

**OFFICIAL COMMUNITY PLAN**

**VILLAGE OF PORT CLEMENTS**

**2012**



## PART A: INTRODUCTION

### 1.0 OFFICIAL COMMUNITY PLAN REVIEW AND UPDATE

The Village of Port Clements underwent its first Official Community Plan process in 1983-84. Municipalities are always evolving to changing conditions and therefore it was felt that the timing was right to review the existing Official Community Plan and update it as needed. In addition, senior government legislative requirements relating to Official Community Plans change over time, as do enabling measures to manage growth and development and to protect the natural environment. Official Community Plans should be updated to reflect these changes.

### 2.0 PURPOSE AND LAYOUT OF AN OFFICIAL COMMUNITY PLAN

The purpose and content of an OCP is formally outlined in the *Local Government Act* of British Columbia, Chapter 323. Section 875(1) of the *Local Government Act* defines as community plan as:

**“...a statement of objectives and policies to guide decisions on planning and land use management, within the area covered by the plan, respecting the purposes of the local government.”**

Additional context for the OCP is found in Section 7 of the *Community Charter* which lists the following purposes of a municipality:

- (a) Provide for good government of its community;
- (b) Provide for services, laws and other matters for community benefit;
- (c) Provide for stewardship of the public assets of its community, and
- (d) Foster the economic, social; and environmental well-being of its community.

The process of land use planning involves continual decision making regarding the use of land for both present and future activities. The role of the Official Community Plan is to provide a framework for such decisions, reflecting the values and objectives of residents regarding the type of community in which they choose to live. Without a plan, development and community servicing decisions are often made on an ad hoc basis which can lead to conflicts in land use. An overall Community Plan gives residents some certainty as to what future development may be permitted and guides the business and development interests toward appropriate locations.

It is intended that Council will use the OCP as a general reference in its annual budgetary process, its decisions about programs and capital expenditures, and its review of, and support for, proposed land developments, service extensions and other land related matters.

**PART A – Introduction:** includes the scope and purpose of an OCP, contextual background information, a description of the community’s OCP vision, and a series of growth management and social well being policies.

**PART B – Objectives and Policies:** makes up the main body of the Plan and includes the objectives and policies for the different types of land use designations, which are depicted on Schedule B, and described in Section 20. Each policy section contains subsections on background, objectives, and

considerations and vision for the future, and the policies have been developed to implement the objectives. Some of the objectives are in point form and others are in paragraph form.

**PART C – Glossary of Terms:** provides definitions for many of the terms used in the Plan.

**PART D – Implementation Guide:** provides tables depicting corresponding zones to implement land use designations in the OCP; reviews of zoning bylaw provisions, potential studies to be undertaken, and potential applicability of development permit designations.

### 3.0 PUBLIC CONSULTATION AND PLAN USE

The *Local Government Act* requires local governments to provide consultation, in addition to a public hearing, and outlines the adoption procedure for an OCP. Once an OCP is adopted as a bylaw, the Plan becomes “official”, and all future land use decisions made by Council must be consistent with the objectives and policies outlined herein. It is important to remember that an OCP is strictly a policy document. In order for an OCP to be effective, several tools are required to implement a Plan’s policies and objectives. This includes the use of development regulations such as zoning, development permits, capital expenditures planning, development cost charges, and subdivision control. When adopted, these bylaws and regulations must be consistent with the Plan.

An OCP is not intended to be a static document but should adapt to new trends within society and the community and respond to changing circumstances. As such, following careful consideration by Council, policies and land use designations in OCP may be revised by an amending bylaw pursuant to provisions outlined within the *Local Government Act*. Official Community Plans are typically reviewed at least once every five to seven years to assess whether the main policy directions remain valid.

## 4.0 THE COMMUNITY OF PORT CLEMENTS

### 4.1 AREA CHARACTERISTICS AND HISTORY

Early settlement of the Port Clements area consisted of scattered settlement by Haida, particularly on Rudd Island in the estuary of the Yakoun River. Martin Point at the south end of Kumdis Island is thought to have been a Haida village of considerable size and the Mamin River was the site of the Eagle Crest Masset Gituns, as well as a favourite region for obtaining large cedar trees for canoes. The Yakoun River sites are now part of the 78ha Lanas Reserve, and a 2.4 ha reserve was established at the former Mamin Village.

European settlement from the late 1800’s to the Second World War consisted mainly of prospectors in search of coal and gold deposits, and homesteaders in search of agricultural land. Initial survey and exploration work was carried out in 1885 by William Robertson, located east of Yakoun Lake, where coal development was carried out in 1914.

Between 1904-1918 there was a steady influx of settlers due to promotion of Graham Island by the Provincial Government offering land for Pre-emption. Several people acquired homesteads

on Kumdis Island. Two townsites were developed as result of this. The north end of the peninsula separating Masset Inlet from Kumdis Bay was pre-empted by Charles Adam in 1907 and began a townsite named Graham Centre in 1912. The second townsite, originally known as Queenstown, was named by Elias Tingley in 1913, which developed into present Port Clements. Tingley established a school and had the government wharf located in town. The Graham Centre townsite was eventually abandoned as Port Clements developed. Port Clements was incorporated in December 1975.

Port Clements grew slowly to its present size with mining interests being replaced by logging operations. With recent long-term declines in logging employment, other industries such as tourism and secondary manufacturing are expanding. The Baxter Pole Co. went into production on Kumdis Island in the 1930's. this was followed by a logging camp in Juskatla in 1941. This operation was taken over by the War Munitions Board which sold it to the Powell River Co. following World War II. Haida Gwaii Sitka Spruce was in extreme demand to build bombers for the WW II effort. Since then it has beenowned by MacMillan Bloedel, Weyerhaeuser, Cascadia, Western Forest Products and currently is owned by the Haida based company Taan.

## 4.2 Economic and Demographic Overview

Since the establishment of the logging camp at Juskatla, forestry has always been the dominant economy in the area. Recent initiatives aere underway to increase Port Clements participation in the tourism industry. Fishing, which is more prominent in Masset and Queen Charlotte communities, has a small presence in Port Clements as well.

There is potential for Port Clements to expand its role as a winter moorage and barge facility area due to its protected waters. Sports fishing could become an avenue for expanding the tourism industry. Both the Yakoun River and Kumdis Creek are productive streams for salmon and the Yakoun also has steelhead. Both are accessible in many places. Other valuable sports fishing streams include the Mamin River, Datlaman River, Ain River and Awun River. While there are no definite ventures at the present time, the area surroundin Port Clements contains gold and oil shale deposits as well as coal formations which may prove feasible for future mining activities.

### Demographics based on 2011 & 2006 Census Data

Population 2011	378
Population 2006	440
Total Private Dwellings 2011	222
People per km <sup>2</sup>	29.0
Land Area km <sup>2</sup>	13.04

#### Labour Force Indicators (2006)

	Total	Male	Female
Participation Rate	75%	75%	71.4%
Employment Rate	69.1%	67.5%	64.3%
Unemployment Rate	5.9%	7.5%	7.1%

#### Industry Classes (2006)

	Total	Percentage
Resource based	55	22.0%
Construction	20	8%
Wholesale/Retail	20	12.0%
Health/ Education	45	18.0%
Business Services	45	18.0%
Other Services	55	22.0%

### 4.3 RESIDENTIAL GROWTH CAPACITY

The Village of Port Clements has considerable capacity under existing residential zoning in existing serviced areas to accommodate residential zoning in existing serviced areas to accommodate residential growth in the foreseeable future. Examples include the area between Park Street and Dyson Street which represents approximately 50 residential lots and is owned by the Municipality. In addition, there are several privately held lots and parcels available for development.

## 5.0 COMMUNITY VISION

As the hub of Haida Gwaii we seek economic growth and prosperity for our citizens as well as an inclusive and sustainable lifestyle.

## 6.0 COMMUNITY GROWTH

### 6.1 BACKGROUND

A community plan should consider future growth and allow for residential, commercial and industrial development and change in a manner that maximizes efficient use of existing

infrastructure and is laid out to reduce the need for excessive Zoning and Community Plan amendments in the future.

## 6.2 OBJECTIVES

The objectives of community growth policies that guide all development are as follows:

1. Encourage long-term growth through densification within the built-up area (see section 6.3.3 for explanation of densification).
2. Promote development immediately adjacent to the built-up area.
3. Focus on creating a liveable community that supports growth and minimizes sprawl.
4. Promote and encourage development that does not add to the tax burden.
5. Encourage culturally and environmentally responsible growth.
6. Encourage economic growth in the Community.

## 6.3 POLICIES

1. Encourage growth through new residential development that shall be fiscally self-supporting and will not create a tax burden for the existing resident population.
2. Ensure that adequate land areas to support long-term growth and attract new residents will be provided through the residential, commercial, marine oriented and industrial land uses described in Section 20 and designated by Schedule B.
3. Ensure new development occurs in a manner based on available services. Infilling of areas that are currently serviced with roads, community water and sewer systems are considered to have priority over un-serviced areas.
4. Create more mixed-use and higher density developments with sidewalks, trails, green spaces, bike lanes, in order to decrease energy use and the reliance on vehicles.
5. Review and ensure Zoning, Water Conservation and other Bylaws support the policies of this Plan.

## 7.0 SOCIAL WELL BEING

### 7.1 BACKGROUND

Improving the quality of life for Port Clements residents is a high priority for Council.

Port Clements' social well being is a result of our relationships and interactions with our neighbours both within and outside our municipal boundaries. Dialogue and partnerships with all island communities, helps us to identify issues and ways that we can improve social well being.

Social well being also means planning for an array of facilities and services that support residents of all ages.

### 7.2 OBJECTIVES

To continue working towards enhancing the quality of life for our residents through:

1. Promoting community stability
2. Promoting a safe community
3. Encouraging volunteerism
4. Providing adequate and safe infrastructure
5. Encouraging the development of a range of employment opportunities
6. Working with other government agencies and groups that address social issues
7. Ensuring that public buildings are safe and accessible
8. Promoting a range of age friendly recreational opportunities.

### 7.3 POLICIES

1. Encourage the provision and expansion of recreational and entertainment facilities in order to address the needs of all ages and to attract more families.
2. Support expansion of educational opportunities.
3. Encourage economic development balanced with the carrying capacity of the environment with the aim of creating more job opportunities and reducing unemployment.
4. Continue to work with seniors and citizen groups, as well as government agencies and community groups to increase housing services and facilities that will be required to meet the needs of an aging population and those with special needs.



5. Encourage the provision of seniors' housing options that include independent living in a support setting, such as congregate housing development or a campus of care as defined by the Ministry of Health.
6. Encourage the development or renovation of public and commercial buildings to ensure that they are fully accessible for those who are physically and/ or mentally challenged.
7. Work with other agencies to promote a more integrated approach to mental health issues, addictions and homelessness.
8. Work with the RCMP to improve personal safety by encouraging residents and neighbourhoods to participate in a range of crime prevention programs such as Neighbourhood Watch, Citizens on Patrol and Crime Stoppers.
9. Work with the RCMP to encourage crime prevention through building and landscaping design techniques.
10. Work with the PC Volunteer Fire Department to plan and implement a fire inspection program for public buildings.
11. Encourage youth to become involved in community planning activities and programs.

## 8.0 ECONOMIC DEVELOPMENT

### 8.1 INTRODUCTION

At the time of completing this Official Community Plan in 2012 funding to build a Barge Container Port was being sought by the Village of Port Clements. Tree Farm License 60 had just transferred ownership to Taan Forests, a newly formed Haida Logging Company. The economy was still in recovery from the crash of 2008 and tourism was being pursued to represent a larger piece of the economic future of Port Clements.

### 8.3 FORESTRY

There have been dramatic changes in the landscape of the forestry industry on Haida Gwaii in the last couple of years. With the reduction in annual allowable cut, the high percentage of protected lands and the move from old growth to second growth it is imperative that we look to secondary manufacturing in order to bring employment in this area back to levels seen in the 1990's. The development of a container port is one part of a strategy to allow cost effective methods for transporting raw logs as well as forestry in any degree of manufactured state. With

the development of reasonably priced lots in our industrial Park, Port Clements hopes to entice secondary manufacturing business investment located in close proximity to the container port. In addition, the Village of Port Clements is committed to finding an economic use for wood waste thereby assisting industrial park users turn this problem into an opportunity and supporting Clean Energy as discussed in section 8.5.

### 8.3 TOURISM

Port Clements has positioned itself island wide as the “Gateway to the Wilderness”. With our central location, miles of ocean front property and access to hunting and fishing in pristine, calm waters, there are a lot of selling points. Port Clements boasts a variety of parks, groomed and natural walking trails, RV and tenting space as well as an assortment of accommodation options for travellers. Port Clements is committed to pursuing and supporting tourism initiatives in our community.

### 8.4 SECONDARY MANUFACTURING

As indicated in 8.2, the logging portion of our economy has been dramatically reduced. We need to focus on primary breakdown and secondary manufacturing as a means of stimulating the economy and securing long term meaningful employment for the residents of Port Clements.

### 8.5 CLEAN ENERGY

The North Grid of Haida Gwaii (which includes Port Clements) is powered by Diesel Generated Electricity. Port Clements is committed to the promotion of green energy alternatives. Biomass, the use of our waste wood as indicated in section 8.2, is one potential for both, dealing with waste wood and reducing our carbon footprint by switching to a cleaner form of energy generation. The generation of clean energy can also assist in the Economic Development of our community by providing affordable, reliable energy options for new and existing businesses.

## PART B: OBJECTIVES & POLICIES

### 9.0 RESIDENTIAL LAND USE

## 9.1 BACKGROUND

Port Clements has developed following the Stewart Bay and Masset shorelines and mainly lies west of Highway 16. Commercial and residential development is somewhat intermingled throughout the main section of town with an Industrial area lying to the north. The core area of the community houses approximately 400 people and commercial services. It is serviced by the community water and sewer systems and a network of municipal roads. The remaining residential development is south along Bayview Drive heading towards Juskatla. This area is serviced by municipal water but not sewer. There is also a small development west of Highway 16 which has both sewer and water services but minimal municipal roads.

## 9.2 OBJECTIVES

1. Encourage attractive residential development.
2. Welcome growth while discouraging further sprawl.
3. Encourage infilling of lots.
4. Protect the rural nature of properties designated **Rural Residential** on Schedule B.
5. Provide for self employment opportunities consistent with the residential character of single family and duplex areas.

## 9.3 POLICIES

1. Encourage the development of a range of affordable and potentially rentable housing models in serviced areas through the following land use designations (Schedule B and Section 20):
  - **Urban Residential** – where the parcel size requirement for single family and duplex subdivisions is 558 square meters:
  - **Multi-Family Residential** – where multi-family housing up to 25 units per hectare are permitted;
  - **Mobile Home Park** – where the site area requirement for a mobile home is 370 square meters.

2. Protect the character of the parcels designated Rural Residential on Schedule B by maintaining a minimum parcel size requirement for subdivision of 5000 square meters.
3. Encourage and support home occupations as a secondary use in residential areas, and regulate them to ensure that the residential character of the site is maintained and that there is sufficient provision for parking, water supply and approved waste disposal and minimal impact on adjacent properties.
4. Permit secondary suites within houses and two separate dwellings on a lot.
5. Accommodate bed and breakfast operations within single family dwellings provided that they meet the regulations contained within the Port Clements Zoning Bylaw.

## 10.0 Commercial Land USE

### 10.1 BACKGROUND

The objectives and policies of the OCP support new investment, the retention of existing businesses and a commitment to growing within Port Clements.

Within the village core, the heart of the retail business runs along Bayview Drive. There are also several commercial / residential mixed-use buildings throughout the Village.

Many successful home occupations exist in the residential area and this sector of the local economy continues to grow.

The tourism industry is a component of the economic base of the Village of Port Clements that we would like to see grow. Development of year-round tourism and affordable infrastructure to support this are priorities for Port Clements.

The focus is on developing a tourist destination of regional and international significance while maintaining and encouraging the economic growth of other commercial and industrial ventures. Successful achievement of a balanced economy will require working and communicating with all stakeholders.

### 10.2 OBJECTIVES

1. Encourage commercial development that offers a range of commercial activities and services.
2. Support the revitalisation of our downtown core through measures available under the Community Charter.
3. Protect the environment from degradation and resources from depletion while providing opportunity for commercial activities.

4. Protect the integrity of residential and rural neighbourhoods where commercial development is proposed in proximity to such areas.
5. Ensure the scale, form, and character of all commercial development harmonize with the natural surroundings and the rural character of the Village.
6. Encourage the development of tourism facilities and activities compatible with the natural setting and environment of the community and surrounding area, including development of parks and trail systems.
7. Promote the community as an attractive and distinct tourist destination.
8. Provide opportunities outside the village centre for highway oriented commercial services and activities.
9. Provide opportunities for mobile vendors in the village centre.

### 10.3 Policies – Town

1. Concentrate the majority of retail commercial uses within the land designated **Commercial Core** on Schedule B.
2. Encourage a pedestrian and bicycle oriented vibrant commercial centre.
3. Permit and encourage residential use in conjunction with ground level commercial uses in the areas designated Commercial Core by Schedule B.
4. Encourage future development and upgrading for the pedestrian environment in the town centre through the promotion of such amenities as coordinated street lighting, signage, tree planting, street furniture and sidewalk construction.
5. Ensure that suitable vegetative buffer areas or setback distances are maintained around town centre commercial developments that border on residential areas.
6. Designate areas for mobile vendors within the commercial core and institute a mobile vendor permitting program.

### 10.4 POLICIES – COMMERCIAL SERVICE

1. Permit commercial activities and services that require relatively large parcels and highway exposure, as well as other compatible commercial uses, in the areas designated by Schedule B as **Commercial Service**.
2. Permit residential use in conjunction with ground level commercial uses in the areas designated **Commercial Service** by Schedule B.

## 10.5 POLICIES – MARINE COMMERCIAL

1. Accommodate and encourage the development of a range of marine-oriented commercial uses including marinas, hotels and motels, pubs, retail stores, restaurants, and marine transportation facilities (wharfs, anchorage, dry-docking, launching ramps) in the area designated **Marine Commercial** by Schedule B.
2. Subject to providing adequate on-site parking and storage facilities, commercial businesses offering activities related to non-motorized marine vessels may locate on properties designated **Commercial Core** or **Commercial Service** on Schedule B.
3. Encourage development of a land-based marine cleaning and repair facility.
4. Permit and encourage residential use in conjunction with ground level commercial uses in the areas designated **Marine Commercial** by Schedule B.

## 10.6 POLICIES – TOURIST COMMERCIAL

1. Encourage and accommodate marine oriented tourist facilities such as marinas, boat rentals, charters, fishing lodge, wilderness retreat and restaurants in areas designated by Schedule B as **Marine Tourism** and encourage development of supporting marine transportation infrastructure.
2. Work in partnership with the business community and tourism associations on a variety of community initiatives to enhance the year round appeal of Port Clements for tourists, and to attract, over the long term, new investment in tourist commercial facilities.
3. Encourage and support the beautification of the ocean front along Bayview Drive and develop public attractions along this waterfront area.
4. Encourage and support the development of a Parks and Trails Master Plan.
5. Identify and retain as many public accesses to the foreshore areas as possible.
6. Continue to maintain and enhance the Sunset Park RV and tent facility.

## 10.7 POLICIES – GENERAL

1. Promote and encourage the use of green building designs and practises and energy efficiency measures where infill commercial development including renovation, land assembly and redevelopment are proposed.

2. Evaluate all future commercial development in terms of their traffic generation, parking and environmental impact (e.g. noise, odours) upon the surrounding area rather than solely in terms of land use designation requirements.
3. Encourage all enterprises to provide night sky lighting for their premises.

## 11.0 INDUSTRIAL LAND USE

### 11.1 BACKGROUND

Port Clements is interested in attracting appropriate industrial businesses to our Industrial Park area.

### 11.2 OBJECTIVES

1. Attract and encourage industries that manage their operations to meet environmental standards and best practices.
2. Encourage the development of synergies between industries and commercial businesses in the community.
3. Encourage the development of locally made, resource-based speciality products.
4. Encourage the development of higher capacity energy infrastructure to service industrial lands.
5. Encourage and provide for a range of industrial activities (marine oriented, light and heavy industries) and supporting marine transportation infrastructure to diversify the economic base.

### 11.3 POLICIES

1. Encourage and direct new industrial development, as appropriate and as follows, to the following areas designated by Schedule B as:
  - **Marine Industrial** – marine oriented industrial operations and supporting marine transportation infrastructure (e.g. wharfs, ramps, barge facilities, dry-docking). Examples of potential marine industrial uses are fuel sale/ storage; log booming, dryland sort and dewatering facilities, food processing, boat building and repairs.
  - **Light industrial** – services such as automotive sales, body shops, lumber and storage yards, sales of equipment and mobile homes, light manufacturing and transportation depots.
  - **Heavy Industrial** – industrial facilities that potentially have an impact on the community, such as junk yards, sawmills and gravel processing.

2. Support industrial development; clean technology and industrial uses which are environmentally responsible. Protect environmentally sensitive areas such as Kumdis Bay.
3. Ensure that industrial- generated traffic does not travel through residential areas wherever possible. consider the development of a bypass road by developing Alder Avenue and thereby re-routing commercial traffic around town and to the highway.
4. Ensure that industrial activities are separated, screened and/or buffered from any adjoining major roadways, residential, commercial or recreational uses, particularly those that produce effluent emissions or noise.
5. Ensure that industrial uses that require the storage of bulk fuels, chemicals, explosives, radioactive material or other hazardous materials are not located in close proximity to adjacent residential, commercial, institutional, recreational or sensitive environmental areas.
6. Permit retail activity within industrial areas, provided that it is compatible and complimentary to industry.
7. Accommodate a barge facility to be included as part of the Industrial Park infrastructure.

## 12.0 TEMPORARY USE PERMITS

### 12.1 BACKGROUND

Section 920.2 of the *Local Government Act* enables a municipality to designate areas where temporary uses may be allowed and to specify the general conditions regarding the issue of temporary permits in those areas.

### 12.2 OBJECTIVES

1. Enable Council to consider the issuance of a temporary permit for commercial and industrial purposes.

### 12.3 POLICIES



1. The entire area included in this Official Community Plan is designated as an area where temporary permits may be issued for commercial and industrial purposes pursuant to Section 920.2 and 921 of the *Local Government Act*.
2. General conditions to be considered in issuing a permit may include, but will not be limited to, the impact on adjacent land uses, provision of off-street parking and public input which shall include the holding of a public hearing.
3. A temporary use permit will not be approved where the Ministry of Transportation and Infrastructure indicates that it has objections to the proposed use with respect to traffic safety.
4. A temporary use permit shall indicate the length on the approval but under no circumstances shall a temporary use permit exist beyond two years from the date of issue.

## 13.0 AGRICULTURAL LAND USE

### 13.1 BACKGROUND

Port Clements supports development of an agriculture and food security strategy for Haida Gwaii that will lead to a significant increase in the production and consumption of locally grown food and lessen the dependency on off island food sources.

An area located in the south west boundary of the municipality in DL 995 is within the Agricultural Land Reserve (ALR), which was established to protect land that is suitable for agriculture and prevent it from being developed for non-agricultural purposes. As such this area is currently subject to the *Agricultural Land Commission Act*, and regulations pursuant to that Act, and the *Farm Practises Protection (Right to Farm) Act*.

### 13.2 OBJECTIVES

1. Encourage group gardening, the creation of community gardens and greenhouses for food production, positive social interaction and increased community health and well being.
2. Work toward adoption of an island wide food security plan, seed bank and food storage facilities where appropriate.
3. Support a Farmers Market and seasonal mobile vendors of fruit, vegetables and aquaculture products.

4. Encourage the development of a residential green waste/composting strategy for homeowners and for commercial production of soils.
5. Encourage agriculture production and protect lands within the Agricultural Land Reserve.

### 13.3 POLICIES

1. Accommodate food production and shared gardening ventures such as cooperatives, village community gardens and neighbourhood gardens in appropriate areas and in areas designated **Resource Areas** on Schedule B.
2. Consider the agricultural potential of areas designated **Resource Areas** on Schedule B when proposed for other forms of development.
3. Ensure that water used for large scale commercial agricultural purposes is from a source other than the Village domestic water supply.
4. Encourage development of community green waste and compost facility.
5. Support the Agricultural Land Commission's objective of preserving agricultural lands in the area designated **Agriculture** by Schedule B.
6. Subdivision of land within the ALR and exclusion from the ALR will not be supported unless it can be demonstrated that the land is generally not capable of supporting agriculture and if there is clear community support, in which case a **Rural Residential** designation may be considered.
7. Support the control of invasive species, such as Japanese Knotweed which was introduced in the 1950s and is becoming a serious problem in many jurisdictions, through limited and careful chemical treatment, as mechanical treatment is not effective for some species.

## 14.0 RESOURCE MANAGEMENT LAND USE

### 14.1 Background

For the purpose of this plan, resource management applies to forestry activities (logging,, logging road construction and silviculture activities) and gravel and rock pit developments for commercial purposes on Crown and private lands within the Village boundaries. Many of these areas also have limited access and are isolated form community services. A significant portion of

the land used for resource management purposes is Crown Land. Most of these areas have seen considerable logging activity over the past century.

Any other primary resource extraction (mining and other non timber forest products), energy development (wind, hydro-electric or other) on land or in marine areas is addressed on a development-specific basis by the Village in cooperation with relevant Haida, Provincial and Federal agencies.

## 14.2 OBJECTIVES

1. Recognize existing and potential resource activities via the **Resource Areas** designation on Schedule B.
2. Minimize impacts of resource management or extraction activities on water quality, fish habitat, air quality, recreational values and noise. This includes providing a significant enough buffer to avoid wind throw in areas outside of the harvested area.

## 14.3 POLICIES

1. Work with Provincial, Federal and local authorities to ensure that resource extraction and logging activities shall only be undertaken after suitable potential impacts of the proposed activity on terrain, water quality, and fish habitat, air quality, noise levels visual landscapes and recreation assessments have been completed. Ensure public consultation prior to any new developments in these areas.

# 15.0 PARKS, TRAILS AND RECREATION LAND USE

## 15.1 Background

Many of the recreational opportunities for residents of Port Clements depend on the open space or forests, lands and water surrounding the Village. These areas provide opportunities for boating, fishing, hiking, camping and hunting as well as a high-quality natural landscape as a background to daily activities. Access to marine waterfront areas within Port Clements is provided to some extent by road allowances which lead to the shore at regular intervals. In order to improve recreational use of waterfront areas the OCP encourages the development of upland park, picnic and boat launch facilities in addition to the access lanes which alone are of limited value.

Opportunities exist for increasing use and accessibility of waterfront areas as future development occurs. A foreshore walking trail is recommended along the perimeter of the

residential area fronting on Masset Inlet, which may eventually connect to a path along Stewart Bay with the co-operation of property owners.

### 15.3 OBJECTIVES

1. Provide a system of parks, trails and recreational areas which meet the needs of local residents and visitors.
2. Preserve areas of high environmental quality within and adjacent to Port Clements which represent valuable recreational or scenic resources.
3. Retain and consider acquiring public access to the ocean and other areas of public interest.
4. Encourage the development of trails for walking and cycling through the Village. Identify trails suitable for all ages and fitness levels.
5. Pursue the development of a sea walk.
6. Enhance the visual quality of Village developments by retaining buffer strips or natural or replanted vegetation adjacent to major highways and surrounding dense residential or industrial use.
7. Support development of a teen centre.
8. Encourage and support volunteer organizations that supply recreational and community services.
9. Create a meaningful system of open space areas, including walking trails, which connect residential neighbourhoods to schools, parks and community facilities.

### 15.3 POLICIES

1. Existing parks and public recreational facilities that will continue to serve the needs of residents are designated as **Public Use and Park** by Schedule B.
2. Identify potential park sites in each neighbourhood of the community designed with all age groups use in mind.
3. Consider acquiring land for parks and trails for under the park dedication and acquisition process pursuant to section 941 of the *Local Government Act*.
4. Work with all interested parties and any appropriate agencies to develop appropriate sites for parks and trails.
5. Place signage to identify and protect sensitive areas.
6. Develop and maintain a recreational trail system as an alternative to road travel.
7. Tot lots shall be considered as part of residential development: these active play areas should also be developed within existing neighbourhoods.
8. Review recreational facilities to ensure that they are meeting current and emerging trends and that they are accessible to all ages, ethnicity, incomes and abilities.

## 16.0 TRANSPORTATION

### 16.1 BACKGROUND

An expanding community should plan to provide a road system which facilitates movement of traffic while minimizing impacts on surrounding land use. To achieve this, three types of roads are utilized being:

1. Arterial – main traffic routes that link together the various parts of the community and connect to regional or highway routes.
2. Collector – receive traffic from local streets and discharge them on to Arterial streets; and
3. Local – whose main purpose is to front on to individual parcels of land and can include neighbourhood cul-de-sacs or loops.

In addition to roads directly within Port Clements Council would like to see the industrial logging road connection between Port Clements and Queen Charlotte upgraded and maintained to a standard that would enable its use as a bypass route in the event that the Highway 16 is closed due to a washout or other emergency, as a means to move industrial and commercial goods between communities; and, as a circle route for tourists. While street lights improve road safety for pedestrians and vehicles and improve public security, the community also values clear night skies. The municipality is responsible for the costs of streetlights and is reimbursed by the province for those situated on the highway right of way.

Being an island community, Port Clements is also heavily dependant on water and air transportation services and facilities. These include: BC Ferries and terminal operations; the Small Craft Harbour; the boat launch and other public and private landings; float plane docks; water access points in the community that are available for recreational use; and the potential barge site.

### 16.2 OBJECTIVES

1. Promote a walkable and barrier free community.
2. Ensure that future development improves the existing road network.
3. Decrease traffic congestions and emissions.
4. Support local island wide public transit concepts.
5. Redirect heavy commercial traffic to bypass the main corridor of Port Clements.
6. Support commercial marine and air transportation facilities and services

7. Protect the nights sky from light pollution.

### 16.3 POLICIES – ROADS AND TRAILS

1. Develop and maintain the hierachal road network depicted on Schedule E.
2. Work with the Ministry of Transportation and Infrastructure to make Bayview Drive pedestrian friendly by providing separation between pedestrians and vehicles where appropriate.
3. Complete a road assessment for all roads, laneways and rights of way to determine construction and maintenance standards.
4. Formulate a plan for ensuring that adequate public and private parking is available.
5. In consultation with waterfront property owners, seek to complete a safe, continuous pedestrian walkway along the waterfront.
6. Encourage bike riding by supporting bike paths and secure, safe bicycle parking.

### 16.4 POLICIES - WATER TRANSPORT

1. Support the Small Craft Harbour in their efforts to improve harbour infrastructure and cooperate in future development of the adjoining lands to benefit both locals and tourism initiatives.
2. Promote recreational water use by supporting the development of accesses to the water for non-motorized (canoes, kayaks, etc.) and motorized vessels.
3. Seek partnerships for the creation of a barge/ container loading and unloading site.
4. Seek improvements to Rainbow Wharf which will support its use for both, commercial and tourism initiatives as well as local enjoyment.

## 17.0 MUNICIPAL INFRASTRUCTURE AND COMMUNITY SEVICES

### 17.1 BACKGROUND

Currently both, water and sewer systems presently developed in Port Clements have been designed to accommodate a population of up to 1000 people. This allows for considerable growth before new facilities are needed and allows for infilling of much of the existing Village area.

**Water** is currently serviced by two wells drilled in 1993 & 1998 respectively. The well drilled in 1993 is slated for replacement by 2015. As of 2012 our annual supply capacity is 182,865m<sup>3</sup> and annual demand is 70,693m<sup>3</sup>.

**Wastewater** treatment consists of an aerated stabilization pond and related appurtenances and an outfall terminating 6.4 meters below low water level.

**Solid waste management** is the responsibility of the Skeena Queen Charlotte Regional District (RD) which provides weekly curb side garbage pick-up from residences and businesses. Dumpster service is provided by a private company.

**Recycling** is also provided by the RD which maintains community depots in Queen Charlotte, Masset and Port Clements for residents and businesses to drop off a variety of recyclable materials which include: range of paper, cardboard, tins cans, plastics, refundable containers, etc. A great deal of recyclable material still enters the solid waste facilities.

**Composting** has been supported by some citizens in their back yard for many years. The Village is investigating the concept of a Community Compost site perhaps in conjunction with the SQCRD as a means of reducing volume in the landfill site.

The Port Clements Branch of the **Vancouver Island Regional Library (VIRL)** is heavily utilized. This service is organized and maintained by the VIRL Board on which Port Clements has one seat.

The Village of Port Clements encourages the recognition of our historic roots in logging through such venues as the **Port Clements Museum**.

According to School District 50, enrolment for the **Port Clements Elementary School** is expected to decline over the next decade.

**Medical services** are supplied by the Province through Northern Health with hospitals located both in Masset and Queen Charlotte. Port Clements has a clinic which is open 3 days per week and serviced by doctors from the Masset Clinic one day per week.

The Port Clements Volunteer **Fire Department** consists of a fire chief, deputy chief and members who train weekly and maintain the fire hall and equipment necessary to respond to fires in the community.

The Masset **RCMP** Detachment provides policing services to Port Clements and area. As Port Clements is under 5000 population, this service is provided under contract with the province of BC.

The BC **Ambulance** Service shares space with the clinic and provides service to Port Clements and area.

Port Clements has a volunteer **Emergency Preparedness Committee** which meets quarterly.

Port Clements has a large assortment of **parks** which include **nature trails** and a two-story **bird tower**.

Port Clements has a **Multiplex Building** which includes a Senior's room, the elementary school, the Municipal offices, the public library plus other rooms available for rental and public events.

Port Clements has a **Community Hall** which is run by a volunteer society.

Port Clements is working through the legalities of ownership to the **Cemetery** in town.

Port Clements owns **Rainbow Wharf** which is used both commercially and recreationally.

## 17.2 OBJECTIVES

1. Provide sufficient community water in a cost effective and equitable manner to areas where development is to be focused.
2. Undertake measures to conserve and minimize the use of water.
3. Provide a cost-effective sewer system to service development.
4. Work towards minimizing the volume of wastewater to be treated, and the environmental impact of treating wastewater.
5. Work with the community and agencies to minimize the volume and impact of solid waste generated for disposal.
6. Support the continued provision of community facilities and services.
7. Support measures to enhance electronic communications to the community.

## 17.3 POLICIES – WATER SUPPLY

1. Provide a community water service and develop and maintain the necessary facilities depicted in **Schedule C**.
2. Maximize efficiency of water use by minimizing leaks, installing water meters and requiring water saving fixtures in all new construction.
3. Educate, engage and empower residents of Port Clements in water management through interactive communication with residents, via education initiatives aimed at the elementary school students and by monitoring and reporting on water usage annually.
4. Ensure costs of water are shared fairly among the benefitting parties by creating equitable, consistent, volume-based pricing structure to coincide with meter installation.



## 17.4 POLICIES – WASTEWATER

1. Provide a community sewer service and develop and maintain the necessary facilities depicted by **Schedule D**.
2. Encourage new development to maximize the use of recycled water for appropriate applications including outdoor irrigation, toilet flushing, and commercial and industrial processes.
3. Encourage use of plumbing fixtures and appliances that consume minimal water.
4. Encourage the use of technologies that improve treatment and/or enable it to take place with a smaller footprint on the land.

## 17.5 POLICIES – SOLID WASTE AND RECYCLING

1. Promote practises that “reduce, reuse and recycle” as key components of a solid waste policy, and undertake periodic public awareness campaigns to reduce, reuse and recycle.
2. Encourage businesses and commercial establishments to secure and screen their dumpsters and maintain an orderly area.
3. Undertake periodic collection of car bodies and large solid waste objects.
4. Work with Regional District to encourage, support and seek to expand opportunities for recycling all categories of waste without increasing GHG emissions.
5. Support the Regional District’s public education on proper, safe and secure composting.

## 17.6 POLICIES – OTHERS

1. Encourage the development or expansion services that offer opportunities for local residents to learn or to access resources and materials to facilitate learning or enhance their experience living in Port Clements.
2. Support shared use of facilities for the benefit of the whole community.

## 17.7 POLICIES – COMMUNICATIONS

1. Encourage the upgrading of communications infrastructure (e.g. fibre optics, cellular phones, high band width) to support local small business and community facilities, and to permit development of high-tech knowledge- based industries, businesses and institutions.

## 17.8 POLICIES – INSTITUTIONAL

1. Existing institutional uses, such as the elementary school, firehall, library and ambulance service designated as **Public Use and Park** by **Schedule B** will continue to serve residents.

## 18.0 GREENHOUSE GAS EMISSION STRATEGY

### 18.1 BACKGROUND

Pursuant to Section 877(3) of the Local Government Act, local governments are required to incorporate within their official community plans targets, policies, and actions for the reduction of greenhouse gas emissions. Municipal governments have an important contribution to make to climate protection and energy security.

In 2008, the Village of Port Clements signed on to the Climate Action Charter, joining 178 other municipalities in British Columbia. The Charter commits local governments to become carbon neutral in their operations by 2012, measure and report on their community's Green House Gas(GHG) emissions profile and create complete, compact, more energy efficient communities.

The priority of the aspects that municipalities can influence is determined by the difficulty of modifying that aspect at a future date. The areas of influence that reduce GHG emissions include:

1. Land use and infrastructure;
2. Transportation management, building design and heating;
3. Energy using equipment such as vehicles and appliances.

### 18.2 OBJECTIVES

1. Promote land-use patterns that facilitate walking and cycling to reduce GHG emissions from vehicles.
2. Decrease household, commercial and municipal energy costs for electricity and heating through demand side management.
3. Engage residents in efforts to reduce greenhouse gas emissions.
4. Ensure that future development supports reliable and affordable access to clean technologies for transportation, electricity and heating.

5. Support community economic development in clean energy and energy retrofits.

### 18.3 Targets

The Village of Port Clements will reduce GHG emissions by 20% over 2007 levels by 2020

### 18.4 POLICIES

1. The Community GHG Inventory will be updated every three years and progress will be reported to Council.
2. The Port Clements Climate Action Plan will be updated on a biennial basis and submitted to council with the financial year.
3. Support a coordinated effort amongst all municipalities on Haida Gwaii to establish a revolving energy efficiency loan fund and to develop a transportation strategy.
4. Support new development within walking distance of the commercial centre.
5. Encourage mixed-use developments with attached dwellings.
6. Encourage the development of renewable energy both through utility generation and household scale generation.
7. Investigate the feasibility of a district energy system.
8. Develop a walking and cycling plan.
9. Develop a policy supporting local purchasing where feasible to reduce the GHG caused by shipping to the islands.

Please see **Schedule G** for a list of potential short, medium and long term GHG actions.

## 19.0 ENVIRONMENTAL MANAGEMENT

### 19.1 BACKGROUND

Within adjacent to the Plan area is a natural environment with forests and environmentally sensitive areas in the form of streamside habitats and associated wetland areas, and biologically productive foreshore areas. Some areas are prone to flooding and other forms of natural hazards may exist. Culturally sensitive sites and features are present.

### 19.2 OBJECTIVES

1. Minimize risks to life and property from natural hazards and disasters such as sea level rise, floods, erosion, earthquakes, tsunamis and slides.
2. Promote good air quality through education around smoke emissions and human health.
3. Protect water courses and riparian habitat.
4. Protect, maintain and restore environmentally sensitive areas.
5. Protect residential and commercial viewscales.
6. Protect the integrity of archaeological and heritage features.
7. Develop strategies to adapt to or mitigate the impacts of climate change.
8. Recognize that noise pollution is a quality of life issue that must be considered when making community decisions.

### 19.3 POLICIES – GEOTECHNICAL HAZARDS

1. If warranted by slope instability and other geotechnical issues that become a concern, undertake a geotechnical reconnaissance study to identify the extend of problem areas. Identify in a zoning bylaw any geotechnical or environmental studies that are required prior to development or expansion of buildings in the vicinity of steep slopes.
2. Require new development proposals for private lands which may have a moderate high probability of hazard occurrence, to complete a detailed site-specific geotechnical investigation which carries the stamp and seal of a professional engineer registered in the Province of British Columbia.
3. Ensure that any site-specific geotechnical assessments are filed in the corresponding property file at the Village office and/or registered on the property title.

### 19.4 POLICIES – FLOODPLAIN HAZARD

1. Prepare Floodplain mapping to identify floodplain and tsunami prone areas.
2. Mitigate risk of flooding by establishing setback requirements and building elevation.
3. Accommodate passive uses such as parks and trails in floodplain areas.

## 19.5 POLICIES WILDFIRE INTERFACE

1. Consider the preparation of a wildfire interface study that would identify areas for future development that may be susceptible to wildfires and actions that could be taken to mitigate.

## 19.6 POLICIES – STREAMS AND STREAMSIDE SETBACKS

1. Any work done in or near a stream must be undertaken in compliance with provincial and/or federal permits and regulations as appropriate.

## 19.7 POLICIES – ENVIRONMENTALLY SENSITIVE AREAS

1. Development applications will identify impacts on environmentally sensitive areas depicted by Schedule F and will propose mitigation strategies.
2. Work with federal and provincial government agencies to protect riparian areas and other environmentally sensitive areas.

## 19.8 POLICIES – CULTURALLY SENSITIVE AREAS

1. Work with provincial agencies and the Council of Haida Nations to review and update the inventory of archaeological sites and to develop policies and protocols for their protection.
2. Develop an inventory of the community's heritage and culturally significant features and areas.

## 20.0 LAND USE DESIGNATIONS

Port Clements has been divided into several land use designations as mapped on Schedule B. The intent of and anticipated uses within these designations are described as follows:

### 1. Urban Residential

This designation applies to small urban parcels with community water and sewer servicing, where single family and two-family dwellings (duplex) are permitted.

Potential auxiliary uses include bed and breakfast and boarding accommodation.

## **2. Rural Residential**

This designation allows for a combination of dwellings and some rural land uses on relatively large parcels within a community water area.

Single family and two-family dwellings and auxiliary uses (bed and breakfast and boarding accommodation) are permitted.

The types of rural uses that can occur include animal hospitals and kennels; agriculture and horticulture, and the small-scale sale of on-site produce; and logging and forestry.

## **3. Multi-Family Residential**

This designation permits low-rise multi-family housing that includes triplexes, fourplexes, apartments and townhouses or row houses, as well as single and two-family dwellings.

## **4. Mobile Home Park**

This designation permits parcels that are 8,000 square meters and larger in size to developed into sites for mobile homes.

A portion (25%) may be used as a tourist trailer park and campground.

## **5. Commercial Core**

While the primary intent of this designation is to provide for a multitude of commercial uses, residential complexes and associated auxiliary uses (bed and breakfast and boarding accommodation) are also permitted in conjunction with commercial uses.

The following are examples of potential commercial uses: indoor retail, banking, offices, personal services, medical and dental clinics, vet, hotels and motels, restaurants, funeral homes, libraries, art galleries, inside theatre, public transit depot and health clubs.

## **6. Commercial Service**

The designation provides for the larger commercial ventures and those requiring highway exposure. Examples include automotive sales, service and gas services, shopping centres, building and garden supply, and motels. Some smaller outlets such as personal service establishments, contractor's office, funeral parlour and convenience stores are also permitted.

Residential complexes and associated auxiliary uses (bed and breakfast and boarding accommodation) are also permitted in conjunction with commercial uses.

## **7. Marine Commercial**

The designation permits marinas and supporting commercial uses, as well as residential complexes in combination with commercial uses.

Types of commercial uses permitted include marinas, retail, hotels and motels, licensed public houses, restaurants, wharfs and dry docking, marine freight and salvage. Bed and breakfast and boarding accommodation are permitted in conjunction with the residential use.

## **8. Marine Tourism**

The purpose is to accommodate tourist oriented marine uses and recreational activities related to a coastal location.

Potential uses include boat rentals, launching and storage, float plane docks, storage for fish, camp and logging equipment, fishing lodge, wilderness retreat, restaurant, bed and breakfast and boarding house.

## **9. Marine Industrial**

The purpose is to accommodate marine and foreshore activities of an industrial nature.

Potential uses include fuel sale/storage, wharfs, log booming, dry land sort and dewatering facilities, barge facilities, food processing, boat building and repairs, limited staff accommodations, sawmill and other lumber processing and single-family dwelling.

## **10. Light Industrial**

This designation permits light industrial uses and commercial uses which are integral to the industrial operation.

Examples of potential uses include automotive sales, service and body shops, lumber yards, storage yards, industrial and agricultural equipment sales, light manufacturing, warehousing, contractor office and yards, fuel storage, gas station, mobile home sales, restaurants, transportation depot including airports, vet. And single home dwellings.

## **11. Heavy Industrial**

This designation provides for industries which have a significant impact on other land uses, as well as providing for light industrial uses.

The higher impact uses include junk yards, saw mills, gravel extraction & processing and storage yards.

Light industrial uses and single-family dwellings are also permitted.

## **12. Agriculture**

This designation applies to land within the Agricultural Land Reserve (ALR), and as such permits farm use as defined by the Agricultural *Land Commission Act* and *Farm Practises Protection (Right to Farm) Act*.

It generally includes the growing, producing, raising or keeping of animals or plants. It also includes ancillary uses such as farm retail sales, the storage, packing, product preparation of farm products, agri-tourism activities, timber production, harvesting, silviculture and forest production, agroforestry, including botanical forest products production and horse riding, training and boarding.

## **13. Resource Areas**

The purpose of this designation is to accommodate resource-oriented land uses and outdoor recreation facilities compatible with the natural environment.

Resource related uses include agriculture and the ancillary sale of products; forestry and logging and small domestic on-site sawmill, and gravel extraction, storage and processing.

A tourist trailer park and campground are the permitted recreational facilities.

Single and two-family dwellings, professional practice, home occupation, animal hospital and kennels are also permitted.

## **14. Public Use and Park**

The intent is to accommodate parks and public institutions to serve the educational, cultural and recreational needs of the community.

Uses permitted include parks and recreational facilities, schools, hospitals, nursing homes, parks, libraries, halls, cemeteries, campgrounds, government offices and helipads.



## PART C: GLOSSARY OF TERMS

The following terms used in this plan shall have the meaning stated:

*ACCESSIBLE* homes, buildings, public spaces, technology, programs and support services being free of barriers enabling all people to use them independently.

*AGRICULTURE* the use of land for the growing, rearing, producing and harvesting of agricultural products and may include the auxiliary sale of products; and in the case of land within the Agricultural Land Reserve, permitted activities are subject to the *Agricultural Commission Act* and the *Farm Practises Protection (Right to Farm) Act*.

*COMMUNITY SEWER SYSTEM* means a public or private system of pipes of sufficient capacity to carry sewage from an area to connected treatment and disposal facilities pursuant to the *Environmental Management Act*.

*COMMUNITY WATER SYSTEM* means a system of waterworks within the meaning of the *Drinking Water Protection Act*, which services two or more parcels.

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

*HOME OCCUPATION* means a customary accessory use of a gainful nature carried on within a dwelling unit or accessory structure by the person or persons residing therein.

*INSTITUTIONAL USE* is a facility provided by a government or their agencies for a public use, such as schools, health care facilities, libraries, museums, parks, playgrounds, and other non-commercial recreational facilities, fire halls, and uses ancillary to public functions and community services.

*LAND USE DESIGNATION* means the area of land to which the land-area objectives and policies of the Official Community Plan apply. The OCP land use designations and map set the pattern for development in the community by identifying where certain types of development will occur.

*MOBILE HOME OR UNIT* a structure, excluding recreation vehicles, designed or manufactured as a habitable area which is located on the ground surface, on a concrete or asphalt pad or a poured in a place concrete perimeter foundation.

*OFFICIAL COMMUNITY PLAN* a plan prepared and adopted by bylaw pursuant to the *Local Government Act*, which applies to all or parts of Port Clements.

*PARK* recreation, conservation or green belt.

*PUBLIC ACCESS* the unrestricted right of the general public to cross lands without the need for any approvals or specified permits.

*PUBLIC USE* means the use of land by a government or administrative body intended primarily to serve the day-to-day needs of the population residing in the local vicinity and includes civic, utility, institutional, recreation and conservation uses but excludes commercial recreation use.

*RECREATIONAL USE* means a public park, conservation area, recreation facility, and other ancillary uses but excludes commercial recreation uses.

*SERVICED AREA* means an area or parcel capable of receiving water or a combination of water and sewer services provided by the Village of Port Clements.

*TEMPORARY USE PERMIT* means a permit which may be granted to allow commercial or industrial uses to operate within the plan area pursuant to Section 920.12 and 921 of the *Local Government Act*.

*TRANSPORTATION USE* means facilities for the movement of goods and people such as docks, barge facilities, truck terminals, helicopter landing pads, trails, sidewalks and roads.

## PART D: IMPLEMENTATION GUIDE

OCP LAND USE DESIGNATION	ZONES TO IMPLEMENT LAND USE DESIGNATION
Urban Residential	Urban Residential (R-1)
Rural Residential	Rural residential (R-2)
Multi-Family Residential	Multi-Family Residential (RM-1)
Mobile Home Park	Mobile Home Park (MH-2)
Commercial Core	Commercial Core (C-1)
Commercial Service	Commercial Service (C-2)
Marine Commercial	Marine Commercial (M-1)
Marine Industrial	Marine Industrial (M-2)
Marine Tourism	Marine Tourism (M-3)
Light Industrial	Light Industrial (I-1)
Heavy Industrial	Heavy Industrial (I2)
Agriculture	Develop a new zone (A-1)
Resource Areas	Resource Areas (RS)
Public Use and Parks	Public Use and Parks (P)

**Commented [FD1]:** It might be easier to read if the “zones to implement land use designation” column would only show the zone as e.g. R-1, instead of repeating the land use designation as done.

OCP POLICY	ZONING REVIEW/CHANGE TO IMPLEMENT POLICY
Policy 9.3.4.	Amend zones where secondary suites and two separate dwellings will be permitted on a parcel.
Policy 10.3.5. 11.3.4.	Review existing zoning provisions for setbacks of commercial and industrial uses from residential areas and consider the introduction of screening provisions pursuant to Section 909 of the <i>Local Government Act</i> .
Policy 11.3.5.	Amend the I-2 zone to delete the statement “All manufacturing, processing and assembly industries which are not offensive within the meaning of the <i>Health Act</i> ” and maintain existing list of permitted uses (i.e. junk yards, auto wreckers, saw mills, and shake mills, lumber processing, gravel extraction, storage and processing and storage yards). Develop new industrial zones (e.g. I-3, I-4, etc.) at the time of application for other high impact uses and apply them to appropriate sites.
Policies 13.3.5. 13.3.6.	Develop a new zone (A-1) to permit uses in compliance with the Agricultural Land Commission Act and the Farm Practises Protection (right to Farm) Act and with a minimum parcel size requirement for subdivision that would preclude subdivision.

<b>OCP POLICY</b>	<b>POTENTIAL STUDIES</b>
Policy 10.6,4.	Parks and Trail Master Plan
Policy 19.3,1.	Potential geotechnical reconnaissance study if geotechnical issues become apparent in a particular area.
Policy 19.4,1	Floodplain mapping and review flood protection provisions under the zoning bylaw upon completion of the mapping.
Policy 19.5,1	Wildfire Interface Study
Policy 19.8,1	Up-to-date inventory of archaeological sites
Policy 19.8,2	Inventory of Community's Heritage and Culturally Significant Features and Sites

<b>OCP POLICY</b>	<b>CONSIDERATION OF THE NEED FOR DEVELOPMENT PERMIT DESIGNATIONS TO IMPLEMENT POLICIES – (will require an amendment to the OCP if development permits are pursued and possibly corresponding zoning amendments*)</b>
Policy 19.3,1 Policy 19.3,2	Development Permit designation to protect development from hazardous conditions
Policy 19.7,1	Development Permit Designations to protect the natural environment, its ecosystems and biological diversity.

Note: Section 919.1 of the Local Government Act provides for the designation of development permits for a number of purposes including the following: protection of the natural environment, its ecosystems and biological diversity; protection of development from hazardous conditions; and establishment of objectives for the form and character of commercial, industrial, or multi-family development.

\*While Section 919.1 (3) of the *Local Government Act* enables development permit guidelines to be specified in a zoning bylaw, the OCP must designate areas for the respective types of development permits.

## SCHEDULE F

### SHORT, MEDIUM AND LONG TERM GHG EMISSION STRATEGIES

THEME	ACTION	ENVIRONMENTAL BENEFIT	SOCIAL BENEFIT	ECONOMIC
Short Term				
Transportation	1. Create a walking/cycling path	Reduces car usage.	Improved walking conditions and health outcomes	Reduces transportation costs for residents.
Transportation	2. Create a secure ride share system	Reduces car usage.	Enables mobility for low-income.	Reduces transportation costs for residents.
Buildings	3. Replace streetlights with LED lights	Reduces GHG emissions.	Higher quality of light, less impact on the night sky.	Reduces municipal energy costs.
Medium Term				
Waste	4. Compost and waste mgmt. program	Reduces GHG emissions from dump.	Provides soil for vegetable gardens. Tangible impacts.	Business opportunity
Buildings/ Air Quality	5. Wood stove change-out program	Reduced air pollution, reduced GHG emissions.	Reduced wood consumption for elders.	Stimulates purchase of new wood stoves.
Buildings	6. Revolving energy efficiency loan fund	Reduced GHG emissions.	Improved living conditions.	Stimulates retrofit activities. Decreased energy costs.
Agriculture	7. Encourage a community garden	Reduce imported food	Encourage social interaction.	Stimulates local agricultural activity.
Long Term				
Buildings	8. Renewable Energy district energy system	Significant GHG emissions reductions.	Drives smart growth development.	Captures economic leakage currently going to diesel fuel.