, health and social services catering to all ages.
- To provide activities and opportunities geared to the interests and needs of youth and young adults.
- To create an accessible and safe community.
- To support an active arts and cultural sector and to preserve the community's rich heritage.
- To foster civic involvement, participation and volunteerism.



Arts, culture and heritage are vital to revitalizing the Downtown. If we are to compete with other jurisdictions, then we must position ourselves. We need to offer something different. That something is an experience; something that appeals to and engages all the senses. We need to make art, dance, music and theatre part of the visitor experience.

(Written Submission, October 23, 2006)

Strategies:

The following strategies support the vision and objectives for Community and Social Wellbeing. They recognize that while the District of Sechelt has an important role to play, the senior levels of government must be active partners, especially in the areas of child development, education, health care, non-market housing and social services. They also recognize the importance of community and personal responsibility.

Social and Cultural Lens:

- That the planning and development approval process consider the social and cultural aspects of all major development proposals. Such an approach or lens would examine possible impacts on the social and cultural environment arising from new development, while examining how it can contribute to or facilitate social and cultural development (e.g., provision of childcare facilities, community meeting spaces, non-market housing and public art).

Intergenerational Understanding and Interaction:

- That a strategy be developed that facilitates intergenerational understanding and interaction. This strategy could include: the development of a community awareness and education campaign which addresses age-related misconceptions and negative stereotypes; the provision of opportunities for different generations to interact, learn and socialize together; and the creation of inclusive facilities and spaces targeting the needs of all age groups.
- That a community centre be developed that offers intergenerational programming and that facilitates community building, intergenerational interaction and social networking.
- That new residential developments facilitate intergenerational living and interaction. To this end, that they include a range of housing catering to different ages and family types and that they incorporate common areas and community amenities targeting the needs of all age groups.



Range of Affordable Housing:

- That all neighbourhoods include a range of housing catering to different abilities, ages, family types and income levels, including affordable, non-market, rental and special needs housing.
- That a strategy be developed that facilitates the construction of affordable, non-market, rental and special needs housing. This strategy could include: the creation of an affordable housing reserve fund; the establishment of special development cost charges for non-market and special needs housing projects; the use of density bonuses which provide increased developable floor-space in exchange for such housing; and the use of inclusionary zoning which requires that a percentage of new units in major residential developments facilitate such housing.
- That secondary suites be considered in single-family residential neighbourhoods (as a means of increasing the supply of affordable, ground-oriented, rental housing).

Range of Housing: (Continued)

- That a community awareness and education campaign be developed to increase acceptance of multi-family, non-market, rental and special needs housing types. This campaign would demonstrate how such housing can be attractively designed and sensitively integrated within residential neighbourhoods.

Continuum of Services:

- That a gap analysis be conducted to identify service deficiencies and needs and that the findings be shared with all levels of government.
- That the Social Planning Council coordinate action in support of addressing the identified gaps. To this end, that it raise community awareness about social issues; identify opportunities, including new funding sources; inform the planning and development approval process on the social aspects of all major development proposals; and monitor and report on the progress in addressing deficiencies and needs.
- That an one-stop information, resource and referral centre be developed. This centre would be centrally located, be close to public transit and cater to all ages and both genders. It would provide assistance in the following areas: child development, education, health, housing and social services. It could also house the Sunshine Coast Volunteer and Information Centre.

Civic Youth Strategy:

- That a civic youth strategy be developed that ensures a strong voice for youth in municipal decision-making; that facilitates and promotes the contributions of youth; and that strengthens services and supports for youth.
- That a centre or designated space be created for youth and young adults. This centre or space would provide a safe, supervised environment to “hang-out, have fun and socialize.”
- That the development of out-of-school activities be supported, along with initiatives to provide safe, supervised environments for youth and young adults to pursue their common interests.

Accessible and Safe Community:

- That guidelines be developed to maximize physical accessibility in the design and redesign of buildings, parks, residential neighbourhoods and transportation facilities and that an awards program be established for any development or redevelopment demonstrating outstanding attention to physical accessibility.
- That a safety audit be conducted of the community which identifies real and perceived safety concerns; identifies the underlying root causes; and makes recommendations to address identified concerns. This audit could be conducted by the RCMP, with the assistance of business, community, ratepayer and resident associations and groups.
- That crime prevention through environmental design guidelines be developed to inform the design of new developments, as well as the redesign of existing areas throughout the District.

Active Arts, Cultural and Heritage Sector:

- That existing community facilities be used for arts programs, classes, displays, events and related activities and that new civic spaces be created which enable artists and performers to showcase their considerable talents.
- That an Artisan Area or Precinct be considered for the Downtown. Such an area or precinct could comprise civic spaces and public art, entertainment venues, live/work residences and small galleries and studios, in combination with cafes and eateries. (For more information on such areas or precincts, refer to page 91).
- That a heritage inventory be developed which identifies structures, landscape features, properties and sites considered to be of heritage value so that their preservation can be considered early in the planning and development approval process.
- That efforts be made to raise awareness about heritage resources and that heritage property owners be encouraged to conserve and protect their properties, including voluntary designation. In some cases, where protection is deemed of vital importance to the community, that incentives be used to support voluntary designation or that the property be purchased and used for community purposes.
- That self-guided driving and walking tours be developed of heritage sites and historic structures. These tours would be based on detailed brochures, heritage murals, interactive displays, interpretative signage and recorded stories. The goal would be to bring history to life; enabling residents and visitors to personally experience it.
- That existing festivals be supported (e.g., the Festival of the Written Arts) and that others be considered that build on the community's and region's rich cultural heritage. Festival development is an area in which the community possesses considerable capacity, resources and talents which could be leveraged further.



The Sunshine Coast Regional Cultural Strategy Steering Committee, which represents different cultural stakeholder groups on the Coast, recently released its report entitled [The Sunshine Coast Regional Cultural Strategy \(2007\)](#). This strategy articulates a region-wide vision; identifies assets and gaps; proposes key strategies and objectives; and includes an action plan in support of each objective.

This strategy should be consulted as part of the District's efforts to support and promote its arts, cultural and heritage sector. The District should also participate in region-wide initiatives, where possible, which capitalize on economies of scale (e.g., joint development, marketing and promotion).



Caring and Involved Community:

- That a strategy be developed that welcomes newcomers to Sechelt; that educates them as to available services and supports; and that informs them of opportunities to get involved in their new community.
- That Capilano College and other agencies consider offering educational seminars to achieve greater understanding of and involvement in the planning and development approval process.
- That the planning and development approval process become more inclusive and less reactive. To this end, that it include more opportunities for meaningful community consultation early in the process and that developers be required to demonstrate how consultation informed all decisions.
- That parents of young children and youth be represented on all advisory and decision-making committees having input into planning for the future needs of the community.

Section #6: Economic Development

Introduction:

A diverse, strong and sustainable economy brings employment which enables residents to support themselves and a solid tax base to provide community amenities, infrastructure and services. It also allows the community to achieve a higher standard of living and an improved quality of life.

Over the past several decades, the community's economy has shifted. Resource extractive industries, that were the foundation of the local economy, are in decline. In fact, the coastal forest industry is in 'crisis' mode and will continue to shed capacity (i.e., further plant closures) and the commercial fishery is now limited to a native fishery. The competitive advantages (e.g., high quality resources, low production costs and dedicated markets) that allowed these industries to flourish have diminished. There are, however, opportunities for niche, specialty and value-added wood manufacturing, as well as aquaculture.

Construction has become a major employer; fueled primarily by residential development. In fact, the number of building permits issued increased by 66.5% between 2002 and 2005, while their value increased by over 89.1% during the same period. Service-based employment, especially in the areas of retail trade, health and social services, hospitality and public administration, will continue to expand in response to population growth. In fact, in 2005, the Sunshine Coast, which encompasses the District of Sechelt, experienced the fastest rate of growth of all 28 Regional Districts in British Columbia.

Industrial and manufacturing expansion is limited by the absence of a fixed crossing or road to the Lower Mainland, and the corresponding reliance on BC Ferries, which serves to raise business costs. It is also limited by the lack of a diverse and skilled workforce. These limitations are compounded by the lack of air, port and rail services, which makes it difficult to bring people, raw resources and supplies in and to ship goods out.

In-migration and tourism, which benefit from the region's relative isolation, as well as its attractive natural environment and abundant outdoor recreational opportunities, will become the largest change drivers in the coming years. Most new real estate investment in the region is geared towards attracting amenity migrants, who are near-retirees and retirees coming from other parts of British Columbia and Canada. Most signs point to a continuation of this type of migration. For a region losing resource-based employment, amenity migrants contribute to population growth, which fuels service expansion and local employment.

Tourism will also expand for the reasons cited above. It will include easily-accessible attractions and higher-end hospitality facilities as the aging physical plant that supported the old coastal resorts is gradually upgraded and replaced. Adventure and eco-tourism will increase as the forest, marine and mountain areas are more intensively used and as public access to them improves.

Information and knowledge based businesses, which are not as reliant on the transportation infrastructure and whose employees are attracted to the natural environment and the community's relative proximity to Greater Vancouver, will likely increase. These businesses include environmental technology companies, high tech firms, new media groups and software manufacturers.

Community Feedback:

Based on the community consultation in support of the visioning process, the following challenges were identified:

- no Economic Development Strategy or designated body or individual to direct and coordinate economic development;
- increasing competition from new commercial development occurring on the Sechelt Indian Band lands and from other communities on the Sunshine Coast and elsewhere;
- poor retail mix (i.e., too many of the same types of stores);
- increasing skills shortages (which are related to the changing demographics);
- lack of employment opportunities for youth and young adults;
- limited post-secondary educational opportunities;
- inadequate hospitality infrastructure (e.g., few quality hotels or resort facilities);
- no major tourist attraction or draw;
- loss of high paying jobs (resulting from the shift from a resource-based to a service-based economy);
- inadequate tax base to provide community amenities, infrastructure and services;
- absence of a fixed crossing or road to the Lower Mainland;
- inadequate ferry service (e.g., increasing fares, infrequent sailings, etc.).

The reason people move here, either to live or to start a business, is that we are a high amenity area. As such, we must be careful not to “kill the goose that lays the golden eggs.” To this end, we should not be attracting industry which negatively impacts our environment or our high quality of life.

(Written Submission, October 23, 2007)



We are becoming a retirement community. The youth are leaving and young families can't afford to live here. We need to reverse this trend. Let's expand post-secondary opportunities, including career and vocational programs, while providing a range of affordable, ground-oriented housing suitable for families.

(Written Submission, October 23, 2006)



Many businesses are attracted to high amenity areas, with public post-secondary facilities. Given our proximity to Greater Vancouver, we need to develop and market this angle. To date, we seem mired in the past.

(Directional Document Respondent, February 22, 2007)



Vision:

Sechelt is characterized by a diverse and stable economy that supports clean, low-impact and value-added activities and sustainable resource management.

It achieves a diversified economy which provides a wide range of employment opportunities that support families and are attractive to youth and young adults. These opportunities include knowledge-based and value-added jobs, the latter in traditional resource industries; service sector jobs which are population-driven; and tourism-related jobs which are based on the community's attractive natural setting and abundant outdoor recreational opportunities.

It provides a comprehensive range of retail and service opportunities and an attractive, pedestrian-oriented shopping environment in its Downtown that contributes to customer loyalty and repeat business, while acting as a magnet for visitors and tourists. It coordinates its commercial development with that occurring on the Sechelt Indian Band lands, reducing duplication, while enabling both areas to more effectively compete with other jurisdictions.

It facilitates a spirit of community economic development that recognizes that future economic growth is likely to be driven by entrepreneurship, innovation, self-employment and small-to-medium sized business expansion. It ensures that all community members are able to meet their learning aspirations, through education, volunteer and workplace learning opportunities, and that the community and its members are committed to lifelong learning.

It provides a range of housing, including affordable, non-market and rental, and community amenities and services that encourage families and a mix of demographic groups to reside in the community. The creation of an intergenerational community ensures that businesses can meet their diverse employment needs, including entry level positions, while enabling the community to capitalize on the new information- and knowledge-based economy.

It ensures that all agencies and organizations with an economic mandate are working collaboratively together to identify new growth areas and opportunities, while proactively addressing challenges. It also ensures that it is working cooperatively with other jurisdictions, including the Community Futures Development Corporation of the Sunshine Coast, the Sechelt Indian Band and the Sunshine Coast Regional District, on mutually beneficial economic development, land use and sustainable resource management initiatives.

Most communities have an economic identity and a sense as to where they are going. Sechelt, on the other hand, appears lost. We have an active mine site bordering our Downtown and are frantically developing our remaining forested and mountain areas, while, at the same time, encouraging amenity migration and tourism development. We need a consistent economic vision which builds on our strengths and opportunities, while avoiding incompatible economic activities and land uses. We also need a dedicated body or individual to coordinate economic development and to champion the community to the world.

(Directional Document Respondent, February 22, 2007)

Objectives:

The objectives are:

- To develop the organizational capacity to facilitate and coordinate economic development.
- To revitalize the Downtown.
- To encourage clean, low-impact and value-added activities.
- To support entrepreneurship, innovation, self-employment and small-to-medium sized business expansion.
- To develop and promote the District as a tourist destination.
- To develop a skilled and diverse workforce.
- To offer a high level of service and infrastructure in support of business expansion.
- To promote inter-jurisdictional collaboration and partnership.

There is a need to revisit our past. We were once a tourist destination for urbanites. If we develop quality resorts and promote our adventure and eco-tourism opportunities, we can again become a tourist destination for urbanites.

(Community Interviews, October 19, 2006)



Strategies:

The following strategies support the vision and objectives for Economic Development. They are based on the background review and the consultation. They should be viewed as preliminary and as a basis for further discussion. **It is recommended that an Economic Development Strategy be undertaken for the District, which takes a comprehensive look at the issues, both from a local and regional perspective, and develops longer-term directions and strategies which are consistent with the guiding principles as contained in this document.**

For strategies pertaining to the revitalization of the Downtown, refer to Section #3: Downtown Village and Waterfronts.

Economic Development Capacity:

- That the District establish an economic development organization to provide overall leadership in this area (see below for more information). This body would build on previous work (e.g., the [Sechelt Investment Attraction Strategy](#) [July 2004] and the [Sunshine Coast Gap Analysis](#) [June 2004]) and develop a more comprehensive and coordinated approach to economic development.

Other municipalities in British Columbia have facilitated economic development using one of four common approaches. These approaches include: Economic Development Committees of Council (e.g., Williams Lake); Economic Development Corporations (e.g., Prince George); Economic Development Partnerships, which include the municipality (e.g., Chilliwack); and Economic Development Societies (e.g., the Comox Valley). Each approach has its advantages and disadvantages, with the latter approaches being more autonomous.

If the District decides to establish an economic development organization, it will need to decide which approach is best suited to its specific needs.

Economic Development Capacity: (Continued)

- That the District consider hiring an Economic Development Officer. This individual would work closely with any new economic development organization and would be responsible for implementing the Economic Development Strategy. As part of the consultation in support of the visioning process, it was suggested that the District initiate discussions with the Sechelt Indian Band regarding the hiring of a joint Economic Development Officer.
- That the District continue to collaborate with other jurisdictions on joint economic development initiatives—e.g., a Regional Marketing and Investment Attraction Strategy.

'Green' Business Park:

- That any future business park incorporate 'green' design and infrastructure features and provide access to advanced technology, including tele-communications (see below sketch). Target businesses would include those that are attracted to high amenity areas and that are not reliant on transportation infrastructure such as environmental technology companies, high tech firms, new media groups and software manufactures.

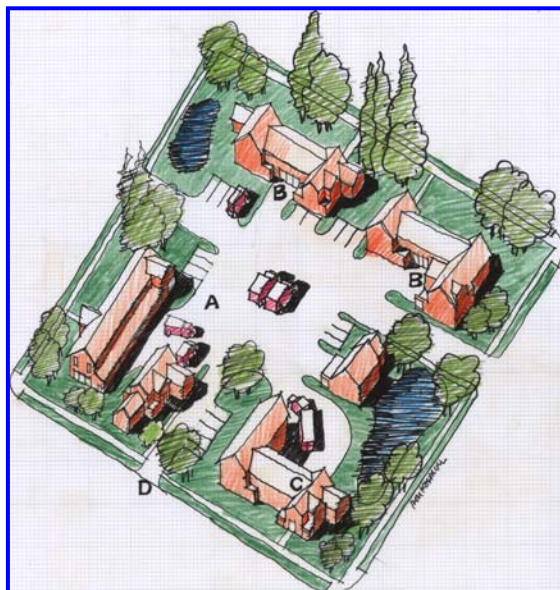
Given the availability of appropriately zoned lands for a business park on Field Road and given the location of the new Eco Village, this area could become a hub for businesses attracted to high amenity areas such as those identified above, plus others. Regarding the Eco Village, it is a 30-acre light industrial, office and retail complex, incorporating live/work residences and designed according to LEED (Leadership in Energy and Environmental Design) standards.

- That the Community Forest be managed on a sustainable basis and that it support niche, specialty and value-added wood manufacturing within the District and on the Sunshine Coast.

Business Park Community Design Guidelines:

A business park refers to light industrial, office and warehouse uses that are non-toxic and arranged in a park-like setting. Key features can include:

- a compact building arrangement with office components facing on to the front street with landscaped front and side yards (A);
- vehicular access via an interior parking area with rear door access into buildings (B);
- live/work residences can be accommodated with upper level decks and living units (C);
- limited driveway access to interior parking (D);
- landscaped front yards can contain pedestrian amenities, shrubs, trees and water features.



Entrepreneurship and Innovation:

- That a forum be organized with local consultants and entrepreneurs to identify strategies to attract information- and knowledge-based businesses and that the resultant strategies be prioritized and implemented.
- That a Youth Entrepreneurship Program be created in partnership with Capilano College and School District #46. This program would build awareness about entrepreneurial and self-employment opportunities and offer assistance in developing a business plan, securing funding and marketing a product or service.

Such a program would complement the Junior Achievement Programs, which are being offered in School District #46. For example, the Company Program introduces Grades 11 and 12 students to the rewards and risks of entrepreneurship by planning and operating a business enterprise.

- That a Small Business Incubator Area be considered on the periphery of the Downtown Core. This area, which would comprise underutilized commercial and warehouse buildings, would encourage the sharing of administrative services and office/production space, while facilitating joint retailing and marketing opportunities.
- That self-employment initiatives be encouraged, including the establishment of home-based businesses, while mitigating potential neighbourhood impacts through the zoning regulations.

Tourist Destination:

- That adventure and eco-tourism be promoted and that organized tours and outfitters be encouraged to locate within the District. Improved public access to forest, marine and mountain areas and further recreational development of Dakota Ridge would act as strong catalysts.
- That an Artisan Area or Precinct be considered for the Downtown. Such an area or precinct, which could comprise civic spaces and public art, entertainment venues, live/work residences and small galleries and studios, in combination with cafes and eateries, would contribute to revitalization efforts, while attracting a younger demographic. (For more information on artisan areas or precincts, refer to the following page.)

Existing venues in the Downtown, including Chatelech Theatre, the Festival Pavilion and Garden at the Rockwood Centre and Raven's Cry Theatre, would be augmented by new civic spaces and venues, including the proposed Civic Centre Theatre Plaza adjacent the Sechelt Public Library and the Trail Bay Wharf and Marketplace at the foot of Wharf Road.

Squamish is becoming an outdoor enthusiast 'Mecca.' Adventure and eco-tourism have transformed the community from an industrial town to a hip, trendy place. It has also resurrected the economy, as evidenced by all the outfitters and tour operators. Sechelt has many of the same attributes and more. We have some of the best kayaking in the world, great trails and outstanding cross-country skiing areas. We need to recognize this opportunity and support and promote it. If done right, it could be the cornerstone of our economy.

(Directional Document Respondent, February 22, 2007)



Tourist Destination:

- That existing festivals be supported (e.g., the Festival of the Written Arts) and that others be considered that build on the community’s and region’s rich cultural heritage. Festival development is an area in which the community possesses considerable capacity, resources and talents which could be leveraged further.
- That self-guided driving and walking tours be developed of heritage sites and historic structures. These tours would be based on detailed brochures, heritage murals, interactive displays, interpretative signage and recorded stories. The goal would be to bring history to life; enabling visitors to personally experience it.
- That a quality hotel or resort be developed, preferably in close proximity to the Downtown. This facility could incorporate convention space and/or a marina which would facilitate water-based access. To this end, that suitable land parcels be identified and promoted to potential investors. (For information on the proposed Selma Bay Hotel and Marina, which is located on the Sechelt Indian Band lands, refer to page 62.)
- That water-based access be provided to the community at Trail Bay. This access, which could be in the form of a permanent dock, offering temporary moorage and supporting charter operations, or a seasonal floating dock, would enhance retailing and tourism, especially if combined with a passenger ferry service.

Artisan Areas and Precincts:

Arts and cultural development is being used to transform and revitalize the downtown areas of a number of communities in Canada and the United States. Often, an area or precinct is designated and a coordinated strategy is developed with the purpose of creating more spaces and venues to access and experience arts and cultural activities. Civic initiatives include community amenities, new venues, public art, signage and street improvements, while private sector developments include artist studios, galleries, live/work residences and restaurants.

One of the more successful artisan areas or precincts is the Arts District in Santa Rosa, California. This District, which has been the recipient of focused, intensive investment to create an environment that is rich in arts and cultural activities, has been instrumental in revitalizing the Downtown Core. Initiatives include but are not limited to: access to affordable housing for artists; an Art in Public Places Program; Artist in Residence initiatives; business and professional development; live/work and studio opportunities; street improvements; and venue development involving public/private partnerships.



Skilled and Diverse Workforce:

- That a comprehensive education plan be developed that involves all organizations with an education mandate. This plan would examine the changing labour market conditions on the Sunshine Coast; identify growth areas and opportunities; and recommend curriculum changes.
- That any expansion of Capilano College be supported and that post-secondary opportunities be expanded, especially those related to career and vocational programs in identified growth areas.
- That an Educational Area be considered for the Downtown Core, possibly in conjunction with the establishment of an Artisan Area or Precinct. This area could contain a satellite campus of Capilano College, if this facility relocates to West Sechelt or elsewhere on the Sunshine Coast, as well as private educational and training institutes, research facilities, small galleries, studios, etc. The establishment of a Small Business Incubator Area would complement both educational and cultural uses, given its focus on design, innovation and research.
- That a skills bank or directory be created and promoted. This portal would contain an up-to-date inventory of human resources capacity in Sechelt. It could also contain a listing of coaches and mentors to facilitate skills transfer and volunteer opportunities to enhance employability.

Business Support Services:

- That a retail and service gap analysis be conducted. Based on this analysis, that identified gaps and opportunities be communicated; that available properties for lease or sale be highlighted; that demographic, housing cost and quality of life information be promoted; and that the proximity of potential competitors be profiled.
- That detailed information be compiled on existing businesses through an annual survey that identifies strengths, weaknesses and common needs. This survey information would be stored on a database such as Synchronist and it would be used to develop education, information, marketing and skill development programs.
- That telecommunications capacity be improved. To this end, that developers be required to install telecom ducts in all new commercial buildings and that a public access wireless network be considered, which would deliver broadband to businesses and residents.

Airport Expansion:

There was no consensus within the community or on the steering committee regarding airport expansion. Some felt that it would fuel economic development, especially in the areas of amenity migration and tourism development. Others felt that it would harm the environment, contributing to greenhouse gas emissions.

Given the lack of consensus, no recommendation is made. It was felt that this is an important topic and that more community dialogue needed to occur prior to a decision being made.



Section #7: Transportation, Mobility and Access

Introduction:

Transportation has played and will continue to play a key role in the District's growth and development.

Water-based access was instrumental in the region's early settlement patterns and development. The Shishalh people occupied the protected inland areas of Sechelt Inlet and the first European pioneers established settlements at Trail Bay. Early industry, including fishing and logging, was dependent on water-based transport. Tourism, which developed later, was also water-based, as it was reliant on the steamship lines which ferried passengers from and to the Mainland.

In the early-1950s, the Sunshine Coast Highway was developed, and in combination with the ferry terminals at Earl's Cove and Langdale, it became the predominant form of transportation. Increased accessibility fueled growth and development in Sechelt and the larger Sunshine Coast, especially along and adjacent to the highway. This 'ribbon' development and subsequent residential subdivision development was discontinuous and dispersed, as well as very car-dependent.

In the mid-1980s, public transit began operations on the Sunshine Coast. Given the dispersed development pattern, it is limited to four routes, with its main route, serving the Langdale Ferry Terminal, accounting for almost 90% of its total ridership.

For more information on the above transportation modes, plus others, refer to the "current situation" information which precedes the strategies for each transportation mode.

My children rely on me to get them from A to B. They cannot take transit because it does not serve north Sechelt. As such, they are limited in what they can do, especially after school and on weekends. If transit was provided, it would improve their independence, as well as that of the increasing number of seniors, many of whom are no longer able to drive, in my neighbourhood. Other communities have explored transit alternatives such as small buses and private taxis. Let's be innovative.

(Community Interviews, October 20, 2006)



We must rethink the way we design buildings and neighbourhoods. Instead of designing them for the car, with double and triple bay garages, long driveways and two and four lane roads, we must start to design them for people. The "fossil fuel age" is coming to end, and if this is a visioning exercise, then we must plan for its replacement.

(Directional Document Respondent, February 22, 2007)



Community Feedback:

Based on the community consultation in support of the visioning process, the following challenges were identified:

- concerns about highway safety;
- no alternative or secondary route to the Sunshine Coast Highway;
- concerns about accessibility for people with disabilities and mobility limitations;
- inadequate public transit system – e.g., limited coverage and hours of operation;
- lack of an integrated pedestrian pathway and trail network;
- lack of multi-modal connectivity – e.g., bike paths and transit stops;
- poor neighbourhood design – i.e., not transit-friendly;
- aging population – i.e., increasing reliance on public transit;
- high reliance on the automobile which is a major contributor to air pollution and greenhouse gas emissions;
- lack of parking in the Downtown;
- inadequate ferry service – e.g., high cost and infrequent sailings;
- limited air and water based access;
- multiple jurisdictions responsible for transportation.



Vision:

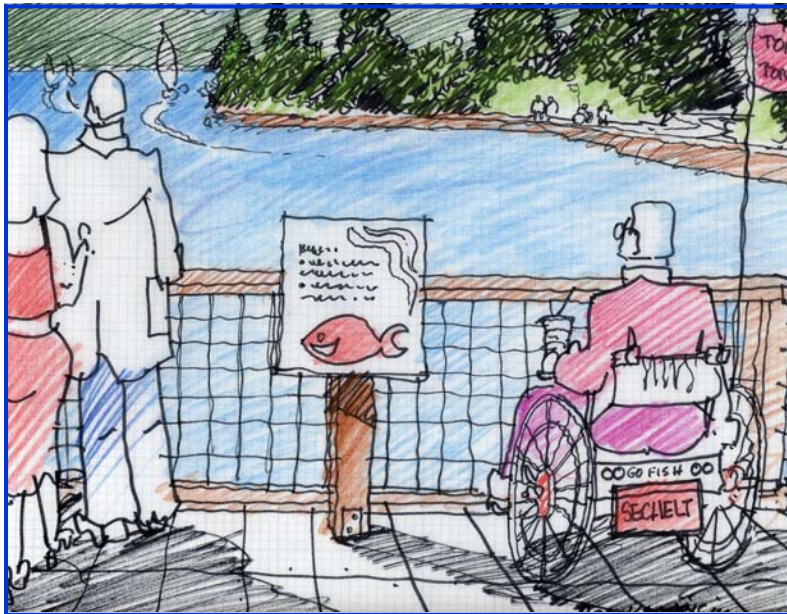
Sechelt is committed to developing an efficient and safe transportation system to move people and goods which maximizes transportation choices, minimizes environmental impacts and promotes livable and sustainable neighbourhoods.

It encourages the use of a variety of transportation choices and develops alternatives to the single occupant vehicle. These choices include an efficient and safe road network; an integrated pedestrian pathway and trail system linking all neighbourhoods; designated bike routes along or adjacent to major roadways; and an improved public transit system that is accessible, comfortable, convenient and reliable.

It encourages environmentally-friendly transportation options that reduce air pollution and greenhouse gas emissions. These options include the development of car pool and ride share programs; the expansion of the pedestrian pathway and trail system; the promotion of bio-diesel and hybrid vehicles; and the use of energy-efficient, smaller buses on transit routes.

It coordinates land use and transportation planning to minimize disruptions to neighbourhoods caused by road traffic and to reduce transportation demand. Regarding the latter, it creates compact, complete and pedestrian-oriented neighbourhoods where residents can meet many of their daily needs within an easy drive or walk. It also creates neighbourhood centres with higher densities which act as hubs for transit.

It ensures the efficient movement of goods to and through the community, which is essential to the future economic health of Sechelt. To this end, it collaborates with others to develop an improved ferry and highway system and it maximizes air and water based transport, enabling people, raw resources and supplies to get in and the shipment of goods to get out.



Multiuse Pathway and Trail Network

An effective system of trails and greenways would enable residents and visitors to travel by foot and bicycle throughout the District, thus encouraging healthy lifestyles and creating a more vibrant and attractive community.

(Parks and Open Space Master Plan, July 2006)

As stated in the Guide, we have an aging population. As such, we must ensure that our trails and waterfront areas are fully accessible. With the exception of the few paved pathways along Trail Bay, most of our trails and just about all of our waterfront areas are inaccessible to those with a disability or using a wheelchair.

(Design Week Presentation Respondent, October 23, 2007)

Strategies:

The following strategies support the vision and objectives for Transportation, Mobility and Access. They are based on the background review and the consultation. They should be seen as preliminary and as a basis for further discussion. They also recognize that while the District of Sechelt has an important role to play, the senior levels of government must be active partners, especially with regard to the ferry service, highway improvements and transit provision.

Sunshine Coast Highway:

Current Situation:

The Sunshine Coast Highway is the key transportation corridor serving the Coast. Most commercial development is located along this corridor and most residents live nearby. This is the only route that connects all areas of the Sunshine Coast. The highway also connects the ferry terminals in Earl's Cove and Langdale.

Strategies:

- That a comprehensive road safety audit be conducted to reduce the crash potential and improve the safety performance of the highway as it passes through the District. This audit would consider all the factors that contribute to a crash and address the needs of pedestrians, cyclists and truckers, as well as motorists.
- That incremental highway improvements enhance pedestrian, bicycle and transit infrastructure. More specifically, that sidewalks be provided on at least one side of the highway; that commuter bicycle lanes be incorporated on one or both shoulders of the highway (and that they conform to Transportation Association of Canada standards); and that provision be made for transit, including safe drop-off and pick-up zones along the highway.
- That the proposed bypass through the Downtown be developed. This bypass would improve the pedestrian orientation of the Downtown, which would contribute to its revitalization, while improving access between the Downtown and the Trail Bay waterfront.

That planning commerce in support of the proposed bypass through the Downtown, including identification of possible access and egress points and entry features (e.g., landscaped buffers, medians and setbacks) to create an appropriate 'gateway' to the Downtown and larger District.

Local Street Network:

Current Situation:

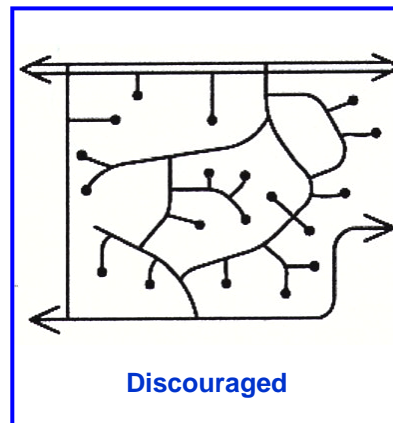
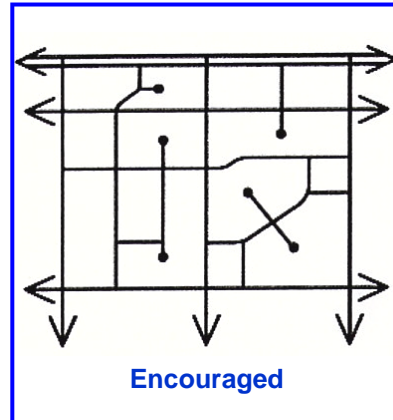
Local streets should form a well-connected network that provides safe, direct and convenient access by automobile, foot or bike. A well-connected local street network encourages use of alternative modes of transport to the automobile; reduces the need for excessive out-of-direction travel; and connects neighbourhoods.

Local Street Network: (Continued)

The design of local streets also plays an important role in affecting travel speed and the choice of travel modes. Narrow streets tend to slow traffic and are more conducive to pedestrian and bicycle travel. Narrow streets also cost less to build and maintain; are more environmentally-friendly; encourage more efficient land use; and improve neighbourhood character.

Strategies:

- That a local street network be created that connects streets in and through developments and between neighbourhoods.
- That a local street network be created that meets the needs of pedestrians and cyclists and that encourages walking and cycling as transportation modes.
- That pedestrian and bicycle access ways connect to cul-de-sacs in existing neighbourhoods, pass through long blocks and connect to the larger pedestrian pathway and trail network.
- That traffic calming be used, where appropriate, to improve the pedestrian-orientation of and road safety in neighbourhoods, while maintaining efficient traffic flows.
- That narrow streets be incorporated into new developments to reduce paving requirements and to slow traffic speeds.



Pathway and Trail Network:

Current Situation:

The District lacks multi-use pathways and trails that link neighbourhoods, parks and waterfront areas. The lack of such facilities discourages pedestrian and cycling activity.

Multi-use pathways and trails, in combination with greenways,⁽¹⁾ can serve many functions, including: encouraging alternative modes of transport to the automobile; buffering potentially conflicting land uses; offering recreational opportunities; and providing for wildlife corridors.

The Parks and Open Space Master Plan (July 2006) identifies the importance of multi-use pathways and trails linking residential neighbourhoods to each other and to the Downtown.

1. A greenway is any linear corridor characterized by natural vegetation and open space.



Pathway and Trail Network:

Strategies:

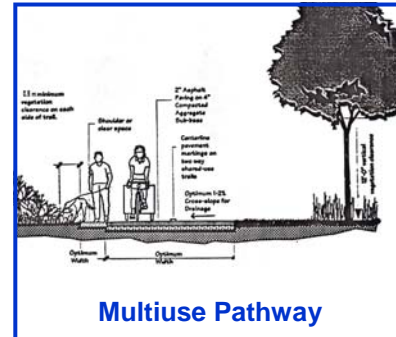
- That the vision supports the goals and recommended improvements for a network of multi-use pathways and trails as outlined in the Parks and Open Space Master Plan (July 2006). This plan calls for the following five types of pathways and trails:

- ◇ multi-use (which are wheelchair accessible);
- ◇ shared-use;
- ◇ pedestrian easements and walkways;
- ◇ commuter bicycle lanes;
- ◇ hiking trails.

For each type, characteristics and guidelines are provided, including tread width and surface; trail clearing; gradient maximum; buffer width; and optimum cross slope.

The plan makes a number of recommended improvements by neighbourhood. These improvements support the development of a comprehensive pedestrian pathway and trail network linking residential neighbourhoods with each other and to the Downtown. The plan also makes recommended improvements regarding directional and trail marker signage, as well as discussing implementation strategies, including community partnerships and volunteer activities.

- That the Porpoise and Trail Bay waterfronts be linked by way of a pedestrian pathway and greenway connector along Wharf Road. This connector would incorporate an enhanced pedestrian environment, including major civic spaces at both ends of the connector; improved landscaping; private courtyard setbacks; public art; traffic calming measures such curb extensions and islands; and wider sidewalks using permeable surfaces. For more information about the connector, including the disappearing street, refer to pages 56 to 60.



Residents have expressed great interest in the construction of a network of pathways and trails that connect all neighbourhoods and parks. The Parks and Open Space Plan Phone Survey determined that 56% of residents rated pathways and trails as “definitely needed” in the District. Residents who attended the Parks and Open Space Master Plan Public Forum also strongly agreed with the construction of additional pathways and trails to link neighbourhoods and parks.

(Parks and Open Space Master Plan, July 2006)

The creation of a pathway, bikeway and trail network, in combination with greenways, should be a priority. It would provide a clear alternative to the car, enabling people to conveniently get to work by bicycle or on foot. It would also provide recreational and tourism opportunities. One just has to look at how well used the pathways, bikeways and trails are at Whistler to know that they would meet with similar success in Sechelt.

(Written Submission, October 21, 2006)

Pathway and Trail Network: (Continued)

- That the West Sechelt and Wilson Creek waterfronts be linked by way of a pedestrian/bicycle pathway and greenway connector. This connector would provide a pleasant and safe alternative to using the Sunshine Coast Highway and it would parallel the waterfront, where feasible. It would incorporate existing pathways and trails, beach access points and parks and would require the cooperation of the Sechelt Indian Band for that portion running along Sinku Drive to the boat launch ramp.

Public Transit:

Current Situation:

The dispersed settlement pattern and relatively low density of the District, as well as the steep terrain of some neighbourhoods, creates challenges for providing effective transit service. In general, transit performs better when densities are higher and when there is a mix of land uses, since this results in a larger number of potential riders along a given route.

The Sunshine Coast Transit System operates from 5:00 a.m. to 11:00 p.m. on weekdays and from 7:00 a.m. to 11:00 p.m. on Saturdays, Sundays and holidays. There are four transit routes in the system, three of which serve the District. All routes are fully accessible to passengers with disabilities using scooters and wheelchairs. The routes serving the District are:

- Sechelt/Gibsons/Langdale Ferry: This route forms the backbone of the system, accounting for 74% of the service hours and 87% of total ridership on the transit system. The route is timed to meet ferry sailings.
- Sechelt Arena: Serves the arena and the neighbourhoods along the west side of Sechelt Inlet. This route operates approximately every hour between 6:40 a.m. to 7:00 p.m. on weekdays, and from 9:40 a.m. to 3:30 p.m. on Saturdays, Sundays and holidays. Limited evening service, operating until 8:30 p.m. was recently introduced on Fridays and Saturdays.
- West Sechelt Loop: Is a continuation of some of the Sechelt/Gibsons/Langdale Ferry route trips.

Currently, about 800 residents are not served by transit in West Sechelt; about 1,000 residents are not served by transit in East Porpoise Bay, Sandy Hook and Tuwanek; and about 350 residents are not served by transit in Selma Park and Wilson Creek.

As a very rough guideline, a population density of 1,000 persons per square kilometre is considered the minimum level required to support a conventional, fixed-route transit service. Only about 15% to 20% of the population on the Sunshine Coast lives in areas with a density of 1,000 persons or more per square kilometre and about 40% to 50% of the population lives in areas with density of 500 persons or more per square kilometre. This indicates the difficulty in providing transit service to all areas of the region.

Transit does not require uniformly high densities throughout the region; encouraging the creation of higher density nodes and corridors in those areas served by transit can be just as effective. Such a land use pattern can be achieved using urban containment boundaries and designating village or town centres where mixed-used, higher density development is encouraged.

([Sunshine Coast Transit Business Plan](#), May 2006)

Public Transit: (Continued)**Strategies:**

- That the vision supports the objectives and proposed improvements as outlined in the Sunshine Coast Transit Business Plan (May 2006). This plan includes the following improvements:
 - ◇ To increase the frequency of the existing Sechelt/Gibsons/Langdale route – i.e., from every 60 minutes to every 30 minutes.
 - ◇ To use community buses for areas not currently served by transit, as well as some areas now served by conventional transit. It is proposed that community buses be used to serve East Porpoise Bay, Sandy Hook and Tuwanek; parts of Selma Park and Wilson Creek, especially along Field Road; and West Porpoise Bay and parts of West Sechelt.
 - ◇ To improve access to transit information at transit exchanges and stops and via the Internet and telephone.
 - ◇ To introduce a high school semester pass and to develop an integrated fare product in cooperation with BC Ferries and Translink.
 - ◇ To survey non-transit users to determine barriers to transit usage.
- That neighbourhood centres, which incorporate convenience commercial uses, community amenities and a range of housing, accommodate transit exchanges. These exchanges would incorporate covered bus shelters, limited park and ride spaces and secure bicycle storage facilities. They would also be connected to the larger neighbourhood by way of accessible, convenient and safe pedestrian pathways and bicycle routes.
- That employers be encouraged to provide bus passes to their employees, possibly through payroll deductions or on a subsidized basis. Additionally, that employers be encouraged to allow employees to adjust their schedules to car pool or use transit and that they provide a ride home when employees reliant on transit are leaving early or late (i.e., outside of regular transit operating hours).

Air and Water Transport:**Current Situation:**

The airport is located between Chapman and Wilson Creeks at the north end of Field Road. It serves up to 50 small commercial and general aircraft and is the only airport on the Sunshine Coast. The airport lands, approximately 80 hectares, are jointly owned by the District of Sechelt and the Town of Gibsons and are managed by the former. Currently, the airport mainly serves a recreation function but it did include three commercial operations up until mid-1995. There are also two commercial seaplane operations on Porpoise Bay, which provide direct connections to Downtown Vancouver, Vancouver Island and other locations on the Sunshine Coast.

We need to explore airport expansion not only from an economic but also from an emergency preparedness perspective, given that this may be our only link to the outside world in the event of a major disaster.

(Community Interviews, October 19, 2006)

Air and Water Transport: (Continued)

Since there is no fixed connection with the rest of the British Columbia Mainland, ferries form a key link in the transportation system and ferry terminals are important transportation nodes. The Langdale Ferry Terminal, with service to Horseshoe Bay and access from there to the rest of the Mainland, is key. For most of the year, ferries operate on this route roughly every two hours, with eight round trips each day. The schedule is increased, with up to ten round trips each day, during the summer months of July and August. This route carries approximately 2.5 million passengers and 1.1 million vehicles annually.

Strategies:

- That airport expansion, which has been the subject of a recent study, not be considered as part of the Vision Plan. The complexities of the expansion, including financing, make it difficult to make a recommendation at this time. Based on the consultation, it was felt that any decision regarding expansion should take into consideration the Vision Plan, including the possible impacts.
- That the District lobby for more frequent ferry sailings during peak load periods. It was felt that an improved ferry service would facilitate economic growth, especially in the areas of business expansion and tourism development. On a cautionary note, concern was expressed that more frequent sailings would generate more population growth and development, which could place more pressure on community services and infrastructure, as well as the natural environment. As such, it is recommended that the Sustainable Growth and Design Strategy be in place prior to such lobbying efforts.
- That water-based access be provided to the community at Trail Bay. This access, which could be in the form of a permanent dock, offering temporary moorage and supporting charter operations, or a seasonal floating dock, would enhance retailing and tourism in the Downtown, especially if combined with a passenger ferry service.
- That water taxis be encouraged as a way of reducing highway traffic volumes, especially during peak times, and enhancing the tourist experience.

Draft Development Review Guidelines

These draft guidelines will be further refined and augmented prior to their implementation. They will apply to developers seeking District approval to Rezone or Subdivide their property and developers seeking a Development Permit or Development Variance Permit. Please see listing of definitions in right hand column.

Rationale:

Development within the District of Sechelt is a privilege which conveys upon a developer a number of responsibilities, including:

- learning about the community and its vision for the future;
- being open to innovative ideas that improve the overall design of a proposal;
- involving and listening to the community;
- working closely with the District.

The goal is a high standard of development that makes a significant contribution to the community; one in which all residents can feel proud.

Approval Process:

Pre-Application Stage:

The developer meets with District staff to review his or her development objectives and to become better informed about all municipal plans and requirements, including the:

- Vision Plan;
- Official Community Plan (OCP);
- Zoning Bylaw;
- Development Standards / Community Design Guidelines;
- Environmental, Geotechnical, Stormwater and Traffic Impact Requirements;
- Site-Specific Features, including Natural Systems and Topography;
- Social/Cultural Considerations;
- Approval Process, including Referral Agencies.

The developer is informed about the community's development objectives and expectations and is stepped through the approval process.

Conceptual Stage:

The developer is required to prepare up to three alternative (preliminary) development concepts that show massing, densities, circulation patterns and open space. He or she is also required to provide an air photo and a site analysis of existing geographic features, including surface hydrology and vegetation. All development concepts must be consistent with the Vision Plan and the OCP.

Zoning:

Zoning is a site-specific regulation that details permitted development. Every property in the District is zoned according to the type of development allowed on a site and it addresses such areas as minimum parcel size, building heights, densities, setbacks and parking requirements. Bylaw No. 25 is the District's Zoning Bylaw.

Rezoning Application:

A Rezoning Application is required when a proposal does not conform to the development currently permitted in the Zoning Bylaw. Rezoning legally changes the zoning category of the property to permit the proposed development.

Subdivision Application:

A Subdivision Application is required when a parcel of land is legally divided into two or more parcels or when a lot line is reconfigured or moved.

Development Permit:

A Development Permit directs or regulates quality urban design, protects the natural environment and ensures that development in hazardous areas is safe.

A Development Permit Area is a specific area designated in the Official Community Plan, in which a Development Permit is required. Generally, all areas, with the exception of single-family neighbourhoods, require a Permit.

Development Variance Permit:

A Development Variance Permit, which is issued by Council, is required when the Zoning Bylaw is varied. Land use, density and floodplain specification cannot be varied. Zoning provisions may be varied if Council feels that the reasons for the variance are appropriate.

For more information about the above development processes, please go to:
www.district.sechelt.bc.ca/departments/landuse.php

District staff will assess the development concepts for consistency with the Vision Plan, the OCP and all regulatory requirements. At this time, staff will advise the developer of the most desirable option and may require the developer to resubmit if inconsistencies are identified and/or consult with the community. If there are no concerns, then staff will advise the developer to prepare a detailed design concept for development application.

Application Stage:

The developer submits his or her application which is referred to a wide range of agencies, including community groups and resident associations, for comment. These bodies have one month to respond after receipt of the application and the resultant feedback is analyzed and summarized. District staff then prepare a report for review by the Planning Committee.

Community Consultation Stage:

The developer is required to hold at least one open house or public information meeting to present the development proposal. He or she may also be required to retain an independent professional to facilitate the event or events and to prepare a written summary of the proceedings, which will become a public document.

Development Review Stage:

The developer submits the development proposal to District staff. The proposal, along with the staff report and the consultation summary, is then forwarded to the Planning Committee. The Planning Committee reviews the proposal, recommending modifications or forwarding it on to District Council for consideration of first reading of Bylaw Amendment (or Development Permit or Development Variance Permit); then to statutory Public Hearing.

First Reading: (Rezoning and OCP Amendment Only)

District Council gives first reading and refers the proposal to Public Hearing.

Development Permit and Development Variance Permit:

District Council consideration and approval required.

Public Hearing: (Rezoning and OCP Amendment Only)

The notification of the Public Hearing must be advertised in two subsequent editions of a local newspaper and a public notice sign must be prominently located on or adjacent to the property in question. 'Impacted' residents and property owners must receive notice by hand delivery or mail. Public notification must include visual information, including the layout for the property in question.

The public hearing must provide adequate time for comments and questions. All public input, along with any subsequent decisions regarding the proposal in question, must be posted on the District website.

Second and Third Reading:

District Council gives second and third reading of the bylaw usually together at a subsequent Council meeting.

Preliminary Layout Approval Stage: (Subdivision Only)

Preliminary layout approval of a Subdivision is required by policy prior to fourth and final reading of the bylaw.

Fourth Reading:

District Council gives fourth and final reading of the bylaw at a subsequent Council meeting.

Development Permit Stage:

Development Permit approval is required by policy.

Final Approval: (Subdivision Only)

Final Subdivision approval is granted once the Preliminary Layout Approval and Subdivision Bylaw 430 requirements are fulfilled and everything is signed off.

Final Development Permit Approval

Sustainable Growth and Design Strategy

Background:

Historic growth patterns, the location of the Sechelt Indian Band lands, several prominent physical features, including an isthmus,⁽¹⁾ and the amalgamation of a number of smaller settlements to form the District in 1986, have created a geographically extensive community. More recently, the designation of Comprehensive Development Areas⁽²⁾ within the current Official Community Plan, several of which are located far from the Downtown, have reinforced this dispersed development pattern.

The spread-out nature of the community and the occurrence of 'leapfrog' development⁽³⁾ have presented a number of challenges, including:

- erosion of rural landscapes and lifestyles;
- higher servicing costs;
- increasing demands on the transportation network, including public transit;
- inefficient use of existing infrastructure;
- lack of concentrated development in the Downtown;
- loss of forested and natural areas;
- potential pressures on the Agricultural Land Reserve.

Current Growth Strategy:

The District, as part of its Official Community Plan (OCP), developed a Growth Strategy. Its goal is to "preserve, as much as possible, the environment, heritage and resource values of the community's land base by concentrating anticipated new development in already more disturbed areas and close to existing infrastructure and services."

This strategy encourages high density forms of residential development to locate in and adjacent to the Downtown. It encourages residential infill and continued subdivision at low to moderate densities (15 to 22 units per hectare) as sewer services and transportation corridors permit in parts of West Porpoise Bay and West Sechelt. It encourages minor development, mainly in the form of vacant lots being built out, in Davis Bay, East Porpoise Bay, Selma Park, Tuwanek and Wilson Creek.

Given that the growth areas are not used in conjunction with growth targets and that they are not well defined and given the designation of Comprehensive Development Areas within the OCP, this strategy has failed to create a more compact built form and is not facilitating environmental preservation and enhancement in the District.

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1. A narrow strip of land (with water on both sides) connecting two larger land areas.
 2. Are larger areas of undeveloped land with development potential. They are planned in consultation with the District, to a conceptual stage, and developed according to a comprehensive plan. Comprehensive planning is used to ensure that OCP objectives are met; that these new areas are properly integrated into the existing development pattern; and that development phasing is in keeping with the community's ability to provide needed services, commercial opportunities and community facilities.
 3. Leaving behind undeveloped parcels of land as development takes place farther and farther out from the centre.

Balanced, Managed and Sustainable Growth:

To achieve the Vision Plan and its Guiding Principles, as well as to address the limitations of the existing Growth Strategy, the steering committee reviewed a number of options to achieve balanced, managed and sustainable growth in the District.

Key Objectives:

There are many definitions pertaining to balanced, managed and sustainable growth. Rather than using generic definitions or ones borrowed from other jurisdictions, the steering committee felt that it was important to develop a description for each that was based on the consultation findings and the local context. As such, the following descriptions outline the key objectives to be achieved:

Balanced:

- balanced age profile (intergenerational community);
- neighbourhoods where residents can meet their daily needs within an easy drive or walk;
- community services and parks catering to all ages and interests;
- diversified economy that provides employment opportunities for youth and young adults;
- involvement of all members of the community in civic affairs;
- range of housing catering to different ages, family types and income levels.

Managed:

- compact urban form (containment boundaries);
- efficient use of infrastructure;
- innovative design and land use;
- preservation of important community features (forested and shoreline areas);
- coordinated development with the Sechelt Indian Band;
- integrated planning with other jurisdictions on the Sunshine Coast;
- proactive leadership and planning approach (managing growth and directing development).

Sustainable:

- clean, low impact and value-added economic development;
- energy efficient design and green infrastructure;
- environmentally-friendly transportation systems (reduced reliance on motorized transport);
- preservation of important ecosystems, habitat areas and watersheds;
- preservation of significant community, cultural and heritage features for future generations;

- protection of the Agricultural Land Reserve;
- sustainable lifestyles (knowing about and reducing one's ecological footprint).(4)

Recommended Components:

The recommended components of the strategy(5) include:

Establish Growth Targets:

That growth targets be established to set limits on new growth and development. These targets establish caps on new dwelling unit growth and are typically in the range of two to four percent per year. They are implemented for several reasons. First, they recognize the organizational limitations (e.g., staffing levels) of a municipality in processing development applications, including ensuring meaningful community consultation. Second, they recognize the limitations of service capacity (e.g., infrastructure) of a municipality.

Establish of Containment Boundaries:(6)

That containment boundaries be established. The main boundary would concentrate growth within the already developed areas served by sewer(7) and preserve agricultural, resource and rural lands outside of that area. This boundary would include the Downtown Village and the more developed areas of West Porpoise Bay and West Sechelt (see Diagram 6 on page 10). Neighbourhood centre boundaries could also be established but on a much smaller scale (see description on page 35).

The transition between developed and less developed areas would fall under the auspices of new 'rurban' design regulations (see page 30) that would promote compact development types and efficient infrastructure design, while protecting significant contiguous green and open spaces.

As part of the creation of containment boundaries, there would be a need to place a moratorium on all existing 'undeveloped' Comprehensive Development Areas outside these boundaries, while prohibiting the establishment of any new Comprehensive Development Areas. This moratorium would address the legal ramifications of changing the zoning, while identifying future uses for the areas in question.

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4. The phrase "ecological footprint" is used to depict the amount of land and water a human population would hypothetically need to provide the resources required to support itself and to absorb its wastes, given prevailing technology. Footprinting is widely used as an indicator of environmental sustainability.
 5. In order to implement the strategy, a comprehensive approach will be needed, incorporating regulatory requirements; financial incentives; community awareness and education; and coordinated and integrated planning with other jurisdictions.
 6. Creation of containment boundaries raise a number of questions, including: What about growth outside a boundary – e.g., vacant lots being built out? Is there a need to establish different designations as in the case of the District of Maple Ridge? What will trigger a review of a boundary – e.g., growth targets? What mechanism will be used to decide a redefinition of a boundary – e.g., a referendum?
 7. No sewer expansion or upgrading would be contemplated outside the main containment boundary. The only exception would be in the case of neighbourhood centres outside the boundary, which would accommodate increased densities, including multi-family housing. Ideally, such centres would fall within the sewer catchment area and, if not, their inclusion would require only minimal expansion.

Review the Establishment of an Urban Reserve:

That a review be conducted of the advantages and disadvantages of establishing an urban reserve, (8) as well as the most appropriate location for such a reserve within the District. Typically, an urban reserve borders a containment boundary and is comprised of low density land uses and undeveloped land. Its zoning is 'frozen' until such time that a population target is reached within the containment boundary (often referred to as build-out). When this occurs, areas within the reserve can be subdivided and rezoned to accommodate higher densities.

Designate Neighbourhood Centres:(9)

That neighbourhood centres be designated, where appropriate,(10) within residential neighbourhoods. These centres, which would incorporate community amenities, convenience commercial uses and a range of housing types, would contribute to a more compact built form; enable residents to meet many of their daily needs within an easy drive or walk; facilitate intergenerational living; nurture a sense of community; and support public transit provision.

Encourage Energy Efficient Buildings, Green Infrastructure and Innovative Design:

That energy efficient buildings, green infrastructure and innovative design be used to reduce the impacts of growth and development on the natural environment and on ecological systems. By using conservation and 'rurban' design regulations for new residential subdivision development, harnessing natural light and solar energy, promoting green roofs and reusing stormwater, raising awareness about the three 'R's (reduce, reuse and recycle) and using creeks and ditches to channel runoff, among other measures, the District can significantly reduce its ecological footprint and live within its ecological limits.

Potential Benefits:

The implementation of this strategy will produce a number of potential benefits, which will positively influence the following areas, which are addressed in more detail in the Vision Plan:

Natural Environment, Parks and Protected Lands:

The establishment of containment boundaries will reduce development pressures on natural areas and protected lands outside of them, while the encouragement of green infrastructure and innovative design will preserve natural areas and features in new residential developments.

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8. Some of the reasons for designating an urban reserve are: (1) to provide certainty with regard to the future direction of infrastructure expansion; (2) to facilitate planned, orderly and phased growth and development; and (3) to reduce land speculation outside a containment boundary.
 9. The designation of neighbourhood centres would address situations whereby an existing commercial centre (e.g., Davis Bay or Wilson Creek) is located outside the main containment boundary. Such centres would serve a convenience commercial function, thus they would not compete with the Downtown.
 10. For more information about neighbourhood centres, including location options and density considerations, see pages 33 to 39.

The creation of greenways and new parks in the Downtown and the preservation of contiguous green and open spaces in new residential developments will support a network of pedestrian and bicycle pathways, and trails in natural areas, while facilitating access, recreation and social interaction. This network will also link neighbourhoods, while providing habitat and corridors for wildlife.

Residential Neighbourhoods:

The establishment of containment boundaries and the use conservation and 'rurban' design regulations will help to preserve rural landscapes and lifestyles, while the designation of neighbourhood centres will create focal points, enabling residents to meet many of their daily needs within an easy drive or walk and providing housing choice.

Downtown Village and Waterfronts:

The creation of a more compact urban form, with more people living in and adjacent to the Downtown, will contribute to its revitalization. It will provide a larger market for local businesses; enabling new businesses to locate and existing ones to extend their hours and range of services. It will also provide more "eyes on the street" which will address concerns regarding public safety.

Community and Social Wellbeing:

The development of a range of housing types will create more affordable housing options, including apartment, live/work and townhouse residences. Additionally, the development of civic spaces and new community amenities, both in the Downtown and in the neighbourhood centres, will enhance intergenerational interaction and facilitate community building.

Economic Development:

The creation of a more compact built form will assist in efforts to revitalize the Downtown, while the preservation of natural and shoreline areas will support tourism development, including adventure and eco-tourism. Additionally, clarity as to the location and types of economic activities encouraged under the plan will assist developers and entrepreneurs in their development decisions and reduce potential community opposition to new development proposals.

Transportation, Mobility and Access:

The creation of a more compact built form and the designation of neighbourhood centres will support alternative modes of transport, including walking, cycling and public transit. It will also improve access to community services, while reducing the need for costly transportation upgrades outside the main containment boundary.

Additionally, an improved provincial highway circulation system into and through the Downtown and its immediate environs could contribute to a more effective land use pattern and a stronger connection between the Downtown and its two waterfront areas.

Community Identity

A Two-Pronged Identity for Sechelt: Natural and Cultural

Natural Conditions of Identity:

Aspects of the climate (e.g., light, temperature, humidity and moisture) combine with a landscape forged by glaciers and defined by forested slopes, watersheds and water bodies (Georgia Strait and Sechelt Inlet). Human cultures and other species inhabit these watersheds as places of food and shelter. Human cultures, particularly the aboriginal peoples, identify with and celebrate this landscape in their arts.

How do these watersheds and accompanying habitat areas influence the physical identity of Sechelt?

- Watersheds recharge and discharge groundwater, provide habitat, reduce erosion and function as key biological support systems for the region.
- Protecting these watersheds through smaller human settlement footprints extends the life and viability of the ecosystems within the watersheds.
- Minimizing these settlement footprints requires both site development configurations and building types that are low impact and compact—influencing both site planning and building design.

Physical settlement patterns that form Sechelt's identity for the future, based on natural resources conservation, include:

- Conservation Design
- Mixed-Density Hamlets
- Form-Based (Block) Zoning or Compositional Structure Guidelines
- Green Site Design
- Green Building Design

Conservation Design: conserves and protects key features (e.g., open space, views, etc.) in association with compact, small human settlement footprints. This is accomplished by eliminating minimum lot sizes, setting aside larger areas of contiguous open space and reducing street and parking areas—replacing them with alleys or mews and shared parking, where feasible.

Mixed-Density Hamlets: within each cluster, phase or grouping of houses, a hamlet environment (housing clusters around or within a larger open space) is achieved with a diversity of building types—from cottages to townhouses to larger single family dwellings—with both private and shared open space, parking and ancillary uses all in a compact arrangement.

Sechelt has a fascinating history, which is apparent to anyone who has read [Helen Dawe's Sechelt](#). It also had a unique architectural style, which we need to pay homage to in our new building designs.

(Written Submission, October 21, 2006)

Form-Based (Block) Zoning: establish a specific and managed settlement pattern with a regulating plan, designating locations where different form-standards apply, based on the local context; with building form standards as regulations to control building configuration, features and shape defining functions; as well as public space/street standards. This can be accomplished through changes in the Zoning Bylaw (form-based zoning) and/or applied through a design review process (compositional structure guidelines). Land use policies establish function, overall relationship and quantity of use but they do not manage resultant community form.

Green Site Design: can make a profound physical impact on the overall physical identity of Sechelt in its protection of natural resources and its innovative infrastructure systems to handle water and waste. Key features include:

- Garden bioswales that are wide and contain ponds, small wetlands, cascading water courses, natural water absorbent vegetations along roadways and inside residential developments, funneling water to larger wetland holding areas within developments.
- Streets without curbs: sloping streets with a ten centimeter rise on one side sloping in one direction to curb-less grate where water enters and is absorbed into the ground water via gravel and rock dry wells (see the 'disappearing' street concept on pages 59 and 60).
- Porous concrete for streets and sidewalks.
- Watershed protection and tree retention through conservation design strategies.

Green Building Design: guidelines can provide a framework for developers regarding buildings and site features that conserve resources. These guidelines will be developed in detail as a part of the revised Official Community Plan. General concepts for green building design that are responsive to both resource conservation and the natural and cultural aspects of community identity include:

- building forms and functions that relate and respond to light, temperature, humidity, moisture and site feature conservation;
- building forms incorporate features that conserve water and process waste effectively;
- steep pitch roofs to drain rain and snow and flatter slope green roofs are not incompatible; each has applications within the larger community.

The architectural language of Sechelt can be dramatic, simple, strong and functional based on both a response to natural conditions and cultural patterns that remain transferable to contemporary applications. Examples include:

- pitched roofs beginning at 6/12 to 12/12 for water shedding;
- shed roofs beginning at 6/12;
- green roofs that are flatter in slope, absorb and filter water through vegetation;
- metal roofing materials (fire resistant, less dependent upon wood resources);
- metal siding materials;
- recycled wood siding and other construction materials;
- covered overhangs for porches, entries and patios;

- orientation of buildings for natural daylight;
- orientation of buildings for solar access, thus reducing energy costs;
- enclosed, non-heated outdoor spaces.

Cultural Conditions of Identity:

Sechelt has a distinguished historic foundation of architecture that represents both the cultures of craftsmanship (e.g., aboriginal, pioneer and other) and the responses of that architecture to the critical regionalism of the coastal areas. The forms are simple strong geometries that can be incorporated into innovative design applications. The following photographs summarize some of the key features that are transferable to new architecture.

Overhangs for outdoor weather protection:

- roof extensions;
- separate marquees;
- outdoor open or semi-enclosed porches.

Sloping roof forms:

- gable roof
- gable roof with shed dormers
- hip roof
- mansard (having two slopes on all sides).



The Sechelt Hotel and General Store are examples of a combination of historic and transferable architectural elements suitable for contemporary building design. Large gable facades have window components arranged in a tiered affect, mirroring the decreasing square footage of upper level stories within the gable. Covered porches, both sloped and as upper level decks, provide protection from the weather and outdoor access to temperate winter climates. Additional gable and shed dormers break up the larger massing of multiple story buildings.

Detailed architectural design guidelines can integrate the historic cultural forms of the region with contemporary green building techniques such as green roofs. The historic building forms of Sechelt and the Sunshine Coast responded to the climatic elements of the coast and are still applicable today. This simple strong design identity, coupled with a conservation design strategy, can establish a genuine, unique and lasting physical signature for Sechelt.

Draft Five-Year Implementation Strategy

Visioning and planning are essential; however, implementation is where the rubber hits the road.

The Vision Plan incorporates seven focus areas, with each area containing specific actions. Early in the visioning process, the steering committee acknowledged that priorities needed to be established and that an implementation strategy needed to be developed that identified short, medium and longer term actions.

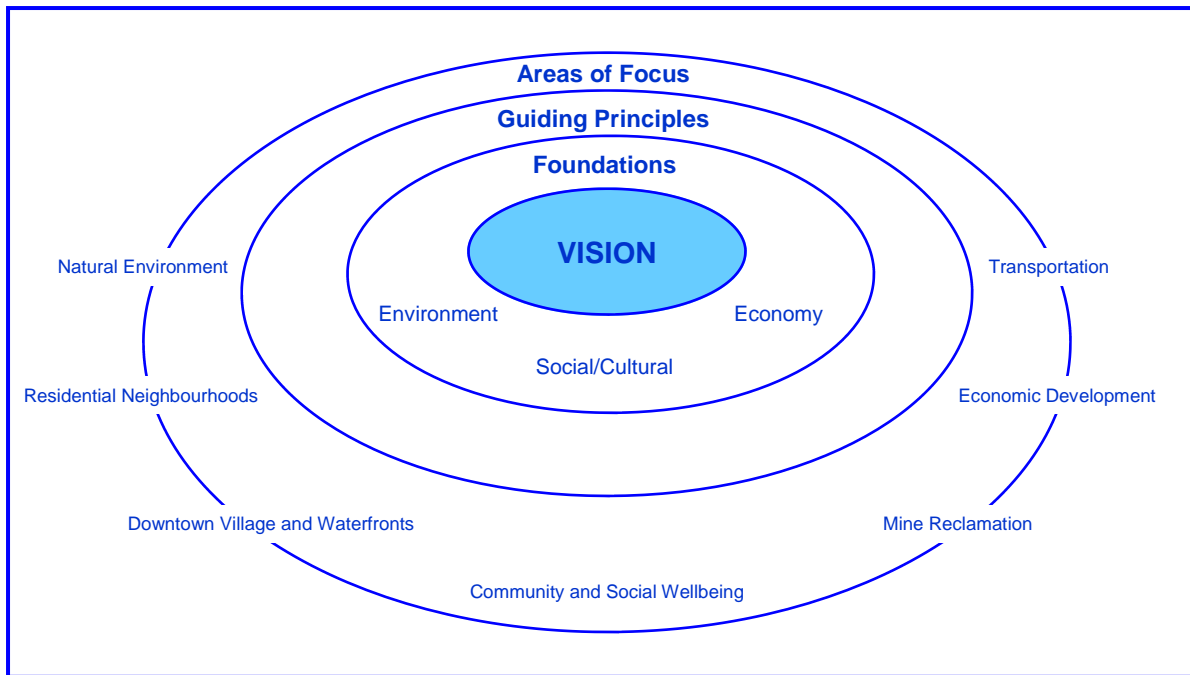
This Five-Year Implementation Strategy provides the foundation for achieving the Vision Plan. For this to occur, strong leadership and commitment are required by all sectors of the community.

It should be emphasized that while the District of Sechelt has an important role to play in implementing the vision; successful implementation will require the participation of the community and other jurisdictions (e.g., the Province, the Sechelt Indian Band and the Sunshine Coast Regional District). As such, partnerships and shared funding arrangements will be important.

To provide continuity and to guide the implementation process, including the preparation of an annual progress report, it is recommended that an Implementation Committee be established and that it include members of the existing steering committee.

The above elements are fully consistent with the Vision Plan, which states:

Sechelt is a caring, healthy, inclusive, safe and welcoming community which empowers and enables all of its citizens to make a contribution and to realize a high quality of life. It encourages involvement and leadership in all facets of community life, providing opportunities for people of all abilities and ages to make a contribution.



Priority Areas	Primary Responsibility	07	08	09	10	11
Collaborative Leadership						
<ul style="list-style-type: none"> Present the Vision Plan and draft Five-Year Implementation Strategy to District Council on June 20, 2007. 	Steering Committee					
<ul style="list-style-type: none"> Recommend that an Implementation Committee be established and that it include members of the existing steering committee. 	Steering Committee					
<ul style="list-style-type: none"> Adopt the Vision Plan and draft Five-Year Implementation Strategy and post all documents on the District website. 	District Council					
<ul style="list-style-type: none"> Develop terms of reference for the Implementation Committee, if approved, and determine its membership. 	District of Sechelt					
<ul style="list-style-type: none"> Designate a staff member to be the Vision Plan Coordinator and retain external expertise, if necessary, to implement the Vision Plan. 	District of Sechelt					
<ul style="list-style-type: none"> Prepare a detailed Five-Year Operational Plan in support of implementing the Vision Plan—i.e., specific actions, partners, costs, etc. 	District of Sechelt with implementation Committee Involvement					
<ul style="list-style-type: none"> Hold discussions with partners, including the Sechelt Indian Band and the Sunshine Coast Regional District—i.e., what is the plan and how does it benefit them? 	District of Sechelt					
<ul style="list-style-type: none"> Conduct an information campaign in support of the Vision Plan—i.e., its intent, areas of focus, benefits, opportunities for involvement, etc. 	District of Sechelt					
<ul style="list-style-type: none"> Prepare an annual report documenting progress towards the achievement of the Vision Plan and, using the local newspapers and the Vision Plan website, provide regular updates. 	Vision Plan Coordinator and Implementation Committee					
District Planning, Policies and Practice						
<ul style="list-style-type: none"> Refine, adopt and implement the Development Review Guidelines. 	District Council and Planning Department					
<ul style="list-style-type: none"> Revise the Official Community Plan and the Zoning Bylaw to ensure that they are consistent with the Vision Plan. 	District of Sechelt Planning Department					
<ul style="list-style-type: none"> Refine, adopt and implement the Sustainable Growth and Design Strategy, which includes the establishment of containment boundaries and growth targets. 	District Council and Planning Department					
<ul style="list-style-type: none"> Refine, adopt and implement Community Design Guidelines for the Downtown Village and residential neighbourhoods as contained in the Vision Plan. 	District Council and Planning Department					
<ul style="list-style-type: none"> Conduct training sessions with District staff so that they are aware of and working towards the achievement of the Vision Plan within their respective Departments. 	District Administrator and Director of Planning					

Priority Areas	Primary Responsibility	07	08	09	10	11
Natural Environment, Parks and Protected Lands						
<ul style="list-style-type: none"> Develop a Watershed and Ecosystem Planning and Protection Program which inventories, designates and protects environmentally sensitive areas. 	District of Sechelt and Conservation Groups					
<ul style="list-style-type: none"> Develop an Environmental Stewardship Program with the following suggested components: planning, awareness, volunteer activities, investment, enforcement and funding. 	District of Sechelt and Conservation Groups					
<ul style="list-style-type: none"> Develop a Climate Change Action Plan that incorporates strategies to reduce greenhouse gas emissions. 	District of Sechelt and Conservation Groups					
Residential Neighbourhoods						
<ul style="list-style-type: none"> Develop and adopt a Site Clearing and Tree Bylaw and require developers to obtain a permit prior to any site clearing or grading. 	District of Sechelt Planning Department					
<ul style="list-style-type: none"> Adopt new conservation design regulations for residential subdivision and new rural conservation design regulations for development with watersheds. 	District of Sechelt Planning Department					
<ul style="list-style-type: none"> Designate and rezone, if necessary, appropriately located lands for Neighbourhood Centres. 	District of Sechelt Planning Department					
<ul style="list-style-type: none"> Adopt LEED or higher as a baseline building standard for all new municipal construction and set a timeline for using LEED as a basis for assessing all new building projects. 	District of Sechelt Planning Department					
Downtown Village and Waterfronts						
<ul style="list-style-type: none"> Revise the Master Plan for Block 7 to accommodate the Civic Centre Theatre Plaza and develop detailed site design plans for it and the Trail Bay Wharf and Marketplace. 	District Council and Planning Department					
<ul style="list-style-type: none"> Work with the Ministry of Transportation regarding the highway realignment through the Downtown to ensure that it supports the Comprehensive Entry Network. 	Planning/Engineering Departments and Ministry of Transportation					
<ul style="list-style-type: none"> Establish a Street Improvement District in support of the Wharf Road 'Water' Walkway between Dolphin Street and Porpoise Bay. 	Planning Department and Area Businesses					
<ul style="list-style-type: none"> Work with the Sechelt Indian Band to enhance the East and Southeast Entry Corridor using the Community Design Guidelines as contained in the Vision Plan. 	Planning Department and Sechelt Indian Band					
<ul style="list-style-type: none"> Refine, adopt and implement the Community Design Guidelines for the Downtown Village as contained in the Vision Plan. 	District of Sechelt Planning Department					
<ul style="list-style-type: none"> Host a forum with business owners, developers and realtors to discuss the Vision Plan and to explore investment opportunities to assist in Downtown revitalization. 	Planning Department, Business Organizations and Developers					

Priority Areas	Primary Responsibility	07	08	09	10	11
<ul style="list-style-type: none"> Initiate discussions with the mall owners regarding future redevelopment opportunities that include new mixed used development and a strong pedestrian connection. 	Planning Department and Mall Owners					
Mine Reclamation						
<ul style="list-style-type: none"> Continue to address negative externalities associated with mining activities—e.g., air pollution, dust and noise. 	Public Liaison Committee					
<ul style="list-style-type: none"> Lobby for a master planning process to examine long-term uses for all reclaimed areas. Such a process would ensure coordinated planning, thus benefiting all parties. 	Sechelt Indian Band, Crown and District of Sechelt					
Community and Social Wellbeing						
<ul style="list-style-type: none"> Develop affordable, non-market, rental and special needs housing policies and strategies and incorporate within the revised Official Community Plan. 	Planning Department and Social Planning Council					
<ul style="list-style-type: none"> Develop a social lens to review the social and cultural impacts of new development and to examine how it can contribute to or facilitate social and cultural development. 	Planning Department and Social Planning Council					
<ul style="list-style-type: none"> Develop a community education and marketing strategy that promotes Sechelt as an intergenerational community. 	District of Sechelt and Community Organizations					
<ul style="list-style-type: none"> Develop a civic youth strategy that ensures a strong voice for youth; that facilitates the contributions of youth; and that strengthens and supports services for youth. 	District of Sechelt and Youth Organizations					
<ul style="list-style-type: none"> Develop a centre or designated space for youth and young adults that provides a safe, supervised environment to “hang out, have fun and socialize.” 	District of Sechelt and Youth Organizations					
<ul style="list-style-type: none"> Examine the feasibility of developing a community centre to address the recreational and social needs of all age groups and to facilitate intergenerational interaction. 	District of Sechelt					
<ul style="list-style-type: none"> Develop a heritage inventory which identifies structures and landscape features considered to be of heritage value and develop a strategy for their protection and use. 	District of Sechelt, Community Archives and Heritage Interests					
<ul style="list-style-type: none"> Examine the feasibility of establishing an Artisan Area or Precinct in the Downtown. 	District of Sechelt and Arts Organizations					
Economic Development						
<ul style="list-style-type: none"> Establish a body or group to coordinate economic development and consider hiring an Economic Development Officer. 	District of Sechelt					
<ul style="list-style-type: none"> Prepare an Economic Development Strategy. 	District of Sechelt and Business Associations					

Priority Areas	Primary Responsibility	07	08	09	10	11
<ul style="list-style-type: none"> Conduct a forum with local consultants and entrepreneurs to identify strategies to attract information and knowledge based businesses. 	District of Sechelt and Local Consultants and Entrepreneurs					
<ul style="list-style-type: none"> Establish a Destination Tourism Committee and undertake a study in support of creating a major tourist attraction, possibly in conjunction with new hospitality facilities. 	District of Sechelt and Tourism Operators					
<ul style="list-style-type: none"> Develop and promote Sechelt as an adventure and eco-tourism destination and improve access to forest, marine and mountain areas. 	District of Sechelt and Tourism Operators					
<ul style="list-style-type: none"> Develop a comprehensive education plan to examine the changing labour market conditions; to identify growth areas; and to recommend curriculum changes. 	District of Sechelt and Public and Private Educators					
Transportation, Mobility and Access						
<ul style="list-style-type: none"> Develop a detailed plan and timeframe in support of a Comprehensive Greenway and Trail Network. 	District of Sechelt					
<ul style="list-style-type: none"> Start development on a continuous waterfront pedestrian and bike pathway between Trail and Davis Bays. 	District of Sechelt and Sechelt Indian Band					
<ul style="list-style-type: none"> Conduct a road safety audit to address concerns related to the Sunshine Coast Highway, including its realignment through the Downtown. 	District Council and Planning Department					
<ul style="list-style-type: none"> Lobby for improvements to the public transit system—e.g., extended hours, increased coverage, etc. 	District of Sechelt and Sunshine Coast Regional District.					
<ul style="list-style-type: none"> Work toward the creation of a local street network that connects streets in and through developments and between neighbourhoods. 	Planning and Engineering Departments					

Appendix #1: Neighbourhood Maps

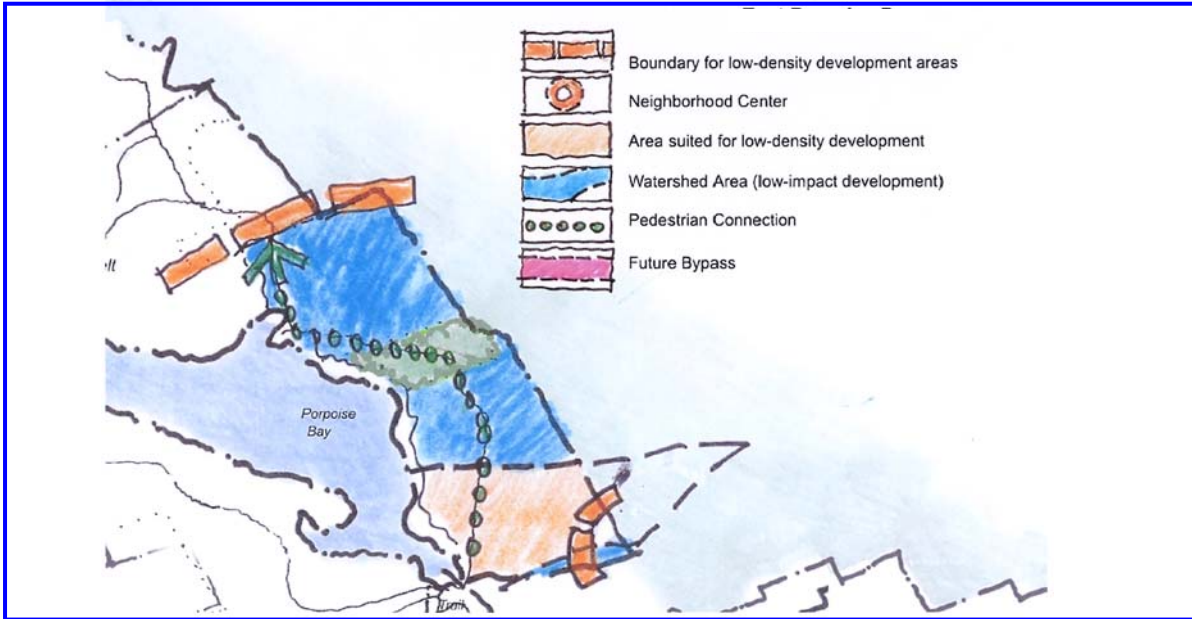


Diagram #1: East Porpoise Bay

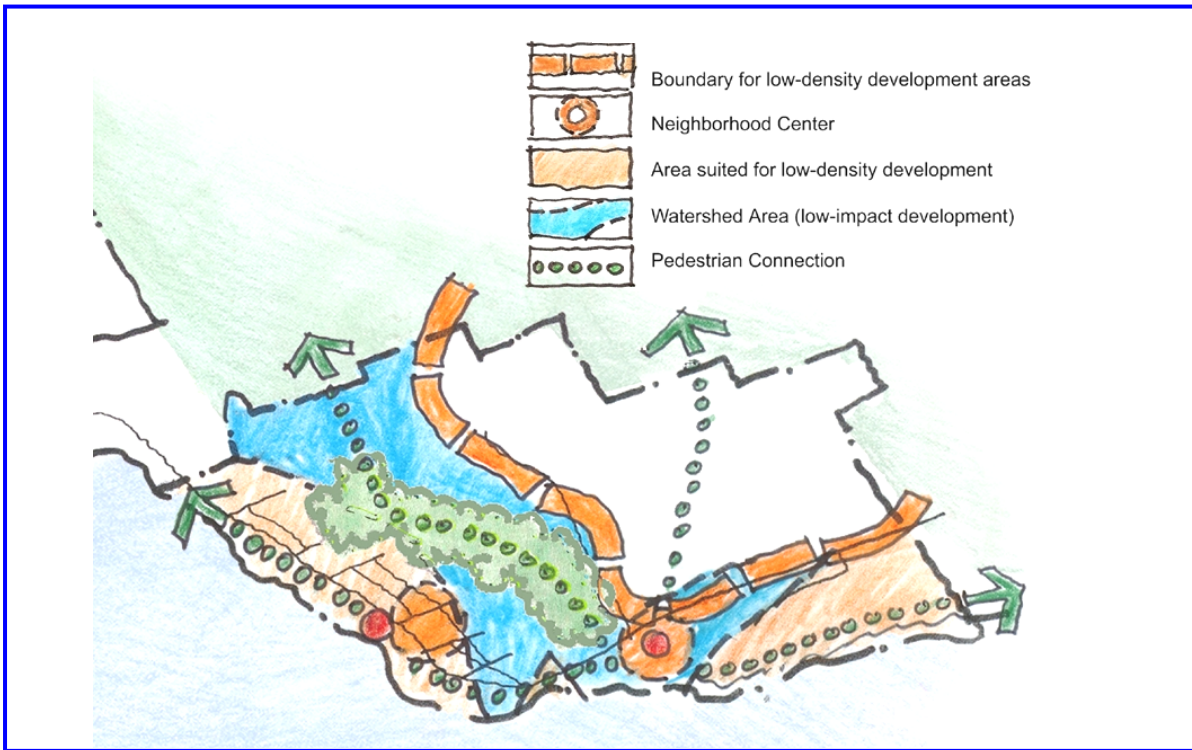


Diagram #2: Selma Park, Davis Bay and Wilson Creek

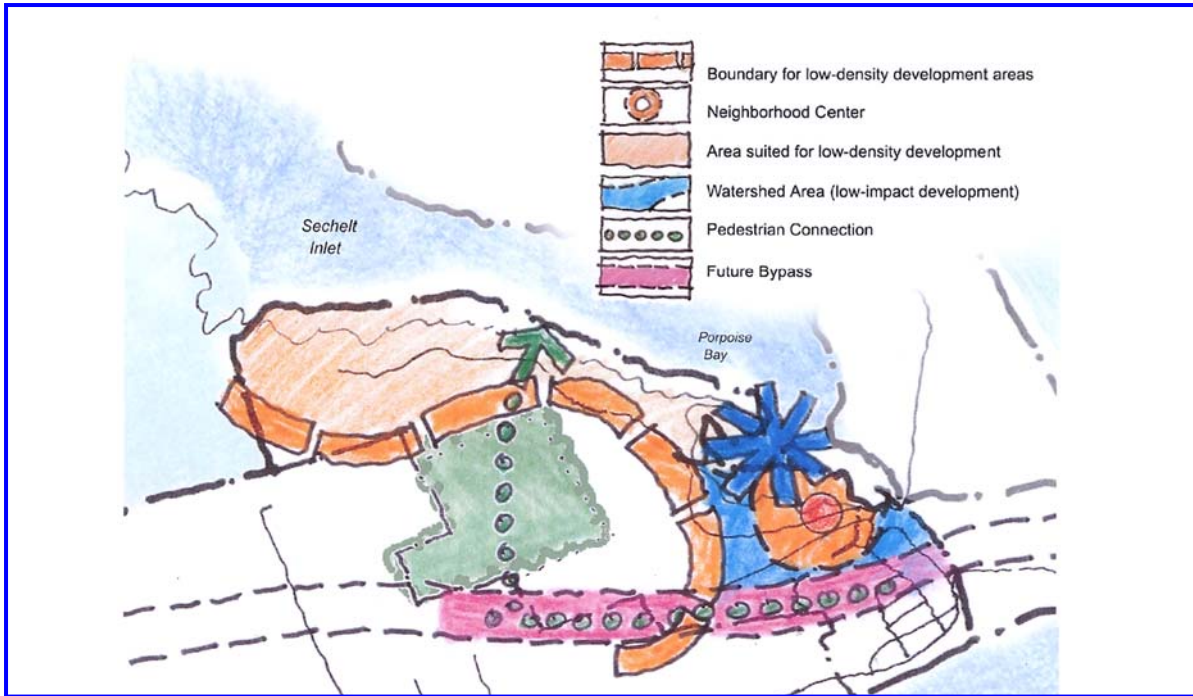


Diagram #3: West Porpoise Bay

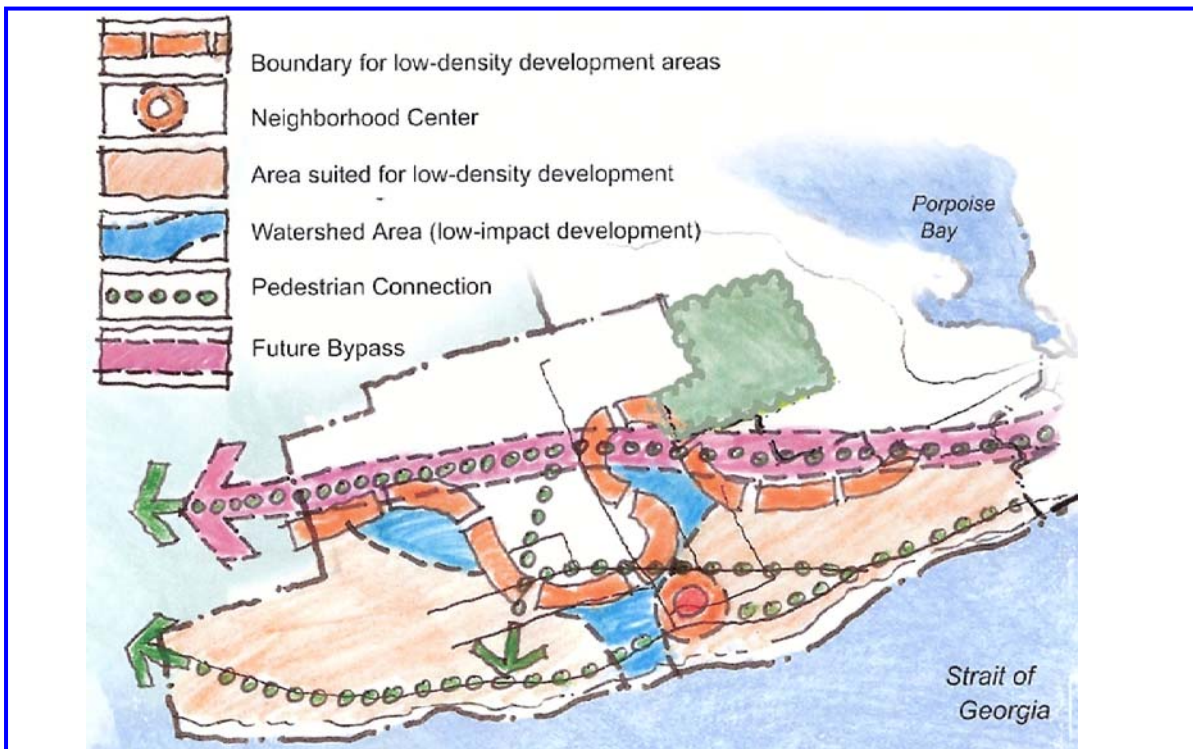


Diagram #4: West Sechelt

Appendix #2: Glossary of Terms

Community Amenities:

Are any number of amenities important to a community such as accessibility features, child care facilities, heritage preservation, open space provision, public art and plazas, and streetscape improvements.

Community Identity:

Community identity is the specific ‘individuality’ of the community inherent in the physical form of the District of Sechelt, including its built and natural features.

Compositional Structure:

Compositional structure is a way of organizing and assembling multiple and diverse buildings, as well as infrastructure components, into a coherent and related three dimensional mass. Compositional structuring sets the overall form of a given area within which smaller development pieces and services fit into a unified relationship.

Comprehensive Development Area:

A Comprehensive Development Area is a large area of undeveloped land with development potential. It is planned in consultation with the District, to a conceptual stage, and developed according to a comprehensive plan. Comprehensive planning is used to ensure that Official Community Plan objectives are met; that the new area is properly integrated into the existing development pattern; and that development phasing is in keeping with the community’s ability to provide needed services, commercial opportunities and community facilities.

Conservation Design:

Conservation design is a type of development that maintains and conserves significant natural landscape features and the bio-physical functions of a site. Conservation design has the following four primary principles:

- flexibility in site design and lot size;
- protection and management of natural areas;
- reduction of impervious surfaces;
- sustainable storm water management.

Conservation design is density neutral, permitting the allowable units per hectare in configurations with smaller footprints on the landscape.

Containment Boundary:

A containment boundary concentrates growth within already developed areas, typically served by sewer and water, and preserves agricultural, resource and rural lands outside the boundary.

Disappearing Street:

A disappearing street is a public or private right-of-way that accommodates both pedestrians and vehicles in a pedestrian-oriented environment. It incorporates pedestrian design amenities such as textured surfaces, garden bio-swales, plantings, tree clusters and weather protection features. The vehicle portion, the lanes for vehicle travel, service and parking, are designated with curb-less paths separated from pedestrian areas with bollards, plantings and water features. The primary role and design character of the street is reversed to a pedestrian-oriented environment while accommodating vehicles. Disappearing streets have drainage grates that replace curbs, channeling water downward into dry wells for filtration and absorption back into the water table, away from sewer facilities. Streets can have a modest crown in the middle or can slant slightly to one side for drainage.

Ecological Footprint:

The phrase “ecological footprint” is used to depict the amount of land and water that a human population would hypothetically need to provide the resources required to support itself and to absorb its wastes, given prevailing technology. Footprinting is widely used as an indicator of environmental sustainability.

Form-based Zoning:

Form-based zoning is a method of regulating development to achieve a specific built form. This zoning bylaw creates a predictable public realm by controlling built form primarily, with a lesser focus on land use. Form-based codes and design standards specify the relationship between building facades and the public realm and between the form and mass of buildings. They incorporate special pedestrian and parking design amenities within the mass and regulate the scale and types of streets and blocks. They are presented in diagrams and text and are keyed to a regulating plan that designates the appropriate form and scale of development.

Growth Targets:

Growth targets set limits on new growth and development. Usually, this is accomplished by placing annual caps on new dwelling unit growth. In British Columbia, they typically range from two to four percent. They are implemented for several reasons. First, they recognize the organizational limitations (e.g., staffing levels) of a municipality in processing development applications, including ensuring meaningful community consultation. Second, they recognize the limitations of service capacity (e.g., infrastructure) of a municipality.

Hamlet:

A hamlet is a residential community containing approximately 25 to 60 dwelling units organized around a common open space. Hamlets traditionally do not have retail commercial services.

Infill Development:

Infill refers to new or reconfigured development occurring within a previously developed area. For example, two single-family homes in a block of ten may be removed and replaced with four duplex or townhouse units.

Mixed-Density Development:

Mixed-density development incorporates a variety of uses and building types into one phase, cluster or development component. For example, a mixed-density, mixed-use development can have residential or office over retail at grade. The purpose is to provide a diversity of buildings designs and scales, while attracting a variety of residents and shoppers.

Neighbourhood Centre:

A neighbourhood centre is located within a residential neighbourhood. Typically, it incorporates community amenities, convenience commercial uses and a range of housing. It contributes to a more compact urban form; enables neighbourhood residents to meet many of their daily needs within an easy drive or walk; facilitates intergenerational living; nurtures a sense of community; and supports public transit provision.

NIMBYism:

NIMBYism means collective opposition taken against a proposed change, both physical and social, based on the belief that change will have a negative effect on the character, quality of life and/or socio-economic status of a neighbourhood. The acronym stands for "Not In My Back Yard."

Regulating Plan:

A plan, map or diagram, such as an axonometric drawing of the District or area of application, designating the locations where different building form standards apply.

Riparian Area:

A riparian area is the land adjacent to a stream that may be subject to temporary, frequent or seasonal inundation and supports plant and animal species that are typical of an area of inundated or saturated soil conditions.

Rurban:

Rurban is a type of design that facilitates development in areas where rural character is desired and existent and accommodates medium density housing needs. Traditionally, medium density, semi-rural areas accommodate development in the range of four (4) to twenty (20) units per acre with a dispersed suburban building configuration. This type of development increases infrastructure costs and replaces more natural features with impervious surfaces. Rurban design defines site development configurations that protect and conserve rural features and accommodates underlying densities with small compact settlement footprints. An extension of conservation design, rurban design incorporates a variety of building types within each cluster or group of houses, adding market diversity in a small compact footprint. Infrastructure is reduced with shared access driveways, parking areas and vehicle storage facilities.

Stewardship:

Stewardship means taking personal or collective responsibility for the wellbeing of the environment and taking action to restore and protect it.

Sustainability:

The term “sustainability” is used to recognize the interdependence of environmental, social and economic systems and the need to use resources in a way that allows future generations to also use them. It promotes linkages between the health of the environment and the livability and prosperity of a community. Sustainability involves, among other things, minimizing impacts on the environment (e.g., air, soil, water and wildlife); facilitating community health and wellbeing (e.g., affordable housing, transportation choices, etc.); supporting a diverse and strong economy; and considering the long-term impacts of decisions.

Traffic Calming:

Traffic calming devices, such as curb extensions and speed bumps, are used to reduce vehicle speeds and discourage through traffic in residential neighbourhoods.

Urban Reserve:

An urban reserve typically borders a containment boundary and is comprised of low-density land uses and undeveloped land. Its zoning is ‘frozen’ until such time that a population target is reached within the containment boundary (often referred to as build-out). When this occurs, areas within the reserve can be subdivided and rezoned to accommodate higher densities.

Village:

A village is a residential community usually comprising 60 dwelling units or more with a common open space; incorporating retail commercial uses serving the village and outlying hamlets; and containing civic and cultural facilities.

Watershed:

A watershed is a drainage area that is defined by a spatial container or room with specific edges marking the direction of water drainage from one room to another and features a low point that absorbs and/or channels water to another watershed, creek, river, stream or other major body of water. A watershed contains a complex system of plants and animals in an interdependent set of relationships. When one or more sets of features are disrupted, all features are disrupted.

Zoning:

Zoning is a site-specific regulation that details permitted development. Every property in the District is zoned according to the type of development allowed on a site and it addresses such areas as minimum parcel size, building heights, densities, setbacks and parking requirements. Bylaw No. 25 is the District’s Zoning Bylaw.