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SUSTAINABLE OFFICIAL COMMUNITY PLAN 2013

Bylaw 2370



By Sherry Hank



The City of Powell River wishes to thank all of the community members who participated in the development of the Sustainable Official Community Plan. Your contributions are invaluable.



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Policy Inventory

For ease of reference, all of the policies in the City of Powell River Sustainable Official Community Plan Bylaw 2370, 2013 are contained in this section. Please consult the applicable section(s) of the SOCP for supporting contextual information, including general objectives.

Part 2: Purpose, Process and Partnerships

2.5.4 Protocol Agreement Policies

Sustainable Official Community Plan & Zoning Bylaw

- (a) Tla'amin Nation will be notified and invited to attend and actively participate in the review of all subsequent major reviews and proposed revisions of the City's Sustainable Official Community Plan and Zoning Bylaw.
- (b) The City will participate in the review of all land use and land use planning and for all subsequent major review and proposed revisions of land use planning for lands owned by Tla'amin Nation within current City boundaries.
- (c) The City agrees that this SOCP and any future land-use plan, will include:
 - i. Summary of Tla'amin Nation history, culture and heritage;
 - ii. Tla'amin Nation cultural and heritage sites;
 - iii. Policies for protection of Tla'amin Nation and Powell River culture and heritage sites.

Part 3: Community Context

3.5.2 Neighbourhood Planning Policies

- (a) Identify and protect green spaces, trails, corridors and amenities in each neighbourhood.
- (b) The City will continue to encourage participation by local residents, community interest groups and ratepayers' associations in the evolution of each neighbourhood and the direction of growth in the City as a whole.
- (c) Redevelopment or renovation of existing vacant or underutilized commercial properties through landscaping, exterior finishes and overall site quality is encouraged in the four neighbourhoods.

3.6.2 Townsite Planning Policies

- (a) The City supports the creative and adaptive reuse of existing buildings so as to revitalize Townsite while retaining its historical context.
- (b) The City encourages the preservation and maintenance of existing historic housing stock rather than their replacement with new construction. Any new development or restoration within the Townsite should conform to the character of the heritage architecture of the area.
- (c) The City, in cooperation with the Townsite Heritage Society, will undertake a heritage inventory and register for all buildings of historic significance.
- (d) The City will encourage voluntary registration of heritage buildings on the municipal heritage register.
- (e) The City will consider the establishment of an incentive program to encourage voluntary stewardship of heritage resources.
- (f) The City will support the preservation of the Cenotaph and Veterans' Park, the existing stone walls, and the Triangular Gardens as special features of the Townsite.

- (g) Any development of the waterfront lands will be undertaken with consideration and respect for the natural environment and adjacent historic neighbourhood.
- (h) The City will explore the concept of waterfront land for a marine-based business park (proposed for the former golf course lands).
- (i) The City will work toward the designation of a Heritage Conservation Area as shown on Schedule G under Section 970.1 and 971 of the *Local Government Act* for the purposes of protecting the Powell River Townsite National Historic District of Canada.
- (j) New adjacent residential and non-residential development outside the proposed Heritage Conservation Area on Schedule G (that reflects the boundaries of the Powell River Townsite National Historic District of Canada) will be required to provide a buffer and ensure an appropriate land use transition takes place.

3.7.2 Cranberry Lake Planning Policies

- (a) The development of ground-oriented multi-family residential, institutional, and commercial uses is encouraged in the area of Cranberry Lake designated for Mixed Use.
- (b) The City shall seek to improve public access to Cranberry Lake when properties adjacent to the lake are redeveloped.
- (c) The relaxation of servicing standards for road widths and underground services may be approved in older areas of Cranberry Lake through a Development Variance Permit on a case by case basis where the bylaw requirements are considered impractical and the impact not detrimental to the public interest.
- (d) All upland development on the shoreline of Cranberry Lake must ensure source control of all stormwater runoff.
- (e) In recognition of the environmental sensitivity of Cranberry Lake, Mowat Bay and area watercourses, these areas are included in Development Permit Area 8: Freshwater Riparian Areas.

3.8.2 Wildwood Planning Policies

- (a) Continue to maintain a wide range of residential lot sizes to meet the different lifestyles of Wildwood residents.
- (b) The City encourages the retention of large rural and forestry lots on the borders of the Regional District and Tla'amin Nation lands.
- (c) New development in Wildwood shall respect and be compatible with the existing character of the neighbourhood.
- (d) The City will require that all new development in Wildwood be connected to a City sewer system, except where identified as an Alternate Sanitary Servicing Area in Schedule C of the City of Powell River Infrastructure Design and Construction Bylaw.
- (e) Ensure that as large parcels of land in Wildwood are developed or subdivided, parks, trails, and natural areas are secured as shown on Schedule H.
- (f) All waterfront developments and subdivisions that require a park dedication shall include parkland and green space along the waterfront and along trail corridors as shown on Schedule B and Schedule H.
- (g) In recognition of the importance of protecting the Powell Place boat ramp staging area, the City shall consider adequate area for efficient and safe boat manoeuvring and launching when reviewing development applications along the west shore of Powell Lake.
- (h) The City will consider Urban Residential development on the waterfront west of Powell Lake in the form of ground-oriented multi-family such as townhouses and cluster housing that respect the topographic constraints and ensure greenways and trail corridors.

- (i) Development of the property on the west side of Powell Lake should include an alternate access road to be connected in the future to Lois Street.

3.9.2 Westview Planning Policies

- (a) Promote mixed use and infill development near the Westview core ensuring that commercial areas welcome residents of all abilities by providing safe and accessible walkways, corridors, and outdoor sitting areas/green space to enable comfortable access to local amenities.
- (b) Introduce multi-family development in the Uptown Mixed Use area (e.g. Joyce Avenue) in order to reshape the area to become more sustainable, pedestrian friendly and aesthetically attractive.
- (c) The City encourages residential infill development of large lots including double fronting, deep and underutilized lots subject to any required infrastructure installation and upgrading by the developer and compliance with Zoning Bylaw provisions.
- (d) The City encourages the development of residential uses above commercial or institutional space in the Uptown Mixed Use and Mixed Use Commercial/Residential designations.
- (e) Proactively work with owners of existing commercial enterprises with large parking areas and informal transportation corridors (particularly malls and plazas) to develop attractive and safe pedestrian and bicycle access including mobility scooters, wheelchairs, walkers, canes, strollers etc.
- (f) Infill residential subdivision of deep lots designated for Urban Residential Low Density Use may be required to make provision for new local road dedication.
- (g) The Uptown Mixed Use area is designated as a Development Permit Area 2 for the purpose of encouraging a strengthened commercial core supported centrally located multi-family development.
- (h) The Marine and Willingdon Avenues Mixed Use area is designated as Development Permit Area 3 for the purpose of accommodating pedestrian friendly commercial and supportive multi-family residential development.
- (i) The Urban Residential Medium Density area between the Uptown and Marine Avenue Mixed Use areas is designated as Development Permit Area 1 for the purpose of accommodating centrally located townhouses and low-rise apartment development.

Part 4: Land Use

4.1.3 Growth Management Policies

- (a) Continue to work with adjacent jurisdictions of the PRRD and Tla'amin Nation to develop mutually agreed upon criteria for appropriate development along the boundary of the City.
- (b) The City is committed to sharing information and co-ordinating efforts with the PRRD and Tla'amin Nation to ensure any growth adjacent to City boundaries occurs in a planned, complementary and sustainable manner.
- (c) The City will efficiently and effectively develop and utilize public infrastructure including roads, sanitary sewers, water supply, stormwater facilities, as well as recreational, cultural and community facilities.
- (d) The City shall support urban development in areas with existing municipal infrastructure, including infill to maintain infrastructure efficiency.
- (e) The City will plan for supportive services to complement development. Ongoing monitoring of growth and the demand for services will ensure that future growth and expenditures on infrastructure are coordinated and sustainable.

- (f) The City will encourage employment growth and residential densification to occur in the vicinity of existing and proposed public transport corridors, to promote and encourage more efficient use of public transport.
- (g) In order to manage the City's growth and to create a sustainable community, the City will:
 - i. encourage the use of vacant lands or transitional lands (such as brown field sites) for efficient use of existing land resources;
 - ii. promote and encourage new investment and businesses to locate in Powell River to better utilize land resources and to make more efficient use of existing public investment in infrastructure;
 - iii. encourage the concentration of pedestrian-oriented commercial services in neighbourhoods to generate strong neighbourhood focal points;
 - iv. continue to support compatible neighbourhood development in each of the four communities of Powell River; and
 - v. promote mixed-use neighbourhoods that contain a variety of commercial, residential and recreational opportunities.
- (h) Mitigation measures will be taken to reduce any potential adverse effects (e.g. noise, vibrations, odours) on residential health, safety and well-being of new residential uses adjacent to potential conflicting land uses such as the airport and industrial development.

4.3.2 Agricultural Policies

- (a) Maintain land with agricultural potential in the ALR for future agricultural uses.
- (b) Encourage development of vacant lands within the ALR with good agricultural capability.
- (c) Support development of on-farm water infrastructure (e.g.: storage facilities, holding tanks, ponds, and drainage) on agricultural lands.
- (d) The subdivision of lands within the ALR where lot area or layout will impede or fragment agricultural potential or viability is not supported.
- (e) Encourage a minimum lot size of 8.0 ha in accordance with the provincial standard. Neither an approving officer nor the ALC is obliged to approve applications for subdivision that meet minimum lot size specifications.
- (f) Encourage consolidation of small parcels to create larger farm units for agricultural use where agricultural viability will be enhanced.
- (g) In order to protect ALR from incompatible or inconsistent uses, development of lands adjacent to, or within, Agricultural Land Reserve lands will be required to:
 - a. Minimize impacts to the natural and human-made physical features of the area, and
 - b. Include a buffer zone on the non-agricultural side of the parcel boundary adjacent to agricultural land
- (h) Application to the ALC for a second residence not necessary for farm use will generally be supported provided agricultural use is not negatively impacted and where the parcel area exceeds 3 ha. Such residences will be sited and designed according to the Minister's Standard Bylaw Regulating the Siting and Size of Residential Uses in the ALR (2011).
- (i) Consider and support initiatives to address key gaps or weaknesses in the agriculture industry's capacity, such as food processing facilities, a commercial abattoir, marketing, communications and input costs.
- (j) Investigate opportunities to use local waste products as agricultural inputs.

- (k) Encourage and cooperate with the PRRD to establish food security targets and indicators for measuring progress towards food security in the region.
- (l) Consider use of public lands for activities that contribute to enhanced food security, agricultural awareness and attracting new farmers to the region.
- (m) Consider and support innovative land and mentorship access models to support new farmers in gaining access to agricultural land for production, such as farmland trusts and 'Start-Up Farms' programs.
- (n) Support local organizations to acquire private land, including parcels in the ALR, for the purpose of enhancing agricultural use and farm business viability.
- (o) Support initiatives by local organizations and individuals to enhance agricultural capacity in the region, such as the "Full Circle Farm" project.
- (p) Farmer's Markets are supported as a direct marketing opportunity for farmers to provide fresh locally produced fruits, vegetables, livestock, poultry and dairy products to consumers.
- (q) Encourage growing edible plants in residential building setback areas and backyards.
- (r) Encourage community gardens in various forms including consideration of a garden bed box program, support for community gardens on private land such as multi-family sites, and use of vacant City or undeveloped land in the ALR land by a not for profit organization.

4.4.2 General Residential Policies

- (a) The City will ensure that the Zoning Bylaw accommodates the development of a variety of housing types, including single-family detached, cluster housing, townhouses, apartments, carriage houses, secondary suites and seniors' housing.
- (b) Council supports secondary suites in all single family zones in Powell River, subject to all requirements of the British Columbia Building Code.
- (c) Public uses such as parks, recreational facilities and schools, and public and private institutions are permitted in all Urban Residential, Suburban Residential and Mixed Use Designations subject to zoning.
- (d) A wide range of housing tenures and organization frameworks are encouraged in all residential designations, including but not limited to fee-simple ownership, lease, rental, strata title, and co-housing.
- (e) The City supports the provision of abundant, accessible outdoor play spaces within a short walking distance of urban residential development.
- (f) The City encourages energy-efficient residential development that considers topography, site orientation and servicing.

4.5.1 Suburban Residential Policies

- (a) Lands designated Suburban Residential are shown on Schedule B.
- (b) An alternate standard of servicing that generally does not require concrete curb and gutter, sidewalk, ornamental street lighting and underground wiring is acceptable in the Suburban Residential designation subject to all applicable bylaws.
- (c) Campgrounds, modular dwellings, and outdoor recreation uses may be permitted in the Suburban Residential designation subject to the provision of suitable access and adequate services, and provided such uses do not negatively impact adjacent development.
- (d) Agricultural use in the Suburban Residential designation is encouraged (although such lands are not within the ALR) but shall exclude intensive operations such as feed lots, piggeries, poultry farms, mushroom farms, all subject to Provincial Right to Farm legislation.
- (e) Local commercial, recreational and institutional uses are permitted in the Suburban

Residential designation.
4.6.1 Urban Residential Single Family Policies
(a) Lands designated Urban Residential Single Family are shown on Schedule B. (b) The Urban Residential Single Family designation does not permit multi-family uses and does not permit duplexes except in Townsite. (c) Local commercial, recreational and institutional uses are permitted within the Urban Residential Single Family designation. (d) Existing multi-family uses south of Nootka Street are recognized. (e) The City encourages single-family and duplex dwellings in Townsite to be consistent with the Arts and Crafts heritage architecture in order to recognize and preserve the neighbourhood's built heritage. (f) New residential development containing modular dwellings is discouraged.
4.7.1 Urban Residential Low Density Policies
(a) Lands designated Urban Residential Low Density are shown on Schedule B. (b) Lands designated Urban Residential Low Density are intended to accommodate ground-oriented residential uses in the form of single family dwellings, with or without a secondary suite, two family dwellings, triplexes, fourplexes, townhouses, row houses, patio homes, compact housing and supportive housing including group housing and special-needs housing. (c) For the purposes of the above, compact housing may include small lot sizes, single units, two family units, or ground oriented multiple family dwelling units, or a mix of units. (d) For both compact residential and conventional townhouse development, a comprehensive site, building and landscaping design shall be provided, integrating dwelling unit layout with parking areas, open space, and access driveways and demonstrating sensitivity to adjacent existing development. (e) Each application for townhouses or compact residential development shall be reviewed in terms of the following criteria: i. Proximity to park, recreation, shopping and amenity areas; ii. Aesthetic qualities such as potential conflict with adjacent residential development, scale in relation to overall character in the area, effect on views, and maintaining privacy of existing homes; iii. Impact of traffic generation on existing roads and neighbourhoods; and iv. Potential of the proposed development to serve a specialty residential market, such as senior citizens or special needs housing. (f) The City requires a high standard of architectural building design and landscaping for all multi-unit residential development by designating such lands as development permit areas for the purpose of regulating their form and character. (g) Local commercial, recreational and institutional uses are permitted within the Urban Residential Low Density designation. (h) Development Permit Area 1 shall apply to all development with three or more dwelling units on a lot.
4.8.1 Urban Residential Medium Density Policies
(a) Lands designated Urban Residential Medium Density are shown on Schedule B. (b) Lands designated Urban Residential Medium Density are intended to accommodate increased density and multi-family development in the form of townhouses and apartments. (c) The City encourages a wide range of residential housing forms within this designation, including duplexes, triplexes, fourplexes, townhouses, row houses, patio homes, cluster

- housing, co-housing, and other forms of compact housing, and low-rise apartments.
- (d) Each application for townhouses or compact residential development shall be reviewed in terms of the following criteria:
 - i. Proximity to park, recreation, shopping and amenity areas;
 - ii. Aesthetic qualities such as potential conflict with adjacent residential development, scale in relation to overall character in the area, effect on views, and maintaining privacy of existing homes;
 - iii. Impact of traffic generation on existing roads and neighbourhoods; and
 - iv. Potential of the proposed development to serve a specialty residential market, such as senior citizens or special needs housing.
 - (e) Local commercial, recreational and institutional uses are permitted within the Urban Residential Medium Density designation.
 - (f) The City requires a high standard of architectural building design and landscaping for all multi-unit residential development by designating subject lands as development permit areas.
 - (g) Development Permit Area 1 shall apply to all development with three or more dwelling units on a lot.

4.9.2 Affordable, Rental & Special Needs Housing Policies

- (a) Affordable, rental and special needs housing – including supportive seniors' housing and transition homes – is permitted in areas designated for Urban Residential, Suburban Residential and Mixed Use development, with preference given to locations in close proximity to amenities, services and public transit.
- (b) Encourage housing developments that provide a mix of unit sizes and accommodate people from diverse social-economic backgrounds while avoiding concentrated areas of group homes and non-market housing.
- (c) Council supports local non-profit groups that work to provide, administer, and maintain low income and special needs housing and shall consider applications for offsetting Bylaw development fees through the Grant-in-Aid program.
- (d) Parking requirements for affordable, rental or special needs housing may be reduced in locations close to services and amenities and public transit and if the nature of the intended client base will have low vehicle ownership rates.
- (e) When considering applications to subdivide existing rental housing via strata title, Council shall discourage a reduction in the availability of rental units when and if the vacancy rate, as documented by CMHC, is below 5%.
- (f) Council supports secondary suites as a means to increase housing availability and affordability for both existing and new single family housing, subject to compliance with the British Columbia Building Code.
- (g) The City shall investigate ways and means of encouraging the development of affordable housing with the assistance of grants and programs by senior levels of government.
- (h) The development of a variety of appropriate, accessible housing forms is encouraged with the anticipated increased need of special needs housing for seniors due to demographic changes.
- (i) The City will consider density bonusing for affordable and special needs housing that is located along arterial and collector roads.
- (j) Council supports development of multiple housing options for active and non-active seniors and will lobby other levels of government to participate in the provision of this housing.

4.10.2 Uptown Mixed Used Policies

- (a) Lands designated Uptown Mixed Use are shown on Schedule B.
- (b) Promote and support public and private investment and redevelopment in the Uptown Mixed Use designation of central Westview.
- (c) Establish long-term programs for aesthetic streetscape improvements, public art, waterfront connections and infrastructure improvements that combine to create a cohesive, easily identifiable character for Uptown.
- (d) Multiple family residential uses foster activity in business areas and are encouraged in central Westview in conjunction with compatible commercial or institutional uses.
- (e) The City strongly discourages outward expansion and “commercial sprawl” through further rezoning of vacant residential land.
- (f) Redevelopment of large properties within the Uptown Mixed Use designation shall include provision of pedestrian and non-vehicular connectivity both onsite and to adjacent properties.
- (g) Encourage the location of new civic buildings within the Uptown Mixed Use designated lands.
- (h) The City strongly encourages redevelopment of former and abandoned commercial buildings.
- (i) Reduction of off-street parking requirements may be considered for development within the Uptown Mixed Use designation based on a complimentary mix of uses with varying peak parking demands.
- (j) The Uptown Mixed Use designation is included in Development Permit Area 2 for the purpose of providing design guidelines to manage the form and character of development.

4.11.2 Mixed Use Commercial/Residential Policies

- (a) Lands designated Mixed Use Commercial/Residential Use are shown on Schedule B.
- (b) Promote and support public and private investment and redevelopment in the Uptown Mixed Use designation of central Westview.
- (c) Strive for healthy neighbourhood centres that facilitate a vibrant mix of cultural and entertainment facilities together with commercial retail, office uses and professional services.
- (d) Promote public and private investment and redevelopment in lands designated for Mixed Use.
- (e) Encourage creative and innovative planning and foster more business activity and public activities or events.
- (f) Facilitate the retention and development of commercial and service uses on the ground floor of mixed use buildings.
- (g) Proactively engage landowners to work collaboratively with developers, the City or other partners to redevelop underutilized properties to reach the full potential of the Mixed Use Commercial/Residential designation.
- (h) The City encourages and supports the retention and development of a wide variety of residential, commercial and institutional uses and activities within the Mixed Use Commercial/Residential designations.
- (i) Locate new and/or maintain civic buildings within the Mixed Use Commercial/Residential designated lands.
- (j) Establish Marine Avenue within the Mixed Use Commercial/Residential designation as a priority pedestrian area and ensure pedestrian connections are provided throughout.
- (k) The City discourages expansion of the Mixed Use Commercial/Residential designation on Marine Avenue and Willingdon Avenue along the cross streets of Alberni, Burnaby,

Courtenay and Duncan Streets.

- (l) The Mixed Use Commercial/Residential designation along Marine and Willingdon Avenues in Westview is included in Development Permit Area 3 for the purpose of providing design guidelines to manage the form and character of development. Single and two family residential developments are exempt from these provisions.
- (m) The Mixed Use Commercial/Residential designation in Cranberry Lake is included in Development Permit Area 5 for the purposes of providing design guidelines to manage the form and character of development.

4.12.2 Townsite Centre Mixed Use Policies

- (a) Development in Townsite Centre should act as an activity generator for Townsite.
- (b) Individual commercial and/or industrial development activities should be of a small scale or a variety of activities housed in a single structure.
- (c) Commercial and/or industrial activities should be designed to enhance views of the activity by way of window displays, access to the area, or overviews of the area.
- (d) Where facilitated through natural grades and elevations, exposure of the harbour and mill complex through appropriate design features is strongly encouraged.
- (e) Buildings affording a mix of land uses are encouraged.
- (f) Where new uses are proposed for existing heritage buildings, Council will encourage preservation of the architectural features that reflect the building origins.
- (g) Where practical, pedestrian walkways designated to afford interesting views and sensitive to established trees and vegetation shall be provided between structures.
- (h) Beautification and improvements to the street boulevards are to be encouraged in order to attract commercial and/or light industrial development within Townsite Centre.
- (i) The Townsite Centre Mixed Use area is designated Development Permit Area 4 for the purpose of commercial revitalization and heritage conservation.

4.13.2 Employment Centre Policies

- (a) Encourage new and airport-related services to be established on lands designated for Employment Centre use in the vicinity of the Powell River Airport.
- (b) The City will encourage “clean” industrial uses and discourage those that have a negative impact on the environment and adjacent land uses.
- (c) All storage of equipment and materials except motor vehicles in good repair shall be enclosed within a building or provided with a buffer or screen to attenuate the adverse effects of outdoor storage adjacent to residential uses and to address aesthetic considerations of outdoor storage adjacent to other non-industrial uses.
- (d) The Employment Lands designation is intended to allow for some retail activity provided it is complimentary and accessory to the principal uses; it is not intended to replace retailing in any Mixed Use designation.
- (e) The City will work with the Powell River Regional Economic Development Society, Catalyst Paper and Tla'amin Nation to achieve a healthy, diverse, successful mix of uses on the Employment Lands in Townsite with waterfront access.
- (f) Employment Centre lands are designated as Development Permit Area 7 for the purpose of regulating the form and character of development in these areas.
- (g) Areas designated for Employment Centre use will be developed with phasing of required services based on demand.

4.14.2 Water Policies

- (a) Shoreline and intertidal protection structures to reduce coastal erosion and to dissipate incoming wave energy due to sea level rise and storm surges are permitted.
- (b) Structures that complement and are accessory to adjacent riparian uses including docks, floats, boat mooring and boat launching are permitted.

(c) The existing Beach Gardens Marina is recognized.
4.15.2 Mill Site Industrial Policies
(a) The City will continue to work with Catalyst Paper to encourage industrial uses and practices compatible with the surrounding Townsite land uses. (b) The City supports a reduction of the area subject to Section 21 of the <i>Powell River Incorporation Act</i> to the core industrial lands of Catalyst Paper.
4.16.2 Institutional Policies
(a) Government offices, services and agencies are encouraged to locate in areas designed for Mixed Use and Employment Centres to reinforce commercial and business areas and maximize public convenience. (b) The concentration or grouping of institutional buildings or on-site expansion in mixed use areas is encouraged where feasible to enhance accessibility and public convenience. (c) Institutional uses including hospitals, government buildings, libraries, schools, places of worship, clubs, daycare centres, rest homes, public assembly, and similar uses are permitted in any area designated for Mixed Use, Urban Residential or Suburban Residential, Parks, Schools & Green Space use subject to zoning. In considering such uses, Council will require the following: - the size, scale and scope of activities of the proposed institution are compatible with the character of the neighbourhood; - the proposed institution will not have a negative effect including noise, nuisance, traffic generation or privacy invasion on adjacent residential uses; - larger institutions be located on or have good access to a major road; and - adequate on-site parking be provided. (d) The City will work with School District No. 47 (Powell River) to identify land-use options and applications for the use or sale of surplus School District lands and buildings that will revitalize and diversify the community. Suitable alternative uses to be considered include private education, vocational/technical education facilities, recreation uses, or conversion to residential uses for retirement and special needs complexes. (e) Council recognizes the economic and educational importance of Vancouver Island University and will continue to support and promote the efforts of the University in its goal to provide quality degree and non-degree post-secondary education, in particular vocational and technical training. (f) The City will cooperate with senior levels of government, community agencies and related parties to develop the range of health services required to address the physical and psychological health needs of residents. (g) The City will work with the senior levels of government and private care providers to identify lands suitable for the development of assisted-living and supportive housing opportunities in locations that meet market conditions and economic realities.
4.17.2 Parks, Green Space & Recreation Policies
(a) Land designated for Parks, Green Space & Recreation on Schedule B: Land Use Designations will be maintained for park, school and green space purposes. (b) Additional lands not shown on Schedule B may be acquired for parks and green space purposes over time as opportunities arise. (c) Council supports balancing a user pay system with a subsidy model for given recreational facilities and grounds. (d) Council will work to negotiate a partnership with the Regional District to decrease the extent of City subsidy level for recreation facilities and programs. (e) Council supports the protection of wildlife and wildfowl habitat and corridors.

- (f) Trail connectivity shall be retained where possible in order to provide non-motorized access routes and protect the amenities they provide as resource lands are developed and trail alignments changed.
- (g) Where warranted for preservation of special natural features, protection of environmentally sensitive areas, and localized pocket parks, the City will request park dedication through the subdivision approval process. Where small tracts of land are subdivided with inadequate land area for a park, cash in lieu shall be required by the City Approving Officer. All funds collected will be deposited in a reserve account to be used for parkland acquisition. Millennium Park will be left primarily in its natural state except for the maintenance of pedestrian trails through the property.
- (h) The City will work with Island Timberlands to acquire the timber rights in Millennium Park.
- (i) Council supports the work of the Forestry Museum Society, BOMB Squad, other volunteer groups, and enjoys a good working relationship with CUPE for local stewardship projects and ongoing development of nature trails.
- (j) Over the long term, a new natural area of approximately 4 hectares is proposed in the Grief Point area on District Lot 6771. The location includes the steepest contours of the lot and on the plateau above.
- (k) The City will work with the Province to designate or otherwise secure a portion of the Crown land west of Joyce Avenue and south of Penticton Avenue as green space for passive recreation and for environmental protection purposes including herons.
- (l) Council supports undertaking a Parks and Recreation Master Plan to help guide Council and staff in meeting these needs for the next five to ten years.
- (m) Council supports the development of Joint Use Agreement with School District No. 47 (Powell River) to manage and program recreation and building facilities.

4.18.2 Resource Policies

- (a) The City encourages and supports the harvesting, replanting, tree growing and other forestry-related activities on forestry resource lands provided that the appropriate landscaping considerations and adequate treed buffers to residential areas are met.
- (b) Recreational uses such as campgrounds, outdoor recreation, and similar uses are permitted, subject to suitable zoning, the provision of adequate public road access and services, provided that such uses do not have a negative impact on adjacent development.
- (c) Resource extraction is limited to the excavation, sorting and storage of material. No additional processing is permitted, including crushing or the manufacture of asphalt, concrete or other materials. Such activities may be permitted by Temporary Industrial Use Permits issued by Council, pursuant to the *Local Government Act*.
- (d) No new major aggregate extraction sites are designated in the City. City policy is for such uses to be located in rural areas, away from residential areas, but in proximity to Provincial highways.
- (e) Short term aggregate extraction may be accommodated or required to enable some other land use designation to proceed. Such aggregate extraction will be limited to the excavation, sorting and storage of sand and gravel with no crushing or manufacturing of asphalt, concrete or other products and can only take place subject to the issuance of a Temporary Use Permit pursuant to Section 921 of the *Local Government Act*. Any Temporary Use Permit will address the hours of operation, dust control, noise, landscape screening, traffic patterns, site reclamation, and mitigation of impacts on adjoining lands including future development potential.
- (f) The City recognizes that some trails are located on private lands designed for

Resource use and that resource development will affect the location of such trails. The City encourages the connectivity of trails in co-operation with the owners of the affected lands.

4.19.2 Treaty Settlement Lands Policies

- (a) Council supports continued cooperation with the Tla'amin Nation concerning land use planning, services and operations pertaining to Tla'amin lands located within the City boundaries.
- (b) Council will consider servicing agreements to extend City utilities and services to Tla'amin Nation Treaty Settlement Lands on a cost recovery basis.

Urban Residential Single Family Designation

- (c) As per the Tla'amin Final Agreement, DL 5176, DL 5182 and DL 5186, Group 1, New Westminster District is Tla'amin Land. Tla'amin Nation is not subject to any condition, proviso, restriction, exception or reservation set out in the Land Act, or any comparable limitation under Federal or Provincial Law. Tla'amin Nation may make laws with respect to the use of Tla'amin Lands, including its management, planning, zoning and development.
- (d) The designation of this block, consisting of three district lots as shown on Schedule B and D, is for information purposes and was developed with the input and guidance of Tla'amin Nation.
- (e) The City of Powell River agrees to work with Tla'amin Nation on the coordination and harmonization of the development of infrastructure including needed services and upgraded roads for this block of land.

Employment Lands Designation

- (f) As per the Tla'amin Final Agreement, DL 5127, Group 1, New Westminster District is Tla'amin Land. Tla'amin Nation is not subject to any condition, proviso, restriction, exception or reservation set out in the Land Act, or any comparable limitation under Federal or Provincial Law. Tla'amin Nation may make laws with respect to the use of Tla'amin Lands, including its management, planning, zoning and development.
- (g) Current designation of this parcel of this district lot as shown on Schedules B and D is for information purposes and was developed with the input and guidance of Tla'amin Nation.
- (h) The City of Powell River agrees to work with Tla'amin Nation on the coordination and harmonization of the development of infrastructure including transportation for the parcels.
- (i) As per the Tla'amin Final Agreement, no development on DL 5127, Group 1, New Westminster District may affect the safe operation of the Powell River Airport and NAV CANADA facilities.
- (j) As per the Tla'amin Final Agreement, prior to authorizing any development on DL 5127, Group 1, New Westminster District, Tla'amin Nation will discuss with representatives of the Powell River Airport and NAV CANADA the proposed development in order to identify and avoid any potential adverse impacts of the proposed development on the safe operation of the Powell River Airport and NAV CANADA facilities related to the Powell River Airport.

Part 5: Our Environment

5.1.2 Environmental Sustainability & GHG Emission Reduction Objectives

- (a) GHG emission objectives are 3.25 tonnes per capita by 2020, a 33% reduction from 2007, and 1.0 tonne per capita, an 80% reduction, by 2050. For the purposes of interim monitoring, an 18% emissions reduction target has been set for 2016, which would equal emissions of 4.0 tonnes per capita (i.e. a 0.87 tCO₂e reduction from 2007 levels).
- (b) Municipal emissions reduction efforts will focus on emissions reductions in three primary sectors: road transportation, building energy use and solid waste.
- (c) Transportation emission reductions include these Mode Share targets:

Mode	Powell River 2006 Data	Powell River 2020 Target
Vehicle Driver	80.0%	67%
Vehicle Passenger	9.0%	12%
Public Transit	1.5%	5%
Pedestrian	7.4%	10%
Cyclist	2.1%	6%

- (d) The City commits to fiscally, socially and environmentally responsible land use development where regulation is within the jurisdiction of the City, and actively lobby and seek change in respect of GHG emissions that are beyond the scope of City jurisdiction.

5.1.3 Environmental Sustainability & GHG Emission Reduction Policies - Land Use and Development Planning

- (a) Strive to improve the long term social, environmental and economic well-being of the City through the application of Smart Growth principles in the evaluation of, and decision-making process for, land use, building, transportation, and environmental planning.
- (b) Work with the Regional District and Tla'amin Nation on the harmonization of greater land use planning, all with the objective to reduce rural sprawl and increase density where appropriate, and where full services already exist.
- (c) Work towards a more compact urban form through development that maximizes the use of existing infrastructure. This will be done by increasing housing densities where service infrastructure exists or is easily expanded (e.g. total residences within 400 metres walking distance of transit stops). New developments should be required to align with desired neighbourhood design esthetics.
- (d) Adopt a sustainability checklist to be considered for development applications, including rezoning applications, building permits, subdivision and development permits.
- (e) Ensure development proposals have addressed accessibility needs for the site and neighbourhood.
- (f) Ensure that developments and development activity do not compromise the ecological function of environmentally sensitive areas and maintain the integrity of plant and wildlife corridors.
- (g) Develop a Street Tree Planting Program that commits to providing tree cover for 20% of developed areas by 2030.
- (h) Require engineering of on-site storm water management, subject to site geotechnical conditions, and combine this with tree and vegetation planting to reduce irrigation loads and stormwater management via City infrastructure.

(i) Require all new commercial and multi-family developments, including City facilities, to install bicycle storage facilities.
5.1.4 Environmental Sustainability & GHG Emission Reduction Policies - New and Existing Buildings
(a) Develop education and awareness programs to reduce GHG emissions and energy usage in new and existing buildings and surrounding premises; including local climatic and energy conservation information sheets; emission reduction ideas for distribution with building, development, or subdivision application. (b) Establish a density bonus and Building Permit fee reduction for buildings that are demonstrated to be substantially more sustainable than a typical building of its type. Buildings targeting Leadership in Energy and Environmental Design (LEED) Silver or higher certification, Passive House certification or BuiltGreen Gold or higher certification will be considered for this benefit. (c) Encourage on-site energy generation and efficiency systems such as heat pumps, solar panels, geothermal heating and cooling, etc. during development permit and building permit reviews (new buildings or renovations). (d) Develop an incentive program for the installation of ultra-low flush toilets, rain water harvesting and grey water reuse in new developments. The program will also offer toilet replacement and rain water harvesting incentives for existing developments. (e) Require the installation of water meters in all new commercial, industrial and multi-family development and encourage the retrofitting of existing homes with water metres. (f) Develop an incentive for heritage protection by recognizing energy already embodied within existing structures.
5.1.5 Environmental Sustainability & GHG Emission Reduction Policies - Transportation
(a) Support the use of on-line carpool programs and vehicle sharing programs within the City and Region. (b) Continue transit service considerations with the aim of continuously increased ridership. (c) Implement an anti-idling policy for the City fleet and bylaw for the community. (d) Acknowledging that the vast majority of GHG emissions relate to on-road transportation, lobby the Federal and Provincial government to consider further regulations (e.g. low carbon fuels regulations, improved vehicle efficiency standards) and financial incentives in this regard; and, to transfer more gas tax revenues (e.g. luxury vehicle tax, odometer tax) to local government for transit, non-motorized travel, and other similar programs having the objectives of reduced emissions.
5.1.6 Environmental Sustainability & GHG Emission Reduction Policies - City Corporate
(a) Implement a sustainable purchasing policy to encourage sustainable procurement decisions. (b) Implement a vehicle right-sizing and hybrid City fleet vehicle transition plan. (c) Support a service area for localized energy generation (e.g. a district heat system such as geothermal or sewer heat recovery, similar to various projects in the Lower Mainland).
5.3.2 Climate Change Policies
(a) Enhance partnerships with senior, regional and local governments, public agencies, community organizations, businesses and individuals for the effective coordination of climate change plans, policies and initiatives including: i. Greenhouse gas reporting; and ii. Risk and Vulnerability assessment of local climate change impacts. (b) Integrate climate change mitigation and adaptation considerations into all City plans, policies and projects.

- (c) Update minimum flood construction requirements to incorporate a projected sea level rise of one metre based on Provincial guidance.
- (d) Maintain a comprehensive greenhouse gas emissions inventory that measures, analyzes and reports on emission levels in the community and evaluates the progress toward reduction targets on a routine basis.
- (e) Develop a risk and vulnerability assessment of local impacts of climate change to inform policies, targets and actions for adaptation planning.
- (f) Make infrastructure, asset management and capital expenditure decisions with fundamental considerations for climate change mitigation and adaptation, and energy resiliency.
- (g) Work to diversify the energy supply by actively seeking out opportunities for local renewable energy production projects, district energy systems, waste heat reuse, and energy efficiency building retrofits.

5.4.2 Environmentally Sensitive Area (ESA) Policies

- (a) In support of the City's Environmentally Sensitive Areas objectives, the City will adhere to and support the guidelines of the Ministry of Environment publication Develop with Care 2012: Environmental Guidelines for Urban and Rural Land Development in British Columbia in B.C.
- (b) The City will incorporate environmental considerations in assessing growth management options, land-use plans, transportation plans and development proposals.
- (c) The City will encourage the use of a conservation trust or covenant on title to protect lands that are environmentally sensitive.
- (d) The City will consider land acquisition or a land trust to protect ESAs at risk.
- (e) Freshwater riparian areas in the City are included in Development Permit Area 8 for the purposes of fish habitat protection.
- (f) Council will consider creating new Development Permit areas for the protection of the natural environment, its ecosystems and biological diversity using the information base for non-riparian ESAs shown on Schedule F.
- (g) The City will request the Ministry of Environment to update the ESA data base on Schedule F to reflect current conditions.

5.5.2 Tidal/Salt Water Riparian Areas Policies

- (a) All development along the shoreline of Malaspina Strait must plan for a sea level rise of 1.0 meter and associated storm surge and coastal erosion, by the year 2100.
- (b) Except for shoreline protection measures and marine based structures such as ferry terminals, breakwaters and moorage facilities, new buildings should be located a minimum of 15 metres from the natural boundary.
- (c) Minimize the degradation of natural systems through steps such as protecting the foreshore from erosion, by retaining embankment vegetation and through construction that does not require vertical sea walls.
- (d) All shoreline protection measures should include environmentally sustainable practices such as the retention and restoration of natural shoreline vegetation, and landscaping strategies that require little or no revetment and minimize erosion but augment bank stabilization, in conformance with the guidelines contained in the 2003 Federal/Provincial publication entitled Coastal Shore Stewardship: A Guide for Planners, Builders and Developers.
- (e) Parking lots at or near the water's edge should consider permeable surfaces (e.g. grass, gravel, or open interlocking paving systems) to ensure bio-filtration of hydrocarbons and heavy metals from the undercarriage of vehicles from surface water drainage.

- (f) It is recognized that the coastal shoreline undergoes a natural progression of accretion and erosion gradually over the long term or suddenly in severe storm events. The City shall endeavour to map and track this process as it relates to the shoreline for the purposes of land use planning.
- (g) The City supports ensuring that storm water runoff from buildings and land is managed through a stormwater management system or other natural bio-filtration system where possible.

5.6.2 Hazardous Land Policies

- (a) Any lands subject to flooding should, wherever possible, be left in a natural state or used for parks, agriculture or natural preserves.
- (b) No new construction or developments should take place on land within 15 metres of the natural boundary or top of bank of the ocean, lake or any stream shown on Schedule F, whichever is greater.
- (c) Where a building or structure is permitted at the top or foot of a steep slope or bluff, the building should be set back a horizontal distance equal to three times the height of the bluff as measured from the toe of the bluff, or as determined by a qualified professional.
- (d) The City may require the preparation of a geotechnical report by a qualified professional for development on, above or below steep slopes to ensure that a proposed development can proceed without hazard from erosion, slip or subsidence and that infrastructure will be adequately provided.
- (e) Council supports the preparation of a Community Wildfire Protection Plan to undertake an interface wildfire mitigation strategy.
- (f) The City will encourage all public and private development activities, subdivisions and rezoning applications – including road crossings, utility rights-of-way and trails – to be planned and implemented in a manner that will reduce risks associated with forestry interface fires.
- (g) Owners/applicants are responsible for reviewing all subdivision proposals and rezoning applications adjacent to forest lands in accordance with relevant provincial fire protection guidelines or policies.
- (h) The City will require a 10 metre buffer between buildings and forested areas in new subdivisions in areas that are adjacent to forest areas and woodlots of 20 hectares or more, in order to provide a fuel-free zone for fire protection.

5.7.2 Contaminated Sites Remediation and Development Policies

- (a) The City supports the remediation and reuse of all contaminated sites in the City.
- (b) The City supports the provision of financial assistance from the Province for the remediation of the previous landfill site in Millennium Park to enable its park potential to be realized.

Part 6: Our Community

6.1.2 Arts & Culture Policies

Through Implementation

- (a) Continue to encourage and support the planning, development and programming of visual and performing arts, and community heritage activities.
- (b) Foster the development of community-based cultural activities and events by encouraging and supporting non-profit arts and cultural societies sponsored and operated by residents.
- (c) Support the collection, preservation and display of historically significant archival material and artifacts.
- (d) Support the protection and interpretation of natural and built historic sites.
- (e) Include an arts, culture, heritage and creative sector perspective in the planning of all City facilities and encourage such considerations when approving private developments.
- (f) Support the coordination and integration of arts, culture and creativity across City departments and between relevant institutions, businesses and organizations in the private, non-profit and public sectors.

Through Parks, Recreation & Culture

- (g) Help facilitate the planning, development, and operation of artistic and cultural programs and services in the community.
- (h) Help facilitate and promote cultural events and festivals in the community and encourage participation and resident support.
- (i) Integrate considerations around arts, culture and the creative sector in the planning and management of City parks, public spaces and facilities.
- (j) Encourage eligible groups, to apply for financial assistance as per Council's "Grants-In-Aid Policy".
- (k) Maintain cooperative relationships with community artistic and cultural groups.
- (l) Encourage arts and culture groups in working with the private sector.

Through Operating & Capital Funds

- (m) The City will include in its capital budget deliberations, when appropriate, the construction, expansion and revitalization of facilities used in arts and cultural pursuits.
- (n) Council will continue to consider support for events that demonstrate economic benefit to the City through the "Grants-In-Aid Policy" subject to all applicable bylaws and legislation.
- (o) The City will consider opportunities to support arts, culture and creative sector development through the use of City-owned facilities and infrastructure.
- (p) Council supports a new library.

6.2.2 Heritage Conservation Policies

- (a) The City encourages and supports community events that celebrate and promote an awareness and understanding of Powell River's heritage.
- (b) The City will continue to pursue legal tools available under the *Local Government Act*, *Heritage Conservation Act* and the *Community Charter* to achieve heritage goals.
- (c) Council will generally support cultural heritage projects that meet the requirements for funding from the Heritage Legacy Fund of BC.
- (d) The City will undertake, subject to Provincial cost sharing, a Heritage Strategic Plan to provide a framework and action plan for short and long term measures to protect the City's heritage assets.

- (e) The City will create a Community Heritage Commission pursuant to Section 953 of the *Local Government Act* to advise the City on heritage issues.
- (f) Council will adopt the Parks Canada "Standards and Guidelines for the Conservation of Historic Places in Canada" as the basis for heritage project review, the ongoing treatment of heritage sites and the granting of any conservation incentives.
- (g) The City will update the 2006 Community Heritage Register pursuant to Section 954 of the L.G.A. from time to time to recognize and encourage the inclusion of additional properties that possess heritage value.
- (h) Council will continue to support the Powell River Museum and the Powell River Forestry Museum, and encourages both to further explore partnerships and alternate funding sources.
- (i) Council supports the Forestry Museum Society's effort to maintain the interpretive signage and exhibits on the Willingdon Beach Trail.
- (j) For the purposes of Tla'amin archaeological and heritage sites protection, Council will work with the Tla'amin First Nation to ensure their protection through the Protocol Agreement, raise public awareness through interpretive signage and other site protection measures as best suited to the specifics of a particular site.

6.3.2 Youth, Family & Special Needs Policies

- (a) The City supports the local food bank and other food security initiatives for community members dependent upon this service.
- (b) Work with members of the early childhood development community and groups such as Success by 6 to markedly reduce the vulnerability levels of preschool aged children.
- (c) The City will consider and address the needs of families and young children as well as individuals with special needs when evaluating all new development applications, including new infrastructure projects.
- (d) The City will take a proactive role in facilitating an inclusive community by inviting and supporting participation of people of all abilities on local planning committees and other community forums.
- (e) Council generally supports immigration of families and persons with special needs to Powell River to enable affordable living for people with special needs.
- (f) Council supports an enriched accessibility policy for all public buildings.

6.3.4 Crime Prevention and Safer Community Policies

- (a) Council supports community policing and cooperation with Citizens on Patrol (COPs) as a successful and proven way to reduce the extent of non-violent property crime and vandalism.
- (b) The City will maintain and allocate the availability of existing City facilities for youth-oriented activities to displace the time and energy potentially diverted to public mischief and drug abuse.
- (c) The City will cooperate with the RCMP to achieve a safer community through education, awareness and urban design standards outlined in the Crime Prevention Through Environmental Design Program (CPTED).

Part 7: Our Infrastructure

7.1.2 Pedestrian Policies

- a) Develop an integrated, well-connected pedestrian network. Require sidewalks to be provided on all new roads and road reconstruction projects in accordance with the Complete Streets policy to be developed.
- b) Improve pedestrian comfort and safety by employing traffic calming and crossing

improvements where appropriate. Encourage pedestrian-friendly features, public realm improvements, and accessibility for people of all abilities in the design of major developments.

- c) Work with schools to provide safe walking routes to schools.
- d) Integrate the pedestrian network with the parks and urban trail system where feasible and appropriate.
- e) Identify, prioritize, and implement accessibility improvements for pedestrians. Improve pedestrian connections and accessibility to transit and enhance pedestrian comfort and safety where possible.
- f) Adopt maintenance strategies that recognize the needs of all road users:
 - i. Provide a convenient way for the public to report pedestrian maintenance issues.
 - ii. Ensure work zones can be safely navigated by pedestrians.
 - iii. Work with neighbouring jurisdictions to ensure coordination of maintenance activities.
- g) Develop a comprehensive Active Transportation Master Plan, which sets out a long-term strategy to guide the planning, development, implementation and maintenance of an active transportation system in a manner that is consistent with project needs, and aligned with the City's growth and overall vision for the City and the region.

7.2.2 Cycling Network, Trails and Greenways Policies

- (a) Protect enhance, expand and promote the trails and greenway network to provide sustainable, connected transportation options, improved recreation amenities and integrated ecological infrastructure.
- (b) Adopt measures to improve cyclist safety.
- (c) The Cycling Network as shown on Schedule I represents a long term objective to create regional, primary (or City) and secondary (or local) cycling routes. Council will commit staff and financial resources and liaise with local bicycle organizations to refine and implement this cycling network.
- (d) The Cycling Network will be integrated with the Off-Road Pedestrian and Cycling Trails as shown on Schedule H and existing public parks and recreational sites including school playing fields and roadways to establish a parks and open space "system" across the community.
- (e) Council supports acquiring sufficient lands through its authority under zoning, subdivision and development permits to coordinate linked trail, park and open space systems.
- (f) As funding allows and over the long term, Council will construct a comprehensive network of trails and will endeavour to secure grants from other levels of government for trail development.
- (g) Develop a comprehensive Active Transportation Master Plan, which sets out a long-term strategy to guide the planning, development, implementation and maintenance of an active transportation system in a manner that is consistent with projected needs, and aligned with the City's growth and overall vision for the City and the region. (note: applies to Road Network, not limited to Cycling Network)
- (h) Public access be maintained and enhanced to watercourses and lakeshores for future community enjoyment when considering development applications. Council shall endeavor to establish or expand public access, parks and open spaces along the waterfront.
- (i) Require owners of land being subdivided to provide, without compensation, parkland equivalent to a minimum 5% of the total land being subdivided in a location

- accommodating the trail and or bike path network.
- (j) Develop greenway network design guidelines and require all subdivision and development to be planned and developed in accordance with the guidelines as a condition of approval.
- (k) Greenways accommodating trails shall generally have a minimum width of five metres however larger nodes at locations with tree stands, scenic corridors, and similar features shall have a width of up to 20 to 30 metres.
- (l) Bicycle pathways along major transportation routes and in new residential areas shall be as per the following:
 - a. Incorporated as part of the right-of-way or, where feasible, parallel the right-of-way for exclusive use of cyclists;
 - b. In developing residential areas, consideration shall be given for cycling path linkages between residential areas and commercial or institutional areas; and
 - c. Bicycle paths shall have a finished surface width of 1.5 metres to 3.0 metres subject to location and level of use.
- (m) Require major new commercial and institutional developments to include adequate end-of-trip bicycle facilities, such as bicycle parking and change rooms.
- (n) The City will prioritize and implement the bicycle network as shown on Schedule I over time including bicycle lanes, related signage, pavement markings, physical separation from traffic lanes and safety precautions, subject to the availability of local funds, assistance from senior governments and community partnerships.
- (o) Adopt maintenance strategies that recognize the need of all road users.

7.3.2 Roads & Transportation Plan Policies

- (a) Design road corridors in accordance with "Complete Streets" principles. Provide amenities to support alternative modes.
- (b) Employ sustainability planning initiatives, including the sustainability checklist in future development of road networks, ensuring multiple modes of travel are accommodated, e.g. bicycle, pedestrian, and public transit.
- (c) The hierarchy of streets as shown on Schedule J shall be based on the following:
 - i. Arterial Roads/Highway 101 are major roads designed to accommodate inter-regional traffic as well as major inter-community travel. Arterial roads should be planned for an ultimate potential of four traffic lanes. Access to abutting residential properties shall be discouraged and limited. Where major residential subdivisions abut arterial roads, lanes and reverse frontages or other means shall be provided for lot access. Minimum right-of-way width shall be 20 to 25 metres.
 - ii. Collector Roads are designed as secondary inter-community routes, to collect and carry local traffic to the arterial road system, to distribute traffic to local roads and to provide access to abutting properties. Minimum right-of-way width shall be 20 metres.
 - iii. Local and Limited Roads include all other City roads designed to discourage major thru-traffic and provide access to fronting properties. Minimum right-of-way width shall be 15 metres for local roads.
- (d) Maintain a road network that functions satisfactorily and meets the needs of the present and future population of Powell River.
- (e) Address localized safety and congestion issues through a combination of traffic control and infrastructure improvements.
- (f) Improve integration between land use and transportation infrastructure. Accommodate future population growth in concentrated way, and propose more condensed land use

in Central Westview area.

- (g) Green infrastructure is integrated, where possible, along new and existing roadways. Retain and plant trees along boulevards within the road right-of-way.
- (h) Encourage Transportation Demand Management (TDM) initiatives to improve the efficiency of the transportation system and reduce environmental impacts.
- (i) Apply innovative traffic control strategies to improve traffic flow.
- (j) Implement road capacity improvements to accommodate future population and employment growth.
- (k) Discourage double frontage lots while encouraging infill development along existing routes and efficient road layout planning.
- (l) Minor alignment changes, particularly in presently undeveloped areas, may take place without amending the Road Network.
- (m) Where additional land is required for road widening or extension, this land shall be obtained either through subdivision approval process or acquisition. Future developments shall anticipate the road pattern as shown on Schedule J.
- (n) Physical separation of pedestrian and vehicular traffic is encouraged on major roads by the use of boulevard trees and other means to increase ease of movement and pedestrian safety.
- (o) Given our community demographics, barrier free design standards shall incorporate the best practices for full accessibility in all public areas.
- (p) Council supports the long-term development of a new arterial route through the City parallel to the BC Hydro right-of-way as shown on Schedule J. Comprehensive study and consultation with the PPRD and the ALC will be required. If constructed, the new alignment will recognize a Provincial Highway replacing existing roads which will become municipal arteries.
- (q) Cooperate with MOTI and the Regional District for interregional road planning and the future development of Manson Avenue south along the City boundary.
- (r) As per the Infrastructure Design and Construction Bylaw, Council supports reduced paved road widths and the provision of alternate parking provisions, including: parking bulbs or lay-bys, compacted boulevards and roll curbs, and parking on one side of road only.
- (s) Council discourages development of cul-de-sacs and temporary dead end roads within new developments.
- (t) The road network shall in all cases strive to connect and eliminate dead end roads and rationalize vehicle traffic.
- (u) Implement a pavement management system to repair aging road infrastructure through a phased annual pavement management mill rate.

7.4.2 Public Transit Policies

- (a) The importance of transit as a key public good is recognized, and the City will therefore continue to support public transit and encourage increased ridership through collaboration with BC Transit, School District 47 and 93, the PPRD, and Tla'amin Nation.
- (b) Work towards 100% accessible bus service. Implement transit-supportive measures within the City. (i.e., Introduce low floor buses; provide transit route and schedule information at bus stops; establish transit amenity standards for shelters, accessibility features, and lighting; consider the application of transit priority treatments at signalized intersections to improve transit service in key areas.)
- (c) Plan for appropriate density and mix of uses to support the provision of more frequent transit service.

- (d) Encourage the integration of transit access in the design of new developments. Encourage new developments to provide high quality pedestrian facilities and improve the public realm.
- (e) Consider where appropriate, Traffic Demand Management (TDM) approaches and reducing vehicle parking requirements for new developments in centres and corridors well served by transit (i.e., Town Centre Mall) to encourage alternate modes of transportation.
- (f) Provide priority in the maintenance of roads to transit routes and adjacent sidewalks.
- (g) Encourage the use of public transit to Central Westview and other major activity centres by giving transit services and operations a high priority in the ongoing management of street facilities and the allocation of space in the available street rights-of-way.
- (h) Develop and maintain parking policies, particularly in Mixed Use areas, that encourage transit use and support efficient transit operations.
- (i) Maintain adequate funding to ensure that affordable, reliable and convenient public transit services can continue to be provided.
- (j) Council acknowledges the changing demographic profile of the community and the potential for increased demand for transit service due to an aging population.

7.5.2 Harbour Policies

- (a) Cooperate with Land Water BC, DFO, Small Craft Harbours and Transport Canada, and other government and regulatory agencies for harbour operations.
- (b) Stream line contract administration and communication with users to ensure operating costs are minimized.
- (c) Collect appropriate fees for vehicle parking to protect availability of spaces and support a user pay system.
- (d) Recognize the importance of the harbour to our community and thus will work to keep moorage rates low but does not support subsidy for boat owners at the expense of the general tax base.
- (e) If viable, City Council will support the development of a local transshipping facility.

7.6.2 Powell River Airport Policies

- (a) All airport net income (exceeding expenditures) shall be deposited into the Airport Reserve Fund for future upgrades and capital projects. This income shall include any revenue obtained from timber harvested on Airport lands.
- (b) Cooperate with Nav Canada, Transport Canada, and other agencies;
- (c) Lease out more of the existing vacant land for broad airport-related uses;
- (d) Undertake a business plan for airport operations;
- (e) Respect adjoining residents and land uses to mitigate conflict including more mitigation and protection of the privacy of residents on adjoining lands.
- (f) Respond to customer and carrier issues and needs in a prudent, timely way.
- (g) City Council supports the development strategy at the Airport that will create new jobs and tax revenue.

7.7.2 Water Supply Policies

- (a) The City will undertake a program of regular testing of water quality.
- (b) The City will consider commissioning a study to provide recommendations for improving water quality within the distribution system.
- (c) A water treatment facility will be designed and constructed at Haslam Lake.
- (d) Replacement of the 900 mm diameter watermain from Haslam Lake will be scheduled and undertaken.
- (e) The City will schedule and undertake distribution system improvements to address fire flow deficiencies, including the construction of pipes in areas identified in the Long

Term Water Supply study.

- (f) The City will undertake a review of old pipes and schedule their replacement.

7.8.2 Stormwater Policies

- (a) Stormwater will be managed in accordance with the Westview Watershed Master Drainage Plan.
- (b) Master Drainage Plans will be undertaken in other communities as required.
- (c) The City will require stormwater source control in all site designs for new subdivisions and rezoning applications, and will work towards a goal of ensuring that stormwater flow and quality, after development, is equivalent to pre-development flow and quality and follows natural hydrologic pathways.
- (d) The City will encourage the use of provincial guidelines such as Environmental Best Management Practices for Urban and Rural Land Development in British Columbia and Stormwater Planning: A Guidebook for British Columbia.
- (e) The City encourages smaller building footprints that allow more site area for vegetation and water infiltration, and the use of pervious surfaces on driveways, walkways and parking areas.
- (f) The City encourages the preservation of mature trees and other vegetation, where possible, in developed areas of the community to better manage stormwater.
- (g) Alternative on-site stormwater management systems that improve storm water quality will be promoted and encouraged in order to reduce potential flooding and negative impacts on adjacent properties.
- (h) The City supports the use of “green infrastructure” in Rural Residential areas, including the use of narrower paved travel surfaces and roadside swales, rather than covered stormwater drainage pipes; all subject to engineering design and construction by the developer.
- (i) The City encourages the collection and use of rainwater and roof runoff for irrigation, car-washing and other activities that do not require potable water.

7.9.2 Solid Waste Reduction & Recycling Policies

- (a) Council supports the regional solid waste management policy to strive for ‘zero waste’ in the interest of conservation and reduction of GHG emissions.
- (b) Council supports the continuation of curbside Blue Box pick up, subject to continued community demand and cooperation in sorting and preparation of recyclables.
- (c) Council will cooperate with the PRRD for recycling as a part of a solid waste management plan and in supportive education and promotion programs.
- (d) The City will continue to maximize the extent of recycling in civic buildings, City operations, and community functions.
- (e) Council supports the location of smaller depots for drop off and sorting of household recycling within the City; however the primary, facility should remain within the PRRD.
- (f) Council supports local ‘reduce and reuse’ opportunities, more specifically: a re-store or facility for building and construction components and for appropriate recycling or disposal where items cannot be reused.
- (g) Recognizing that the PRRD has responsibility for solid waste management yet cannot regulate many of the sources of waste, Council will lobby senior governments to expand stewardship programs even further and look for ways to participate in and support those currently being implemented.
- (h) The City will continue to operate curbside pick-up with a tag system under a financial break even basis.
- (i) Follow the best practices in the preparation and sorting of recycled materials so as to ensure the efficient and economic viability of the current program:

i. Encourage on-site composting of organic waste for single family households. ii. Implement weekly collection of yard and garden and kitchen waste from households in order to increase capture rate of organics and reduce waste going to landfill. iii. Working with the PRRD, continue to explore technical and financial options for local composting as a means to add new skills to the area and increase employment.
7.9.4 Bio-Solids Policies
(a) The City will look for ways of building upon the success of the poplar plantation fertilization demonstration project. (b) The City will investigate further options for beneficial use of the bio-solids produced at its wastewater treatment plants. This may include co-composting with organics collected from the solid waste stream.
7.10.2 Liquid Waste Management Policies
(a) The City will continue to implement an interim solution of replacing membranes at the Westview plant with new membrane modules until the co-treatment or consolidated treatment options have been implemented. (b) The City will work with the BC Ministry of Environment and Federal authorities to resolve wastewater disposal issues. (c) The City will develop and implement a sanitary sewer source control bylaw. (d) The City will continue the infiltration and inflow reduction program for the Wildwood service area, following completion of the first phase of the program in the Townsite, Westview and Cranberry Lake areas. (e) The City will continue the education program developed to improve public awareness of source control and infiltration and inflow reduction. (f) The City will ensure that charges for accepting trucked waste reflect treatment cost. (g) The City will enter into a phased-in Co-treatment/Consolidated liquid waste management plan where the co-treatment option will be at the Catalyst mill treatment facility and the consolidated treatment option at a location that the LWMP recommends.

Part 8: Our Local Economy

8.1.2 Economic Development Policies

In 2013, the City formed a Mayor's Task Force with a mandate to create an economic revitalization plan for the City. The Mayor's Task Force was undertaken by a select steering committee formed by the City and led to the development of several specific economic goals including:

- (a) **Transportation Sector** – Council will focus on transportation access to the community including consideration for both external and internal transportation projects and developments that would expand the local economy and improve quality of life.
- (b) **Business Retention and Expansion** – Council will continue to support the Business Retention and Expansion program which will continue to connect with local businesses and now focus on addressing barriers to growth.
- (c) **Community, Social and Health Services Sector** – Council will support social planning in the community and move towards expanded care for seniors, additional day/childcare services, while ensuring and expand support services for youth in the community.
- (d) **Green/Environmental Sector** – Council will undertake the work to showcase Powell

River as a model of a sustainability community including undertaken defined demonstration projects.

- (e) **Knowledge Based Industries Sector** - Council will focus on efforts related to education and learning that will benefit the local economy through the attraction of students and the creation of programs to promote entrepreneurship and centres on developing International education programs, a boutique college, developing telecommuting capacity, and encouraging trades training locally.
- (f) **Arts and Culture Sector** – Council will continue support art and culture locally that will foster stronger partnerships among local organizations and the Tla'amin First Nation and continue to grow and diversify the sector.
- (g) **Tourism Sector** - Council will support the development of new tourism product, services and infrastructure in an effort to further diversifying the tourism experience and product offering locally and regionally.
- (h) **Food Production Sector** – Council will support the investigation and development of specific food production opportunities within the community.
- (i) **Community Asset Development** – Council will support the development or redevelopment of properties and infrastructure that are either owned or under the control of the City of Powell River and will lead to the generation of new economic activity in the community.
- (j) **Investment Attraction and Business Development** – Council will support efforts that will lead to development of new business and industries and attract investment to the community.
- (k) **Government Policy** – Council will support three core approaches including developing viable own source revenues, developing strong partnerships with the Tla'amin First Nations, and pursuing incentives for business that support desirable economic development outcomes.

The City also has other priorities in economic development that will continue to be a key focus and include:

- (l) Council will maintain a competitive property tax structure vis-à-vis other British Columbia coastal communities of similar size.
- (m) Council will review business related bylaws to ensure that they are current and do not discourage new business investment.
- (n) Council will ensure that there is an adequate land base to accommodate business expansion and new investment.
- (o) Council will ensure that local permitting is transparent and timely with a solution-based, customer driven philosophy.
- (p) Use incentives that can be used to encourage new investment opportunities in the community.
- (q) Support the introduction of a 2% hotel tax to generate greater marketing revenue.

Part 10: Implementation		
Table 6 – Land Use Designations and Permitted Zones		
SOC Designation	Permitted Land Uses	
Suburban Residential	Single family dwellings Residential agriculture (Wildwood only) Small lot rural residential	Large lot rural residential Neighbourhood commercial Parks and playing fields Institutions
Urban Residential Single Family	Single and two family residential Townsite residential	Neighbourhood commercial Parks and playing fields Institutions
Urban Residential Low Density	Single and two family residential Compact residential Compact residential select	Low density multiple family Neighbourhood commercial Parks and playing fields Institutions
Urban Residential Medium Density	Single and two family dwellings Compact residential Compact residential select Low density multiple family	Medium density multiple family Neighbourhood commercial Parks and playing fields Institutions
Mixed Use Commercial/ Residential	Medium density multiple family General commercial Neighbourhood commercial Tourist commercial	Parking commercial Mixed Use Townsite Centre Parks and playing fields Institutions
Uptown Mixed Use	Medium density multiple family residential General commercial Service commercial Neighbourhood commercial	Tourist commercial Mixed use Townsite Centre Parks and playing fields Institutions
Employment Centre	General industrial Airport and service industrial Service commercial Tourist commercial	Parking commercial Waterfront commercial Parks and playing fields Institutions
Millsite Industrial*	Millsite industrial* General industrial Service commercial Tourist commercial	Parking commercial Waterfront commercial Parks and playing fields Institutions
Resource	Large lot rural residential Parks and playing fields	Institutions
Waterfront Commercial/ Industrial	Waterfront commercial Parks and playing fields	Institutions
Agriculture	Small lot rural residential Large lot rural residential	Parks and playing fields Institutions
Parks, Schools & Green Space	Parks and playing fields Campground commercial	Institutions

Water	Non-commercial docks, floats Boat mooring, boat launching	Accessory uses to adjacent upland uses
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PART 1: VISION STATEMENT AND GUIDING PRINCIPLES

1.1 Vision Statement

Based on extensive consultation with individuals, neighbourhood associations, community groups and organizations, businesses and industry representatives, the following vision statement has been developed for the City of Powell River:

Powell River is a coastal city with a proud heritage, diverse local economy and a sustainable future - environmentally, socially and economically. With a superb natural setting, vast recreational opportunities, and vibrant arts & cultural services, we are a community for all ages. The pearl on the Sunshine Coast, Powell River continues to work cooperatively with the Regional District and our Tla'amin Nation neighbours to foster a respectful community, inclusive for all.

This Sustainable Official Community Plan (SOCP) is designed to help realize the community's vision by describing objectives and policies that can be used to direct growth and community initiatives. The Plan is based on the principles of sustainability and 'Smart Growth', which seek to lessen human impact on the earth and to manage natural, economic and social systems and resources in a fashion that enhances quality of life, yet does not diminish the ability of future generations to also meet their needs.

Powell River has seen major changes in its economic base in the past decade that have led to a reduced reliance upon the mill.

However, forestry is a renewable resource and Powell River is expected to remain a forest based community for the foreseeable future. There is potential for forest based expansion that creates added value for specialty paper and other forest products. The community is also actively working towards becoming more diversified and self-sustaining. Geographic isolation, coupled with proximity to the BC Lower Mainland and mid-Vancouver Island where there is great development and growth pressure, may benefit the community by attracting new opportunities, residents, and resources. This door can be opened if a unique vision and spirit of place for Powell River is established and cultivated.

Powell River's key assets are:

- ✓ Moderate year round climate;
- ✓ Extensive oceanfront and ocean views;
- ✓ A wide range of indoor and outdoor recreational opportunities;
- ✓ Vibrant cultural life; and
- ✓ Friendly and safe local communities

1.2 Planning Principles

1.2.1 Sustainable Development

Sustainability is responsible stewardship of our natural, human and financial resources so that societies and economies can continue indefinitely without compromising the environmental community systems within which we operate. In the 1987 United Nations Brundtland Report, 'sustainable development' was defined as:

"development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

Planning for sustainability empowers individuals to realize what needs to be done to ensure that future generations and natural communities can prosper. A sustainable community recognizes that the economy, society, and environment are interdependent, and that each of these sectors needs to evolve and develop in balance with the other. To move toward sustainability, communities and individuals must incorporate this view into both long-term and day-to-day decision-making.

Our demand on natural systems and resources has escalated, while the supply of resources has remained finite. The concentration of greenhouse gases (GHGs) in the atmosphere has substantially increased as a result of human fossil fuel use, producing climate change resulting in, among other effects, unstable weather patterns with more frequent and extreme weather-related events, unprecedented flora and fauna species migration, sea level rise, rapidly receding glaciers, desertification, and reduced freshwater availability in various areas of the globe. It is overwhelmingly accepted in the scientific community that climate change poses a serious threat to the health and well-being of life on the planet.

It is a challenge and responsibility of local government to assist in a 'societal shift' or change in human behaviour within our day-to-day decision-making. Governments need to foster the process by developing sustainable policies and objectives that are achievable, and will ultimately serve as public role models to educate and influence societal change in order to foster more sustainable communities.

1.2.2 Principles of Sustainability

The principles of sustainability have been excerpted from *Powell River's Sustainability Charter*, as revised by Council in August 2010:

- 1) **Recognize ecological limits.** Begin with an understanding of the earth's limited capacity to support us; design economic and social systems to provide feedback when limits become clear.
- 2) **Recognize and respect Tla'amin Aboriginal Rights and Title** and existing agreements among governments.
- 3) **Take the long view.** Sustainability is both a journey and a destination. We will address urgent issues while also setting long-term goals, adjusting our approach along the way.
- 4) **Promote self-reliance.** Sustainability recognizes that we are all part of a global community. In the context of continued trade and links between communities, we will embrace self-reliance as an important facet of long-term community health.
- 5) **Integrate.** To maintain quality of life with limited resources, we will create efficient strategies that meet environmental, social, and economic goals at the same time.
- 6) **Work together.** We will collaborate and coordinate with one another, recognizing the value of diversity and bringing diverse perspectives to bear on problems, maximizing creativity, generating solutions, and minimizing duplication.
- 7) **Learn continuously.** The natural world is highly complex; to live within its limits and those of our own society, we will pay attention to how it works and learn to thrive in harmony with it.
- 8) **Strive for equity.** We will recognize the inherent value of every human being and work to support economic and social systems that strengthen equity.
- 9) **Manage uncertainty.** Exercise caution: when in doubt about the impacts of a project or initiative, we will take action to safeguard the environment and society.

- 10) **Consider local and global sustainability.** While the sustainability of our local community is important, we will not forget that our actions and choices have impacts elsewhere, and therefore act accordingly.

1.2.3 Smart Growth Principles

Through the 2005 consideration of the OCP Bylaw and then again as part of the Sustainability Charter, community input indicated that the residents of Powell River share the vision of seeing their community grow and develop in a manner that adheres to the principles of sustainability. Examples include a desire to increase economic diversity; lessen reliance on a single industry; increase local food self-sufficiency; and increase green space preservation.

In a publication by Smart Growth British Columbia, the concept is defined as follows:

Smart Growth is a collection of land use and development principles that aim to enhance our quality of life, preserve the natural environment, and save money over time. Smart growth principles ensure that growth is fiscally, environmentally and socially responsible and recognizes the connections between development and quality of life. Smart growth enhances and completes communities by placing priority on infill, redevelopment, and green space protection.

The 10 Smart Growth Principles, from Smart Growth British Columbia, are:

- 1) **Mix land uses.** Each neighbourhood has a mixture of homes, retail, business, and recreational opportunities.
- 2) **Build well-designed compact neighbourhoods.** Residents can choose to live, work, shop and play in close proximity. People can easily access daily activities, transit is viable, and local businesses are supported.
- 3) **Provide a variety of transportation choices.** Neighbourhoods are attractive and have safe infrastructure for walking, cycling and transit, in addition to driving.
- 4) **Create diverse housing opportunities.** People in different family types, life stages and income levels can afford a home in the neighbourhood of their choice.
- 5) **Encourage growth in existing communities.** Investments in infrastructure (such as roads and schools) are used efficiently, and developments do not take up new land.
- 6) **Preserve open spaces, natural beauty, and environmentally sensitive areas.** Development respects natural landscape features and has higher aesthetic, environmental, and financial value.
- 7) **Protect and enhance agricultural lands.** A secure and productive land base, such as BC's Agricultural Land Reserve, provides food security, employment, and habitat, and is maintained as an urban containment boundary.
- 8) **Utilize smarter, and cheaper infrastructure and green buildings.** Green buildings and other systems can save both money and the environment in the long run.
- 9) **Foster a unique neighbourhood identity.** Each community is unique, vibrant, diverse, and inclusive.

- 10) ***Nurture engaged citizens.*** Places belong to those who live, work, and play there. Engaged citizens participate in community life and decision-making.

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PART 2: PURPOSE, PROCESS AND PARTNERSHIPS

2.1 What is a "Sustainable" Official Community Plan?

A sustainable Official Community Plan (SOCP) addresses the same scope as an Official Community Plan (OCP) but integrates the 3 pillars of sustainability: environment, society & culture, and economy.

2.2 Purpose of the SOCP

An Official Community Plan as detailed in Section 875 of the *Local Government Act* (LGA) is a statement of objectives and policies to guide decisions with respect to planning and land use management within the area covered by the plan. In accordance with the requirements of the *Local Government Act*, this Sustainable Official Community Plan (SOCP) defines the directions to guide Powell River's development and anticipated community needs for the next decade. These directions are intended to ensure that Powell River becomes an increasingly desirable place to live, work and invest. This SOCP updates the 2005 Plan and reflects a more proactive approach to community enhancement and sustainable development to improve all aspects of life in Powell River.

An SOCP is adopted by Council as a schedule to a bylaw; it gives consideration to community views about the future, recognizes regional trends and responds to legislative requirements. The objectives, policies and maps set out herein comprise the bylaw with the balance of content remaining supporting information. Once passed as a bylaw, the SOCP becomes a legal document that requires all new development and use of land to be consistent with the plan.

This SOCP provides policy direction for all lands within the City of Powell River. It is concerned with the use of land, and with other influences that are important to responsible planning for the community. In particular, the SOCP provides for the integration of land use, transportation, infrastructure, environment, heritage, First Nations relations, community facilities or services and social and economic planning into a broad strategy to direct development of the City. The SOCP forms a key part of the City's five year financial planning considerations. The principal functions of this SOCP are to update the City's existing OCP by:

- establishing contemporary goals, directions and broad development strategies to guide the future growth of the community;

OCP Required Content

The *Local Government Act* requires an OCP to include statements and map designations including:

- ☒ Approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
- ☒ Approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- ☒ Approximate location and area of sand and gravel deposits;
- ☒ Restrictions on the use of land subject to hazardous conditions or identified as environmentally sensitive;
- ☒ Approximate location and phasing of any major road, sewer and water systems;
- ☒ Approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites; and

An OCP must also include:

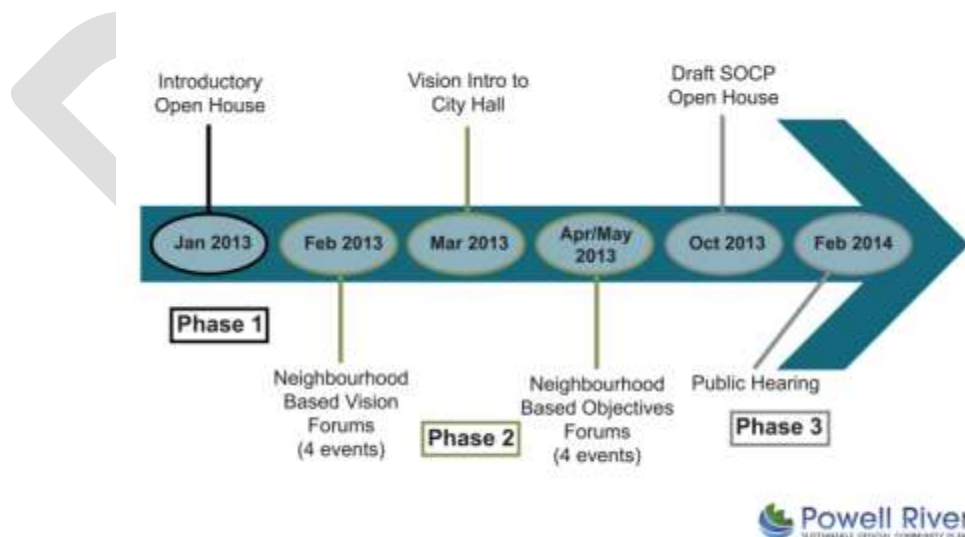
-  Policies with respect to affordable, rental and special needs housing;
- ◆ Targets for the reduction of greenhouse gas emissions in the area covered by the plan, and policies and actions proposed with respect to achieving those targets.

- providing greater recognition of the four unique neighbourhoods that comprise Powell River;
- providing policy guidance for programs, budgets, actions and services;
- providing a basis for coordinating land use decisions;
- providing a guiding policy as the basis for assessing proposals for change or development not currently anticipated; and
- providing a degree of certainty for the public, the development community, Tla'amin Nation, and the Regional District of Powell River with respect to an updated development strategy that best meets the anticipated needs of both the City and the surrounding region.

2.3 OCP Update Process (2013)

The development of a new Sustainable Official Community Plan for the City of Powell River was initiated on October of 2012. A Background Report was submitted to the City in February 2013. While the Background Report formed a comprehensive information basis for the development of a new SOCP, it is not a formal part of the Bylaw. A Consultation Strategy detailing the proposed process of public engagement was also prepared and submitted to the City in January of 2013. In accordance with the Consultation Strategy, a total of 11 public engagement events were held (see timeline arrow). An online component was also included as part of the public engagement for the SOCP, this consisted of a dedicated project website (www.powellriverOCP.com) and five online surveys throughout the project. In addition, a youth engagement session was held at Brooks Secondary School in which approximately 80 students participated. A separate engagement process was undertaken with Tla'amin Nation at three key points in the development of the SOCP; at the start of the consultation process, following the objectives forums (draft Vision Statement and refinement of objectives), and the draft SOCP. Tla'amin Nation also participated in the introductory meeting.

Figure 1 - Community Consultation Timeline



2.3.1 SOCP Time Horizon

This SOCP embraces a community philosophy to shape Powell River over the long term in order to achieve community objectives. The timeframe used for analysis was 20 years. However, if the SOCP is to reflect the needs and aspirations of the citizens of Powell River, it is a flexible document that evolves as conditions change in the community and surrounding region.

New opportunities will present themselves, and new approaches to addressing issues and changes may need to be developed. To keep the SOCP meaningful, relevant, and able to meet the community's future challenges, Council may make amendments to the SOCP Bylaw if appropriate and desirable to do so. Monitoring and documentation of progress toward meeting objectives and policies is recommended every two years. In addition, to ensure that the SOCP policies remain relevant over the long term and are consistent with the community's wishes and desires, a more comprehensive review should be undertaken in a decade.

2.3.2 SOCP Structure

The SOCP consists of Schedule A in 10 parts as follows:

1. **Vision Statement** – an overall guiding vision for the City of Powell River with supporting sustainability and Smart Growth principles
2. **Purpose, Process and Partnerships** – brief explanation of the legal context, the purpose of the SOCP, the updating process and relationships with the Powell River Regional District and the Tla'amin Nation
3. **Community Context** – Background historical, demographic, economic information and overall neighbourhood planning objectives and policies
4. **Land Use** – Growth management and objectives and policies for all land uses
5. **Our Environment** – objectives and policies for climate change and greenhouse gas emission reductions as required by the Province, environmentally sensitive areas, riparian areas, hazardous lands and contaminated sites remediation
6. **Our Community Life** – objectives and policies for arts & culture, heritage conservation, and social planning
7. **Our Infrastructure** – objectives and policies for motorized and non-motorized transportation including road, bicycle and trail networks, water supply, stormwater, solid waste and liquid waste management
8. **Our Local Economy** – objectives and policies for economic initiatives
9. **Development Permit Areas** – form and character objectives for multi-family, commercial and employment lands development, and commercial revitalization, as well as protection of freshwater riparian areas
10. **Implementation** – policy priorities and land designation links

Appendices A to G are included as important background information concerning Tla'amin and post-contact history, greenhouse gas emissions, housing, demographic profiles, economic profiles, the Waterfront Plan, and statistical source references. Schedule B consists of a land use map; all other maps are contained in Schedules C to N.

2.4 Powell River Regional District and City Relations

The Powell River Regional District (PRRD) consists of the City of Powell River and five rural electoral areas in the surrounding region. The service area of approximately 5,000 square kilometres includes the B.C. mainland north and east of the City of Powell River as well as Savary, Texada and Lasqueti Islands. Nearly two thirds of the regional district population of 20,500 resides in the City of Powell River. The PRRD headquarters are located on Marine Avenue in Westview.

Services within the City and in the electoral areas of the PRRD are managed separately within their respective geographic areas with the following exceptions:

- Solid waste management is managed on a regional basis as is the case throughout B.C.
- Funding of the Powell River Public Library is provided by the City and the PRRD electoral areas
- Funding for the Powell River Regional Transit System is provided by the City, the PRRD and BC Transit
- The City's water supply comes from Haslam Lake in the PRRD and will need to be managed cooperatively to protect the safety of City residents
- Regional Emergency Services
- Funding of Regional Parks

2.5 Tla'amin Nation and City Relations

Tla'amin Nation (formerly Sliammon First Nation) and the City of Powell River have a history of good relations and collaborative land use planning that is unprecedented in BC. This relationship, and its outcomes, is deeply valued by the City of Powell River. Two agreements that underscore the good relations between Tla'amin Nation and the City include a Community Accord and a subsequent Protocol Agreement.

More recently, Tla'amin Nation successfully negotiated a Treaty (Tla'amin Final Agreement) with British Columbia and Canada. When the Treaty comes into full effect it will facilitate further development of the relationship between the City of Powell River and Tla'amin Nation.

In addition to Tla'amin Nation's status as a Treaty First Nation, the Final Agreement also includes 8,322 hectares of Treaty Settlement Land, including former reserves, which will be converted to Tla'amin land on the Treaty's effective date. This includes 6,405 hectares of former provincial Crown land, a portion of which abuts Powell River's northern and eastern boundaries.

Two blocks of Tla'amin lands consisting of four district lots fall within the municipal boundary of the City of Powell River. On the Treaty's Effective Date, Tla'amin Nation will own Tla'amin lands, including these four district lots within the City boundaries, in fee simple and the lands will not be subject to any condition, proviso, restriction, exception or reservation set out in the Land Act, or any comparable limitation under Federal or Provincial law. Tla'amin will have full governance jurisdiction over the lands, including planning, zoning and property taxation, and the City's zoning, bylaws and property tax will not

apply. However, Tla'amin Nation will continue discussions with the City in relation to the planning and development of these lands.

This section provides an overview of the current protocol agreement between Tla'amin Nation and the City of Powell River, and provides an overview of new planning considerations that will result from the Tla'amin Nation Final Agreement.

2.5.1 Tla'amin Nation Treaty

Tla'amin Nation successfully negotiated a Treaty (the Tla'amin Final Agreement) with British Columbia and Canada that was ratified by Tla'amin members in a vote on October 24, 2013. The Treaty has been ratified by the Provincial legislature and is awaiting Royal Assent by the federal Parliament.

The agreement includes 8,322 hectares of Treaty Settlement Land, including former reserves, which will be converted to Tla'amin land on the Treaty's effective date. This includes 6,405 hectares of former provincial Crown land and 1,917 hectares of existing reserve land.

On the Effective Date, Tla'amin Nation will own Tla'amin lands in fee simple. The Tla'amin Nation's fee simple ownership of Tla'amin lands will not be subject to any condition, proviso, restriction, exception or reservation set out in the *Land Act*, or any comparable limitation under Federal or Provincial law. Tla'amin Nation will have full governance jurisdiction over the lands, including planning, zoning and property taxation, and the City's zoning, bylaws and property tax will not apply (Tla'amin Final Agreement, Chapter 3, Lands, subparagraph 3).

Two blocks of Tla'amin Lands fall within the municipal boundary of the City of Powell River. One (District Lot 5127, Group 1, New Westminster District) is located on the north side of Duncan Street across from the Powell River Airport. The other block consists of three contiguous district lots (DL 5176, DL 5182 and DL 5186, Group 1, New Westminster District) located east of Tanner Avenue above Cranberry Lake. Tla'amin Nation has full authority over the planning, zoning, development and property taxation of these lands.

An additional property (Lot 2, DL 5307, Group 1, New Westminster District, Plan LMP 30158) identified as the "Wharf Street Parcel" in the Westview neighbourhood close to the ferry terminal will remain under the planning authority of the City.

These Tla'amin Lands are shown on Schedule E.

Relations between Tla'amin Nation and the City of Powell River will continue to grow and evolve after the Treaty Effective Date. As stipulated in Chapter 16 of the Tla'amin Final Agreement, Local and Regional Government Relations, subparagraph 7:

"Tla'amin may establish and maintain agreements that set out principles, procedures and guidelines for the management of their relationship. The matters that may be governed by such agreements include the following:

- a) Protection of culture and heritage interests; coordination and compatibility of land use and planning, water use and watershed planning, including regulating land use, enforcement of regulations and development;*

- b) Coordination and compatibility of property tax structures;*
- c) Coordination and harmonization of the development of infrastructure including transportation;*
- d) Cooperative economic development including recreation and tourism;*
- e) Environmental protection and stewardship; and*
- f) Dispute resolution.”*

In the absence of an agreement under subparagraph 7.b above, Tla'amin and the City of Powell River "will discuss with each other land use planning on parcels of land that touch a shared boundary between them" (Tla'amin Final Agreement, Chapter 16, Local and Regional Government Relations, subparagraph 8). These are addressed in Part 4.1 Growth Management Objectives and Policies.

2.5.2 Community Accord

Tla'amin Nation (then Sliammon First Nation) and the City of Powell River signed a Community Accord in 2003 wherein both parties concurred that each have distinct authorities and responsibilities towards their constituents and acknowledged that the interests of all persons living in their communities are best served by a spirit of cooperation.

The Accord also acknowledged that much of the settlement area now within the boundaries of the City had been built upon lands that formed part of the traditional Tla'amin village of Tees Kwat and that there are many important Tla'amin culture and heritage sites in the area that must be protected. The City and Tla'amin also recognized that there are significant economic and cultural values and economic development opportunities in the area.

City Council and Tla'amin Council is committed to meeting on a regular basis to promote and encourage constructive dialogue, share resources, and initiate projects or activities to ensure disputes are resolved and the Accord remains a living document.

The Accord states that the two governments will cooperatively explore and initiate activities to facilitate economic diversification, to protect cultural and heritage resources, to promote community growth, to increase investment and generate employment. Part 4.1 includes Growth Management Objectives and Policies for these initiatives.

2.5.3 Protocol Agreement on Culture, Heritage and Economic Development

Following the Signing of the Community Accord, the City and Tla'amin Nation (then Sliammon First Nation) negotiated and signed a **Protocol Agreement on Culture, Heritage and Economic Development** in June 2004 to carry out the vision of the Community Accord.

The Protocol Agreement set out specific ways to build and strengthen government-to-government relations, elements of which were carried forward into the Tla'amin Final Agreement. As a living document subject to revision from time to time by mutual consent, the Protocol Agreement is in the process of being updated to reflect Tla'amin's new status as a Treaty Nation while still honouring the original intent to protect heritage and culture. Details on the formal relationship between the two governments will be captured in a revised Protocol Agreement, which is currently in development. When the new Protocol Agreement is completed, the City of Powell River's SOCP may require some amendments to reflect any revised provisions of the Protocol Agreement.

The following abridged highlights were excerpted from the original Protocol and were particularly relevant to the City of Powell River's 2013 Sustainable Official Community Plan (SOCP) update process. Please note that, given the age of the original Protocol, Tla'amin Nation's former name, Sliammon First Nation, was used throughout the original Protocol Agreement. The excerpts provided have been updated and use the current official name, Tla'amin Nation.

2.5.4 Protocol Agreement Policies

Sustainable Official Community Plan & Zoning Bylaw

- (a) Tla'amin Nation will be notified and invited to attend and actively participate in the review of all subsequent major reviews and proposed revisions of the City's Sustainable Official Community Plan and Zoning Bylaw.
- (b) The City will participate in the review of all land use and land use planning and for all subsequent major review and proposed revisions of land use planning for lands owned by Tla'amin Nation within current City boundaries.
- (c) The City agrees that this SOCP and any future land-use plan, will include:
 - i. Summary of Tla'amin Nation history, culture and heritage;
 - ii. Tla'amin Nation cultural and heritage sites;
 - iii. Policies for protection of Tla'amin Nation and Powell River culture and heritage sites.

2.5.5 Referral Process for Proposed Developments & Land Use Applications

The referral process for proposed developments and land use applications will be updated in coordination with the Protocol renewal process. The current eight step process is Appendix A and is included for information only.

PART 3: COMMUNITY CONTEXT

3.1 Geographical Context

Known as the “Upper Sunshine Coast”, the City of Powell River is located on the southwest coast of mainland British Columbia about 125 km northwest of Vancouver and 30 km northeast of Courtenay-Comox, on Vancouver Island. The City occupies an area of approximately 41 km² between Malaspina Strait and the Coast Mountain range, it is situated within Tla’amin traditional territory and the Powell River Regional District, bordered to the north by the Tla’amin Nation and to the northeast by Powell Lake. Agricultural, rural, Tla’amin Treaty Settlement Lands and residential areas border the eastern extent of the City.

Located in the Georgia Lowlands, Powell River is situated on a low, narrow coastal plain which rises to sloping hills in the east that lead into the Coast Mountain Range. The gentle slopes and western orientation of much of the City provide spectacular views of Malaspina Strait, Vancouver Island, and several smaller islands.

In addition to the waterfront along Malaspina Strait, Cranberry Lake and the southern bay of Powell Lake are within municipal jurisdiction. These areas provide significant habitat areas for fish and waterfowl. A number of creeks or streams, some of which create deep ravines in the landscape, provide fish habitat as well as valuable wildlife corridors and habitat. These waterways primarily flow from east to west and drain into Malaspina Strait. All four neighbourhoods in Powell River have significant forest cover although almost all is second or third growth. Powell River enjoys a mild, temperate climate with very little snowfall.

3.2 Historical Background

The City of Powell River is located within Tla’amin Nation traditional territory. Tla’amin people have depended on this land for survival since time immemorial. Some of the known archaeological sites in this area have been identified as over 4,000 years old.

Tla’amin teachings, oral history, and ethnological studies confirm that Tla’amin once owned and managed a vast traditional territory extending from the vicinity of Stillwater and part of Texada Island, northward along the Malaspina and Gifford Peninsulas, including the smaller off-shore islands such as Hernando, Savary and Harwood as well as Powell, Goat and Haslam Lakes. This territorial claim was recognized and acknowledged by other First Nations as well as Tla’amin peoples.

This area was visited by Captain James Vancouver in 1791. By about 1870, some Homalco and Klahoose peoples over-wintered at the village at Sliammon Bay and many permanently joined Tla’amin Nation over the next 50 years. Anthropologist Homer Barnett interviewed Tla’amin Elders during the early 1900s and reported an exceptionally strong tradition of ownership whereby specific individuals or families controlled specific lands, rivers, lakes and resources.

Shortly after the colony of British Columbia joined Confederation in 1871, there was a strong government push to stimulate industry. While the government strove to promote economic growth and encourage settlement, it was also trying to address First Nations’ land issues unresolved during the latter part of the colonial period under Governor Douglas. Immediately following Confederation, the government issued a number of timber leases, which in some instances resulted in a loss of traditional

First Nation lands. Tensions between First Nations and settlers also increased at this time due to the BC government's practice of allowing non-aboriginal people to settle and claim 320 acres of land at no cost, providing they signed a declaration stating that the land was not an Indian Village. Unfortunately, this requirement was often ignored. While settlers were allowed to acquire First Nation land for free, First Nations members could not claim land.

One such case resulted in the loss of the Tla'amin village known as Tees Kwat, a major village site at the mouth of what came to be called the Powell River. Although Tees Kwat was a Tla'amin village site, it was sold and became the site of the first wood pulp and paper mill in British Columbia in 1909. Tla'amin people continued to reside at Tees-Kwat village and use resources in the surrounding area despite the new mill. After 1910, however, much of the value of this site for traditional use was obliterated, when the now-named Powell River was dammed for power generation to serve the new paper mill. By 1913, the salmon run in Powell River had come to a permanent end and a large portion of the land now known as Lot 450 was converted to heavy industrial and urban use, eventually to become the company town of Powell River. Tla'amin homes were burned and the village site was destroyed by the dam and associated development.

By 1912, the pulp and paper mill was fully operational, producing newsprint and employing 600 men. In 1913, Townsite contained 22 homes, apartment buildings, bunkhouses, a school, church, general store, hotel and a hospital. By the early 1920s, the communities of Townsite, Cranberry Lake, Wildwood and Westview, accounted for a population of over 2,000 people. Within ten years the population had grown to 4,715, with most still residing in Townsite. By 1941, the population had almost doubled to 8,000 with the mill serving as the primary employer for a large proportion of the community. The area continued to grow and marine traffic increased, served by a mill dock in Townsite and a wharf in Westview.

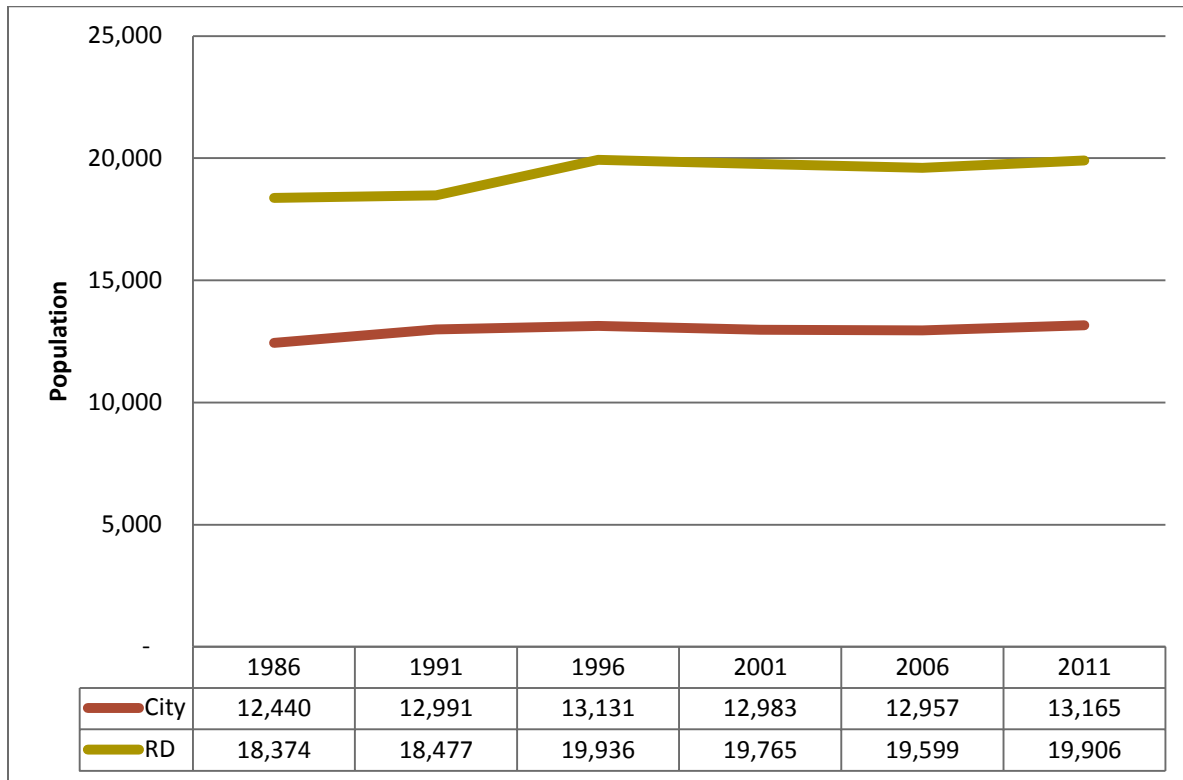
The 1950s saw the opening of the Westview airport, the extension of the highway to Saltery Bay and establishment of ferry connections to the Sechelt Peninsula, Texada Island and Comox on Vancouver Island. The Powell River Company had become the world's largest producer of paper.

The *Powell River Incorporation Act of 1955* amalgamated Cranberry Lake, Townsite, Wildwood and Westview into the new "City of Powell River".

More detailed historical documentation of the Tla'amin Nation and post-contact settlement is provided in Appendix B.

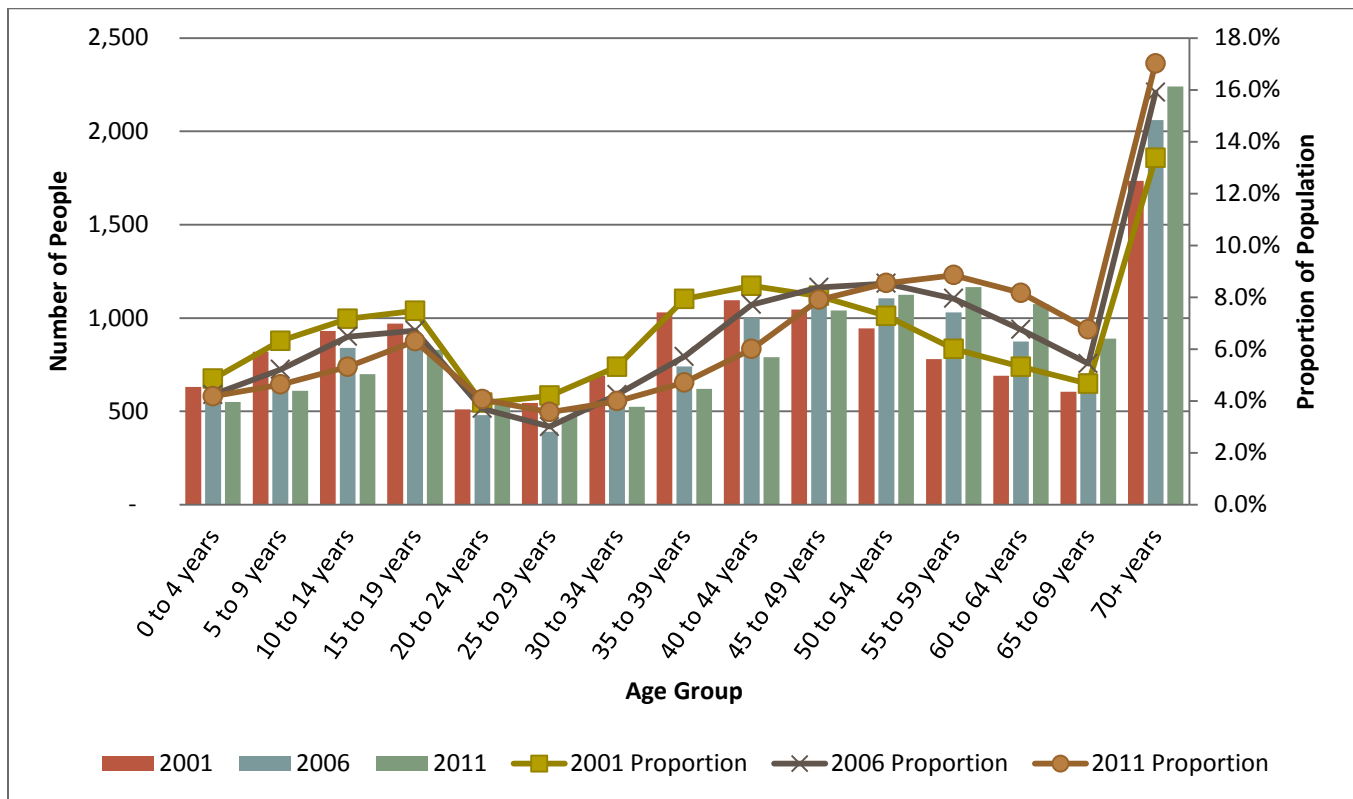
3.3 Population & Demographic Profile

The population of the City of Powell River was 13,165 in the 2011 Census. The 2012 population estimate by BC Stats was 13,597, which also includes an adjustment for the census undercount. Over the past quarter century, the City's population has grown by 725 persons or 5.8% (0.23% annually). Given the long time period, the City's population can best be described as stable with approximately 13,000 people over the past 25 years (see Figure 2- Powell River City and District Population by, Census Year). In the most recent decade between the 2001 and 2011 census, the City experienced nominal modest population growth of 182 persons or 1.4% over the decade (0.14 % annually).

Figure 2- Powell River City and District Population by, Census Year

An age breakdown of the population changes reveals all age groups from 0 to 44 years experienced significant decline since 2001, with the exception of the 20 to 24 age group which experienced a slight increase. Conversely, the age groups from 50 to 70 years and over have all experienced significant growth with the single biggest increase in the 60 to 64 age group. The median age of City residents also reflects the aging population trend. The median age in Powell River of 49.6 years in 2011 was significantly higher than the B.C. median age of 41.9 years. While most Canadian communities are experiencing a demographic shift toward an aging population, this is more pronounced in the City of Powell River as the proportion of the population over 65 years of age is 23.7%, much higher than 15.7% for the Province as a whole. This trend is expected to continue.

Figure 2- Powell River City and District Population by, Census Year provides a graph of the age group breakdown from 2001 to 2011, both numerically and as a proportion of the City's population. They show an increase in all age groups aged 55 and older but the most pronounced increase in the population aged 70 and over.

Figure 3 – City of Powell River Breakdown of Population by Census Year Age Group & Proportion

Additional population and demographic details including population by neighbourhood and by sex may be found in Appendix C.

3.4 Economic Profile

The economy of Powell River has always been closely tied to the forest industry; however there are other sectors that are also important to the economy:

- Public Administration: educational services, health and social services, and public administration (municipal, First Nations, provincial and federal government administration)
- Arts and Culture: cultural festivals, music and other instructional services, artisans
- Aquaculture: shellfish, clam, and geoduck fishery
- Agriculture: variety of crops, livestock, and mixed farming pursuits, including year-round growing and a history of growing mushrooms, harvesting of salal and wild fruits
- Mining: limestone

Details on these sectors and the following economic information may be found in Appendix D.

Labour Force

In the City, the service producing sector made up over 74% of the local labour force in 2011, with the government sector (health and social services; public administration and education services), retail trade, and accommodation services representing the largest service producing components.

The labour force proportion between 2006 and 2011 has remained relatively stable between goods producing and service sectors over the period. This is despite challenges in the goods producing sectors and against the provincial trend which continues to see a decline in the goods producing share of overall labour force.

In terms of labour force by occupation, the largest are sales and service occupations for women (30%) followed by business, finance and administration (23%). For men, trades, transportation and equipment operation (29%) are the largest components followed by sales and service (17%). Both the male and female workforce in the City of Powell River had noticeably fewer workers employed full-time than generally observed in B.C.

Incomes

Median incomes for males in the City of Powell River were 11.2% above the provincial average in 2000 but have lagged below the provincial average since 2007. This is due to the changing industrial structure and decline in the number of high paying forest manufacturing jobs that are predominately male. Median incomes for females have closely matched the provincial increases although they remain approximately 10% below the provincial median.

There is a large difference between median incomes between men and women, with women reporting incomes that average 62% of those earned by men. Province wide, incomes reported by women were 66% of those reported by men in 2009.

A major and increasingly important source of incomes in Powell River is pensions. In 2009, pensions represented 24.8% of all incomes, a major increase from 18.0% in 2000 and much higher than the provincial average of 13.9% in 2009. On the other hand, employment income in Powell River declined from 62.9% of all reported income in 2000 to 54.6% in 2009.

3.5 Neighbourhood Planning

The City of Powell River consists of four distinct neighbourhoods or communities. Townsite, Wildwood and Cranberry Lake all have a relatively small population compared to Westview and a cohesive sense of community. Westview, is not only the largest, but also most diverse community. These neighbourhoods are outlined on the Figure 4 - Powell River Neighbourhood Map

Based on input from the ratepayers' associations, residents of each neighbourhood and comments put forward at public meetings, it is clear that while all neighbourhoods share many of the same goals, each has specific planning concerns. The remainder of Part 3 identifies these commonalities and specific concerns.

3.5.1 Neighbourhood Planning Objectives

- (a) Each neighbourhood will retain and enhance its identity as a distinct neighbourhood.
- (b) The City encourages the development of existing vacant or underutilized lots, including infill subdivision, within all neighbourhoods, provided infrastructure works and services are paid by the developer.

3.5.2 Neighbourhood Planning Policies

- (a) Identify and protect green spaces, trails, corridors and amenities in each neighbourhood.

- (b) The City will continue to encourage participation by local residents, community interest groups and ratepayers' associations in the evolution of each neighbourhood and the direction of growth in the City as a whole.
- (c) Redevelopment or renovation of existing vacant or underutilized commercial properties through landscaping, exterior finishes and overall site quality is encouraged in the four neighbourhoods.

Figure 4 - Powell River Neighbourhood Map



3.6 Townsite (Originally Tees Kwat)

The Townsite neighbourhood is the oldest within the City. It encompasses not only the mill site and original company-built town, but also the shores of Powell River, a small portion of Powell Lake, Valentine Mountain, some forestry lands and almost five kilometres of waterfront. Many original, architecturally distinct, buildings remain preserved along the boundaries of the 1910 town plan.

Townsite remains home to the major heavy industrial activity in the City, encompassing the location of the Catalyst Paper mill that remains a significant force in the local economy. With ongoing environmental improvements by Catalyst Paper Corp., and increased heritage restoration and repair by homeowners, Townsite has enjoyed a renaissance with a subsequent increase in property value and influx of home-buyers.

In the future, Townsite will face challenges and development pressure as lands surplus to Catalyst Paper's needs are sold and redeveloped for other uses. Currently, residents support developing policy to ensure heritage character and integrity remain intact and implementing heritage conservation bylaws especially for new residential construction. Townsite lots, smaller than in other areas, sustain a higher density of urban living and few vacant lots are available for residential development.

3.6.1 Townsite Planning Objective

- (a) Protect the unique heritage character of Townsite and support the revitalization of the commercial core and renewal of the established residential neighbourhood consistent with this character.

3.6.2 Townsite Planning Policies

- (a) The City supports the creative and adaptive reuse of existing buildings so as to revitalize Townsite while retaining its historical context.
- (b) The City encourages the preservation and maintenance of existing historic housing stock rather than their replacement with new construction. Any new development or restoration within the Townsite should conform to the character of the heritage architecture of the area.
- (c) The City, in cooperation with the Townsite Heritage Society, will undertake a heritage inventory and register for all buildings of historic significance.

- (d) The City will encourage voluntary registration of heritage buildings on the municipal heritage register.
- (e) The City will consider the establishment of an incentive program to encourage voluntary stewardship of heritage resources.
- (f) The City will support the preservation of the Cenotaph and Veterans' Park, the existing stone walls, and the Triangular Gardens as special features of the Townsite.
- (g) Any development of the waterfront lands will be undertaken with consideration and respect for the natural environment and adjacent historic neighbourhood.
- (h) The City will explore the concept of waterfront land for a marine-based business park (proposed for the former golf course lands).
- (i) The City will work toward the designation of a Heritage Conservation Area as shown on Schedule G under Section 970.1 and 971 of the *Local Government Act* for the purposes of protecting the Powell River Townsite National Historic District of Canada.
- (j) New adjacent residential and non-residential development outside the proposed Heritage Conservation Area on Schedule G (that reflects the boundaries of the Powell River Townsite National Historic District of Canada) will be required to provide a buffer and ensure an appropriate land use transition takes place.

3.7 Cranberry Lake (Originally Kaay jee)

The Cranberry Lake neighbourhood is situated inland around the lake that bears its name. It is bounded by Mowat Bay at the south end of Powell Lake and various small mountains and rock outcrops and forestry resource lands. Cranberry Lake is a picturesque residential community with a re-emerging spirit of place. It is the second most populated neighbourhood in the City.

Cranberry Lake incorporated as a village in 1942, and amalgamated to form the City of Powell River in 1955. It expanded steadily in the early years of settlement and then stabilized in the 1960s to 1970s. The community accommodates a wide range of residential options, from rural and larger-lot detached homes to smaller lots and multi-family units. Parks and other green space form a large proportion of the land base and residents have identified their future protection and maintenance as a priority.

The commercial core is struggling and is in need of revitalization although several businesses and service organizations provide an anchor for the area. Older properties, some with heritage value, are being acquired for restoration and renovation.

Given the rolling topography and the widely varying geometry of the subdivisions, Cranberry Lake provides a strong contrast to the formal grid pattern of Townsite. The environmental quality of the lake and riparian areas draining to/from the lake has been a long standing concern. Cranberry Lake and Mowat Bay are key neighbourhood assets and there is a strong desire for their protection and enhancement including improved non-vehicular access.

3.7.1 Cranberry Lake Planning Objective

- (a) With Cranberry Lake as its defining feature, this neighbourhood will continue as primarily residential with a mix of housing options and lot sizes and a revitalized commercial core.

3.7.2 Cranberry Lake Planning Policies

- (a) The development of ground-oriented multi-family residential, institutional, and commercial uses is encouraged in the area of Cranberry Lake designated for Mixed Use.
- (b) The City shall seek to improve public access to Cranberry Lake when properties adjacent to the lake are redeveloped.
- (c) The relaxation of servicing standards for road widths and underground services may be approved in older areas of Cranberry Lake through a Development Variance Permit on a case by case basis where the bylaw requirements are considered impractical and the impact not detrimental to the public interest.
- (d) All upland development on the shoreline of Cranberry Lake must ensure source control of all stormwater runoff.
- (e) In recognition of the environmental sensitivity of Cranberry Lake, Mowat Bay and area watercourses, these areas are included in Development Permit Area 8: Freshwater Riparian Areas.

3.8 Wildwood (Originally Thiy chum)

Wildwood, the most northerly neighbourhood in the City, is situated between the north shore of the Powell River and Tla'amin Nation lands. Undeveloped tracts of Wildwood front onto Malaspina Strait and Powell Lake. Approximately two-thirds of Wildwood is undeveloped resource, rural or agricultural (ALR) land. Catalyst Paper currently owns approximately one-third of the land in Wildwood, a part of which has been identified as a mill landfill expansion area. Given the mix of generally low density residential and small acreage agricultural land, this community has remained stable over the longer term. It accommodates a range of dwellings and residential lifestyles and property values. Wildwood enjoys a cohesive community spirit, a strong identity and active community organizations.

Wildwood residents have indicated a strong desire to retain the rural lifestyle that characterizes the community. This includes support for agricultural development of vacant ALR lands, permissive animal-related agricultural provisions; maintenance of large lots; and general support of a pastoral pace of community life. Non-residential land use includes a neighbourhood pub, service station and associated convenience store, an older commercial building converted to storage and mixed use, and an elementary school and fire hall on Sutherland Avenue. Existing trail corridors including those through the community and around the community, and in the switchback, are considered important community assets.

3.8.1 Wildwood Planning Objective

- (a) Maintain the semi-rural lifestyle, consisting of predominantly low density residential land uses of Wildwood.

3.8.2 Wildwood Planning Policies

- (a) Continue to maintain a wide range of residential lot sizes to meet the different lifestyles of Wildwood residents.
- (b) The City encourages the retention of large rural and forestry lots on the borders of the Regional District and Tla'amin Nation lands.
- (c) New development in Wildwood shall respect and be compatible with the existing character of the neighbourhood.

- (d) The City will require that all new development in Wildwood be connected to a City sewer system, except where identified as an Alternate Sanitary Servicing Area in Schedule C of the City of Powell River Infrastructure Design and Construction Bylaw.
- (e) Ensure that as large parcels of land in Wildwood are developed or subdivided, parks, trails, and natural areas are secured as shown on Schedule H.
- (f) All waterfront developments and subdivisions that require a park dedication shall include parkland and green space along the waterfront and along trail corridors as shown on Schedule B and Schedule H.
- (g) In recognition of the importance of protecting the Powell Place boat ramp staging area, the City shall consider adequate area for efficient and safe boat manoeuvring and launching when reviewing development applications along the west shore of Powell Lake.
- (h) The City will consider Urban Residential development on the waterfront west of Powell Lake in the form of ground-oriented multi-family such as townhouses and cluster housing that respect the topographic constraints and ensure greenways and trail corridors.
- (i) Development of the property on the west side of Powell Lake should include an alternate access road to be connected in the future to Lois Street.

3.9 Westview (Originally Ayjoo mixw)

Westview is diverse and geographically extensive. Westview contains diverse neighbourhoods comprising almost half the area of the City. Much of the City's infrastructure and amenities are located in Westview including the Recreation Complex, Academy of Music, Willingdon Beach, Powell River General Hospital, Powell River Airport, BC Ferries terminal, harbour and key shopping precincts.

Westview is the retail and service centre of the City. It accommodates over 60% of the City's population and contains the two main commercial areas of the City. Many residents enjoy enviable views of Malaspina Strait, the Strait of Georgia, Texada Island and Vancouver Island.

Westview will continue to accommodate the largest proportion of single-family, multi-family residential and mixed-use development in Powell River. There is also significant infill development potential in the older, northern half of Westview.

Broad objectives and policies for Westview are set out below.

3.9.1 Westview Planning Objective

- (a) Support Westview as the primary commercial and residential area of the City with the greatest capacity to accommodate future growth in a sustainable manner.

3.9.2 Westview Planning Policies

- (a) Promote mixed use and infill development near the Westview core ensuring that commercial areas welcome residents of all abilities by providing safe and accessible walkways, corridors, and outdoor sitting areas/green space to enable comfortable access to local amenities.
- (b) Introduce multi-family development in the Uptown Mixed Use area (e.g. Joyce Avenue) in order to reshape the area to become more sustainable, pedestrian friendly and aesthetically attractive.

- (c) The City encourages residential infill development of large lots including double fronting, deep and underutilized lots subject to any required infrastructure installation and upgrading by the developer and compliance with Zoning Bylaw provisions.
- (d) The City encourages the development of residential uses above commercial or institutional space in the Uptown Mixed Use and Mixed Use Commercial/Residential designations.
- (e) Proactively work with owners of existing commercial enterprises with large parking areas and informal transportation corridors (particularly malls and plazas) to develop attractive and safe pedestrian and bicycle access including mobility scooters, wheelchairs, walkers, canes, strollers etc.
- (f) Infill residential subdivision of deep lots designated for Urban Residential Low Density Use may be required to make provision for new local road dedication.
- (g) The Uptown Mixed Use area is designated as Development Permit Area 2 for the purpose of encouraging a strengthened commercial core supported by centrally located multi-family development.
- (h) The Marine and Willingdon Avenues Mixed Use area is designated as Development Permit Area 3 for the purpose of accommodating pedestrian friendly commercial and supportive multi-family residential development.
- (i) The Urban Residential Medium Density area between the Uptown and Marine Avenue Mixed Use areas is designated as Development Permit Area 1 for the purpose of accommodating centrally located townhouses and low-rise apartment development.

Additional land use objectives for each designation are contained in Part 4.

PART 4: LAND USE

This Part 4 correlates with Schedule B: Land Use Designations and is to be read in conjunction with this map and all other relevant sections of this Plan.

4.1 Growth Management

4.1.1 Context

As noted in Part 3.3, the population of Powell River has remained relatively stable for the past quarter century. The Regional District population trend has generally echoed the City. The 2011 Census population of the Regional District (including the City) was 19,906.

The BC Stats branch of the Ministry of Management Services has prepared population projections for the Powell River area to the year 2036. The most recent PEOPLE (Population Extrapolation for Organizational Planning with Less Error) computer model was produced in September 2013, using an age-cohort survival population model for area-specific assumptions concerning fertility, mortality and migration patterns. Projections are available for the Regional District as a whole, not the City of Powell River. The PEOPLE projections show a slow but gradual decline in the Regional District population from 20,488 in 2013 to 18,483, a decline of 2,000 persons. Due to decline in household size, the number of dwellings units is projected to actually increase slightly from 9,041 in 2013 to 9,077 in 2036.

While a slow population decline is projected by BC Stats, the SOCP makes provision for modest population growth of 0.5% annually. This growth rate would result in an additional 70 persons (approximately) per year for the City. Although there is no assurance this will occur, there are several factors that could lead to an increase in the City's population. These include the City's housing affordability compared to other coastal communities, the increased viability of home based business and importance of the Internet as a workplace centre, the City's growing cultural appeal, and recent immigration for lifestyle reasons and to retirees. Initiatives by PRREDS also offer promise as documented in Part 8. Finally it should be noted that the City of Powell River is not purely a passive agent and can influence future outcomes through its initiatives, including this SOCP.

Given these factors, it is considered prudent to plan for at least a nominal growth in population growth rate. Given the significant land base and extensive existing infrastructure, it is anticipated that the City can, with no difficulty, accommodate modest annual population growth of 0.5% annually or more within the Mixed Use and Urban Residential² designations. This can occur through a variety of means including more efficient use of large sites, mixed use and infill opportunities. Potential housing supply based on existing zoning alone is more than adequate to accommodate the projected demand.

² The SOCP includes three Urban Residential land use designations: Urban Residential Single Family, Urban Residential Low Density and Urban Residential Medium Density. Where the term Urban Residential is used without reference to a specific designation, it refers to all three land use designations.

Although modest population growth in the City over the next 20 years is anticipated, the implications of the City's changing demographic profile are likely to be more significant. The proportion of the Powell River population aged 65 years and over increased from 18% in 2001 to nearly 24% in 2011. This was well above the provincial average of 15.7% in 2011 and this trend is projected to continue. This will affect the form, density and location of housing needed in the future.

The proportion of the City population aged 65+ is expected to increase to over 30% by the year 2036. These demographic changes will require greater variation and flexibility in the type of housing available in the City. Smaller dwellings in close proximity to services and amenities will be required, to house the aging demographic but also to provide affordable housing options in the future. To this end, the SOCP supports a variety of housing forms and tenures (ownership and rental) and accommodates them within existing neighbourhoods.

4.1.2 Growth Management Objectives

- (a) Encourage development in Powell River that is environmentally, socially and economically sustainable.
- (b) Accommodate development compatible with the identity of each neighbourhood, including retention of environmental, recreational and cultural assets important to City residents.
- (c) Ensure a pattern of urban development within the infrastructure servicing capability of the City.
- (d) Residential growth shall be directed to lands designated for Mixed Use and Urban Residential development.
- (e) The City will continue to work in co-operation with the Tla'amin Nation to co-ordinate land use planning, economic development, cultural and social planning and environmental protection initiatives.

4.1.3 Growth Management Policies

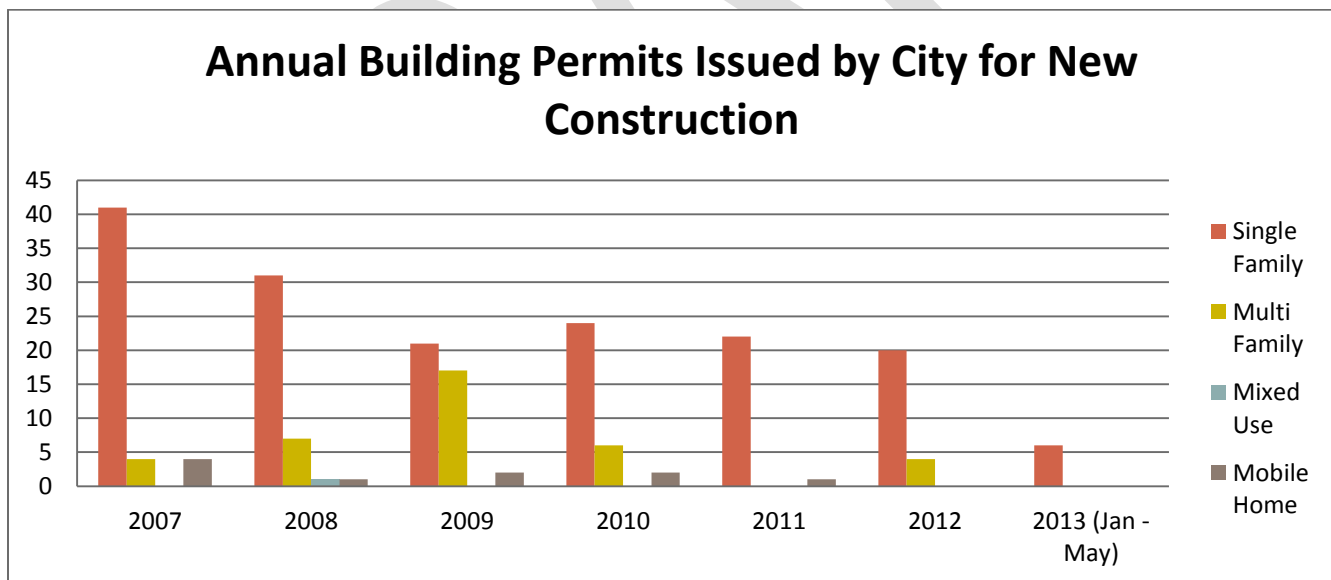
- (a) Continue to work with adjacent jurisdictions of the PRRD and Tla'amin Nation to develop mutually agreed upon criteria for appropriate development along the boundary of the City.
- (b) The City is committed to sharing information and co-ordinating efforts with the PRRD and Tla'amin Nation to ensure any growth adjacent to City boundaries occurs in a planned, complementary and sustainable manner.
- (c) The City will efficiently and effectively develop and utilize public infrastructure including roads, sanitary sewers, water supply, stormwater facilities, as well as recreational, cultural and community facilities.
- (d) The City shall support urban development in areas with existing municipal infrastructure, including infill to maintain infrastructure efficiency.
- (e) The City will plan for supportive services to complement development. Ongoing monitoring of growth and the demand for services will ensure that future growth and expenditures on infrastructure are coordinated and sustainable.
- (f) The City will encourage employment growth and residential densification to occur in the vicinity of existing and proposed public transport corridors, to promote and encourage more efficient use of public transport.
- (g) In order to manage the City's growth and to create a sustainable community, the City will:
 - i. encourage the use of vacant lands or transitional lands (such as brown field sites) for efficient use of existing land resources;

- ii. promote and encourage new investment and businesses to locate in Powell River to better utilize land resources and to make more efficient use of existing public investment in infrastructure;
 - iii. encourage the concentration of pedestrian-oriented commercial services in neighbourhoods to generate strong neighbourhood focal points;
 - iv. continue to support compatible neighbourhood development in each of the four communities of Powell River; and
 - v. promote mixed-use neighbourhoods that contain a variety of commercial, residential and recreational opportunities.
- (h) Mitigation measures will be taken to reduce any potential adverse effects (e.g. noise, vibrations, odours) on residential health, safety and well-being of new residential uses adjacent to potential conflicting land uses such as the airport and industrial development.

4.2 Residential Land Demand

The City has not experienced the rate of housing demand anticipated in the previous OCP update. Both population growth and residential housing demand have been modest. The 2011 Census recorded 5,900 occupied private dwellings, an increase of nearly 4% from the 5,680 dwellings recorded in the 2006 Census. Based upon a future population growth rate of 0.5% per year and a small but steady decrease in the number of persons per household (from 2.4 persons per household in 2001 to 2.2 in 2011), it is estimated up to 30-40 new dwelling units per year may be required.

Figure 5 - Annual Building Permits Issued by the City for New Construction



The proportion of single family compared to multi-family or mixed used has not changed significantly over the last decade. In the 2001 Census, almost 80% of the housing in the City consisted of single family (including movable) dwellings. In the 2011 Census this decreased slightly to 78% with the remainder being some form of multi-family or mixed use dwelling. To build a more sustainable City and cater to the aging demographic, there will need to be an increase in multi-family dwellings over the next 20 years.

The previous OCP included population projections of up to 1.5% annually. While a lower growth rate of 0.5 % is anticipated, the SOCP has the flexibility to accommodate a higher sustained population growth rate with a mixture of single family dwellings, townhouses and low-rise apartments. These can be accommodated within areas designated for Mixed Use, Urban Residential Low and Medium Density development. There is no need to convert areas designated for Suburban Residential, Resource or Agricultural use to Urban Residential development or to expand the City's boundaries. However the sustainability principles will require a more compact form of development in the future.

4.3 Agriculture

Powell River has a long history of agricultural land use to complement the industrial development in the area. The Powell River Farmers Institute was formed in 1915 by 32 farmers in the Powell River area, in order "to improve conditions of rural life so that settlement may be permanent and prosperous." Wildwood development in the early twentieth century was largely agricultural and included dairy farms, vegetable gardens and fruit trees. Cranberry Lake also has a long agricultural tradition with vestiges which continue today. These agricultural areas were started and nourished by the demand to meet the needs of the industrial work force in Powell River. The rapid truck and barge transportation network of today did not exist. Local production was a necessity for residents to obtain fresh agricultural products. This agricultural production atrophied over the past century. Currently, Powell River farms produce only about two to three per cent of the total food consumed in the region. According to the Economic Development Plan for Agriculture prepared for PRREDS, a much higher level of self-sufficiency is possible. This includes both land in the Agricultural Land Reserve (ALR) and other land with good agricultural capability, but not in the ALR.

Schedule C identifies all land within the ALR in the City and adjacent areas of the PRRD. OCP policies and designations regarding these lands must be consistent with the Agricultural Land Commission's policies and regulations.

The City land base within the ALR is significant but the amount of land in agricultural production is low. This is partly due to on-site limitations such as topography, stoniness and soil quality deficiencies as well more general factors such as geographic isolation and the resource/manufacturing history of the community. Other limitations such as poor drainage and lack of moisture can be addressed with capital investments that improve the agricultural capability (typically from Classes 3, 4 and 5 to Classes 2, 3 and 4). The Sustainable OCP seeks to protect this land base for future agricultural production, encourage site improvements and agricultural production.

According to the PRRD's 2009 Agricultural Economic Development Strategy, there is community interest in supporting local agricultural production capacity, and particularly in attracting new farmers (including recent retirees) to develop agricultural businesses. It suggests that in order to ensure viability of farming in this area, the overall capacity of the industry must increase. This includes processing and abattoir facilities; soil and irrigation improvements; equipment access; marketing and direct sales; and access to land and capital for a new generation of farmers.

Small scale agriculture and horticulture are popular in Powell River's residential neighbourhoods, given the mild climate and generally large lots. Further expansion of agricultural activities is permitted in areas designed for Agricultural or Suburban Residential use (zoned RA1, A1 and A2) as agriculture is a permitted principal use in these zones. Agriculture is also permitted as an accessory use in areas

designated for Urban Residential use (zoned R1, R2 and R3). None of these areas are in the ALR as they predate the establishment of the ALR in 1972. However some of these residential areas are located on highly productive soil. Included are several small scale commercial agricultural operations.

To increase awareness and capacity for agricultural production and local food security, the City encourages increased urban agriculture and community gardening activity in the community and on public lands. This strong level of interest in local agriculture from youth during the public consultation process, the success of other local agricultural initiatives in B.C. and the potential of site improvements to ALR lands in Powell River all indicate a strong future for agriculture can be realized.

ALR designated lands on Schedule C permit farming operations, residences necessary for farm use, farm outbuildings, bed-and-breakfast operations, kennels and secondary uses that promote agriculture and do not negatively affect agricultural use and viability. All applications for subdivision, development, and zoning changes of these lands are subject to Agricultural Land Commission (ALC) Board, approvals and/or permissive orders.

4.3.1 Agricultural Objectives

- (a) Retain and support existing agricultural uses and encourage the development of new agricultural uses on undeveloped ALR and other suitable lands and in residential areas through urban agriculture initiatives.
- (b) Support improved viability of local agricultural production.

4.3.2 Agricultural Policies

- (a) Maintain land with agricultural potential in the ALR for future agricultural uses.
- (b) Encourage development of vacant lands within the ALR with good agricultural capability.
- (c) Support development of on-farm water infrastructure (e.g. storage facilities, holding tanks, ponds, and drainage) on agricultural lands.
- (d) The subdivision of lands within the ALR where lot area or layout will impede or fragment agricultural potential or viability is not supported.
- (e) Encourage a minimum lot size of 8.0 ha in accordance with the provincial standard. Neither an approving officer nor the ALC is obliged to approve applications for subdivision that meet minimum lot size specifications.
- (f) Encourage consolidation of small parcels to create larger farm units for agricultural use where agricultural viability will be enhanced.
- (g) In order to protect ALR from incompatible or inconsistent uses, development of lands adjacent to, or within, Agricultural Land Reserve lands will be required to:
 - a. Minimize impacts to the natural and human-made physical features of the area, and
 - b. Include a buffer zone on the non-agricultural side of the parcel boundary adjacent to agricultural land
- (h) Application to the ALC for a second residence not necessary for farm use will generally be supported provided agricultural use is not negatively impacted and where the parcel area exceeds 3 ha. Such residences will be sited and designed according to the Minister's Standard Bylaw Regulating the Siting and Size of Residential Uses in the ALR (2011).

- (i) Consider and support initiatives to address key gaps or weaknesses in the agriculture industry's capacity, such as food processing facilities, a commercial abattoir, marketing, communications and input costs.
- (j) Investigate opportunities to use local waste products as agricultural inputs.
- (k) Encourage and cooperate with the PRRD to establish food security targets and indicators for measuring progress towards food security in the region.
- (l) Consider use of public lands for activities that contribute to enhanced food security, agricultural awareness and attracting new farmers to the region.
- (m) Consider and support innovative land and mentorship access models to support new farmers in gaining access to agricultural land for production, such as farmland trusts and 'Start-Up Farms' programs.
- (n) Support local organizations to acquire private land, including parcels in the ALR, for the purpose of enhancing agricultural use and farm business viability.
- (o) Support initiatives by local organizations and individuals to enhance agricultural capacity in the region, such as the "Full Circle Farm" project.
- (p) Farmer's Markets are supported as a direct marketing opportunity for farmers to provide fresh locally produced fruits, vegetables, livestock, poultry and dairy products to consumers.
- (q) Encourage growing edible plants in residential building setback areas and backyards.
- (r) Encourage community gardens in various forms including consideration of a garden bed box program, support for community gardens on private land such as multi-family sites, and use of vacant City or undeveloped land in the ALR land by a not for profit organization.

4.4 Residential

Residential neighbourhoods are of utmost importance to those who live, play, work and raise their children in Powell River, and where people make their greatest financial and time investment. This quality of life can have a profound impact on residents or visitors, and can influence perceptions and attitudes towards the community as a whole. Consequently, changes in residential areas are carefully considered. Existing neighbourhoods are also aware of the need to accommodate an aging population with changing housing needs.

While there is a stated desire within each neighbourhood to enhance that community's identity, the residential designations hereafter are drafted to avoid different standards for the same land use designations in each neighbourhood. The SOCP provides for infill of existing and new growth in established areas subject to each neighbourhood's objectives.

4.4.1 General Residential Objectives

- (a) Accommodate a variety of housing types, tenures and densities to meet the diverse needs and income levels of individuals and families at all stages of life.
- (b) Recognize the unique residential needs and preferences of the growing elderly population.
- (c) Accommodate residential densification that is readily accessible to commercial services and other amenities in accordance with 'Smart Growth' principles.
- (d) Strive to achieve a housing stock that includes new high-quality housing and preserves the older housing, particularly heritage homes.

4.4.2 General Residential Policies

- (a) The City will ensure that the Zoning Bylaw accommodates the development of a variety of housing types, including single-family detached, cluster housing, townhouses, apartments, carriage houses, secondary suites and seniors' housing.
- (b) Council supports secondary suites in all single family zones in Powell River, subject to meeting the requirements of the British Columbia Building Code.
- (c) Public uses such as parks, recreational facilities and schools, and public and private institutions are permitted in all Urban Residential, Suburban Residential and Mixed Use Designations subject to zoning.
- (d) A wide range of housing tenures and organization frameworks are encouraged in all residential designations, including but not limited to fee-simple ownership, lease, rental, strata title, and co-housing.
- (e) The City supports the provision of abundant, accessible outdoor play spaces within a short walking distance of urban residential development.
- (f) The City encourages energy-efficient residential development that considers topography, site orientation and servicing.

4.5 Suburban Residential

The Suburban Residential designation applies to low-density areas primarily accommodating detached dwellings on large rural lots. The Suburban Residential designation permits modular homes in recognition of existing developments. Additional modular home park development will be considered on a case-by-case basis. This designation includes the existing modular home parks in Wildwood.

The Suburban designation applies to generally large properties in Wildwood and Cranberry Lake. These lands are outside the Agricultural Land Reserve and near the edges of the City. The intent of this designation is to accommodate residential uses, predominately in the form of single family dwellings, in association with secondary suites, agricultural uses, home-based businesses, institutional uses, parks and green space, and utilities.

The following Suburban Residential policies are designed to address the General Residential Objectives in Part 4.4 above.

4.5.1 Suburban Residential Policies

- (a) Lands designated Suburban Residential are shown on Schedule B.
- (b) An alternate standard of servicing that generally does not require concrete curb and gutter, sidewalk, ornamental street lighting and underground wiring is acceptable in the Suburban Residential designation subject to all applicable bylaws.
- (c) Campgrounds, modular dwellings, and outdoor recreation uses may be permitted in the Suburban Residential designation subject to the provision of suitable access and adequate services, and provided such uses do not negatively impact adjacent development.
- (d) Agricultural use in the Suburban Residential designation is encouraged (although such lands are not within the ALR) but shall exclude intensive operations such as feed lots, piggeries, poultry farms, mushroom farms, all subject to Provincial Right to Farm legislation.
- (e) Local commercial, recreational and institutional uses are permitted in the Suburban Residential designation.

4.6 Urban Residential Single Family

The Urban Residential Single Family designation applies to established low density residential areas in large parts of Powell River. These areas are generally very stable with minimal change anticipated except in the case of large infill properties. The subdivision potential of most existing lots is very limited due to their compact size, heritage considerations, and existing neighbourhood character.

The Urban Residential Single Family designation applies to serviced urban residential lands in large areas of Westview, Townsite and Cranberry Lake. Varying lot sizes apply. This designation consists of those areas in Westview south of Nootka Street, the historic Townsite area, lands south of Cranberry Lake, and two small enclaves in Westview north of Abbotsford Street and the Powell River Airport.

The intent of this designation is to accommodate residential use in the form of single family dwellings with or without a secondary suite in urban areas, home-based businesses, parks and green space. Duplexes are not permitted except in Townsite.

The following Urban Residential Single Family policies are designed to address the General Residential Objectives in Part 4.4 above.

4.6.1 Urban Residential Single Family Policies

- (a) Lands designated Urban Residential Single Family are shown on Schedule B.
- (b) The Urban Residential Single Family designation does not permit multi-family uses and does not permit duplexes except in Townsite.
- (c) Local commercial, recreational and institutional uses are permitted within the Urban Residential Single Family designation.
- (d) Existing multi-family uses south of Nootka Street are recognized.
- (e) The City encourages single-family and duplex dwellings in Townsite to be consistent with the Arts and Crafts heritage architecture in order to recognize and preserve the neighbourhood's built heritage.
- (f) New residential development containing modular dwellings is discouraged.

4.7 Urban Residential Low Density

The Urban Residential Low Density designation applies to serviced urban residential areas in large parts of Westview and Cranberry Lake and two small areas in Townsite and Wildwood. These areas consist of predominately single family development but have scattered multi-family uses. The area is suitable for new development or redevelopment in selected areas such as southwest and northwest of the Powell River Airport, east of the Hospital, west of Manson Avenue and Cranberry Lake. Other areas with deep lots east of the Uptown Mixed Use area have potential for subdivision into more compact lots if existing dead end roads are extended or new roads constructed. The Urban Residential Low Density designation is also intended to allow the replacement of some single family uses dwellings with good transportation access and in close proximity to services to duplexes, townhouses, row houses, patio homes and other ground oriented multi-family uses. Compact housing refers to housing with relatively smaller floor area, higher lot coverage, and decreased setbacks. This housing is intended to enhance the redevelopment potential and better meet the needs of an aging population including special needs housing and seniors housing.

The Urban Residential Low Density designation applies to centrally located lands with good transportation access to services, mainly in Westview and Cranberry Lake.

The Intent of this designation is to accommodate ground-oriented residential uses in urban areas with existing services and infrastructure including single family dwellings with or without secondary suites, a variety of ground-oriented multi-family development (including duplexes, triplexes, fourplexes, townhouses, and row houses), group housing, special-needs housing, home-based businesses, natural and green space, and utilities. The intent of this designation is to accommodate residential use in the form of ground-oriented dwellings in close proximity to amenities and commercial services.

The following Urban Residential Low Density policies are designed to address the General Residential Objectives in Part 4.4 above.

4.7.1 Urban Residential Low Density Policies

- (a) Lands designated Urban Residential Low Density are shown on Schedule B.
- (b) Lands designated Urban Residential Low Density are intended to accommodate ground-oriented residential uses in the form of single family dwellings, with or without a secondary suite, two family dwellings, triplexes, fourplexes, townhouses, row houses, patio homes, compact housing and supportive housing including group housing and special-needs housing.
- (c) For the purposes of the above, compact housing may include small lot sizes, single units, two family units, or ground oriented multiple family dwelling units, or a mix of units.
- (d) For both compact residential and conventional townhouse development, a comprehensive site, building and landscaping design shall be provided, integrating dwelling unit layout with parking areas, open space, and access driveways and demonstrating sensitivity to adjacent existing development.
- (e) Each application for townhouses or compact residential development shall be reviewed in terms of the following criteria:
 - i. Proximity to park, recreation, shopping and amenity areas;
 - ii. Aesthetic qualities such as potential conflict with adjacent residential development, scale in relation to overall character in the area, effect on views, and maintaining privacy of existing homes;
 - iii. Impact of traffic generation on existing roads and neighbourhoods; and
 - iv. Potential of the proposed development to serve a specialty residential market, such as senior citizens or special needs housing.
- (f) The City requires a high standard of architectural building design and landscaping for all multi-unit residential development by designating such lands as development permit areas for the purpose of regulating their form and character.
- (g) Local commercial, recreational and institutional uses are permitted within the Urban Residential Low Density designation.
- (h) Development Permit Area 1 shall apply to all development with three or more dwelling units on a lot.

4.8 Urban Residential Medium Density

The Urban Residential Medium Density designation applies to serviced urban residential areas in Westview between the Uptown and Marine Avenue Mixed Use areas. The area is generally bounded by Joyce Avenue on the east, Westview Avenue on the south, commercial properties on the east side of Marine Avenue and Millennium Park on the north. The intention of the Urban Residential Medium Density designation is to accommodate a mixture of low and medium density residential development including single family dwellings, townhouses and other forms of ground oriented multi-family development, and low-rise apartments, all in close proximity to amenities, commercial and other services. The accommodation of apartment and townhouse development will provide convenience to such residents, serve to strengthen the commercial areas, and create a better-defined community core.

The Urban Residential Medium Density designation applies to lands in central Westview suitable for low density and multi-family residential development between the Uptown Mixed Use designation and the Mixed Use Commercial/Residential designation along Marine Avenue.

The Urban Residential Medium Density designation may include single or two family dwellings and a variety of multi-family development including cluster housing, townhouses, apartment buildings, group housing, special-needs housing, home-based businesses, natural and green space, and utilities. The intent of this designation is to accommodate residential use in the form of any ground-oriented dwellings or apartments in close proximity to amenities and commercial services.

The following Urban Residential Medium Density policies are designed to address the General Residential Objectives in Part 4.4 above.

4.8.1 Urban Residential Medium Density Policies

- (a) Lands designated Urban Residential Medium Density are shown on Schedule B.
- (b) Lands designated Urban Residential Medium Density are intended to accommodate increased density and multi-family development in the form of townhouses and apartments.
- (c) The City encourages a wide range of residential housing forms within this designation, including duplexes, triplexes, fourplexes, townhouses, row houses, patio homes, cluster housing, co-housing, and other forms of compact housing, and low-rise apartments.
- (d) Each application for townhouses or compact residential development shall be reviewed in terms of the following criteria:
 - i. Proximity to park, recreation, shopping and amenity areas;
 - ii. Aesthetic qualities such as potential conflict with adjacent residential development, scale in relation to overall character in the area, effect on views, and maintaining privacy of existing homes;
 - iii. Impact of traffic generation on existing roads and neighbourhoods; and
 - iv. Potential of the proposed development to serve a specialty residential market, such as senior citizens or special needs housing.
- (e) Local commercial, recreational and institutional uses are permitted within the Urban Residential Medium Density designation.
- (f) The City requires a high standard of architectural building design and landscaping for all multi-unit residential development by designating subject lands as development permit areas.

- (g) Development Permit Area 1 shall apply to all development with three or more dwelling units on a lot.

4.9 Affordable, Rental and Special Needs Housing

Housing in Powell River is relatively affordable compared to most Lower Mainland and Vancouver Island communities. The 2011 Census indicated over three quarters of the housing in the City of Powell River is owner occupied. The rental housing stock in the City has not increased - there have been no new apartment or rental housing starts in Powell River since 2005.

The City's key direct responsibilities for supporting housing are tied to regulation of land use, specifically: zoning allowable density, secondary suites, approved stratification of existing rental housing, and amenity/density bonusing negotiation for projects that include a non-market component. The last of these is primarily undertaken in large urban centres such as Vancouver. Direct financial expenditures are also an option as per the example of infrastructure and road construction to serve a BC Housing development on Kiwanis Avenue.

Also on site at the Powell River General Hospital are the Evergreen Extended Care Unit, the Kiwanis Independent Seniors Housing Unit and the Assisted Living Unit. Vancouver Coastal Health also operates Olive Devaud, a residential care facility.

4.9.1 Affordable, Rental & Special Needs Housing Objectives

- (a) Ensure an adequate supply of affordable, rental and special needs housing and to increase the supply of affordable housing in co-operation with senior governments and partnerships with other stakeholders.
- (b) In co-operation with senior governments and through partnerships with other stakeholders, the City will work towards providing an adequate supply of affordable, rental and special needs housing.

4.9.2 Affordable, Rental & Special Needs Housing Policies

- (a) Affordable, rental and special needs housing – including supportive seniors' housing and transition homes – is permitted in areas designated for Urban Residential, Suburban Residential and Mixed Use development, with preference given to locations in close proximity to amenities, services and public transit.
- (b) Encourage housing developments that provide a mix of unit sizes and accommodate people from diverse social-economic backgrounds while avoiding concentrated areas of group homes and non-market housing.
- (c) Council supports local non-profit groups that work to provide, administer, and maintain low income and special needs housing and shall consider applications for offsetting development fees through the Grant-in-Aid program.
- (d) Parking requirements for affordable, rental or special needs housing may be reduced in locations close to services and amenities and public transit and if the nature of the intended client base will have low vehicle ownership rates.
- (e) When considering applications to subdivide existing rental housing via strata title, Council shall discourage a reduction in the availability of rental units when and if the vacancy rate, as documented by CMHC, is below 5%.

- (f) Council supports secondary suites as a means to increase housing availability and affordability for both existing and new single family housing, subject to compliance with the British Columbia Building Code.
- (g) The City shall investigate ways and means of encouraging the development of affordable housing with the assistance of grants and programs by senior levels of government.
- (h) The development of a variety of appropriate, accessible housing forms is encouraged with the anticipated increased need of special needs housing for seniors due to demographic changes.
- (i) The City will consider density bonusing for affordable and special needs housing that is located along arterial and collector roads.
- (j) Council supports development of multiple housing options for active and non-active seniors and will lobby other levels of government to participate in the provision of this housing.

4.10 Uptown Mixed Use Area (Central Westview)

The City of Powell River is the commercial centre on the Upper Sunshine Coast, and plays an important role in the economic health and vitality of the Region. Given our geography, commercial establishments support a wide spectrum of services or uses serving a diverse range of needs. The Uptown Mixed Use area is the primary commercial area in Powell River providing a regional focus for retail, office, service uses. Accommodating multi-family development above commercial uses as well as freestanding low-rise apartments in this area will both strengthen its commercial presence as well as provide for anticipated demographic changes. Such changes must be undertaken in a way that improves the ambience of the area and provides for better non-vehicular traffic access to and through the area.

The Uptown Mixed Use designation applies to the commercial lands along Joyce Ave from Westview Ave north to Abbotsford Street (and on the west side of Joyce Avenue to Harvie Avenue). The intent of this designation is to accommodate predominantly commercial (both general and service commercial) uses in the Town Centre Mall and Joyce Ave commercial precinct and to allow multi-family residential uses.

4.10.1 Uptown Mixed Use Objectives

- (a) Strive for an economically vibrant Uptown Mixed Use area that accommodates increased density and is less vehicle dependent.
- (b) Encourage a broad mix of compatible retail, office and tourist commercial uses combined with multi-family residential and institutional uses as well as cultural and entertainment facilities within the Uptown Mixed Use designation.
- (c) Work towards achieving a more concentrated, pedestrian oriented commercial and mixed use precinct in Central Westview.

4.10.2 Uptown Mixed Used Policies

- (a) Lands designated Uptown Mixed Use are shown on Schedule B.
- (b) Promote and support public and private investment and redevelopment in the Uptown Mixed Use designation in central Westview.
- (c) Establish long-term programs for aesthetic streetscape improvements, public art, waterfront connections and infrastructure improvements that combine to create a cohesive, easily identifiable character for Uptown.

- (d) Multiple family residential uses foster activity in business areas and are encouraged in central Westview in conjunction with compatible commercial or institutional uses.
- (e) The City strongly discourages outward expansion and “commercial sprawl” through further rezoning of vacant residential land.
- (f) Redevelopment of large properties within the Uptown Mixed Use designation shall include provision of pedestrian and non-vehicular connectivity both onsite and to adjacent properties.
- (g) Encourage the location of new civic buildings within the Uptown Mixed Use designation.
- (h) The City strongly encourages redevelopment of former and abandoned commercial buildings.
- (i) Reduction of off-street parking requirements may be considered for development within the Uptown Mixed Use designation based on a complementary mix of uses with varying peak parking demands.
- (j) The Uptown Mixed Use designation is included in Development Permit Area 2 for the purpose of providing design guidelines to manage the form and character of development.

4.11 Mixed Use Commercial/Residential

The Mixed Use Commercial/Residential designation applies to the commercial areas of Cranberry Lake, Marine Avenue, Townsite, and Willingdon Avenue in Westview and the undeveloped area east of the hospital and south of Joyce Avenue as shown on Schedule B. This designation permits flexibility in use allowing both residential, compatible commercial and institutional uses and providing some adaptability to changing circumstances.

Over the past 20 plus years, Powell River’s large scale commercial focus has shifted from Marine Avenue and neighbourhood commercial nodes to Joyce Avenue. Although Marine Avenue has been undergoing changes since the development of upper Westview, the waterfront area continues to be the port of entry for many visitors to Powell River and serves as a vital counterpoint to vehicle oriented commercial development. The use of this designation in Cranberry Lake and Townsite reflects the existing commercial core of these neighbourhoods and provides flexibility for landowners where commercial uses alone are not viable. Compatibility of uses is a key consideration within this designation and must be carefully managed when considering what uses are appropriate within the same building or adjacent to existing residential areas.

At present, Powell River contains an oversupply of commercially zoned land and vacant buildings; it is unrealistic that all these properties will be (re)developed as commercial. Since the residential market value can exceed the commercial value, the Mixed Use designation may protect owners’ interests by providing flexibility, encouraging diversity, and allowing increased density.

Land uses within Mixed Use Commercial/Residential designations may include single and two family dwellings, multi-family residential development, retail and service commercial, professional services and offices, tourism-related uses, cultural activities and entertainment. Residential uses will typically be located above or adjacent to commercial uses.

4.11.1 Mixed Use Commercial/Residential Objectives

- (a) Strengthen neighbourhood centres to accommodate local commercial needs and a variety of residential uses as appropriate.

- (b) Strengthen the Marine and Willingdon Avenues mixed use area (between Wharf and Alberni Streets).
- (c) Create vibrant, economically viable areas wherein residential and commercial uses are mutually supportive and land use conflicts minimized.

4.11.2 Mixed Use Commercial/Residential Policies

- (a) Lands designated Mixed Use Commercial/Residential Use are shown on Schedule B.
- (b) Strive for healthy neighbourhood centres that facilitate a vibrant mix of cultural and entertainment facilities together with commercial retail, office uses and professional services.
- (c) Promote public and private investment and redevelopment in lands designated for Mixed Use.
- (d) Encourage creative and innovative planning and foster more business activity and public activities or events.
- (e) Facilitate the retention and development of commercial and service uses on the ground floor of mixed use buildings.
- (f) Proactively engage landowners to work collaboratively with developers, the City or other partners to redevelop underutilized properties to reach the full potential of the Mixed Use Commercial/Residential designation.
- (g) The City encourages and supports the retention and development of a wide variety of residential, commercial and institutional uses and activities within the Mixed Use Commercial/Residential designations.
- (h) Locate new and/or maintain civic buildings within the Mixed Use Commercial/Residential designated lands.
- (i) Establish Marine Avenue within the Mixed Use Commercial/Residential designation as a priority pedestrian area and ensure pedestrian connections are provided throughout.
- (j) The City discourages expansion of the Mixed Use Commercial/Residential designation on Marine Avenue and Willingdon Avenue along the cross streets of Alberni, Burnaby, Courtenay and Duncan Streets.
- (k) The Mixed Use Commercial/Residential designation along Marine and Willingdon Avenues in Westview is included in Development Permit Area 3 for the purpose of providing design guidelines to manage the form and character of development. Single and two family residential developments are exempt from these provisions.
- (l) The Mixed Use Commercial/Residential designation in Cranberry Lake is included in Development Permit Area 5 for the purposes of providing design guidelines to manage the form and character of development.

4.12 Townsite Centre Mixed Use

Townsite Centre is the Mixed Use Commercial/Residential area in Townsite which served as the commercial centre for Powell River when the pulp and paper mill was first established in 1909. In the 1960s and 1970s, the commercial core of Townsite gradually lost retail and business establishments to new commercial areas in Westview and fell into disrepair. Fortunately, the demolition of heritage landmarks has been limited. More frequently, buildings in Townsite Centre have been underutilized or remained vacant to await better days. As an example, the Hudson's Bay Company relocated to the Powell River Plaza in 1961. The Powell Stores building that housed the Hudson's Bay, although under-occupied, continuously housed commercial tenants until 2007. Repurposing of this building for new commercial uses is anticipated as has occurred with other landmark buildings in Townsite.

Townsite Centre is undergoing significant revitalization. Private landowners have undertaken heritage restoration projects to enhance this area. The Townsite Heritage Society, in conjunction with the City, has undertaken a street tree planting program and has undertaken a magnificent restoration of Dr. Henderson's House, a designated heritage building. Both the Old Courthouse Inn and Rodmay Hotel have been restored and are serving the travelling public. A new micro-brewery and restaurant have added new life to Townsite Centre.

Dwight Hall, a designated municipal heritage building, remains one of the most attractive civic buildings in the City. Also of heritage significance, and adjacent to Dwight Hall, is the Cenotaph, a memorial in recognition of soldiers who gave their lives for freedom. The nearby Triangle Gardens have added greenery and beauty.

Townsite Centre provides interesting and challenging opportunities for mixed use development including commercial revitalization, adaptive reuse of institutional buildings, and multi-family development. The designation is intended to complement the adjacent industrial mill complex, while remaining sensitive to the heritage character. Flexibility in land use is to prevail, provided that the heritage context of Townsite is respected. The objectives and policies for Townsite Centre are designed to address its unique nature. They are in addition to those in Part 4.11.

Townsite Centre provides for a comprehensive range of small scale land uses including retail, service commercial, light manufacturing, processing and assembly, entertainment, accommodation, public and private institutional uses, parks and multi-family residential development.

4.12.1 Townsite Centre Mixed Use Objectives

- (a) Achieve a vibrant and viable commercial core for Townsite by supporting the redevelopment of Townsite Centre for residential, mixed use, institutional, commercial and light industrial use.
- (b) Revitalize Townsite Centre by encouraging the creative and adaptive reuse of existing buildings while retaining their historical context.

4.12.2 Townsite Centre Mixed Use Policies

- (a) Development in Townsite Centre should act as an activity generator for Townsite.
- (b) Individual commercial and/or industrial development activities should be of a small scale or a variety of activities housed in a single structure.
- (c) Commercial and/or industrial activities should be designed to enhance views of the activity by way of window displays, access to the area, or overviews of the area.
- (d) Where facilitated through natural grades and elevations, exposure of the harbour and mill complex through appropriate design features is strongly encouraged.
- (e) Buildings affording a mix of land uses are encouraged.
- (f) Where new uses are proposed for existing heritage buildings, Council will encourage preservation of the architectural features that reflect the building origins.
- (g) Where practical, pedestrian walkways designated to afford interesting views and sensitive to established trees and vegetation shall be provided between structures.
- (h) Beautification and improvements to the street boulevards are to be encouraged in order to attract commercial and/or light industrial development within the Townsite Centre.

- (i) The Townsite Centre Mixed Use area is designated Development Permit Area 4 for the purpose of commercial revitalization and heritage conservation.

4.13 Employment Lands and Waterfront Commercial/Industrial Lands

The employment lands designation will accommodate a range of business uses of a commercial or industrial nature. The employment lands designation includes service commercial, light industrial and institutional uses that will generate employment opportunities, create 'clean industry' with high performance characteristics and provide related services. This designation does not include heavy industry or predominately retail commercial uses.

The Employment Lands designation applies to the airport and lands along Duncan Street in Westview and several large as yet undeveloped sites in Cranberry Lake, Townsite and Wildwood. The intent of this designation is to accommodate employment generating uses including airport and airport-related services, business park, wholesaling, warehouse, call centre, restaurant, building and garden supplies, utilities and public works, service industry, light industry and light manufacturing uses.

As a result of historic industrial uses located on the waterfront and an excellent deep-draught foreshore, Powell River continues to have an economically strong working waterfront. Much of the region's primary industrial land is on waterfront, including the land south of the mill in Townsite, the BC Ferries terminal, North and South Harbours in Westview, and small industrial areas along Powell Lake. Waterfront Commercial/Industrial lands are generally located in the foreshore or intertidal areas and complement abutting land based activities.

The Waterfront Commercial/Industrial designation is applied to commercial or industrial uses below the natural boundary such as the BC Ferries terminal, barge terminal, harbours, marinas and mill site marine facilities.

4.13.1 Employment Centre Objectives

- (a) Retain existing and encourage expansion of high quality, employment intensive, sustainable industry.
- (b) Ensure an adequate supply of land for business park, light industry and related uses to meet anticipated employment needs and opportunities in the City.
- (c) Encourage new and airport-related industry and services within the existing Airport Lands and adjacent Employment Centre designation (also noted in Part 7.6).
- (d) Maximize opportunities afforded by the waterfront for marine-related uses and create a Marine Business Park on the waterfront lands in Townsite.

4.13.2 Employment Centre Policies

- (a) Encourage new and airport-related services to be established on lands designated for Employment Centre use in the vicinity of the Powell River Airport.
- (b) The City will encourage "clean" industrial uses and discourage those that have a negative impact on the environment and adjacent land uses.
- (c) All storage of equipment and materials except motor vehicles in good repair shall be enclosed within a building or provided with a buffer or screen to attenuate the adverse effects of outdoor

storage adjacent to residential uses and to address aesthetic considerations of outdoor storage adjacent to other non-industrial uses.

- (d) The Employment Lands designation is intended to allow for some retail activity provided it is complimentary and accessory to the principal uses; it is not intended to replace retailing in any Mixed Use designation.
- (e) The City will work with the Powell River Regional Economic Development Society, Catalyst Paper, Tla'amin Nation and other agencies, as applicable, to achieve a healthy, diverse, successful mix of uses on the Employment Lands in Townsite with waterfront access.
- (f) Employment Centre lands are designated as Development Permit Area 7 for the purpose of regulating the form and character of development in these areas.
- (g) Areas designated for Employment Centre use will be developed with phasing of required services based on demand.

4.14 Water

Areas designated Water consists of Cranberry Lake and Powell Lake to the City boundary as well as that portion of Malaspina Strait that extends from the natural boundary to a distance of 1,000 feet (305 metres). Water includes these freshwater and coastal marine areas in their natural state but includes docks, floats, and boat mooring facilities issued to riparian owners as well as shoreline protection measures or outfalls approved by the City of Powell River, the Province of B.C., the Government of Canada or their agencies, as applicable. The water designation is not intended to accommodate industrial or commercial uses below the natural boundary, which consists of the visible high water mark of any lake or the ocean.

The Water designation applies to shoreline protection structures and minor uses below the natural boundary that complement riparian land uses designated for Urban Residential; Parks, Schools & Green Space; Resource; and Agricultural uses.

4.14.1 Water Objective

- (a) Retain freshwater and coastal marine areas in their natural state as well as accommodate shoreline protection structures and minor structures that complement riparian uses.

4.14.2 Water Policies

- (a) Shoreline and intertidal protection structures to reduce coastal erosion and to dissipate incoming wave energy due to sea level rise and storm surges are permitted.
- (b) Structures that complement and are accessory to adjacent riparian uses including docks, floats, boat mooring and boat launching are permitted.
- (c) The existing Beach Gardens Marina is recognized.

4.15 Mill Site Industrial

Historic industrial development in Powell River is dominated by the Catalyst Paper mill, now modernized and one of the largest in the Province. This industrial complex was first established in 1912, when the first paper machines turned out newsprint. In 1955, when the City of Powell River was incorporated, the owners of the Townsite and mill felt a need to protect their interests from any new potentially “unfriendly” or harmful land use regulations. The result was Section 21 of the *Powell River Incorporation Act*, which exempted the mill from any and all regulatory bylaws restricting operations of

pulp, paper or other mill-related uses within the “mill site”. This unique exemption applies to all lands and waters required by the mill at the time of the 1955 incorporation. This exemption from municipal regulation does not apply to environmental or other regulation by the Government of B.C. or the Government of Canada.

Catalyst Paper has designated those parcels not required for its mill operations as non-strategic or surplus including a tract south and west of Townsite known as “the old golf course”. This land was a part of the mill site industrial area but is now in a state of transition. The community, particularly the residents of the Townsite, have long used this area for walking and other recreational purposes. Other non-strategic lands north and south of the Powell River have been sold by Catalyst Paper or are available for sale. Catalyst Paper has indicated support for removal of Section 21 for these non-strategic lands. This would require a change in the legislation by the provincial government.

The Mill Site Industrial designation as shown on Schedule B applies to the core industrial lands required for the continued operation of the Catalyst Paper mill. Section 21 of the *Powell River Incorporation Act* will continue to apply to these lands. This means the City will not have regulatory authority over these lands. The rationale for the continuation of Section 21 does not apply to non-strategic lands owned by Catalyst Paper or other property owners.

The Mill Site Industrial designation applies to the heavy industrial lands in the northwest part of Townsite. The intent of this designation is to accommodate the industrial uses associated with Catalyst Paper. Where lands are no longer needed for mill related uses, they should accommodate Employment Land uses.

4.15.1 Mill Site Industrial Objective

- (a) The City will work with Catalyst Paper and senior levels of government to facilitate the successful ongoing operation of the mill as an essential element of the City's economy.

4.15.2 Mill Site Industrial Policies

- (a) The City will continue to work with Catalyst Paper to encourage industrial uses and practices compatible with the surrounding Townsite land uses.
- (b) The City supports a reduction of the area subject to Section 21 of the *Powell River Incorporation Act* to the core industrial lands of Catalyst Paper.

4.16 Institutional

The City of Powell River contains a significant network of institutional services, critical in supporting the education, health and spiritual well-being of our residents and the surrounding region. As demographic changes occur, the institutions that support the community will need to adapt in order to maintain current level and quality of services.

There is no institutional designation on Schedule B. However, major institutional land uses are identified on Schedule D. They include public, non-profit and utility uses such as schools, the hospital, cemetery, civic uses, government buildings and sewage treatment facilities. Places of worship, community halls and other institutional uses are not specifically identified but represent an integral part of the City and are located in various Residential and Mixed Use designations.

Education

School District No. 47 (Powell River), operates five schools in the City of Powell River. There are four elementary schools serving students from Kindergarten to Grade 8 – Edgehill, Westview, Henderson and James Thompson. There is one secondary school, Brooks Secondary, which serves all students in the school district. Overall public school enrolment has gradually declined from its 1978 peak of 4,363 students to 2,112 students in 2012. Projections by the Ministry of Education anticipate the enrolment decline will continue until the 2017-2018 school year where it will drop slightly below 1,800 students. Public school enrolment is expected to increase modestly in subsequent years.

School District No. 93 (Conseil scolaire francophone de la Colombie-Britannique) offers public school instruction to francophone students at École Cote-du-Soleil in Westview (K-grade 9) and Brooks Secondary (Grades 10-12) in Townsite. Assumption Catholic School and Powell River Christian School are the two private children's schools in the City. Assumption Catholic School offers educational services to students from Kindergarten to Grade 9 from a church site on Glacier Street. The Powell River Christian School also offers educational services to students from Kindergarten to Grade 9 from its new location on the former Grief Point Elementary School site. Both schools provide bus service and follow the BC School Curriculum.

The Powell River Academy of Music is a not for profit community music school offering excellence in arts education to students of all ages including adults. The former school now provides training programs in music, dance, theatre and visual arts from its site on Kemano Street in Westview.

Adaptive reuse of closed schools has enhanced the diversification of educational and cultural services in Powell River. Alternative use of closed schools will be considered in the future, if required, although School District No. 47 (Powell River) does not foresee any school closures in the foreseeable future based on enrolment projections.

The Powell River campus of Vancouver Island University provides a wide range of courses both for university transfer and for technical programs from its site on Nootka Street.

Health Services

Vancouver Coastal Health provides primary care, acute care, community care and mental health and addiction services in Powell River and the surrounding region. Most publicly funded health services in Powell River operate from a single campus, meaning residents of any age can access the full continuum of health care in one place. The Powell River General Hospital is a 33 bed facility, which offers many acute services including emergency care, surgery, maternity, laboratory, and diagnostic imaging. The Powell River Community Health Centre, located on the hospital site, offers Public Health and Prevention, Home and Community Care and Mental Health and Addictions services. Also on site are the Evergreen Extended Care Unit, the Kiwanis Independent Seniors Housing Unit and the Assisted Living Unit.

Emergency & Government Services

The City of Powell River operates a Fire Department, with two halls, one on Courtenay Street (Westview) and another on Sutherland Street (Wildwood). Ambulance service is provided by the BC Ambulance Service, located on Duncan and Arbutus Streets. The Royal Canadian Mounted Police provides community police protection from the Barnet Street detachment base. The City of Powell

River's administrative offices are located on Duncan Street in Westview. In 2013, the Powell River Regional District offices were relocated to Marine Avenue in Westview.

4.16.1 Institutional Objectives

- (a) Achieve a level of community health services and support for independent and healthy interdependent living, and minimize the need for distance travelling to secure health services.
- (b) Continue to minimize loss of life and property from fire through prevention measures and by emergency services responding efficiently to fire and safety-related incidents.
- (c) Retain the RCMP for the City's police services and to work with the RCMP to improve the effective and efficient protection of Powell River residents, visitors, and public and property.

4.16.2 Institutional Policies

- (a) Government offices, services and agencies are encouraged to locate in areas designated for Mixed Use and Employment Centre use to reinforce commercial and business areas and maximize public convenience.
- (b) The concentration or grouping of institutional buildings or on-site expansion in Mixed Use areas is encouraged where feasible to enhance accessibility and public convenience.
- (c) Institutional uses including hospitals, government buildings, libraries, schools, places of worship, clubs, daycare centres, rest homes, public assembly, and similar uses are permitted in any area designated for Mixed Use, Urban Residential, Suburban Residential, Parks, Schools & Green Space use subject to zoning. In considering such uses, Council will require the following:
 - i. the size, scale and scope of activities of the proposed institution are compatible with the character of the neighbourhood;
 - ii. the proposed institution will not have a negative effect including noise, nuisance, traffic generation or privacy invasion on adjacent residential uses;
 - iii. larger institutions be located on or have good access to a major road; and
 - iv. adequate on-site parking be provided.
- (d) The City will work with School District No. 47 (Powell River) to identify land-use options and applications for the use or sale of surplus School District lands and buildings that will revitalize and diversify the community. Suitable alternative uses to be considered include private education, vocational/technical education facilities, recreation uses, or conversion to residential uses for retirement and special needs complexes.
- (e) Council recognizes the economic and educational importance of Vancouver Island University and will continue to support and promote the efforts of the University in its goal to provide quality degree and non-degree post-secondary education, in particular vocational and technical training.
- (f) The City will cooperate with senior levels of government, community agencies and related parties to develop the range of health services required to address the physical and psychological health needs of residents.
- (g) The City will work with the senior levels of government and private care providers to identify lands suitable for the development of assisted-living and supportive housing opportunities in locations that meet market conditions and economic realities.

4.17 Parks, Schools, Green Space and Recreation

The City of Powell River is situated in the heart of a vast array of water and land-based recreational opportunities in coastal British Columbia. The City has assembled and developed an extensive and diverse range of parks, public green spaces and recreational facilities that are important contributors to the community's quality of life.

Lands designated Parks, Schools and Green Space are shown on Schedule B and are intended for park, school playground, recreation, environmental protection, major treed buffer, trail and other green space uses.

City parks, green space and outdoor recreational facilities include the following: Gibson's Beach Park; Sunset Park; Mowat Bay Park; Valentine Mountain Park; D.A. Evans Park; Timberlane Park, Lindsay Park; Henderson Park; Willingdon Beach Park; Millennium Park; Larry Gouthro Park; and Grief Point Park. These comprise an extensive area for the relatively small population base that they serve and, consequently, represent a significant financial responsibility to the City for operation and maintenance.

All of these City parks are publicly-owned and available for public access and enjoyment. Most serve multi-purpose recreational use for sports and leisure activities and require a relatively high level of operational and maintenance expenditure.

The Powell River Recreation Complex is the City's primary indoor recreation centre. The extensive facility includes two ice arenas, a swimming pool, children's pool, hot tub, sauna, exercise/weight room, a 725 seat performing arts theatre, and eight multi-purpose rooms of varying size. While all the foregoing assets are mortgage free, the annual operating, maintenance and lifecycle costs, relative to the City's population and tax base, are high. At present, the Recreation Complex is subsidized by the City with approximately 35% of operations and maintenance costs offset by user fees. Cost sharing with the Regional District would improve the long-term financial viability of the facility.

Green space includes natural areas where environmental protection and preservation of wildlife habitat are critical components. Undeveloped natural areas provide buffers between communities or land-uses and serve as wildlife corridors at relatively little cost.

Existing natural areas within the community include the following: Cranberry Lake Wildlife Bird Sanctuary (leased from the Nature Trust of B.C.), Valentine Mountain Park, and most of Millennium Park. The City's largest park is Millennium Park, a 52 hectare area where the priority is to maintain the area as a natural preserve. The entire area accommodates pedestrian trails.

Part of the City land south of the RCMP building on Barnet Street is heavily treed and the long term use is intended to be a natural preserve. Forested Crown land west of Joyce Avenue and south of Penticton Street is environmentally significant to local bird populations, particularly herons. Residents have expressed a desire for some or all of this land to be preserved in a natural state.

In addition to City parks and green space, School District No. 47 (Powell River) provides playing fields on their five elementary and secondary school sites in the City. Although school use has priority for these playing fields, they are also available for public use.

These parks, schools and green spaces are shown on Schedule B: Land Use Designations with the location of major institutional uses and public facilities added on Schedule D. The listing of school sites denotes Powell River School District ownership and is intended to indicate a priority for active playfield use for outdoor space. Other complementary institutional uses may be included in this designation.

A significant number of trails, some on private land and some on City owned land, link the four neighbourhoods. Residents have acknowledged a good park base but have expressed strong support for securing trail and greenway corridors, both for pedestrian enjoyment, and for the sense of connectivity between neighbourhoods. Off-road pedestrian and cycling trails are shown on Schedule H.

4.17.1 Parks, Green Space & Recreation Objectives

- (a) Maintain the quality of life enjoyed by all Powell River residents and visitors by keeping attractive parks, playing fields and diverse recreation facilities.
- (b) Provide and maintain a mix of passive and active parks, playing fields, waterfront access and green spaces to meet the changing demographic needs of Powell River's residents and for visitors.
- (c) Provide a system of pedestrian and cycle trails and greenways, to connect the major park and green space areas of the City and with strategic nodes, including the Recreational Complex, Marine Avenue and Joyce Avenue mixed use areas.
- (d) Continue to operate, maintain and improve the Recreation Complex as a valuable component of the City's parks and recreation system.

4.17.2 Parks, Green Space & Recreation Policies

- (a) Land designated for Parks, Green Space & Recreation on Schedule B: Land Use Designations will be maintained for park, green space and recreation purposes.
- (b) Additional lands not shown on Schedule B may be acquired for parks and green space purposes as opportunities arise.
- (c) Council supports balancing a user pay system with a subsidy model for given recreational facilities and grounds.
- (d) Council will work to negotiate a partnership with the Regional District to decrease the extent of City subsidy level for recreation facilities and programs.
- (e) Council supports the protection of wildlife and wildfowl habitat and corridors.
- (f) Trail connectivity shall be retained where possible in order to provide non-motorized access routes and protect the amenities they provide as resource lands are developed and trail alignments changed.
- (g) Where warranted for preservation of special natural features, protection of environmentally sensitive areas, and localized pocket parks, the City will request park dedication through the subdivision approval process. Where small tracts of land are subdivided with inadequate land area for a park, cash in lieu shall be required by the City Approving Officer. All funds collected will be deposited in a reserve account to be used for parkland acquisition. Millennium Park will be left primarily in its natural state except for the maintenance of pedestrian trails through the property.
- (h) The City will work with Island Timberlands to acquire the timber rights in Millennium Park.

- (i) Council supports the work of the Forestry Museum Society, BOMB Squad, other volunteer groups, and enjoys a good working relationship with CUPE for local stewardship projects and ongoing development of nature trails.
- (j) Over the long term, a new natural area of approximately 4 hectares is proposed in the Grief Point area on District Lot 6771. The location includes the steepest contours of the lot and on the plateau above.
- (k) The City will work with the Province to designate or otherwise protect a portion of the Crown land west of Joyce Avenue and south of Penticton Avenue as green space for passive recreation and for environmental protection purposes including herons.
- (l) Council supports undertaking a Parks and Recreation Master Plan to help guide Council and staff in meeting these needs for the next five to ten years.
- (m) Council supports the development of Joint Use Agreement with School District No. 47 (Powell River) to manage and program recreation and building facilities.

4.18 Resource

There are several large tracts and various smaller parcels designated for Resource use within the City. These lands are used for tree harvesting uses, some aggregate extraction, and as holding properties. These lands accommodate little formal residential use but do include extensive trails crossing private land and linking the community.

The largest tract of resource land is owned by Island Timberlands and extends from the eastern edge of Townsite to Powell Lake and Mowat Bay, including most of Valentine Mountain. Most of this land is privately managed forest land and is subject to logging, including the Catalyst Paper lands where Island Timberlands has one-time cutting rights.

Lands designated "Resource" are shown on Schedule B and are intended for forestry and other resource use including agriculture and gravel extraction, but may include single family residential uses, parks, public and private institutions, open space, campgrounds, and outdoor recreation but excludes manufacturing.

The *Local Government Act* requires the OCP to identify the location of sand and gravel deposits suitable for future development needs. Aggregate extraction is administered by the Ministry of Energy and Mines. The *Mines Act* requires that all aggregate applications be forwarded to the appropriate local government for comment. To that end, the objectives and policy in this section shall be cited and form the basis of Ministry referral considerations.

The City does not own a supply pit and thus acquires aggregate material on the open market; this results in a substantially higher cost of road construction in the Powell River area. The local price of concrete is also relatively high as material is barged in from the Sechelt peninsula or other locations.

Adequate supply of aggregate is crucial to the construction industry and hence the cost effective growth and development of the community. There are numerous potential aggregate extraction sites in the Powell River regional area according to the 2001 technical paper: Sunshine Coast Aggregate Potential Mapping Project, published by the British Columbia Geological Survey. Subject to Crown leases and Ministry permits, these sites can more than adequately meet future community needs.

The only area suitable for aggregate extraction in the City is located north of Cranberry Lake and east of Cranberry Street. Access to and from this extraction site is from Cranberry Street. A majority of the site is within the City of Powell River, which extends into the Powell River Regional District.

4.18.1 Resource Objectives

- (a) Ensure continued use of forestry resource lands for tree farming and forestry-related uses.
- (b) Protect community access to reliable, affordable aggregate resources to supply the construction and road building industry in a manner that minimizes land-use conflicts with adjacent neighbourhoods.
- (c) Ensure aggregate extraction sites operate in an environmentally responsible and upon cessation of activities are aesthetically reclaimed, all pursuant to Provincial regulations.
- (d) Encourage the Ministry of Energy and Mines to ensure safe operation of activities and to enforce land use conflict mitigation measures to minimize dust, noise, and vibrations in and around the existing Cranberry Pit.

4.18.2 Resource Policies

- (a) The City encourages and supports the harvesting, replanting, tree growing and other forestry-related activities on forestry resource lands provided that the appropriate landscaping considerations and adequate treed buffers to residential areas are met.
- (b) Recreational uses such as campgrounds, outdoor recreation, and similar uses are permitted, subject to suitable zoning, the provision of adequate public road access and services, provided that such uses do not have a negative impact on adjacent development.
- (c) Resource extraction is limited to the excavation, sorting and storage of material. No additional processing is permitted, including crushing or the manufacture of asphalt, concrete or other materials. Such activities may be permitted by Temporary Industrial Use Permits issued by Council, pursuant to the *Local Government Act*.
- (d) No new major aggregate extraction sites are designated in the City. City policy is for such uses to be located in rural areas, away from residential areas, but in proximity to Provincial highways.
- (e) Short term aggregate extraction may be accommodated or required to enable some other land use designation to proceed. Such aggregate extraction will be limited to the excavation, sorting and storage of sand and gravel with no crushing or manufacturing of asphalt, concrete or other products and can only take place subject to the issuance of a Temporary Use Permit pursuant to Section 921 of the *Local Government Act*. Any Temporary Use Permit will address the hours of operation, dust control, noise, landscape screening, traffic patterns, site reclamation, and mitigation of impacts on adjoining lands including future development potential.
- (f) The City recognizes that some trails are located on private lands designed for Resource use and that resource development will affect the location of such trails. The City encourages the connectivity of trails in co-operation with the owners of the affected lands.

4.19 Treaty Settlement Lands

In addition to the Wharf Street parcel over which the City will have planning and zoning authority, there are four parcels of Tla'amin Treaty Settlement Land within the municipal boundaries of the City of Powell River. District Lot 5127, located on Duncan Street across from the Powell River Airport, and District Lots 5126, 5128, and 5176, all east of Edgehill School are shown on Schedules B, D, and E, form a part of the Treaty Settlement Land in the Lands chapter of the Final Agreement (Treaty). Treaty

Settlement Land will not be subject to City regulation such as zoning and property taxation. Tla'amin Nation will have full authority and jurisdiction over regulation, zoning, property taxation and other matters for its Treaty Settlement Land regardless of whether or not the land is within the area of the City.

The Tla'amin Final Agreement has been ratified by Tla'amin and the Government of British Columbia. The Final Agreement is awaiting ratification by the Government of Canada. Tla'amin is preparing its laws and governance to assume control and jurisdiction over its lands. Tla'amin has already begun land use planning for Treaty Settlement Lands.

Based upon the principles established in the 2003 Community Accord, the 2004 Protocol Agreement, and the 2013 Tla'amin Final Agreement, the City of Powell River has identified the following objectives and policies for Tla'amin Treaty Settlement Lands within City boundaries.

4.19.1 Treaty Settlement Lands Objective

- (a) The City of Powell River will work with Tla'amin Nation to ensure efficient, effective and coordinated land use planning for Tla'amin lands located within City boundaries.

4.19.2 Treaty Settlement Lands Policies

The potential uses for the Tla'amin Treaty Settlement Lands within the City of Powell River boundaries were developed in coordination with Tla'amin Nation and reflects the City's preferred land use options for the parcels at this point in time. Recognizing it is not within the City's authority to formally designate them, the potential uses are for information only and were developed with the guidance and approval of Tla'amin Nation. Tla'amin Nation has the authority to change the zoning or designation of the land at any time but will discuss land use planning with the City.

- (a) Council supports continued cooperation with the Tla'amin Nation concerning land use planning, services and operations pertaining to Tla'amin lands located within the City boundaries.
- (b) Council will consider servicing agreements to extend City utilities and services to Tla'amin Nation Treaty Settlement Lands on a cost recovery basis.

Urban Residential Single Family Designation

- (c) As per the Tla'amin Final Agreement, DL 5176, DL 5182 and DL 5186, Group 1, New Westminster District is Tla'amin Land. Tla'amin Nation is not subject to any condition, proviso, restriction, exception or reservation set out in the Land Act, or any comparable limitation under Federal or Provincial Law. Tla'amin Nation may make laws with respect to the use of Tla'amin Lands, including its management, planning, zoning and development.
- (d) The designation of this block, consisting of three district lots as shown on Schedule B and D, is for information purposes and was developed with the input and guidance of Tla'amin Nation.
- (e) The City of Powell River agrees to work with Tla'amin Nation on the coordination and harmonization of the development of infrastructure including needed services and upgraded roads for this block of land.

Employment Lands

- (f) As per the Tla'amin Final Agreement, DL 5127, Group 1, New Westminster District is Tla'amin Land. Tla'amin Nation is not subject to any condition, proviso, restriction, exception or

reservation set out in the *Land Act*, or any comparable limitation under Federal or Provincial Law. Tla'amin Nation may make laws with respect to the use of Tla'amin Lands, including its management, planning, zoning and development.

- (g) Current designation of this parcel is for information purposes and was developed with the input and guidance of Tla'amin Nation. It reflects some of the City of Powell River's preferred land use options for the parcel.
- (h) The City of Powell River agrees to work with Tla'amin Nation on the coordination and harmonization of the development of infrastructure including transportation for the parcel.
- (i) As per the Tla'amin Final Agreement, no development on DL 5127, Group 1, New Westminster District may affect the safe operation of the Powell River Airport and NAV CANADA facilities.
- (j) As per the Tla'amin Final Agreement, prior to authorizing any development on DL 5127, Group 1, New Westminster District, Tla'amin Nation will discuss with representatives of the Powell River Airport and NAV CANADA the proposed development in order to identify and avoid any potential adverse impacts of the proposed development on the safe operation of the Powell River Airport and NAV CANADA facilities related to the Powell River Airport.

4.20 Special Study Area

A Special Study Area designation reflects the view that further analysis and public consultation is needed before the most suitable designation for a particular area can be determined. This Special Study Area consists of the old Arena site and adjacent parking lots west of Marine Avenue and north of its intersection with Willingdon Avenue and Alberni Street. The site has been vacant since the former arena was demolished in 2000. Various different visions have been expressed for the site. They include park use, a civic waterfront plaza, a new public library, other cultural facility, outdoor market, outdoor amphitheatre, multi-purpose pavilion, and complementary commercial and multi-family uses. Many Powell River residents have expressed their views on how this very important site should be redeveloped to best meet the future needs of the City.

PART 5: OUR ENVIRONMENT

5.1 Climate Change - Sustainability & Greenhouse Gas (GHG) Emission Reductions

5.1.1 Greenhouse Gas Emission Reductions

Powell River has two obligations related to addressing climate change: the BC Climate Action Charter, which the City signed in 2007, and the Green Communities Act (Bill 27) of 2008. The Charter commits local governments to three actions:

1. Being carbon neutral with respect to operations by 2012;
2. Measuring and reporting on community GHG emissions; and
3. Creating complete, compact, more energy efficient rural and urban communities.

Bill 27 amended the *Local Government Act* and *Community Charter* to include legal obligations to include GHG targets, and actions and policies for achieving those targets, in Official Community Plans by 2010. It also assigned new municipal powers to support mechanisms to reduce energy, personal vehicle trips and water consumption. To meet the Province's legislated GHG emission targets, the City supports the objectives and policies in this section.

The legislation commits the Province and all public sector organizations to reduce GHG emission levels by 33% by 2020 and 80% by 2050, as compared to those recorded in 2007. These targets were based on scientific information founded by the Intergovernmental Panel on Climate Change indicating the amount of reduction needed to counter existing trends toward climate change related impacts.

According to the Community Energy & Greenhouse Gas Emissions Inventory provided by the Province (Appendix G), the City of Powell River emission estimates, by major emissions sector in tonnes of carbon dioxide equivalent (tCO₂e)³, were as shown on Table 1. In addition to the updated 2007 and 2010 estimates, Table 1 shows the 18% reduction target for 2016 and the 33% reduction target for 2020 compared to the base year of 2007.

³ Emissions are presented in tonnes (t) of carbon dioxide equivalent (CO₂e). CO₂e measures the global warming potential of a given gas (e.g.: methane) in terms of the amount of CO₂ that produces the same global warming effect over a given period of time. For example, the global warming potential over 100 years is 25 for methane and 298 for nitrous oxide. This means that emissions of 1 million metric tonnes of methane and nitrous oxide is respectively equivalent to emissions of 25 and 298 million metric tonnes of carbon dioxide. CEEI data accounts for all greenhouse gases and converts them to CO₂e.

Table 1 – Emissions Estimates 2007 - 2020

Category	Updated 2007 CEEI		Draft 2010 CEEI		2016 - 18% reduction target	2020 - 33% reduction target
	tCO ₂ e	%	tCO ₂ e	%	tCO ₂ e	tCO ₂ e
On-road transportation	42,027	64.6	48,190	69	34,460	28,020
Buildings	22,380	34.4	20,574	30	18,350	14,920
Solid waste	584	1	927	1.0	480	390
Total	64,991	100.0	69,691	100.0	53,290	43,330

In 2007, the base year for GHG calculations, the population of Powell River was 13,338 with total emissions of 64,991 tonnes of CO₂, per capita emissions were 4.87 tonnes in 2007. In 2012, the population of the City had increased slightly to 13,596. The City's per capita emissions target for 2020 is 3.25 tCO₂e in order to achieve a 33% reduction.

GHG emissions from transportation account for approximately 65% of the City's total GHG emissions. Transportation mode share targets, indicated in Table 2, have been set as one element to enable the 33% reduction target to be met by 2020. Most of these transportation objectives and policies are found in sections 7.1 to 7.4 in Part 7: Our Infrastructure.

5.1.2 Environmental Sustainability & GHG Emission Reduction Objectives

- GHG emission objectives are 3.25 tonnes per capita by 2020, a 33% reduction from 2007, and 1.0 tonne per capita, an 80% reduction, by 2050. For the purposes of interim monitoring, an 18% emissions reduction target has been set for 2016, which would equal emissions of 4.0 tonnes per capita (i.e. a 0.87 tCO₂e reduction from 2007 levels).
- Municipal emissions reduction efforts will focus on emissions reductions in three primary sectors: road transportation, building energy use and solid waste.
- Transportation emission reductions include these Mode Share targets:

Table 2 – Mode Share Targets for GHG Reduction⁴

Mode	Powell River 2006 Data	Powell River 2020 Target
Vehicle Driver	80.0%	67%
Vehicle Passenger	9.0%	12%
Public Transit	1.5%	5%
Pedestrian	7.4%	10%
Cyclist	2.1%	6%

- The City commits to fiscally, socially and environmentally responsible land use development where regulation is within the jurisdiction of the City, and actively lobby and seek change in respect of GHG emissions that are beyond the scope of City jurisdiction.

⁴ Source: 2006 Census for transportation mode share distribution.

5.1.3 Environmental Sustainability & GHG Emission Reduction Policies - Land Use and Development Planning

- (a) Strive to improve the long term social, environmental and economic well-being of the City through the application of Smart Growth principles in the evaluation of, and decision-making process for, land use, building, transportation, and environmental planning.
- (b) Work with the Regional District and Tla'amin Nation on the harmonization of greater land use planning, all with the objective to reduce rural sprawl and increase density where appropriate, and where full services already exist.
- (c) Work towards a more compact urban form through development that maximizes the use of existing infrastructure. This will be done by increasing housing densities where service infrastructure exists or is easily expanded (e.g. total residences within 400 metres walking distance of transit stops). New developments should be required to align with desired neighbourhood design esthetics.
- (d) Adopt a sustainability checklist to be considered for development applications, including rezoning applications, building permits, subdivision and development permits.
- (e) Ensure development proposals have addressed accessibility needs for the site and neighbourhood.
- (f) Ensure that developments and development activity do not compromise the ecological function of environmentally sensitive areas and maintain the integrity of plant and wildlife corridors.
- (g) Develop a Street Tree Planting Program that commits to providing tree cover for 20% of developed areas by 2030.
- (h) Require engineering of on-site storm water management, subject to site geotechnical conditions, and combine this with tree and vegetation planting to reduce irrigation loads and stormwater management via City infrastructure.
- (i) Require all new commercial and multi-family developments, including City facilities, to install bicycle storage facilities.

5.1.4 Environmental Sustainability & GHG Emission Reduction Policies - New and Existing Buildings

- (a) Develop education and awareness programs to reduce GHG emissions and energy usage in new and existing buildings and surrounding premises; including local climatic and energy conservation information sheets; emission reduction ideas for distribution with building, development, or subdivision application.
- (b) Establish a density bonus and Building Permit fee reduction for buildings that are demonstrated to be substantially more sustainable than a typical building of its type. Buildings targeting Leadership in Energy and Environmental Design (LEED) Silver or higher certification, Passive House certification or Built Green Gold or higher certification will be considered for this benefit.
- (c) Encourage on-site energy generation and efficiency systems such as heat pumps, solar panels, geothermal heating and cooling, etc. during development permit and building permit reviews (new buildings or renovations).
- (d) Develop an incentive program for the installation of ultra-low flush toilets, rain water harvesting and grey water reuse in new developments. The program will also offer toilet replacement and rain water harvesting incentives for existing developments.

- (e) Require the installation of water meters in all new commercial, industrial and multi-family development and encourage the retrofitting existing homes with water meters.
- (f) Develop an incentive for heritage protection by recognizing energy already embodied within existing structures.

5.1.5 Environmental Sustainability & GHG Emission Reduction Policies - Transportation

- (a) Support the use of on-line carpool programs and vehicle sharing programs within the City and Region.
- (b) Continue transit service considerations with the aim of continuously increased ridership.
- (c) Implement an anti-idling policy for the City fleet and bylaw for the community.
- (d) Acknowledging that the vast majority of GHG emissions relate to on-road transportation, lobby the Federal and Provincial government to consider further regulations (e.g. low carbon fuels regulations, improved vehicle efficiency standards) and financial incentives in this regard; and, to transfer more gas tax revenues (e.g. luxury vehicle tax, odometer tax) to local government for transit, non-motorized travel, and other similar programs having the objectives of reduced emissions.

5.1.6 Environmental Sustainability & GHG Emission Reduction Policies - City Corporate

- (a) Implement a sustainable purchasing policy to encourage sustainable procurement decisions.
- (b) Implement a vehicle right-sizing and hybrid City fleet vehicle transition plan.
- (c) Support a service area for localized energy generation (e.g. a district heat system such as geothermal or sewer heat recovery, similar to various projects in the Lower Mainland).

5.2 Civic Building Practices

Construction or retrofitting of City buildings should take the following general sustainable practices into consideration:

- (a) Function and relationship to the surrounding neighbourhood;
- (b) Energy and water efficiency;
- (c) Siting in consideration of sun aspect, prevailing winds and driving precipitation;
- (d) Indoor environment (air quality, thermal comfort, lighting);
- (e) Waste management, construction-related emissions and construction-related erosion and sedimentation controls;
- (f) Sustainable building materials use;
- (g) Site disturbance, tree preservation, and storm water management;
- (h) Transportation options for users; and
- (i) Longevity, specifically: durability, adaptability to user needs and climatic conditions.

Specific considerations in designing facilities that reduce greenhouse gas emissions from HVAC systems by maximizing the use of the environmental elements for heating and cooling and lighting include:

- (j) Implement a schedule for periodic energy audits and energy efficiency upgrades to City buildings to reduce annual energy consumption;
- (k) Identify opportunities for onsite renewable energy systems for all City buildings (e.g. solar hot water or photovoltaic panels, heat exchangers, heat pumps);

- (l) Apply the comprehensive sustainability checklist and the principles of long term asset management for corporate facilities and capital improvements decision-making;
- (m) Require thermally efficient roofs, walls and windows that reduce heating/cooling loads and enhance occupant thermal comfort;
- (n) Consider building shape and orientation, thermal mass and daylighting strategies that significantly reduce energy demand;
- (o) Develop efficient electrical lighting strategies;
- (p) Install water efficient fixtures;
- (q) Implement adaptable interior designs providing visual links or views to the outdoors;
- (r) Utilize interior finishes and installation methods/materials having low VOC emissions;
- (s) Implement landscaping strategies that require little or no irrigation, permit groundwater replenishment, and provide on-site stormwater management (i.e.: use native or adaptive plant species);
- (t) Utilize siting to minimize stress on natural systems either by building on reclaimed contaminated sites, or avoiding ecologically sensitive areas; and
- (u) Develop Council policy on energy management for City-owned buildings to minimize energy consumption and environmental footprint.

Parking

All developments that require parking for more than 10 cars (with the exception of under-ground parking) must accommodate a significant portion of the parking lot as a permeable surface such as through the use of open interlocking paving systems in order to provide stormwater infiltration and bio-filtration of hydrocarbons from surface water drainage.

By 2015, the City will review parking standards, aiming to reduce parking requirements for residential, mixed-use, office and commercial buildings. Where applicable, on-street parking contributions will be considered for each development. Incentives for provision of carpool parking spots, electric vehicle charging stations and car share vehicles will be considered.

Reducing Building Life Cycle Costs

Civic buildings will be designed for flexibility to allow for changes in use over time. This may include modular building materials or flexible floor plans, with column spacing and floor-to-floor heights that can be easily adapted to many uses ensuring long building life.

5.3 Climate Change

The tables below shows projected changes in average (mean) temperature, precipitation and several derived climate variables from the baseline historical period (1961-1990) to the 2020s for the Powell River region.⁵ By 2020, Powell River can expect a mean temperature increase of almost 1°C, more annual precipitation, less precipitation during summer months, less snowfall (and thus less snow pack

⁵ Pacific Climate Impacts Consortium, Plan 2 Adapt: <http://plan2adapt.ca/tools/planners>

for spring runoff aquifer replenishment), more growing degree days and frost free days, and fewer heating degree days. By 2050, these effects are all projected to be amplified considerably.

Table 3 – Powell River Climate Change Impacts by 2020

Climate Variable	Season	Projected Change from 1961-1990 Baseline	
		Ensemble Median	Range (10th to 90th percentile)
Mean Temperature (°C)	Annual	+0.9 °C	+0.4 °C to +1.4 °C
Precipitation (%)	Annual	+4%	-1% to +7%
	Summer	-7%	-16% to +9%
	Winter	+3%	-2% to +8%
Snowfall* (%)	Winter	-14%	-35% to -3%
	Spring	-30%	-62% to -3%
Growing Degree Days* (degree days)	Annual	+185 degree days	+80 to +275 degree days
Heating Degree Days* (degree days)	Annual	-325 degree days	-479 to -159 degree days
Frost-Free Days* (days)	Annual	+14 days	+6 to +22 days

* These values are derived from temperature and precipitation.

Table 4 – Powell River Climate Change Impacts by 2050

Climate Variable	Season	Projected Change from 1961-1990 Baseline	
		Ensemble Median	Range (10th to 90th percentile)
Mean Temperature (°C)	Annual	+1.6 °C	+1.0 °C to +2.5 °C
Precipitation (%)	Annual	+6%	-2% to +11%
	Summer	-15%	-23% to +1%
	Winter	+6%	-4% to +14%
Snowfall* (%)	Winter	-28%	-45% to -11%
	Spring	-51%	-73% to -15%
Growing Degree Days* (degree days)	Annual	+338 degree days	+207 to +514 degree days
Heating Degree Days* (degree days)	Annual	-554 degree days	-859 to -354 degree days
Frost-Free Days* (days)	Annual	+24 days	+13 to +36 days

These projected climate change impacts represent a challenge to the Powell River community. Reduction of emissions on a world wide scale are needed to mitigate the most extreme projected impacts from occurring while adaptation efforts will prepare the City for unavoidable impacts, such as more severe weather events and sea level rise.

5.3.1 Climate Change Objective

- Proactively plan for climate change including adaptation to projected sea level rise, increased storm surges, increased coastal erosion, changes in vegetation and animal species.

5.3.2 Climate Change Policies

- (a) Enhance partnerships with senior, regional and local governments, public agencies, community organizations, businesses and individuals for the effective coordination of climate change plans, policies and initiatives including:
 - i. Greenhouse gas reporting; and
 - ii. Risk and vulnerability assessment of local climate change impacts.
- (b) Integrate climate change mitigation and adaptation considerations into all City plans, policies and projects.
- (c) Update minimum flood construction requirements to incorporate a projected sea level rise of one metre based on Provincial guidance.
- (d) Maintain a comprehensive greenhouse gas emissions inventory that measures, analyzes and reports on emission levels in the community and evaluates the progress toward reduction targets on a routine basis.
- (e) Develop a risk and vulnerability assessment of local impacts of climate change to inform policies, targets and actions for adaptation planning.
- (f) Make infrastructure, asset management and capital expenditure decisions with fundamental considerations for climate change mitigation and adaptation, and energy resiliency.
- (g) Work to diversify the energy supply by actively seeking out opportunities for local renewable energy production projects, district energy systems, waste heat reuse, and energy efficiency building retrofits.

5.4 Environmentally Sensitive Areas (ESAs)

The City contains a number of environmentally sensitive areas, as shown on Schedule F: Sensitive Ecosystems. Sensitive ecosystems are those which are fragile and /or rare and those ecosystems which are ecologically important because of the diversity of species they support. Schedule F consists of ESAs on the Sunshine Coast identified by the Ministries of Environment in B.C. and the Government of Canada. The details of each polygon area and its merit for designation are available from the Conservation Data Centre of Sustainable Resource Management, Ministry of Environment. These ESAs are fast disappearing throughout the lowlands surrounding the Strait of Georgia. Development pressures have fragmented and degraded many terrestrial ecosystems leaving many at risk. They are important as they typically have high biological diversity and are a vital part of the landscape. They provide ecosystem services for climate change impact resilience, a healthy economy and for social well-being.

Schedule F consists of the following primary ecosystems in Powell River and on adjoining lands in the Regional District:

- Old Forest – conifer dominated forest types, generally over 250 years old.
- Mature Forests – Usually conifer dominated, generally over 80 years, over 25 hectares in area or buffering sensitive ecosystems.
- Woodland – Dry open forests, generally between 10% and 30% tree cover, will include non-forested openings, often with shallow soils and bedrock outcroppings.

- Herbaceous – non-forested ecosystems with less than 10% forest cover, generally with shallow soils and often with bedrock outcroppings, including large openings within forested areas.
- Freshwater Riparian – Areas adjacent to lakes and streams, which directly influence or provide fish habitat, and which are affected by human development and by natural forces such as erosion and flooding.
- Tidal / Salt Water Riparian – Areas adjacent to Malaspina Strait, which directly influence or provide fish habitat, and which are affected by human development and by natural forces such as erosion and flooding.
- Wetland – Areas that are saturated or inundated with water for long enough periods to develop vegetation and biological activity adapted to wet environments.

Additional freshwater riparian areas along Powell Lake and Powell River have been identified on Schedule F as have tidal riparian areas along Malaspina Strait. Freshwater riparian areas along streams and lakes are included in Development Permit Area 8 for the purposes of riparian protection under the *Fish Protection Act*.

The SOCP recognizes that the long-term health of our natural environment is the foundation of a healthy economy and community liveability. ESAs are identified to minimize the potential detrimental effects of development on the natural environment. Any development in or adjacent to an ESA must occur with minimal impact or environmental disturbance. The protection of these lands may require registration of a conservation covenant or no-building requirement in areas that are designated as ESA.

Cranberry Lake

Cranberry Lake is the only lake entirely within the City. The lake is a significant community amenity with important wildfowl habitat. Declining water quality in the lake is of major concern to residents. Most of the lake frontage is privately owned, although the City owns several foreshore parks and leases a large site from the Nature Trust of B.C. for wildlife conservation purposes.

Powell Lake

The south-western corner of Powell Lake, including Mowat Bay, borders the communities of Cranberry Lake and Townsite. Along the south side of Powell River, Island Timberlands Limited Partnership own a considerable portion of lake frontage and upland area for log haul-out and other forestry activities. This land area is designated as 'Resource' with the log storage and haul-out along the lakeshore designated 'Waterfront Commercial/Industrial.'

The portion of the lake frontage north of the Powell River, including One Mile Bay, is within the City boundary and is privately-owned. Some of this land along Powell Lake is suitable for residential development.

Sensitive Ecosystems

The City recognizes the importance of environmentally sensitive ecosystems and will continue to work towards building community awareness and understanding of the natural environment. Sensitive or unique plant or wildlife ecosystems must be identified and protected in order for rare or endangered species to survive.

5.4.1 Environmentally Sensitive Area (ESA) Objectives

- (a) Protect environmentally sensitive ecological systems and diversity in the City.
- (b) Protect the water quality in streams and lakes and recharge aquifers.
- (c) Mitigate the negative impacts of development on the natural environment.
- (d) Proactively address environmental issues within the City.
- (e) Encourage best practices of land stewardship.

5.4.2 ESA Policies

- (a) In support of the City's Environmentally Sensitive Areas objectives, the City will adhere to and support the guidelines of the Ministry of Environment publication Develop with Care 2012: Environmental Guidelines for Urban and Rural Land Development in British Columbia in B.C.
- (b) The City will incorporate environmental considerations in assessing growth management options, land-use plans, transportation plans and development proposals.
- (c) The City will encourage the use of a conservation trust or covenant on title to protect lands that are environmentally sensitive.
- (d) The City will consider land acquisition or a land trust to protect ESAs at risk.
- (e) Freshwater riparian areas in the City are included in Development Permit Area 8 for the purposes of fish habitat protection.
- (f) Council will consider creating new Development Permit areas for the protection of the natural environment, its ecosystems and biological diversity using the information base shown on Schedule F.
- (g) The City will request the Ministry of Environment to update the ESA data base on Schedule F to reflect current conditions.

5.5 Tidal / Salt Water Riparian Areas

The City is bounded on the west and south by Malaspina Strait. Due to exposure, topography, and historic private/industry ownership of much of the waterfront, direct community interaction, enjoyment, and exposure to the tidal water edge is limited. Increased public access to the waterfront and protection of the environmental quality of that waterfront is a priority for Powell River residents.

Upland improvements to support expansion of harbour or any waterfront development must include environmentally sustainable measures.

5.5.1 Tidal/Salt Water Riparian Areas Objectives

- (a) Protect the shoreline along Malaspina Strait through the use of measures that take natural processes into consideration and do not detrimentally impact adjacent properties.
- (b) Plan for long-term climate change including sea level rise and associated storm impacts.

5.5.2 Tidal/Salt Water Riparian Areas Policies

- (a) All development along the shoreline of Malaspina Strait must plan for a sea level rise of 1.0 metre and associated storm surge and coastal erosion.
- (b) Except for shoreline protection measures and marine based structures such as ferry terminals, aquaculture facilities, breakwaters and moorage facilities, new buildings must be located a minimum of 15 metres from the natural boundary.

- (c) Minimize the degradation of natural systems through steps such as protecting the foreshore from erosion, by retaining embankment vegetation and through construction that does not require vertical sea walls.
- (d) All shoreline protection measures should include environmentally sustainable practices such as the retention and restoration of natural shoreline vegetation, and landscaping strategies that require little or no revetment⁶ and minimize erosion but augment bank stabilization, in conformance with the guidelines contained in the 2003 Federal/Provincial publication entitled Coastal Shore Stewardship: A Guide for Planners, Builders and Developers.
- (e) Parking lots at or near the water's edge should consider permeable surfaces (e.g. grass, gravel, or open interlocking paving systems) to ensure bio-filtration of hydrocarbons and heavy metals from the undercarriage of vehicles from surface water drainage.
- (f) It is recognized that the coastal shoreline undergoes a natural progression of accretion and erosion gradually over the long term or suddenly in severe storm events. The City shall endeavour to map and track this process as it relates to the shoreline for the purposes of land use planning.
- (g) The City supports ensuring that storm water runoff from buildings and land is managed through a stormwater management system or other natural bio-filtration system where possible.

5.6 Hazardous Land

Hazardous land include lands that are subject to forest fires, lands that are subject to flooding, lands and slopes that are or may be unstable and susceptible to sliding or slumping, and lands that may be subject to slippage or sloughing due to the non-structural nature of subsurface material.

Schedule N shows lands with slopes over 30% in gradations to over 100%. Lands with steeper slopes pose greater development challenges but are not inherently unstable.

In general, new development should avoid areas subject to natural hazards such as landslide, slumping, and flooding. Where there is doubt as to the natural hazard or the degree of risk from the natural hazard can be managed, a site specific report by a qualified professional may be required. An interface forestry wildfire is a unique risk that will require a community mitigation strategy.

5.6.1 Hazardous Land Objectives

- (a) Avoid new development in areas subject to natural hazards.
- (b) Protect people and the built environment from flooding, mass movement of steep slopes, erosion, sloughing and other natural hazards.

5.6.2 Hazardous Land Policies

- (a) Any lands subject to flooding should, wherever possible, be left in a natural state or used for parks, agriculture or natural preserves.

⁶ Sloping structure engineered to absorb the energy of incoming water

- (b) No new construction or developments should take place on land within 15 metres of the natural boundary or top of bank of the ocean, lake or any stream shown on Schedule F, whichever is greater.
- (c) Where a building or structure is permitted at the top or foot of a steep slope or bluff, the building should be set back a horizontal distance equal to three times the height of the bluff as measured from the toe of the bluff, or as determined by a qualified professional.
- (d) The City may require the preparation of a geotechnical report by a qualified professional for development on, above or below steep slopes to ensure that a proposed development can proceed without hazard from erosion, slip or subsidence and that infrastructure will be adequately provided.
- (e) Council supports the preparation of a Community Wildfire Protection Plan to undertake an interface wildfire mitigation strategy.
- (f) The City will encourage all public and private development activities, subdivisions and rezoning applications – including road crossings, utility rights-of-way and trails – to be planned and implemented in a manner that will reduce risks associated with forestry interface fires.
- (g) Owners/applicants are responsible for reviewing all subdivision proposals and rezoning applications adjacent to forest lands in accordance with relevant provincial fire protection guidelines or policies.
- (h) The City will require a 10 metre buffer between buildings and forested areas in new subdivisions in areas that are adjacent to forest areas and woodlots of 20 hectares or more, in order to provide a fuel-free zone for fire protection.

5.7 Contaminated Sites Remediation and Development

Several sites in the City have been contaminated due to previous uses such as landfills or activities involving the use of heavy metals or toxic substances. These sites can be re-used subject to remediation pursuant to the Contaminated Sites Regulation under the *Environmental Management Act*. This includes a portion of the Millennium Park site, previously used for land fill purposes.

5.7.1 Contaminated Sites Remediation and Development Objectives

- (a) Support remediation of contaminated sites within the City in accordance with the *Contaminated Sites Regulation*.

5.7.2 Contaminated Sites Remediation and Development Policies

- (a) The City supports the remediation and reuse of all contaminated sites in the City.
- (b) The City supports the provision of financial assistance from the Province for the remediation of the previous landfill site in Millennium Park to enable its park potential to be realized.

PART 6: OUR COMMUNITY LIFE

6.1 Arts & Culture

In 2005 Council adopted an arts and culture policy, which recognized the Arts as a formidable force for change, and confirmed Council's support for arts and culture as essential to a vital, creative and balanced community. Since then, it has dedicated additional resources to understand how arts, culture and creativity benefit the community and how this sector can be energized. These efforts have included the Cultural Master Plan update (2009) and two phases of the Arts & Culture Initiative, in coordination with Tourism Powell River and the Powell River Regional Economic Development Society (PRREDS).

The vision of Powell River is one where the arts, culture and creativity are an integral part of everyday life; where community cultural development strengthens society; where community spaces and facilities reflect the cultural vitality of the community; and where people are able to learn and express creativity in ways that build healthy communities. In addition, Council sees a vibrant arts, culture and creative community as one that provides an important contribution to the economy and the economic diversity of the City.

The Powell River Public Library is an important part of the City's cultural assets. It is located on the ground floor of City Hall and occupies a floor space of approximately 5,800 sq. ft. The library serves both the City and the Regional District, which provides approximately one third of local government funding. The library is well used by the public and ranks high in the number of resident borrowers per capita and the overall circulation. Both inter-library lending and internet access are heavily relied upon by community members as a key link from the isolated community to the world beyond.

There is a need for an expanded library, with an efficient floor plan, of approximately 15,000 sq. ft. A new library location and building have been under serious discussion since the early 1990s. Two referendums for this project have taken place but were not passed.

Dwight Hall is a multi-purpose heritage building with mature gardens, kitchen, stage, several smaller multi-purpose rooms and a Grand Hall. This designated heritage structure in Townsite has served as a centre of cultural life from Powell River's early days to the present.

The Powell River Academy of Music began as a choral program for boys in 1974. The Academy has grown to a performing arts school that includes music, dance, visual arts and theatre serving a student body of over 800. The location in a former elementary school was purchased from the Powell River School District in 2005. The Academy has greatly enhanced the City's cultural reputation and represents an excellent example of local initiatives and adaptive reuse of a community facility.

Timberlane is a mixed use complex with individual buildings and lands leased or granted licences of occupation to various community clubs and organizations including: Fine Arts Association, Tri Services Committee, Scouts and Cadets, Timberland Rancho Hall Society, Villa Soccer Club, Far Off Broadway Theatre Company and the Academy of Music.

6.1.1 Arts & Culture Objectives

- (a) Strengthen Powell River's capacity and reputation as a creative centre that can support and attract creative industries, cultural events and festivals, related educational opportunities, cultural tourism and public art.
- (b) Integrate arts, culture and creativity into the planning and management of City spaces, infrastructure and facilities.
- (c) Facilitate access to, participation in and expansion of arts and cultural opportunities based on the guiding values of creativity, inclusion, community and collaboration:
 - i. Creativity: The inherent human capacity of creativity promotes well-being and generates innovative thinking and action.
 - ii. Inclusion: Equitable access and inclusion is a priority in a city where diversity is a key element of our demographic make-up.
 - iii. Community: The connectivity provided by a community of interest or of neighbourhood, strengthens the social safety net, develops leadership and supports democratic decision-making.
 - iv. Collaboration: Resources are used most effectively when individuals, groups and organizations define and work together on common artistic/cultural interests.
- (d) Secure and develop a new library as a primary resource centre for the City in an accessible and central location.

6.1.2 Arts & Culture Policies

Through Implementation

- (a) Continue to encourage and support the planning, development and programming of visual and performing arts, and community heritage activities.
- (b) Foster the development of community-based cultural activities and events by encouraging and supporting non-profit arts and cultural societies sponsored and operated by residents.
- (c) Support the collection, preservation and display of historically significant archival material and artifacts.
- (d) Support the protection and interpretation of natural and built historic sites.
- (e) Include an arts, culture, heritage and creative sector perspective in the planning of all City facilities and encourage such considerations when approving private developments.
- (f) Support the coordination and integration of arts, culture and creativity across City departments and between relevant institutions, businesses and organizations in the private, non-profit and public sectors.

Through Parks, Recreation & Culture

- (g) Help facilitate the planning, development, and operation of artistic and cultural programs and services in the community.
- (h) Help facilitate and promote cultural events and festivals in the community and encourage participation and resident support.
- (i) Integrate considerations around arts, culture and the creative sector in the planning and management of City parks, public spaces and facilities.
- (j) Encourage eligible groups, to apply for financial assistance as per Council's "Grants-In-Aid Policy".

- (k) Maintain cooperative relationships with community artistic and cultural groups.
- (l) Encourage arts and culture groups in working with the private sector.

Through Operating & Capital Funds

- (m) The City will include in its capital budget deliberations, when appropriate, the construction, expansion and revitalization of facilities used in arts and cultural pursuits.
- (n) Council will continue to consider support for events that demonstrate economic benefit to the City through the “Grants-In-Aid Policy” subject to all applicable bylaws and legislation.
- (o) The City will consider opportunities to support arts, culture and creative sector development through the use of City-owned facilities and infrastructure.
- (p) Council supports a new library.

6.2 Heritage Conservation

Powell River has a bold and rich history recognized by a diverse local culture and well preserved built heritage. This includes the First Nations' culture and archaeological wealth as well as Powell River's development as a resource-based company town. The City will continue to evolve and diversify but remains committed to retaining a strong connection to the past. Protection of Powell River's heritage will contribute to the City's sense of time, spirit of place and unique identity.

A large majority of the built heritage resources in the City are located in Townsite. In recognition of its historic and architectural significance, it was designated by the Historic Sites and Monuments Board of Canada as the Powell River Townsite Historic District National Historic Site of Canada in July 1995. This designation was conferred for the following reasons:

- Townsite is a very well preserved and progressive example of the earliest phase of planned 20th century single industry communities in Canada.
- Townsite's original plan of 1910-1911 is intact and its boundaries when complete build-out was reached in 1930 are extraordinarily clear and legible.
- More than 97% of the existing Townsite building stock predates 1940 and some 400 original homes stand together, representing a stylistically harmonious representation of Arts and Craft architecture.

A Heritage Register update was prepared for the City of Powell in February 2006. The Heritage Register recognizes the significance of nine sites in the Townsite Centre Mixed Use area, the centre of commercial and civic life of Powell River in its early days. The following six sites have received municipal heritage designation under Part 27 of the *Local Government Act*.

Table 5 – Designated Municipal Heritage Buildings

Address	Bylaw#/Designation Date	Description
5776 Marine Avenue	#1704/12 Nov. 1996	Former Assistant Manager's house, later the Powell River Regional District office, now a private residence
5868 Arbutus Street	#1569/26 Sept. 1994	Former Oceanview Apartments, now the Arbutus Apartments
6251 Yew Street	#1696/23 Sept. 1996	Former Powell River Hotel, now the

		Rodmay Hotel
5813 Ash Avenue	#1818/11 January 1999	Former Bank of Montreal building, now commercial space with residential above.
6274 Walnut Street	#2039/08 June 2004	Dwight Hall, a civic building, continues to be used for community events. The designation also includes Cenotaph Park, located on the same property.
6211 Walnut Street	#2208/May 2011	Former residence of Dr. Henderson, now the offices of the Townsite Heritage Society of Powell River

Dwight Hall and Cenotaph Park represent the former Townsite communal centre. The hall was constructed in 1927, and for 45 years, was the cultural hub of four villages. Since the construction of the multi-purpose Recreation Complex, Dwight Hall has continued to serve the community, hosting formal functions and performances. Cenotaph Park was created in 1929, with the veteran's monument and fountain dedicated in 1930 and accommodates the annual Remembrance Day and other important veterans' events. Both facilities remain in the civic realm and have received considerable volunteer efforts for maintenance of the monument and restoration of Dwight Hall.

The other three sites on the City's Heritage Register are the Patricia Theatre at 5848 Ash Street, the Provincial Building (now the Old Courthouse Inn) at 6243 Walnut Street, and St. Luke's Apartments at 5845 Arbutus Street, all in Townsite. Other heritage locations and venues are located throughout the City, notably Cranberry Lake. Wildwood's heritage assets, while fewer in number, are still reminiscent of its agricultural roots.

The Powell River Museum is located in a civic building, adjacent to Willingdon Beach Park. It presents an array of historic artifacts and displays of local culture that depict the town's development as a company-built town. The Museum houses an extensive archive documented by a comprehensive photo collection recording the life history of town pioneers and business development. The Museum has created partnerships with Tla'amin Nation and other community groups to create informative presentations and displays that provide educational programs and resources for students, researchers and visitors. The City contributes annual funds for the facility operation, maintenance and staffing. The key challenges faced by the Museum are limited building floor area and decreased museum funding in general.

The Powell River Forestry Museum is located in a civic building (the old bath house) adjacent to Willingdon Beach Park. It presents an array of historic artifacts and displays of local culture that depict the town's development as a company-built town. The Museum houses an extensive archive, including a comprehensive photo collection recording the life history of town pioneers and business development. The Museum has created partnerships with Tla'amin Nation and other community groups to create informative presentations and displays that provide educational programs and resources for students, researchers and visitors. The City contributes annual funds for the facility operation, maintenance and staffing. The key challenges faced by the Museum are limited building floor area and decreased sources of museum funding.

The Powell River Forestry Museum conducts hands-on heritage displays during major events at the Park. The Society is also responsible for the maintenance of the Willingdon Beach Trail, which contains a steam donkey and other interpretive displays of early forestry machinery. For the long-term, the Forestry Museum envisions integrating with the existing Powell River Museum into one facility.

The Protocol Agreement addresses procedures to protect Tla'amin heritage and culture as set out in Part 8: Tla'amin and City Relations.

6.2.1 Heritage Conservation Objectives

- (a) Preserve and enhance the City's distinctive heritage assets and support the conservation and adaptive reuse of existing buildings to foster revitalization while retaining their historical context.
- (b) Utilize heritage assets to celebrate historic and cultural achievements of the community, gain understanding of local history, foster civic pride and strengthen the economy.

6.2.2 Heritage Conservation Policies

- (a) The City encourages and supports community events that celebrate and promote an awareness and understanding of Powell River's heritage.
- (b) The City will continue to pursue legal tools available under the *Local Government Act*, *Heritage Conservation Act* and the *Community Charter* to achieve heritage goals.
- (c) Council will generally support cultural heritage projects that meet the requirements for funding from the Heritage Legacy Fund of BC.
- (d) The City will undertake a Heritage Strategic Plan to provide a framework and action plan for short and long term measures to protect the City's heritage assets.
- (e) The City will create a Community Heritage Commission pursuant to Section 953 of the *Local Government Act* to advise the City on heritage issues.
- (f) Council will adopt the Parks Canada "Standards and Guidelines for the Conservation of Historic Places in Canada" as the basis for heritage project review, the ongoing treatment of heritage sites and the granting of any conservation incentives.
- (g) The City will update the 2006 Community Heritage Register pursuant to Section 954 of the *Local Government Act* to from time to time to recognize and encourage the inclusion of additional properties that possess heritage value.
- (h) Council will continue to support the Powell River Museum and the Powell River Forestry Museum, and encourages both to further explore partnerships and additional funding sources.
- (i) Council supports the Forestry Museum Society's effort to maintain the interpretive signage and exhibits on the Willingdon Beach Trail.
- (j) For the purposes of Tla'amin archaeological and heritage sites protection, Council will work with the Tla'amin Nation to ensure their protection through the Protocol Agreement, raise public awareness through interpretive signage and other site protection measures as best suited to the specifics of a particular site.

6.3 Social Planning

There is a broad range of local non-governmental, special service, and government agencies under the umbrella of social service providers throughout the community. The City has worked in co-operation with these community service providers to address a wide variety of community needs. While the City has not historically adopted a central role in social planning, it acknowledges and accepts the challenge

to adopt proactive social policies that will not overburden the taxpayer or extend beyond the practical jurisdiction of local government in a small community. This section addresses the interrelated issues of social services and community safety. The third area, affordable, rental and special needs housing is addressed separately in Section 4.9 Affordable, Rental and Special Needs Housing.

Youth, Family and Special Needs Services

Food Bank

The food bank, operated by the Powell River Action Centre, is located along Alberni Street in Westview. It serves a critical function in the community and manages with broad based community support. The services provided have been invaluable for many in the community.

Model Community Project

The Powell River Model Community Project for Persons with Disabilities is a non-profit organization with a mandate to improve the social well-being and equitable living standards for people with physical challenges, particularly relating to mobility. They lobby and work to increase accessibility within the public realm and for recreation opportunities. Given steep grades and sloped topography in parts of the City, the group has championed universal accessibility for public transit, new public buildings, and recreation opportunities.

Powell River Association for Community living (PRACL)

PRACL advocates for and provides a variety of resources, outreach services, day programs and housing support for individuals with developmental disabilities. It also provides family centred early intervention supports for children who are at risk of or who have a developmental delay. Their mission is to provide respectful, life long, individualized supports with the goal that every person has the opportunity to reach his/her full potential and maximize independence. The non-profit society, incorporated in 1954, has a lengthy and successful record of providing community living support services. The organization is a major employer in the community.

Success by Six

The Success by 6 early childhood development partnership was formed to ensure all children have the best opportunities during their early years. Funding has been allocated to help gain a better understanding of the state of affairs for children and to build awareness, supports and services, with the goal of improving development success rates and preventing problems wherever possible.

6.3.1 Youth, Family & Special Needs Objectives

- (a) Recognize the value of our children and youth and the important role that families (in all their diversity) play in nurturing children's development.
- (b) Ensure that children, youth and their families have access to facilities, programs and opportunities that foster their optimum development enabling our young people to develop ethics as responsible contributing adults.
- (c) Encourage and assist in the development of social action strategies that strengthen and enhance the well-being of our community.
- (d) Promote the inclusion of all individuals as vital community members in local government functions, public meetings, and community programs.

- (e) Acknowledge and support new economic and social activity specifically for the retirement community for goods and services including public and private health care services, recreation opportunities, a variety of housing options and arts and culture activities.

6.3.2 Youth, Family & Special Needs Policies

- (a) The City supports the local food bank and other food security initiatives for community members dependent upon this service.
- (b) Work with members of the early childhood development community and groups such as Success by 6 to markedly reduce the vulnerability levels of preschool aged children.
- (c) The City will consider and address the needs of families and young children as well as individuals with special needs when evaluating all new development applications, including new infrastructure projects.
- (d) The City will take a proactive role in facilitating an inclusive community by inviting and supporting participation of people of all abilities on local planning committees and other community forums.
- (e) Council generally supports immigration of families and persons with special needs to Powell River to enable affordable living for people with special needs.
- (f) Council supports an enriched accessibility policy for all public buildings.

Crime Prevention and a Safer Community

Powell River is unique in that it is relatively close and accessible to the Lower Mainland "as the crow flies", but geographically isolated with access by water, land and water combined, or air only. The City enjoys low rates of major crime and there is a high and accurate perception of public safety.

6.3.3 Crime Prevention and Safer Community Objectives

- (a) Ensure community safety issues, including substance abuse, serious property crime and petty vandalism, are effectively addressed and mitigated, wherever feasible and appropriate.
- (b) Undertake a proactive approach to address property crime through planning, education, policing services, and community organizations.

6.3.4 Crime Prevention and Safer Community Policies

- (a) Council supports community policing and cooperation with Citizens on Patrol (COPs) as a successful and proven way to reduce the extent of non-violent property crime and vandalism.
- (b) The City will maintain and allocate the availability of existing City facilities for youth-oriented activities to displace the time and energy potentially diverted to public mischief and drug abuse.
- (c) The City will cooperate with the RCMP to achieve a safer community through education, awareness and urban design standards outlined in the Crime Prevention Through Environmental Design Program (CPTED).

PART 7: OUR INFRASTRUCTURE

7.1 A Complete Streets Approach

Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities, regardless of their mode of transportation.

A Complete Streets approach represents a paradigm shift in transportation planning as it uses transportation infrastructure to create places for people. Complete Streets are designed for cyclists, pedestrians, mobility scooters, transit and vehicles in an integrated mobility corridor that is responsive to environmental features and the surrounding public realm.

“A Complete Street is designed for all ages, abilities, and modes of travel. On Complete Streets, safe and comfortable access for pedestrians, bicycles, transit users and the mobility-impaired is not an afterthought, but an integral planning feature.” – Complete Streets for Canada.

A Complete Streets approach will help to balance the needs of all road users and best meet the City's transportation objectives. With Complete Streets:

- a) Traffic will continue to flow smoothly.
- b) Cyclists and pedestrian safety and mode choice will be improved.
- c) Implementation of transportation sustainability goals and achievement of greenhouse gas reduction targets will be facilitated.

Complete Streets approach is recommended to be applied to all road construction and reconstruction projects, to gradually transition Powell River's road network to a truly multi-modal system. A modal share (also called mode-share or modal split) refers to the percentage of travelers using a particular type of transportation. Designing complete streets requires re-thinking the various elements that are included in the road cross-section. A cross-section determines how a road looks based on a specific arrangement of core elements. How these elements are combined together significantly impacts how a road works. A Complete Streets approach makes it possible to explicitly define how roadway elements achieve mobility objectives while also realizing social, environmental and economic goals.

7.1.1 Pedestrian Objectives

- (a) Provide safe and enhanced connectivity for pedestrians to commercial areas, schools, employment areas and other key destinations.
- (b) Provide continuous pedestrian waterfront access through a City wide seawalk.
- (c) Increase pedestrian transportation share to a target of 10% by 2020.

7.1.2 Pedestrian Policies

- (a) Develop an integrated, well-connected pedestrian network. Require sidewalks to be provided on all new roads and road reconstruction projects in accordance with the Complete Streets policy to be developed.

- (b) Improve pedestrian comfort and safety by employing traffic calming and crossing improvements where appropriate. Encourage pedestrian-friendly features, public realm improvements, and accessibility for people of all abilities in the design of major developments.
- (c) Work with schools to provide safe walking routes to schools.
- (d) Integrate the pedestrian network with the parks and urban trail system where feasible and appropriate.
- (e) Identify, prioritize, and implement accessibility improvements for pedestrians. Improve pedestrian connections and accessibility to transit and enhance pedestrian comfort and safety where possible.
- (f) Adopt maintenance strategies that recognize the needs of all road users:
 - i. Provide a convenient way for the public to report pedestrian maintenance issues.
 - ii. Ensure work zones can be safely navigated by pedestrians.
 - iii. Work with neighbouring jurisdictions to ensure coordination of maintenance activities.

7.2 Cycling Network, Trails and Greenways

The City contains a significant network of off-road trails as shown on Schedule H: Off-Road Pedestrian and Cycling Trails. Many are located upon and across private land, primarily owned by Catalyst Paper, PRSC Limited Partnership, and Island Timberlands LP. Public input received from the community indicated support for prioritizing spending to secure, develop and maintain trail and bike corridors. The establishment of a bicycle and wheelchair accessible network was also cited as a priority to improve safety; link major employment and residential concentrations; and reduce automobile traffic in conformance with sustainability and environment policies. There are several tools available for the City to realize this long term goal.

To that end, this SOCP identifies all existing primary bike paths and trail corridors and those that are proposed to be secured over the long term on lands within the City and includes policies to guide Council and staff as to what is required, and advise owners and developers of the City's land planning objectives.

Public trails can be secured through various means: dedication as a road, statutory right of way agreement, greenway/park acquisition, or by expropriation - which the City does not typically undertake. While a dedicated trail or other legal protection is preferred, it is recognized that some trails on private property will lack such protection. In such cases, the priority will be to maintain or achieve connectivity.

7.2.1 Cycling Network, Trails and Greenways Objectives

- (a) Create a safe and convenient system of bicycle routes, paths and trails that provide non-vehicular connectivity between the four neighbourhoods, employment centres and other key destinations (including parks and significant green space areas of the City, schools, Vancouver Island University, the Recreational Complex, shopping areas, and the Powell River General Hospital).
- (b) Facilitate mobility of City residents and visitors through a variety of motorized and non-motorized means of transportation.
- (c) Increase cyclist transportation share to target of 6% by 2020.

7.2.2 Cycling Network, Trails and Greenways Policies

- (a) Protect enhance, expand and promote the trails and greenway network to provide sustainable, connected transportation options, and improved recreation amenities.
- (b) Adopt measures to improve cyclist safety.
- (c) The Cycling Network as shown on Schedule I represents a long term objective to create regional, primary (or City) and secondary (or local) cycling routes. Council will commit staff and financial resources and liaise with local bicycle organizations to refine and implement this cycling network.
- (d) The Cycling Network will be integrated with the Off-Road Pedestrian and Cycling Trails as shown on Schedule H and existing public parks and recreational sites including school playing fields and roadways to establish a parks and green space “system” across the community.
- (e) Council supports acquiring sufficient lands through its authority under zoning, subdivision and development permits to coordinate linked trail, park and green space systems.
- (f) As funding allows and over the long term, Council will construct a comprehensive network of trails and will endeavour to secure grants from other levels of government for trail development.
- (g) Develop a comprehensive Active Transportation Master Plan, which sets out a long-term strategy to guide the planning, development, implementation and maintenance of an active transportation system in a manner that is consistent with projected needs, and aligned with the City’s growth and overall vision for the City and the region. (note: applies to Road Network, not limited to Cycling Network)
- (h) Public access shall be maintained and enhanced to watercourses and lakeshores for future community enjoyment when considering development applications. Council shall maintain and expand public access, parks and open spaces along the waterfront.
- (i) Require owners of land being subdivided to provide, without compensation, parkland equivalent to a minimum 5% of the total land being subdivided in a location accommodating the trail and or bike path network.
- (j) Develop greenway network design guidelines and require all subdivision and development to be planned and developed in accordance with the guidelines as a condition of approval.
- (k) Greenways accommodating trails shall generally have a minimum width of five metres however larger nodes at locations with tree stands, scenic corridors, and similar features shall have a width of up to 20 to 30 metres.
- (l) Bicycle pathways along major transportation routes and in new residential areas shall be as per the following:
 - i. Incorporated as part of the right-of-way or, where feasible, parallel the right-of-way for exclusive use of cyclists;
 - ii. In developing residential areas, consideration shall be given for cycling path linkages between residential areas and commercial or institutional areas; and
 - iii. Bicycle paths shall have a finished surface width of 1.5 metres to 3.0 metres subject to location and level of use.
- (m) Require major new commercial and institutional developments to include adequate end-of-trip bicycle facilities, such as bicycle parking and change rooms.
- (n) The City will prioritize and implement the bicycle network as shown on Schedule I over time including bicycle lanes, related signage, pavement markings, physical separation from traffic

lanes and safety precautions, subject to the availability of local funds, assistance from senior governments and community partnerships.

(o) Adopt maintenance strategies that recognize the need of all road users.

7.3 Road Network

The SOCP establishes a transportation network plan, and existing and proposed municipal arterial and collector roads are designated on Schedule J: Transportation Network. These designations correspond with the engineering design specifications in City subdivision and development servicing bylaw(s). The designation has been established with the consideration of the roadways intended function as it pertains to land access and traffic mobility; and the roadways' right-of-way, and road side environment. The Complete Streets concept will build upon this basic road classification system with implementation through an Active Transportation Master Plan

One key corridor in the road network is the Provincial Highway 101, which traverses Powell River for a distance of 13.5 km. Highway 101 consists of Thunder Bay Road, Marine Avenue, Arbutus Avenue and Lund Street within the City, and serves as a key link between Wildwood, the Townsite, and Westview. Regionally, it extends from the ferry terminal at Saltery Bay through the City of Powell River to the unincorporated community of Lund for a total distance of 55 km.

The City presently maintains approximately 106 km of paved roads plus seven km of unpaved roads and seven km of laneways. Joyce Avenue is the main north-south municipal arterial in Westview. It is often the preferred route for City truck traffic due to the proximity of major commercial and light industrial uses. Joyce Avenue traffic counts indicate that it sustains more traffic than the Marine Avenue portion of Highway 101. The other north-south City arterial is Manson Avenue, which connects Westview and Cranberry Lake. Manson Avenue terminates at Nootka Street but will need to be extended south to connect with Thunder Bay Road, just beyond the southern boundary of the City of Powell River. There are two east-west arterials in Westview. Duncan Street is the primary access from Marine Avenue east to the Airport. Duncan Street provides connectivity to the BC Ferry Terminal, the commercial areas of Marine Avenue and Joyce Avenue, the Airport and nearby industrial lands area. Alberni Street connects Marine Avenue at the north end of the mixed use area through the Joyce Avenue commercial area to the east City boundary. East-west collectors in Westview are Barnett, Glacier, Nootka and Quesnel Streets.

Cranberry Lake has no arterial roads. Manson Avenue north of Alberni Street is a designated collector road and the primary access on the west side of the lake. Yukon Avenue and Cranberry Street are collectors providing primary access on the east side of the lake. Cranberry Street also provides the main link between Cranberry Lake and Townsite via Lombardy Avenue.

In Townsite, Lombardy Avenue and Timberlane Avenue are the two collectors that provide connectivity with Cranberry Lake. Ash Avenue is a collector providing access to the Catalyst mill. Highway 101 along Arbutus Avenue and Marine Avenue serve as arterial roads through Townsite.

The primary access through Wildwood is Lund Street, designated as Highway 101. Sutherland Avenue is the only designated collector in Wildwood.

An important element of the long-term future road network is the establishment of a new provincial highway to replace the present Highway 101 route. This new route is proposed to become the major access to Powell River from the south. This route as shown on Schedule J follows the Manson Avenue alignment north from Thunder Bay Road to Alberni Street and is proposed to continue north-west parallel to the BC Hydro right-of-way in District Lot 450. The route would extend north just east of Lombardy Avenue, across a new, higher elevation bridge over Powell River west of the current bridge alignment and then continue along Lund Street to the north City boundary. The Ministry of Transportation and Infrastructure (MOTI) has neither budget nor plans to construct this road as current and projected demand do not warrant this initiative. However MOTI has requested that this alignment be protected in land use applications and designations in order to minimize land use conflicts and reduce acquisition costs in the long range future. Should this new Provincial Highway be constructed, the existing Highway 101 along Thunder Bay Road, Marine Avenue and Arbutus Avenue in Westview and Townsite would become municipal arterial roads.

7.3.1 Roads & Transportation Plan Objectives

- (a) Manage and maintain a safe, efficient and well planned road network that is based on a Complete Streets concept.
- (b) Employ sustainability planning initiatives, including the sustainability checklist in future development of road networks, ensuring multiple modes of travel are accommodated, e.g. bicycle, pedestrian, and public transit.
- (c) Reduce transportation share of single occupant vehicles to target of 67%, plus 12% for vehicles with passengers for a total of 79% in 2020.
- (d) Maintain strong and affordable transportation links that support economic sustainability and community revitalization.

7.3.2 Roads & Transportation Plan Policies

- (a) Design road corridors in accordance with Complete Streets principles. Provide amenities to support alternative modes.
- (b) Employ sustainability planning initiatives, including the sustainability checklist in future development of road networks, ensuring multiple modes of travel are accommodated, e.g. bicycle, pedestrian, and public transit.
- (c) The hierarchy of streets as shown on Schedule J shall be based on the following:
 - i. Arterial Roads/Highway 101 are major roads designed to accommodate inter-regional traffic as well as major inter-community travel. Arterial roads should be planned for an ultimate potential of four traffic lanes. Access to abutting residential properties shall be discouraged and limited. Where major residential subdivisions abut arterial roads, lanes and reverse frontages or other means shall be provided for lot access. Minimum right-of-way width shall be 20 to 25 metres.
 - ii. Collector Roads are designed as secondary inter-community routes, to collect and carry local traffic to the arterial road system, to distribute traffic to local roads and to provide access to abutting properties. Minimum right-of-way width shall be 20 metres.
 - iii. Local and Limited Roads include all other City roads designed to discourage major thru-traffic and provide access to fronting properties. Minimum right-of-way width shall be 15 metres for local roads.

- (d) Maintain a road network that functions satisfactorily and meets the needs of the present and future population of Powell River.
- (e) Address localized safety and congestion issues through a combination of traffic control and infrastructure improvements.
- (f) Improve integration between land use and transportation infrastructure. Accommodate future population growth in areas designated for more intensive development, primarily Urban Residential and Mixed Use Commercial/Residential areas.
- (g) Green infrastructure is integrated, where possible, along new and existing roadways. Retain and plant trees along boulevards within the road right-of-way.
- (h) Encourage Transportation Demand Management (TDM) initiatives to improve the efficiency of the transportation system and reduce environmental impacts.
- (i) Apply innovative traffic control strategies to improve traffic flow.
- (j) Implement road capacity improvements to accommodate future population and employment growth.
- (k) Discourage double fronting lots while encouraging infill development along existing routes and efficient road layout planning.
- (l) Minor alignment changes, particularly in presently undeveloped areas, may take place without amending the Road Network.
- (m) Where additional land is required for road widening or extension, this land shall be obtained either through subdivision approval process or acquisition. Future developments shall anticipate the road pattern as shown on Schedule J.
- (n) Physical separation of pedestrian and vehicular traffic is encouraged on major roads by the use of boulevard trees and other means to increase ease of movement and pedestrian safety.
- (o) Given our community demographics, barrier free design standards shall incorporate the best practices for full accessibility in all public areas.
- (p) Council supports the long-term development of a new arterial route through the City parallel to the BC Hydro right-of-way as shown on Schedule J. Comprehensive study and consultation with the PRRD and the ALC will be required. If constructed, the new alignment will recognize a Provincial Highway replacing existing roads which will become municipal arteries.
- (q) Cooperate with MOTI and the Regional District for interregional road planning and the future development of Manson Avenue south along the City boundary.
- (r) As per the Infrastructure Design and Construction Bylaw, Council supports reduced paved road widths and the provision of alternate parking provisions, including: parking bulbs or lay-bys, compacted boulevards and roll curbs, and parking on one side of road only.
- (s) Council discourages development of cul-de-sacs and temporary dead end roads within new developments.
- (t) The road network shall in all cases strive to connect and eliminate dead end roads and rationalize vehicle traffic.
- (u) Implement a pavement management system to repair aging road infrastructure through a phased annual pavement management mill rate.

7.4 Public Transit

Community transit service, sponsored by the City in partnership with the Regional District (for rural para-transit only) and BC Transit, comprises three services: conventional fixed routes; fully accessible rural transit, and door-to-door “handyDART” for those with disabilities.

Routes and scheduling are modified in response to community needs, land use, development, and public input. At the time of writing of this document, there is reduced service on Sundays and Statutory Holidays. The system currently serves some public school students and there is discussion with the Powell River School District for future coordination of the buses with school hours.

7.4.1 Public Transit Objectives

- (a) Continue to work with BC Transit and the PPRD to provide efficient, reliable, and affordable public transit for the City.
- (b) Encourage ongoing increased public transit ridership in conformance with the environment and sustainability objectives set out in this Plan.
- (c) Achieve public transit transportation share target of 5% by 2020.

7.4.2 Public Transit Policies

- (a) The importance of transit as a key public good is recognized, and the City will therefore continue to support public transit and encourage increased ridership through collaboration with BC Transit, School District 47 and 93, the PPRD, and Tla’amin Nation.
- (b) Work towards 100% accessible bus service. Implement transit-supportive measures within the City. (i.e., Introduce low floor buses; provide transit route and schedule information at bus stops; establish transit amenity standards for shelters, accessibility features, and lighting; consider the application of transit priority treatments at signalized intersections to improve transit service in key areas.)
- (c) Plan for appropriate density and mix of uses to support the provision of more frequent transit service.
- (d) Encourage the integration of transit access in the design of new developments. Encourage new developments to provide high quality pedestrian facilities and improve the public realm.
- (e) Consider where appropriate, Traffic Demand Management (TDM) approaches and reducing vehicle parking requirements for new developments in centres and corridors well served by transit (i.e., Town Centre Mall) to encourage alternate modes of transportation.
- (f) Provide priority in the maintenance of roads to transit routes and adjacent sidewalks.
- (g) Encourage the use of public transit to Central Westview and other major activity centres by giving transit services and operations a high priority in the ongoing management of street facilities and the allocation of space in the available street rights-of-way.
- (h) Develop and maintain parking policies, particularly in Mixed Use areas, that encourage transit use and support efficient transit operations.
- (i) Maintain adequate funding to ensure that affordable, reliable and convenient public transit services can continue to be provided.
- (j) Council acknowledges the changing demographic profile of the community and the potential for increased demand for transit service due to an aging population.

7.5 Marine Transportation (Harbour)

The Westview Harbour consists of a north pleasure craft harbour and the south commercial fishing and transient craft harbour. The City operates and maintains both harbours with staff of one full time manager, one part-time year round assistant, three part time summer assistants and the Operational Services Manager. Federal Small Craft Harbours own the south harbour and undertake most major works. The City collects moorage fees which typically offset and approximate City expenditures.

At time of writing, moorage rates were calculated by the linear foot, ranging from \$5 - \$9 per foot per month for most boaters. Typical annual revenues exceed expenditures with all surplus funds deposited into a harbour capital reserve account.

In 2010 the North Harbour was upgraded with new floats including new piles, water and electrical systems. The available total linear length of dock was increased to 9,540 feet with a maximum vessel size of approximately 70 feet.

Also in 2010 the South Harbour was expanded by over 1400 linear feet to support additional commercial and transient vessels. In addition a new Wharfinger office building was constructed with washrooms, showers and laundry area. These new facilities are owned and operated by the City.

A new BC Ferry trestle is currently under construction.

7.5.1 Harbour Objectives

- (a) Continue to work with BC Ferries to provide a marine transportation system for passengers and vehicles that is frequent, affordable, and reliable.
- (b) Operate an affordable, safe and user-friendly community harbour for commercial fishing, marine tourism and recreational boating.

7.5.2 Harbour Policies

- (a) Cooperate with Land Water BC, DFO, Small Craft Harbours and Transport Canada, and other government and regulatory agencies for harbour operations.
- (b) Streamline contract administration and communication with users to ensure operating costs are minimized.
- (c) Collect appropriate fees for vehicle parking to protect availability of spaces and support a user pay system.
- (d) Recognize the importance of the harbour to our community and work to keep moorage rates low but without subsidizing boat owners at the expense of the general tax base.
- (e) City Council will explore the development of a local transshipping facility.

7.6 Powell River Airport

The Powell River Airport (YPW) is owned and operated by the City. The site consists of 80 ha of lands and infrastructure. It is a fully certified Transport Canada facility that was deeded to the City by the Federal Government in the 1950s with various conditions. A key restriction is the lands must be used for airport related purposes. Much of this land base is fully serviced but has remained vacant. Part of this land base includes the Powell River Airport, which contains one paved 1190 metre by 46 metre runway, two paved taxiways, a 3500 m² paved apron, a 237 m² terminal, and a storage building of 55m².

An airport manager and maintenance staff allocate a portion of their time to the airport; however, there is no assigned full-time staff. A specialized contractor undertakes specific regulatory functions such as runway inspection. The existing 1950s terminal building is small and will require upgrades, redevelopment and/or expansion if there is a significant increase in passenger traffic. Public carriers pay a set fee based upon passenger counts and private users pay a runway departure fee which, combined, cover just over 80% of Airport operating costs. There is an airport reserve account for surplus revenues. Federal funding is available and has been used for safety upgrades, runway lighting, etc.

Pacific Coastal Airline provides regular scheduled flights daily, direct from the South Terminal of the Vancouver International Airport. Air travel to or from Vancouver International Airport takes approximately 25 minutes. Flights also arrive from the Comox and Campbell River airports. The airport also accommodates the Westview Flying Club which celebrated its 60th anniversary in 2013. Other airport facilities include an aircraft maintenance business, a car rental business, a weather station operated by NavCanada, a Ministry of Forestry fire base, and helicopter operations.

For Powell River, the proximity of the Comox Valley Airport (YQQ) provides expanded accessibility to direct flights to major Canadian cities and new markets for tourism, trade and industry. A \$12.3m expansion of the Comox Valley Airport in 2003 led to major sustained annual growth in passenger traffic. WestJet provides daily service from Comox to major destinations across BC and Canada. The Comox Valley Airport is also the only Island airport capable of handling fully-laden large jet aircraft.

7.6.1 Powell River Airport Objectives

- (a) Encourage new and airport related industry within the existing Airport Lands and nearby lands designated for Employment Centre Use including Tla'amin Settlement Lands.
- (b) Provide a safe, reliable and economically sustainable, airport service for the community.
- (c) Council recognizes the importance of the airport to the geographically isolated Powell River region. The City will continue to support operations and apply for grant monies to help offset capital costs.

7.6.2 Powell River Airport Policies

- (a) All airport net income (exceeding expenditures) shall be deposited into the Airport Reserve Fund for future upgrades and capital projects. This income shall include any revenue obtained from timber harvested on Airport lands.
- (b) Cooperate with Nav Canada, Transport Canada, and other agencies.
- (c) Lease out more of the existing vacant land for broad airport-related uses.
- (d) Undertake a business plan for airport operations.
- (e) Respect adjoining residents and land uses to mitigate conflict including more mitigation and protection of the privacy of residents on adjoining lands.
- (f) Respond to customer and carrier issues and needs in a prudent, timely way.
- (g) City Council supports the development strategy at the Airport that will create new jobs and tax revenue.

7.7 Water Supply

Haslam Lake is the water supply for the City and has a top water level of about 172.4 metres. Water is conveyed from Haslam Lake to all four Powell River communities via a concrete pipe to a distribution

system on Haslam Lake Road. From there water is conveyed through a series of supply mains and pressure reducing stations to Townsite, Cranberry Lake, Westview and Wildwood.

A previously independent system in Wildwood supplied from Powell Lake was phased out following a 2005 Long-Term Water Supply review of the City water system. The report examined supply capacity, system redundancy and water quality issues, and the feasibility of interconnecting the Haslam and Powell Lake systems. The benefits of connecting the two systems included savings with one water treatment plant servicing all of Powell River, eliminating system redundancy in allowing Haslam Lake to be the primary supply and increased reliability of water quality by designating Haslam Lake as the primary water source. This addressed concerns of potential contamination of Powell Lake from ongoing industry and development.

The Haslam Lake distribution system, which has reservoirs in Wildwood and east of Cranberry Lake, is capable of supplying water to the Powell Lake system up to peak day demands, projected to be 700 litres per second by 2021. The existing peak hour demand from this system is 400 litres per second. Water quality from the Haslam Lake intake has historically been in general accordance with the Guidelines for Canadian Drinking Water Quality. As regulation moves towards more stringent protection against viruses and bacteria in water systems, monitoring and additional treatment or disinfection may be necessary.

7.7.1 Water Supply Objectives

- (a) Ensure a long-term source of potable water by working with the PRRD to protect the water supply from contamination as per the Haslam Lake and Lang Creek Integrated Watershed Management Plan.
- (b) Provide the community with an adequate supply of potable water for current and future residents in compliance with the Guidelines for Canadian Drinking Water Quality.
- (c) Ensure an adequate water supply for fire protection in all areas of the City in compliance with the BC Building Code and the Canadian Fire Underwriters' Association standards.

7.7.2 Water Supply Policies

- (a) The City will undertake a program of regular testing of water quality.
- (b) The City will consider commissioning a study to provide recommendations for improving water quality within the distribution system.
- (c) A water treatment facility will be designed and constructed at Haslam Lake.
- (d) Replacement of the 900 mm diameter watermain from Haslam Lake will be scheduled and undertaken.
- (e) The City will schedule and undertake distribution system improvements to address fire flow deficiencies, including the construction of pipes in areas identified in the Long Term Water Supply study.
- (f) The City will undertake a review of old pipes and schedule their replacement.

7.8 Stormwater

Stormwater is the component of rainfall runoff that is generated by human activities created when land development alters the natural water balance. When vegetation and soils are replaced with roads and buildings, less rainfall infiltrates into the ground, less gets taken up by vegetation and more becomes surface runoff.

The traditional approach to drainage has been to remove runoff as quickly as possible from developed areas. As a result, traditional urban design is very efficient in collecting, concentrating, conveying and discharging stormwater to receiving waters.

Stormwater is increasingly no longer seen as just a drainage or flood management issue, but also as a resource for fish and other aquatic species, for groundwater recharge (both for stream summer flow and for potable water), for water supply (for livestock or irrigation) and for aesthetic and recreational use. Local governments are now replacing traditional strategies with integrated stormwater management and stream stewardship programs. Protection of watercourses and stream stewardship is required under the Provincial Riparian Area Regulation.

To introduce this ecosystem-based approach to stormwater management, a community should embark on a three-step process that starts with Master Drainage Planning. This planning process includes key stakeholders and the public. The vision arising from this planning process will lead to the development of an Integrated Stormwater Management Strategy and a subsequent Master Drainage Plan. These plans will be hydro-technically sound, environmentally sensitive, and fiscally responsible in protecting property while sustaining natural systems and accommodating growth. This process was undertaken with the 2007 Master Drainage Plan for the Westview watershed.

7.8.1 Stormwater Objectives

- (a) Manage stormwater by requiring new development to maintain the natural hydrology of surface water runoff.
- (b) Improve the quality of stormwater discharge to receiving waters.

7.8.2 Stormwater Policies

- (a) Stormwater will be managed in accordance with the Westview Watershed Master Drainage Plan.
- (b) Master Drainage Plans will be undertaken in other neighbourhoods as required.
- (c) The City will require stormwater source control in all site designs for new subdivisions and rezoning applications, and will work towards a goal of ensuring that stormwater flow and quality, after development, is equivalent to pre-development flow and quality and follows natural hydrologic pathways.
- (d) The City will encourage the use of provincial guidelines such as Environmental Best Management Practices for Urban and Rural Land Development in British Columbia and Stormwater Planning: A Guidebook for British Columbia.
- (e) The City encourages smaller building footprints that allow more site area for vegetation and water infiltration, and the use of pervious surfaces on driveways, walkways and parking areas.
- (f) The City encourages the preservation of mature trees and other vegetation, where possible, in developed areas of the community to better manage stormwater.
- (g) Alternative on-site stormwater management systems that improve storm water quality will be promoted and encouraged in order to reduce potential flooding and negative impacts on adjacent properties.
- (h) The City supports the use of “green infrastructure” in areas designated Suburban Residential, including the use of narrower paved travel surfaces and roadside swales, rather than covered stormwater drainage pipes; all subject to engineering design and construction by the developer.

- (i) The City encourages the collection and use of rainwater and roof runoff for irrigation, car-washing and other activities that do not require potable water.

7.9 Solid Waste Management

Solid waste disposal is administered by the Powell River Regional District (PRRD). The City role is limited to collection within the City boundaries. The City sells garbage tags for curbside pick-up and then pays the PRRD by the tonne for disposal of the collected waste. Two City staff and two small, industrial trucks operate pick-up on a weekly rotating schedule that shifts with statutory holidays. The annual residential garbage collection levy covers the operating costs and the system operates on a break-even basis. Commercial, industrial, and all non-residential solid waste is handled by a private collection system. No major changes are proposed to this system.

Solid Waste Reduction & Recycling

In order to reduce disposal costs at a remote landfill, to preserve the resources that would normally be disposed, and to reduce the GHG generated from the transportation of waste to a landfill as well as at the landfill, the City strongly encourages recycling. The tag bag system for solid waste pick-up has proved it encourages recycling by financially discouraging disposal. The City currently operates bi-weekly curbside pick-up for the “Blue Box” program with operator and equipment costs covered via a special tax levy. To promote a workable system, items are required to be cleaned, sorted and bagged. To this end, there is ongoing public information and education for best practices of recycling preparation. Recycling is subsidized with the PRRD contracting this service through a competitive bidding process. The main recycling depot is currently along Highway 101, south of the City boundary.

7.9.1 Solid Waste Reduction & Recycling Objectives

- (a) Minimize solid waste through a comprehensive program of recycling, composting, and education to encourage new waste reduction habits.
- (b) Reduce solid waste by 40% by 2020.

7.9.2 Solid Waste Reduction & Recycling Policies

- (a) Council supports the regional solid waste management policy to strive for ‘zero waste’ in the interest of conservation and reduction of GHG emissions.
- (b) Council supports the continuation of curbside Blue Box pick up, subject to continued community demand and cooperation in sorting and preparation of recyclables.
- (c) Council will cooperate with the PRRD for recycling as a part of a solid waste management plan and in supportive education and promotion programs.
- (d) The City will continue to maximize the extent of recycling in civic buildings, City operations, and community functions.
- (e) Council supports the location of smaller depots for drop off and sorting of household recycling within the City; however the primary facility should remain within the PRRD.
- (f) Council supports local ‘reduce and reuse’ opportunities, more specifically: a re-store or facility for building and construction components and for appropriate recycling or disposal where items cannot be reused.
- (g) Recognizing that regional governments have responsibility for solid waste management yet cannot regulate many of the sources of waste, Council will lobby senior governments to expand

stewardship programs even further and look for ways to participate in and support those currently being implemented.

- (h) The City will continue to operate curbside pick-up with a tag system under a financial break even basis.
- (i) Follow the best practices in the preparation and sorting of recycled materials so as to ensure the efficient and economic viability of the current program:
 - i. Encourage on-site composting of organic waste for single family households.
 - ii. Implement weekly collection of yard and garden and kitchen waste from households in order to increase capture rate of organics and reduce waste going to landfill.
 - iii. Working with the PRRD, continue to explore technical and financial options for local composting as a means to add new skills to the area and increase employment.

Bio-Solids Disposal

Until recently, the City shipped treated bio-solids to Vancouver Island for composting. Bio-solids produced by the City are currently being trucked to the Sechelt area for mine reclamation. As part of an initiative to investigate alternative beneficial uses of bio-solids, the City undertook two demonstration projects for forest fertilization using the bio-solids produced at the Westview treatment plant. The demonstration trials showed that the bio-solids were suitable for fertilization of a hybrid poplar plantation, provided that the bio-solids were stockpiled for three months prior to application to reduce the number of fecal coliforms. The bio-solids were not suitable for application to natural forest stands due to the physical nature of the product.

7.9.3 Bio-Solids Objective

- (a) The City will develop a sustainable bio-solids management program with alternatives for beneficial use of bio-solids.

7.9.4 Bio-Solids Policies

- (a) The City will look for ways of building upon the success of the poplar plantation fertilization demonstration project.
- (b) The City will investigate further options for beneficial use of the bio-solids produced at its wastewater treatment plants. This may include co-composting with organics collected from the solid waste stream.

7.10 Liquid Waste Management

The City's liquid waste or sewerage system consists of collection, treatment and disposal. The liquid waste collection system serves the vast majority of homes in the City; only a few lots in Wildwood and Cranberry Lake have on-site septic systems. Treatment of wastewater is undertaken at the Wildwood wastewater treatment lagoon and at two wastewater treatment plants: one in Westview and one in the Townsite. The City and the PRRD have an agreement in principle for the acceptance at the Wildwood lagoon of trucked septage from areas within the PRRD. Wildwood treated wastewater is discharged through an outfall into Malaspina Strait.

In 1999, the City engaged engineering consultants to examine the existing treatment and disposal system, to develop liquid waste management options and obtain public feedback on these options. A Liquid Waste Management Plan (LWMP) was prepared based on the preferred options, including

recommendations for bio-solid management. The consultants were also asked to identify a site for a facility that would be designed to consolidate the Westview and Townsite wastewater treatment plants.

The LWMP – Stage 2 was adopted by Council in 2005. The Wastewater Treatment Plant Consolidation Study addresses issues associated with the existing Westview treatment plant, site selection for a new consolidated plant to serve Westview, Cranberry Lake and Townsite, source control of contaminants, wastewater volume reduction through water conservation, reclamation and reuse of treated wastewater, beneficial reuse of the bio-solids, and management of stormwater runoff.

The LWMP – Stage 3 third draft report was issued in March, 2013. This plan provides recommendations of replacing existing Townsite and Westview treatment plants with a new phased-in cotreatment/consolidated LWMP and potential connection of Wildwood and Sliammon service areas to a central City system. A phased-in co-treatment/consolidated LWMP has been approved by Council Resolution in 2011 subject to six conditions. The LWMP Stage 3 is anticipated to be adopted by Council by 2013/2014.

Source controls are used to minimize the discharge of wastes to the sanitary sewer system and the storm drainage system that might degrade the quality of the receiving waters or might hinder the efficiency of treatment facilities. These discharges may enter the system through service connections from buildings or from pumper truck discharges at treatment facilities, such as septage and trucked liquid waste from private businesses. Source controls can be implemented through either a regulatory or an educational approach, or through a combination of the two.

Volume reduction programs are aimed at reducing the liquid volume reaching sewage treatment plants. The principal areas of potential volume reduction are infiltration and inflow of stormwater into the sewage collection system, and a reduction of water leaving buildings within the service area.

Non-point source pollution includes on-site septic tank and ground disposal systems. As noted above, there are very few septic systems in Powell River.

The BC Ministry of Environment has expressed some concern regarding the effluent bypass and the sludge discharge through the outfall from the Townsite wastewater treatment plant. The plant should be upgraded to meet current Ministry standards.

The following objective and policies are based on the findings and recommendations contained in the LWMP.

7.10.1 Liquid Waste Management Objective

- (a) Develop an efficient and sustainable wastewater treatment and disposal system that will meet current regulatory standards as well as the City's future needs.

7.10.2 Liquid Waste Management Policies

- (a) The City will continue to implement an interim solution of replacing membranes at the Westview plant with new membrane modules until the co-treatment or consolidated treatment options have been implemented.
- (b) The City will work with the BC Ministry of Environment and Federal authorities to resolve wastewater disposal issues.

- (c) The City will develop and implement a sanitary sewer source control bylaw.
- (d) The City will continue the infiltration and inflow reduction program for the Wildwood service area, following completion of the first phase of the program in the Townsite, Westview and Cranberry Lake areas.
- (e) The City will continue the education program developed to improve public awareness of source control and infiltration and inflow reduction.
- (f) The City will ensure that charges for accepting trucked waste reflect treatment cost.
- (g) The City will enter into a phased-in Co-treatment/Consolidated liquid waste management plan where the co-treatment option will be at the Catalyst mill treatment facility and the consolidated treatment option at a location that the LWMP recommends.

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PART 8: OUR LOCAL ECONOMY

8.1 Economic Development

The “single industry town” beginnings of Powell River and the continuing vulnerability of local government tax reliance upon the paper mill, precipitate the importance of community economic development and diversification. In recognition of this, Council has allocated support and funding to Tourism Powell River and the Powell River Regional Economic Development Society (PRREDS). There are also various other government and non-government groups working with regards to a vision of secure, long term sustainability, quality and variety of new local employment, and economic well-being for Powell River.

Chamber of Commerce

The local chapter of the Chamber of Commerce, a non-profit association led by a board of 12 volunteer business people, is dedicated to the economic vitality and quality of local private business. It functions as an information broker for business interests and lobbies to ensure the unified voice of the business community is heard. It also undertakes a range of community events and activities such as the annual “Homeshow” and “Seafair” festival. The Chamber maintains a resource library and a network of critical information to support existing companies and contemplated new business starts.

Community Futures

The Community Futures Program, a Federal initiative to assist rural communities in the development of strategies to deal with the changing economic environment, established a Powell River office in 1988. Their primary funding is through Western Economic Diversification; however the organization is headed by a volunteer board of directors, functioning independent of government. The stated mission of Community Futures is “. . . to assist the Powell River region to develop a strong, diverse economy while maintaining a quality lifestyle, environment, cultural and collaborative community.” It is a non-profit group with a mandate to promote and implement efforts between community groups to identify economic and employment problems and pursue solutions. Community Futures also provides direct financial and information services to new and existing businesses and partners with both government and local organizations to develop a diverse, resilient economy.

Tourism Powell River (TPR)

Tourism Powell River is a registered non-profit society dedicated to promoting tourism for the benefit of area residents and visitors. Tourism Powell River’s mission is to exceed visitors’ expectations while actively marketing the Powell River region as a world class tourism destination incorporating the community’s unique strengths in arts, culture, and recreation. The organization is also contracted to operate, staff, fund and maintain a high profile visitor information centre as well as coordinate community resources, make recommendations and prioritize projects for tourism development. Tourism Powell River also liaises with many local and regional organizations such as the Vancouver Coast and Mountains, Destination BC, City Powell River, Powell River Regional District, Tla’amin Nation, and Powell River Regional Economic Development Society to obtain funds for tourism development through the private sector and government agencies.

Powell River Regional Economic Development Society (PRREDS)

Funded by the City of Powell River, the Powell River Regional Economic Development Society's mandate is to support and strengthen existing businesses, maintain a positive and welcoming investment environment through capacity building projects, and promote the community as a destination for business development and new residents. PRREDS works closely with the City to successfully implement its economic development goals by working with a wide range of community partners and stakeholders. Its 12 member Board of Directors represents a wide range of the region's economic sectors including the Tla'amin Nation.

The Society also manages PRSC Limited Partnership whose two shareholders are the City of Powell River and the Tla'amin Nation. The Limited Partnership owns approximately 240 hectares (600 acres) of land within municipal boundaries that are being actively promoted for development to create new jobs and streams of tax revenue.

8.1.1 Economic Development Objectives

- (a) Create a favourable economic climate that retains existing businesses, attracts new business, and promotes the City as the prime business centre on the Upper Sunshine Coast.
- (b) Facilitate the provision of a range of commercial opportunities that will increase the overall self-sufficiency of the City and contribute to job creation.
- (c) Work with PRREDS and other supportive organizations to diversify the City's economy and tax base through the attraction of sustainable development in the public, private and non-profit sectors.
- (d) City Council supports Tourism Powell River initiatives to expand tourism through destination and event based marketing.

8.1.2 Economic Development Policies

In 2013, the City formed a Mayor's Task Force with a mandate to create an economic revitalization plan for the City. The Mayor's Task Force was undertaken by a select steering committee formed by the City and led to the development of several specific economic goals including:

- (a) **Transportation Sector** – Council will focus on transportation access to the community including consideration for both external and internal transportation projects and developments that would expand the local economy and improve quality of life.
- (b) **Business Retention and Expansion** – Council will continue to support the Business Retention and Expansion program which will continue to connect with local businesses and now focus on addressing barriers to growth.
- (c) **Community, Social and Health Services Sector** – Council will support social planning in the community and move towards expanded care for seniors, additional day/childcare services, while ensuring and expand support services for youth in the community.
- (d) **Green/Environmental Sector** – Council will undertake the work to showcase Powell River as a model of a sustainability community including defined demonstration projects.
- (e) **Knowledge Based Industries Sector** - Council will focus on efforts related to education and learning that will benefit the local economy through the attraction of students and the creation of programs to promote entrepreneurship and centres on developing International education programs, a boutique college, developing telecommuting capacity, and encouraging trades training locally.

- (f) **Arts and Culture Sector** – Council will continue to support art and culture locally that will foster stronger partnerships among local organizations and the Tla'amin Nation and continue to grow and diversify the sector.
- (g) **Tourism Sector** - Council will support the development of new tourism products, services and infrastructure in an effort to further diversify the tourism experience and products offered locally and regionally.
- (h) **Food Production Sector** – Council will support the investigation and development of specific food production opportunities within the community.
- (i) **Community Asset Development** – Council will support the development or redevelopment of properties and infrastructure that are either owned or under the control of the City of Powell River and will lead to the generation of new economic activity in the community.
- (j) **Investment Attraction and Business Development** – Council will support efforts that will lead to development of new business and industries and attract investment to the community.
- (k) **Government Policy** – Council will support three core approaches including developing viable own source revenues, developing strong partnerships with the Tla'amin Nation, and pursuing incentives for business that support desirable economic development outcomes.

The City also has other priorities in economic development that will continue to be a key focus and include:

- (l) Council will maintain a competitive property tax structure vis-à-vis other British Columbia coastal communities of similar size.
- (m) Council will review business related bylaws to ensure that they are current and do not discourage new business investment.
- (n) Council will ensure that there is an adequate land base to accommodate business expansion and new investment.
- (o) Council will ensure that local permitting is transparent and timely with a solution-based, customer driven philosophy.
- (p) Council will use incentives to encourage new investment opportunities in the community.
- (q) Support the introduction of a 2% accommodation tax to generate greater marketing revenue.

PART 9: DEVELOPMENT PERMIT AREAS (DPAS)

All development and redevelopment within areas designated under this section shall require application for a permit and shall be evaluated in respect to compliance to the relevant stated objectives and guidelines. 'Development' comprises any new construction; change in exterior character of the site or buildings; environmental impact; renovations; and/or change in use if impacting the site; notwithstanding the exceptions listed below.

Definitions

Multi-family: a development with two or more attached dwelling units on a site including duplexes, semi-attached dwellings, townhouses, row houses, cluster housing and apartments but does not include secondary suites.

Streetscape: the elements of a street including buildings and their façades, pedestrian and vehicular rights-of-way, and landscaping and vegetation that combine to give a street its overall character.

Complete Streets: Streets designed to safely accommodate all users (pedestrians, bicycles, transit riders and motorists).

Street-oriented: Buildings and structures designed and sited in such a way as to improve the overall streetscape. This includes: (1) a primary entrance to the building and each ground-oriented unit that is highly visible and directly accessed from the street; (2) a reasonable amount of windows and/or doors on the wall of the building that faces the street; (3) an unobstructed view from the street to the primary entrance and windows (e.g. views are not blocked by fences, landscaping, or storage structures such as sheds and garages); and (4) architectural features and details are emphasized and/or of a higher quality on the side of the building that faces the street.

Development Permit Security Deposit

In compliance with s. 925 of the Local Government Act, a Development Permit Security in the form of cash or a letter of credit may be held by the City in conjunction with permit issuance in any and all Development Permit Areas.

Upon substantial completion of the site and development work as set out in the Development Permit and providing that the conditions of the permit in respect to landscaping have been met, the City shall return 60% of the security deposit. The remaining security deposit amount shall be retained for an additional one-year period from the date of completion to ensure maintenance and survival of the planting.

In the case of security deposits for the mitigation of unsafe conditions and/or protection of the natural environment, upon substantial completion and inspection and provided that the conditions of the permit have been met, 100% of the applicable security deposit shall be returned to the permittee.

Exemptions for All Development Permit Areas (DPAs)

A Development Permit is not required within any Development Permit Area under the following circumstances:

- (a) Internal alterations which do not affect the exterior appearance of the building;

- (b) Installation or repair of overhead canopies or other pedestrian weather protection device if designed in accordance with the applicable policies and bylaws of the Development Permit Area;
- (c) Construction of an addition or detached accessory structure of gross floor area less than 10 square metres;
- (d) Replacement or repair of cladding or roofing provided that equivalent materials are used;
- (e) Replacement of doors, windows or building trim with like materials;
- (f) Painting or minor repairs of a building; or
- (g) Construction of a single family dwelling.

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9.1 Development Permit Area (DPA) 1: Multi-family Residential

This Development Permit Area is established under sections 919.1(1)(f) and 920 of the *Local Government Act* to provide guidelines for the form and character of multi-family residential developments with more than two units.

DPA 1 consists of all lands designated Urban Residential Medium Density, Urban Residential Low Density and Urban Residential Single Family where multi-family development is proposed.

9.1.1 Objectives

The objectives of DPA 1 are to:

- (a) achieve good quality, aesthetically pleasing multi-family residential development that is appropriate to the character of Powell River's neighbourhoods;
- (b) support development of a variety of housing types, tenures and densities to meet the diverse needs and income levels of individuals and families at all stages of life;
- (c) minimize the loss of views and other negative impacts on adjacent areas;
- (d) to reduce the environmental impacts of larger residential developments; and
- (e) improve and maintain pedestrian infrastructure and conditions, including access, safety and aesthetics.

9.1.2 Guidelines

(a) Siting and Orientation of Buildings

- i. Where possible, multi-family residential buildings and the individual units within each building should consider the streetscape and be oriented towards the fronting public street. Where the size or shape of the site does not permit all the units to face the fronting public street, then units should be oriented to internal, private streets.
- ii. Orientation toward the water is permitted where prominent pedestrian access and connection to the fronting public street is provided.
- iii. Individual multi-family residential buildings should not exceed 35 metres in width when viewed from the street.
- iv. Where more than one major building is proposed for the same site, each structure should be separated by at least 6 metres as viewed from the street.
- v. Building size and shape or massing should be articulated in a way that reflects the scale and proportions of adjacent developments.
- vi. Where possible, orient buildings to maximize solar gain and the penetration of natural light into interior living spaces.

(b) View Impact

- i. The siting and height of multi-family buildings should ensure that view impacts on adjacent residential developments are mitigated or minimized.
- ii. Lobby and individual unit entrances, patios, balconies, and windows should be visible from the street.
- iii. Walled developments that block visibility from the street are not permitted.

(c) Façades and Roof Lines

- i. Multi-family dwellings designed as rectangular boxes with flat roofs are discouraged.
- ii. The façades of multi-family residential buildings should be articulated to indicate the individual units, avoiding monolithic building faces.
- iii. In multi-family residential buildings, windows and window patterns may vary to indicate the individual units within.
- iv. Each townhouse should have an architecturally distinct entrance at grade with its own street address.
- v. Rooflines of residential buildings should be varied to indicate the individual units below. Roof forms should be those common to residential use, such as gable roofs or hip roofs. Roof forms can be used to reduce the apparent height of the building.

(d) Exterior materials

- i. The use of local or “West Coast” materials is encouraged, including wood products such as cedar shakes and siding, salvaged or recycled timber columns and accents; stone, particularly local granite.
- ii. Large surface areas of unfinished concrete, metal, concrete block or stucco and other similar construction materials are strongly discouraged.
- iii. Buildings clad entirely in vinyl siding are strongly discouraged; if vinyl siding is applied, it should be located at upper levels only and be combined with other materials.
- iv. The use of highly-reflective or mirrored glass windows should be avoided.
- v. Exceptions may be made for upper floors and non-public sides of buildings if high quality finishes are applied to the ground storey.

(e) Landscaping and outdoor spaces

- i. A comprehensive landscaping plan prepared by a Landscape Architect is required for any multi-family development with three or more dwelling units and must be submitted to the City before final approval.
- ii. Ground oriented units should be provided with private outdoor spaces adjacent to the unit and distinct from shared open space or common property.
- iii. Shared outdoor amenity areas should be provided for residents, including play spaces and gathering spaces.
- iv. Healthy, mature trees and vegetation should be retained where possible.
- v. Plantings and planting areas should be used to:
 - a. Provide screening and privacy between dwelling units and between private outdoor spaces;
 - b. ‘Soften’ the appearance of buildings;
 - c. Shade buildings and outdoor spaces;
 - d. Manage rainwater;
 - e. Stabilize soils and prevent soil erosion;
 - f. Screen parking areas from the street;
 - g. Screen waste receptacles, dumpsters, and building mechanicals from the street.
- vi. Landscaping *should not be used* to screen views to unit or lobby entrances from the street.

- vii. Access paths should connect unit or lobby entrances directly to the sidewalk. Secondary access paths may connect unit and lobby entrances to off-street parking areas.
- viii. All pathways and routes should be accessible or provide an accessible route option.
- ix. Storage of materials and equipment within a building is recommended. Any outdoor storage must be screened from the street either by buildings, landscaping or solid fencing.

(a) Parking and Vehicular Access

- i. Parking should not be visible from the street but should be underground, enclosed within a building or located at the rear or side of the structure.
- ii. Large parking lots should be broken up with tree plantings and landscaping.
- iii. Appropriate use of on-site traffic controls and stop/yield sign locations must be illustrated on application drawings.
- iv. Defined pathways should facilitate pedestrian access to building entrances and adjacent public streets.
- v. Provision should be made for the safe storage of bicycles for visitors and residents.
- vi. Impermeable surface areas of parking lots should be minimized.

9.2 Development Permit Area (DPA) 2: Uptown Mixed Use

This Development Permit Area is established under sections 919.1(1) (f) and 920 of the *Local Government Act* to provide guidelines for the form and character of commercial and multi-family developments in the central Westview area.

DPA 2 consists of the area designated on Schedule B as Uptown Mixed Use. This area is characterized by a broad range of indoor and outdoor malls; large format commercial outlets; tourist, service and highway commercial; and multi-family residential uses. It functions as the major commercial precinct for Powell River.

9.2.1 Objectives

The objectives of DPA 2 are to:

- (a) strengthen the principal business district in Powell River;
- (b) encourage complementary multi-family uses;
- (c) improve the appearance of buildings, landscaping, and streetscape;
- (d) minimize the impact of the built environment on local water quality and stream health;
- (e) improve connectivity within the area and to adjoining areas; and
- (f) encourage efficient use of available land.

9.2.2 DPA 2 Guidelines

(a) Siting and Orientation of Buildings

- i. Mid-block buildings must be oriented to face the nearest major street.
- ii. Corner buildings must be oriented to face both adjacent streets.
- iii. Buildings must be located with no setback or minimal setbacks from the public sidewalk and street right-of-way.
- iv. Building entrances must be accessed directly from the public sidewalk without crossing any parking areas. This means that building entrances must be on the front of the building (facing the street), or on the side of the building (facing the parking area) where a pathway leads from the sidewalk directly to the entrance.
- v. Where possible, orient buildings to maximize solar gain and the penetration of natural light into interior spaces.

(b) Building Form and Character

- i. All storefronts and lobby entrances must include some form of pedestrian rain protection over the front entry. This may take any form compatible with the design (awning, canopy, marquee, etc.) and may be structurally independent of the building.
- ii. Building façades should be articulated or detailed in a way that indicates each individual unit, including both ground floor and upper level units.
- iii. Rooflines of buildings should be articulated or detailed in a way that indicates each individual unit, including both ground floor and upper level units.
- iv. All commercial storefronts should include large display windows to provide a strong visual connection between the inside and the outside of the building. Large format retail buildings are not exempted from this guideline.

- v. Upper level units should include windows and balconies facing the street. This fenestration should create a regular pattern across the entire façade of the building and should match the fenestration pattern of the ground-floor units.
- vi. Large structures should vary the front setback to modulate the building façade, allowing for recesses that can be used to accommodate street amenities (e.g. garbage and recycling receptacles, bike racks) and landscaping (e.g., street trees, flower beds, small patios).
- vii. Structures that are taller than two stories should include design features that articulate the transition between lower floors and upper floors. This could include, for example: a ground floor façade that is more richly detailed or otherwise distinguished from the upper floors; a pergola, awning, or other projection that marks the transition from lower to upper floors; a stepped-back façade at the 3rd or 4th stories; or inset balconies on the upper floors.

(c) Exterior Materials

- i. The use of local or “West Coast” materials is encouraged, including wood products such as cedar shakes and siding, salvaged or recycled timber columns and accents; stone, particularly local granite.
- ii. All exterior surfaces buildings should make use of natural materials, brick, wood or similar materials. Large expanses of unfinished concrete, metal, block or stucco and other similar construction materials are strongly discouraged.
- iii. The use of vinyl siding is permitted on the façades of upper floors only.
- iv. The use of highly reflective or mirrored glass windows is not permitted.

(d) Landscaping & Amenity Areas

- i. A comprehensive landscaping plan prepared by a Landscape Architect is required for any multi-family development with three or more dwelling units and must be submitted to the City before final approval.
- ii. Ground oriented residential units should be provided with private outdoor spaces adjacent to the unit and distinct from shared open space or common property.
- iii. Shared outdoor amenity areas should be provided for any building that includes residential uses, including play spaces and gathering spaces.
- iv. Healthy, mature trees and vegetation should be retained where possible.
- v. Plantings and planting areas should be used to:
 - a. Provide screening and privacy between residential units and between private outdoor spaces;
 - b. Screen residential buildings from adjacent commercial uses where they are not separated by a street or lane;
 - c. Screen parking areas from the street;
 - d. Screen waste receptacles, dumpsters, and building mechanicals from the street;
 - e. ‘Soften’ the appearance of buildings;
 - f. Divide large parking areas into several smaller parking areas;
 - g. Define or frame paths, streets, path entrances, and the edges of outdoor spaces;
 - h. Shade buildings and outdoor spaces;

- i. Manage rainwater; and
 - j. Stabilize soils and prevent soil erosion.
- vi. Landscaping should not be used to screen views to unit or lobby entrances from the street.
- vii. Storage of materials and equipment within a building is recommended. Any outdoor storage must be screened from the street either by buildings, landscaping or solid fencing.

(e) Parking and Vehicular Access

- i. Internal streets should mimic the grid pattern, connectivity, and block sizes of the city. These streets should connect adjacent properties wherever possible and should be designed to the same standards as city streets, including pedestrian facilities such as sidewalks, corner bulges, and crossing areas.
- ii. Parking lots should be located to the rear, side, or below the building.
- iii. Parking lots should be paved, drained and well illuminated.
- iv. The use of permeable paving materials is strongly encouraged.
- v. On-site stormwater management (retention and infiltration) for parking and roadways is encouraged.
- vi. Parking lots should be designed to safely link to other parking lots on adjacent sites.
- vii. Parking lot access should be primarily provided via side streets and lanes; direct access to Joyce Avenue will be limited to right in and out movements or where left turns from Joyce Avenue are feasible.
- viii. Parking for residential uses shall be separated from commercial uses and located to the rear or below the building.
- ix. Appropriate use of traffic controls and stop/yield sign locations must be included and illustrated on application drawings.
- x. A reduction in on-site parking will be considered based on the recommendations of a report prepared by a qualified traffic engineer.

(f) Pedestrian Access

- i. Walkways shall be provided:
 - a. Immediately adjacent to the fronts of all buildings in order to provide access to premises and to through routes between adjacent commercial properties.
 - b. To connect across parking areas.
- ii. Access paths should connect commercial entrances, residential entrances, or lobby entrances directly to the sidewalk. Paths should also connect these entrances to off-street parking areas.
- iii. All pathways and routes should be accessible or provide an accessible route option, this includes a full range of pedestrian travel including wheelchairs, walkers, canes, strollers, etc.
- iv. Walkways adjacent to parking shall be separated from parking lots by landscaping and vegetative screening.

(g) Signs

- i. All signs must meet the requirements of the Sign Bylaw. Signs that encroach beyond the property line require the appropriate agreements as set out in the Sign Bylaw.
- ii. Installation of fascia or projecting signs that are handcrafted, hand painted and individually designed are strongly encouraged.
- iii. Where large, acrylic or plastic corporate standard signs are proposed, fascia signs are preferred in lieu of freestanding signs.
- iv. Additionally, individual letters are strongly encouraged over acrylic faced, illuminated box signs.
- v. If freestanding signs are proposed, such signs must be integrated with landscaping and building finishes. Surrounding site conditions and proximity to structures, sidewalk amenities (e.g., garbage cans, bicycle racks) and existing signs on adjacent properties shall be a consideration in permitting freestanding signs.

9.2.3 Exemptions

A Development Permit in this area will not be required under the following circumstances:

- (a) For installation of new signs provided that the sign(s) conforms to the applicable policies in this DPA;
- (b) For the replacement or repair of signs provided that a sign is not enlarged or moved; and
- (c) In the case of existing single and two-family residential uses, Development Permits are not required for any construction or development exclusively for these residential uses.
- (d) Where the exterior building permit value does not exceed \$60,000.

Figure 6 – Uptown Commercial with Multi-Family in Background

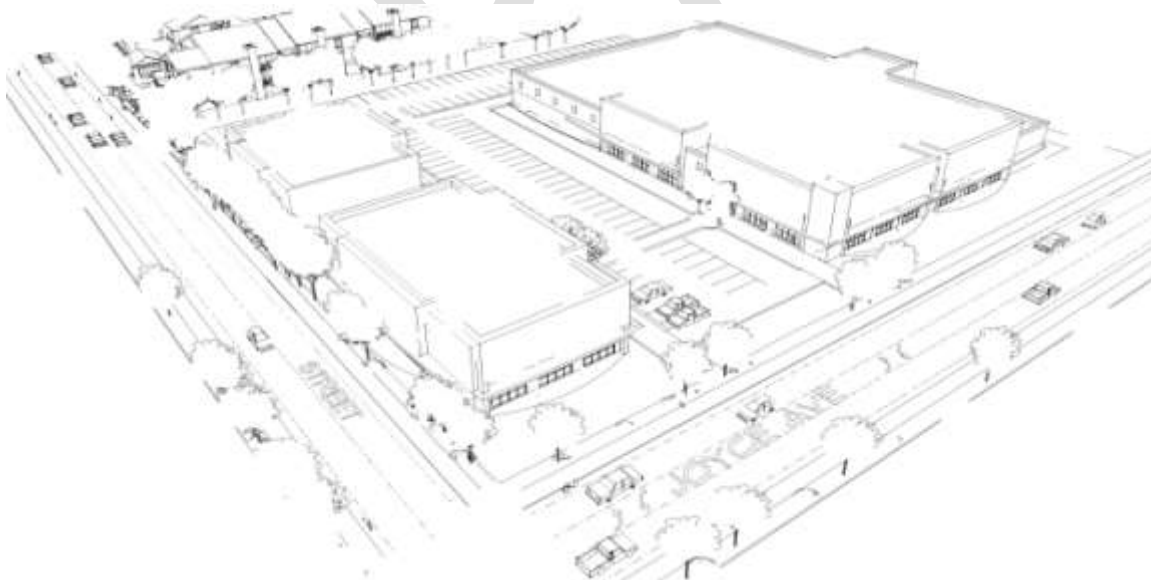


Figure 7 – Uptown Multi-Family with Commercial in Background



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9.3 Development Permit Area (DPA) 3: Marine/Willingdon Mixed Use Area

This Development Permit Area is established under sections 919.1(1) (d) & (f) and 920 of the *Local Government Act* to provide guidelines for the revitalization of an area in which commercial use is permitted and for the form and character of commercial and multi-family development in the Marine Avenue and Willingdon Avenue commercial precinct.

DPA 3 consists of the area in Westview designated on Schedule B as Mixed Use Commercial/Residential along Marine Avenue and Willingdon Avenue. This area is characterized by a mixture of small commercial retail, commercial office, and commercial service uses, restaurants, and low-rise residential uses.

9.3.1 DPA 3 Objectives

The objectives of DPA 3 are to:

- (a) improve and maintain the pedestrian oriented commercial character of the area;
- (b) minimize any potential negative impacts upon neighbouring or nearby residential properties;
- (c) improve links to nearby waterfront uses;
- (d) strengthen the area's tourism appeal; and
- (e) encourage complementary multi-family uses.

9.3.2 DPA 3 Guidelines

(a) Marine Avenue Building Orientation

- i. Buildings fronting onto Marine Avenue should be built up to the front property line. Setbacks from the property line will be allowed for recessed entrances and for public spaces such as patios or courtyards associated with commercial uses such as restaurants.
- ii. Main entrances should be recessed from the front building façade.
- iii. Façade s above the second storey should be set back from the front property line a minimum of 3.0 metres to reduce the apparent height of multi-storey buildings.

(b) Willingdon Avenue Building Orientation

- i. No sidewalk will be required on the east side of Willingdon Avenue due to the narrow street right of way.
- ii. Storefronts facing Willingdon Avenue should have a "Main-Street" character.
- iii. Residential units fronting onto Willingdon Avenue should be street oriented.

(c) Building Massing

- i. Both size (scale) and shape (massing) of buildings shall respect and be harmonious with adjacent development.
- ii. East of Marine Avenue, the front façades of 1st and 2nd storeys should occupy the full width of the site. West of Marine Avenue, buildings should be massed to allow for views of the water from Marine Avenue and from public spaces.

Figure 8 – Willingdon Multi-Family**(d) Building Design**

- i. Street level façades should be divided horizontally by columns or pilasters into storefront modules ranging from 4 to 8 metres in width. Once established, this module should be repeated along the entire façade width. For buildings on corner sites, the module should be repeated along the entire flanking façade.
- ii. Upper storey façades should echo the rhythm established on the ground level façade but with less pronounced divisions, for example: a simple fenestration pattern and control joints. For buildings on corner sites, this established module should repeat along the entire length of flanking façade.
- iii. All façades should be capped by a cornice, a parapet, or both. Once established, the cornice design or parapet should be consistent along the entire width of the front. For corner buildings, the flanking façade should be consistently rendered.
- iv. Commercial storefronts should incorporate large, full height display windows in each façade module with sills between 25 to 40 cm above sidewalk grade and glazed storefront doors in each entry module. Commercial uses that cannot accommodate extensive display windows may replace these with framed panels provided the panels visually maintain the proportions of the windows they replace.
- v. The fenestration pattern on upper storey façades should be balanced within each module. The patterns may vary from floor to floor, but once established, should replicate the façade rhythm.

Figure 9 – Marine Area Mixed Use

(e) Pedestrian Weather Protection

- i. All storefronts must include some form of weather protection for the pedestrian area immediately adjacent to the building.
- ii. This protection may take any form (awning, overhang or canopy) compatible with the design of the façade but must be:
- iii. Constructed of durable materials that are impervious to water, heat and fading.
- iv. At least 2.5 metres above the sidewalk and should extend the width of the façade with a minimum depth of 2 metres.
- v. The weather protection structure may also be structurally independent of the building façade.

(f) Exterior Materials

- i. Exterior finishes on all commercial and multi-family development should make use of natural materials. Brick, wood and similar materials are recommended over large expanses of unfinished concrete, metal and other similar construction materials.
- ii. Buildings primarily entirely clad in vinyl siding are not permitted.
- iii. The use of local or “West Coast” materials is encouraged, including wood products such as cedar shakes and siding, salvaged or recycled timber columns and accents; stone, particularly local granite.

(g) Landscaping

- i. Ground oriented residential units should be provided with private outdoor spaces adjacent to the unit and distinct from shared open space or common property.
- ii. Healthy, mature trees and vegetation should be retained where possible.
- iii. Plantings and planting areas should be used to:
 - a. Provide screening and privacy between residential units and between private outdoor spaces;

- b. Screen residential buildings from adjacent commercial uses where they are not separated by a street or lane;
 - c. Screen parking areas from the street;
 - d. Screen waste receptacles, dumpsters, and building mechanicals from the street;
 - e. 'Soften' the appearance of buildings;
 - f. Divide large parking areas into several smaller parking areas;
 - g. Define or frame paths, streets, path entrances, and the edges of outdoor spaces;
 - h. Shade buildings and outdoor spaces;
 - i. Manage rainwater; and
 - j. Stabilize soils and prevent soil erosion.
- iv. Landscaping should not be used to screen views to unit or lobby entrances from the street.
- v. Storage of materials and equipment within a building is recommended. Any outdoor storage must be screened from the street either by buildings, landscaping or solid fencing.

(h) Murals

- i. Murals on exterior side elevations are strongly encouraged, subject to the following criteria:
 - a. design must be submitted as part of the Development Permit application;
 - b. a local West Coast heritage, cultural or recreational theme (e.g. mountain biking, kayaking, canoeing, hiking) should be selected; and
 - c. the mural must be painted by a qualified professional artist or professional painter.

(i) Parking

- i. In order to maintain pedestrian continuity along Marine Avenue, vehicle access across front property lines is discouraged.
- ii. Required off-street parking should be located to the rear or under buildings.
- iii. Where access must be provided across a front property line, the curb cut should be limited to a driveway only.
- iv. Off-street parking shall be provided primarily for employees and residents as it is anticipated that the customer parking needs will be met primarily by on-street parking.
- v. If adequate employee/resident parking cannot be accommodated on the site, the parking shortfall may be met from a nearby site as specified in the Zoning Bylaw subject to registration of a restrictive covenant.
- vi. All street edges adjacent to surface parking must be marked at the property line with a continuous solid obstruction such as bollards or planters with openings for pedestrian access at appropriate locations.
- vii. All surface parking lots shall be paved, drained and illuminated. The use of permeable paving surfaces is strongly encouraged.
- viii. Appropriate use of on-site traffic controls and stop/yield sign locations must be illustrated on application drawings.

(j) Pedestrian Access and Amenities:

- i. Exterior public and parking areas shall include paved, brick or stone finishes with landscaped buffers to road rights-of-way.
- ii. All public passages shall be illuminated.
- iii. Landscaping shall be incorporated into all parking areas.
- iv. Buildings with frontage on both Marine Avenue and Willingdon Avenue should provide pedestrian access from both streets or direct public access to Marine Avenue either around or through the building.

(k) Cycling access and Amenities

- i. Provision should be made for convenient and secure bicycle storage along Willingdon Avenue.
- ii. Development should recognize that Willingdon Avenue is a designated Regional Route in the cycling network.

(l) Reduction of Bylaw Parking Requirement:

- i. Parking and other works and services requirements may be reduced or altered by Council in special circumstances if strict compliance with bylaw requirements would unduly restrict appropriate development or would undermine the character of the area.

(m) Signs

- i. All signs must meet the requirements of the Sign Bylaw. Signs that encroach beyond the property line require the appropriate agreements as set out in the Sign Bylaw.
- ii. Installation of fascia or projecting signs that are handcrafted, hand painted and individually designed are strongly encouraged.
- iii. Free standing and internally illuminated signs are discouraged. Sign illumination by indirect lighting or spot lighting is recommended.

9.3.3 Exemptions

A Development Permit will not be required under the following circumstances:

- (a) For installation of new signs provided that the sign(s) conforms to the applicable policies;
- (b) For the replacement or repair of signs provided that a sign is not enlarged or moved;
- (c) In the case of existing single and two-family residential uses, Development Permits are not required for any construction or development exclusively for residential related use.

9.3.4 Development Permit Area (DPA) 3w: The Wharf at Westview

This Development Permit Area is established under sections 919.1(1) (d) & (f) and 920 of the *Local Government Act* to provide guidelines for the form and character of commercial development for The Wharf at Westview.

DPA 3w is a subset of the Mixed Use Commercial/Residential designation in Westview. DPA 3w consists of lands bounded by the City pleasure craft harbour to the north, the DFO small crafts harbour to the south, Malaspina Strait to the west and Wharf Street to the east. The area is zoned W1: Waterfront Commercial and characterized by a pedestrian-oriented mixed use of commercial, tourism, and transportation.

9.3.5 DPA 3w Objectives

The objectives of DPA 3w are to:

- (a) improve and maintain a pedestrian oriented commercial character;
- (b) enhance a community connection with and use of the North and South Harbours;
- (c) protect and improve the marine transportation hub linking Westview to Texada and Vancouver Islands;
- (d) strengthen the area tourism appeal;
- (e) encourage transient marine activity and serve the harbour clientele; and
- (f) provide improved service to the harbour users and their communities.

9.3.6 DPA 3w Guidelines

(a) Building Orientation

- i. Building siting should encourage pedestrian friendly streetscapes on all exposed sides of structures.
- ii. Main entrances should be readily identifiable on the building façade.
- iii. As the site is exposed to views on all sides, careful consideration must be made of the design for the loading, garbage, and utility components typically grouped at the “back” of a development.
- iv. Where possible, orient buildings to maximize solar gain and the penetration of natural light into interior living spaces.

(b) Building Massing

- i. Both size and massing of buildings shall respect and be harmonious with adjacent development.
- ii. Building mass should optimize and respect adjacent views while minimizing negative impacts.
- iii. The façade is to have variations in depth for visual interest.

(c) Storefront

- i. Buildings in this area should have a main-street character and may employ marine motifs or celebrate West Coast historical forms/themes.
- ii. Although smaller in scale than the Marine Avenue precinct, the buildings in this area should still maintain the feel of the “Old Downtown”.

(d) Roofs, Cornices, and Parapets

- i. If a flat roof is proposed, façades should be capped by a cornice, a parapet, or both.
- ii. The cornice or parapet design should be consistent along all visible sides of a building.

(e) Pedestrian Weather Protection

- i. Storefronts must include some form of weather protection for the pedestrian area immediately adjacent to the building and along primary pedestrian circulation routes through this area.
- ii. This protection may take any form (awning, overhang or canopy) compatible with the design of the façade but must be:
- iii. constructed of durable materials, such as enamel coated steel or glass, that are impervious to water, heat, fading and the salt air environment
- iv. At least 2.5 metres above the sidewalk with a minimum depth of 1.5 metres.
- v. The weather protection structure may be structurally independent of the building façade.

(f) Exterior Materials

- i. Exterior finishes on all buildings should make use of natural materials which age well under exposure and withstand aggressive winter weather.
- ii. Building façades shall incorporate an exterior cladding combination of two or more of the following products; cement clapboard siding, brick, stone and some wood features.
- iii. Roofs shall be clad in standing seam zinc, or enamel coated metal roofing.
- iv. Galvanized metal is not to be used due to the corrosive environment.
- v. An organic palette is encouraged for exterior finishes.

(g) Landscaping

- i. Given that buildings are generally located at or near lease lines, landscaping will not be a condition of Development Permit issuance.
- ii. Planters and linear landscape strips are encouraged along walkways and to screen loading areas where possible within lease areas.
- iii. Landscaping should be located and designed to retain, absorb and filter rainwater run-off from buildings, parking lots, and other impermeable surfaces.

(h) Reduction of Bylaw Parking Requirement

- i. Council may consider a reduction in parking requirements in DPA 3w based on an assessment of need and to conform to the pedestrian oriented character of the area.
- ii. Vehicle circulation in this area is confined to ferry traffic, access for the physically disabled, delivery/service vehicles for onsite developments and South Harbour users.

(i) Lighting and Street Furniture

- i. The developer shall be responsible for design, construction, and maintenance of all site work within their lease area; however, the specifications for all finishes, materials, lighting, and street furniture must be equivalent to that within the public area and the design must extend across the lease line.
- ii. A combination of stamped concrete and pavers is prescribed for this area.

- iii. Light standards, stanchions and street furniture within both lease and public areas are to be concrete, black finished metal or cast iron (as per City standard specification).

(j) Signs

- i. All signs must meet the requirements of the Sign Bylaw.
- ii. Installation of fascia or projecting signs that are handcrafted, hand painted and individually designed are strongly encouraged.
- iii. Sign illumination by indirect lighting or spot lighting is strongly preferred to acrylic type internally illuminated signs.

9.3.7 Exemptions

A Development Permit will not be required under the following circumstances:

- (a) for installation of new signs provided that the sign(s) conforms to the applicable policies;
- (b) for the replacement or repair of signs provided that a sign is not enlarged or moved.

9.4 Development Permit Area (DPA) 4: Townsite Centre Mixed Use Area

This Development Permit Area is established under sections 919.1(1) (d) & (f) and 920 of the *Local Government Act* to provide guidelines for the revitalization of an area in which commercial use is permitted and for the form and character of commercial and multi-family development in the Townsite core.

DPA 4 consists of the area in Townsite designated as Mixed Use Commercial/Residential on Schedule B. DPA 4 includes all lands zoned C1, C2, and MC in Townsite. This area, which historically functioned as the major commercial centre for Powell River, is characterized by tourist and recreation commercial, retail and office commercial uses, and multi-family uses.

9.4.1 DPA 4 Objectives

The objectives of DPA 4 are to:

- (a) encourage appropriate redevelopment and revitalization of Townsite;
- (b) enhance and complement Townsite "Garden City" heritage attributes;
- (c) improve the appearance of buildings and adjacent landscaping; and
- (d) improve pedestrian access and safety within the area and encourage linkages with nearby uses.

9.4.2 DPA 4 Guidelines

- (a) Siting and Orientation of Buildings
 - i. Buildings should be oriented to the major street and sited in close proximity to the front property line.
 - ii. Except for vehicle access to the rear of the site and required side yards, commercial buildings should occupy the majority of the site width.
 - iii. All required on-site parking should be located behind the building(s) at the rear of the site or at one side of the building.
- (b) Architecture
 - i. Buildings in this area must respect the adjacent heritage character with rigorous attention focused upon texture, detail and proportion. Developers are advised to refer to the Powell River Archives for an extensive collection of historic records and photographs from 1910 to 1940.
 - ii. Rooflines of larger commercial buildings may define individual units with the use of false façades and cornices.
 - iii. All commercial storefronts should include as much display window area as is practical.
 - iv. Window treatment, materials, placement and proportions should be in keeping with the heritage character of historic Townsite buildings.
- (c) Exterior Materials
 - i. All exterior surfaces of commercial or mixed use buildings should make use of natural materials.
 - ii. Large expanses of unfinished concrete, metal or block and other non-heritage construction materials are strongly discouraged.

- iii. The use of highly reflective or mirrored glass windows is also discouraged.
- iv. The use of heritage materials is strongly encouraged, including: cedar shake roofing; wood siding; and brick. Composite products such as Hardie board siding are acceptable.

(d) Landscaping

- i. A comprehensive landscaping plan by a Landscape Architect must be submitted to the City before final approval.
- ii. In recognition of Townsite's historic tree-lined boulevards, the guidelines for this area strongly encourage replanting of street trees. It is acknowledged that minimal space for landscaping may be available in the front yard or on public boulevard; however, where possible on-site planters, flowerbeds and the replanting of properly irrigated deciduous street trees along the front property line within the setback is strongly encouraged.
- iii. The location of street trees should take into consideration any underground utilities.
- iv. Additionally, landscaping should be located between buildings and parking areas.
- v. Retention of attractive, healthy existing vegetation is strongly encouraged, especially if development occurs adjacent to other types of uses.
- vi. Landscaping should be located and designed to retain, absorb and filter rainwater run-off from buildings, parking lots, and other impermeable surfaces.
- vii. Storage of materials and equipment within a building is recommended. Any outdoor storage must be screened from the street either by buildings, landscaping or solid fencing.

9.5 Development Permit Area (DPA) 5: Cranberry Lake Mixed Use Area

This Development Permit Area is established under sections 919.1(1) (d) & (f) and 920 of the *Local Government Act* to provide guidelines for the revitalization of an area in which commercial use is permitted, encourage multi-family development, and provide for the form and character of multi-family and commercial development in Cranberry Lake.

DPA 5 consists of the area in Cranberry designated Mixed Use Commercial/Residential on Schedule B. These lands are typically zoned MX, C1, and C2 in Cranberry Lake. DPA 5 is characterized by pedestrian friendly one storey commercial buildings with little or no front yard setback as well as community service uses.

9.5.1 DPA 5 Objectives

The objectives of DPA 5 are to:

- (a) revitalize the Cranberry Lake neighbourhood commercial area;
- (b) encourage multi-family uses as standalone developments or with ground floor commercial uses;
- (c) minimize any negative impact of commercial development upon adjacent residential areas, especially immediately adjacent single family homes;
- (d) improve the appearance of buildings and adjacent landscaping; and
- (e) improve and maintain pedestrian access and safety.

9.5.2 DPA 5 Guidelines

- (a) Siting and Orientation of Buildings
 - i. Commercial frontages should be oriented to the nearest major street and be located in close proximity to the front property line in order to encourage a pedestrian-friendly streetscape.
 - ii. Residential frontages should be oriented to face either the nearest major street or a side street, and be located within a short setback from the front property line to allow for front courtyards and patios.
- (b) Building Massing
 - i. Size (scale) and shape (massing) of buildings should be harmonious with existing developments.
 - ii. Buildings should be articulated both horizontally and vertically to indicate individual commercial or residential units.
- (c) Architecture
 - i. Buildings at street level in this area should reflect a commercial character.
 - ii. Commercial storefronts should incorporate large display windows.
 - iii. Storefronts should include some form of weather protection for the pedestrian area immediately adjacent to the building. This protection may take any form (awning, overhang or canopy) compatible with the design of the façade but must be:
 - a. Constructed of durable materials that are impervious to water, heat and fading.

- b. At least 2.5 metres above the sidewalk and extend the width of the façade with a minimum depth of 2 metres.
- iv. The weather protection structure may be structurally independent of the building façade.

(d) Exterior Materials

- i. Exterior finishes on all commercial developments should make use of natural materials.
- ii. Brick, wood, and similar materials are recommended over large expanses of unfinished concrete, metal and other similar construction materials.
- iii. Buildings clad entirely in vinyl siding are strongly discouraged; if vinyl siding is applied, it should be located on upper levels only and in combination with other materials.

(e) Landscaping

- i. Ground oriented residential units should be provided with private outdoor spaces adjacent to the unit and distinct from shared open space or common property.
- ii. Healthy, mature trees and vegetation should be retained where possible.
- iii. Plantings and planting areas should be used to:
 - a. Provide screening and privacy between residential units and between private outdoor spaces;
 - b. Screen residential buildings from adjacent commercial uses where they are not separated by a street or lane;
 - c. Screen parking areas from the street;
 - d. Screen waste receptacles, dumpsters, and building mechanicals from the street;
 - e. 'Soften' the appearance of buildings;
 - f. Divide large parking areas into several smaller parking areas;
 - g. Define or frame paths, streets, path entrances, and the edges of outdoor spaces;
 - h. Shade buildings and outdoor spaces;
 - i. Manage rainwater; and
 - j. Stabilize soils and prevent soil erosion.
- iv. Landscaping should not be used to screen views to unit or lobby entrances from the street.
- v. Storage of materials and equipment within a building is recommended. Any outdoor storage must be screened from the street either by buildings, landscaping or solid fencing.

(f) Off-Street Parking

- i. In order to maintain pedestrian continuity along Cranberry Street and Manson Avenue, vehicle access across front property lines is discouraged.
- ii. Required off-street parking should be located to the rear, or side, of buildings. Where access can only be provided across a front property line, it should be limited to a driveway only.

- iii. Off-street parking shall be provided primarily for employees and residents as it is anticipated that the customer parking requirements will be met for the most part by on-street parking.
- iv. If adequate employee/resident parking cannot be accommodated on the site Council may require that adequate parking be obtained on a nearby site in lieu of on-site parking.
- v. Appropriate use of on-site traffic controls and stop/yield sign locations must be illustrated on application drawings.

9.5.3 Exemptions

- (a) A Development Permit is not required for any construction or development exclusively for a single family dwelling that is located within the mixed-use designation.

9.6 Development Permit Area (DPA) 6: Other Commercial Areas

This Development Permit Area is established under section 919.1(1)(f) and 920 of the *Local Government Act* to provide guidelines for the form and character of commercial development.

Development Permit Area 4 consists of all lands proposed for commercial development not included in any other Development Permit Area.

9.6.1 DPA 6 Objectives

The objectives of DPA 6 are to:

- (a) achieve good quality, aesthetically appropriate commercial development consistent with the objectives and policies of this SOCP;
- (b) minimize any negative impact of commercial development on adjacent residential areas; and
- (c) improve and maintain pedestrian access and safety.

9.6.2 DPA 6 Guidelines

- (a) Siting and Orientation of Buildings
 - i. Buildings should be located in close proximity to the front property line encouraging a pedestrian-friendly orientation.
 - ii. Long expanses of blank, straight façades should be avoided.
 - iii. Size (scale) and shape (massing) of commercial buildings shall be harmonious with adjacent residential development and respect homeowners' privacy.
- (b) Architecture
 - i. In general terms, buildings in this area should reflect a "small-town" commercial character.
 - ii. Storefronts should include some form of weather protection for the pedestrian area immediately adjacent to the building. This protection may take any form (awning, overhang or canopy) compatible with the design of the façade but must be constructed of durable materials that are impervious to water, heat and fading. It must be at least 2.5 metres above the sidewalk and 2 metres in depth.
 - iii. The pedestrian weather protection may be structurally independent of the building façade.
- (c) Exterior Materials
 - i. Exterior materials used for all commercial and multi-family residential units should make use of natural materials. Brick, stucco and similar materials are preferred over large expanses of unfinished concrete, reflective glass, metal and other similar construction materials.
 - ii. Buildings clad entirely in vinyl siding are strongly discouraged; if vinyl siding is used, it should be located on upper levels only and in combination with other materials.
 - iii. Exceptions may be made for upper floors, and non-public sides of buildings if high quality finishes are applied to the ground level.

(d) Vehicle Parking and Circulation

- i. Appropriate use of on-site traffic controls and stop/yield sign locations must be illustrated on application drawings.

(e) Landscaping

- i. Healthy, mature trees and vegetation should be retained where possible.
- ii. Plantings and planting areas should be used to:
 - a. Screen abutting residential properties from commercial uses where they are not separated by a street or lane;
 - b. Screen parking areas from the street;
 - c. Screen waste receptacles, dumpsters, and building mechanicals from the street;
 - d. 'Soften' the appearance of buildings;
 - e. Divide large parking areas into several smaller parking areas;
 - f. Define or frame paths, streets, path entrances, and the edges of outdoor spaces;
 - g. Shade buildings and outdoor spaces;
 - h. Manage rainwater; and
 - i. Stabilize soils and prevent soil erosion.
- iii. Landscaping should not be used to screen views to unit or lobby entrances from the street.

9.7 Development Permit Area (DPA) 7: Employment Areas

This Development Permit Area is established under sections 919.1(1)(f) and 920 of the *Local Government Act* to provide guidelines for the form and character of industrial or commercial development in Powell River.

DPA 7 consists of all lands designated for Employment Centre use on Schedule B.

9.7.1 DPA 7 Objectives

The objectives of DPA 7 are to:

- (a) achieve good quality development for new employment generating uses in Powell River;
- (b) provide guidelines for business park use;
- (c) minimize any negative impacts of industrial development upon adjacent commercial, rural and residential lands;
- (d) upgrade the external appearance of industrial development along the Duncan Street corridor; and
- (e) optimize the ambient environmental quality in Powell River.

9.7.2 DPA 7 Guidelines

- (a) Building Orientation
 - i. Where possible, buildings should be oriented to the fronting public street.
- (b) Building heights
 - i. Development in the vicinity of the Powell River Airport is subject to flight path regulations as set out in the Aeronautics Act.
- (c) Landscaping Screening
 - i. A comprehensive landscaping plan prepared by a Landscape Architect must be submitted to the City before final approval.
 - ii. Healthy, mature trees and vegetation should be retained where possible.
 - iii. Plantings and planting areas should be used to:
 - a. Screen abutting residential properties from commercial uses where they are not separated by a street or lane;
 - b. Screen parking areas from the street;
 - c. Screen waste receptacles, dumpsters, and building mechanicals from the street;
 - d. 'Soften' the appearance of buildings;
 - e. Divide large parking areas into several smaller parking areas;
 - f. Define or frame paths, streets, path entrances, and the edges of outdoor spaces;
 - g. Shade buildings and outdoor spaces;
 - h. Manage rainwater; and
 - i. Stabilize soils and prevent soil erosion.
 - iv. Landscaping should not be used to screen views to unit or lobby entrances from the street.

(d) Circulation and Access

- i. Appropriate use of on-site traffic controls and stop/yield sign locations must be illustrated on application drawings.
- ii. Distinct pedestrian pathways should be provided that safely connect from building entrances directly to parking areas and to public sidewalks.

(e) Parking and Outdoor storage

- i. Provision should be made for the secure parking of bicycles.
- ii. Vehicle parking should be located behind or to the side of buildings.
- iii. Indoor storage is preferred to outdoor storage.
- iv. All outdoor storage should be screened from the street either by buildings, landscaping or solid fencing. This includes permanent and temporary storage, dumpsters and waste piles, and any materials or equipment.

(f) Environmental Impact mitigation

- i. All sources of pollution including but not limited to air, dust, noise and light pollution should be minimized.
- ii. With respect to abutting residential, institutional, or commercial properties, proposed industrial uses should:
 - a. Locate mechanical equipment and exhaust vents as far away as possible from adjacent uses and/or provide for sound-proofing and exhaust filtering.
 - b. Locate any office or storage uses to act as a buffer between abutting properties.

9.8 Development Permit Area (DPA) 8: Freshwater Riparian Areas

9.8.1 Areas Affected

This Development Permit Area (DPA) applies to the riparian assessment area all parcels within the City shown as Freshwater Riparian or Wetland on Schedule F: Sensitive Ecosystems including:

- (a) Powell River
- (b) McGuffie Creek
- (c) McFall Creek
- (d) Miller Creek
- (e) Schoenfeld Creek
- (f) Cranberry Lake
- (g) Powell Lake
- (h) Squatter's Creek
- (i) Cutthroat Creek (through the former golf course in Townsite)
- (j) City constructed infiltration pond north-east of Teakerne Street
- (k) Unnamed creek in Wildwood north of Powell River and south of Schoenfeld Creek

9.8.2 Purpose

The purpose of DPA 8 is to protect the environmental qualities and ecological integrity of freshwater streams and lakes as they pertain to fish, fish habitat and protection of the natural environment. It is not the intent of this Development Permit Area to vary a regulation of any other bylaw.

9.8.3 Justification

Sections 919.1(1)(a) and 920 of the *Local Government Act* provide a local government with the authority to establish a DPA to protect the natural environment, its ecosystems and biological diversity. The Riparian Areas Regulation, an Order in Council approved under the *Fish Protection Act*, directs local governments to protect riparian areas from development so that they can provide natural features, function and conditions that support fish life processes. The streams identified in this DPA are fish-bearing, or connected to fish-bearing streams through surface flow.

The following definitions apply to DPA 8:

assessment methods: means the methods set out in the Schedule to the Riparian Areas Regulation approved under the Fish Protection Act.

assessment report: means a report prepared in accordance with assessment methods to assess the potential impact of a proposed development in a riparian assessment area and which is certified for the purposes of this regulation by a qualified environmental professional.

development: means any of the following:

- (a) Removal, alteration, disruption or destruction of vegetation;
- (b) Disturbance of soils;
- (c) Construction or erection of permanent or temporary buildings and structures;
- (d) Creation of non-structural impervious or semi-impervious surfaces;
- (e) Flood protection works;

- (f) Construction of roads, trails, docks, wharves, and bridges;
- (g) Provision and maintenance of sewer and water services;
- (h) Development of drainage systems;
- (i) Development of utility corridors; and
- (j) Subdivision as defined in Section 872 of the *Local Government Act*.

habitat compensation: means the replacement of natural streamside areas or habitat, or enhancement/increase in the productivity of existing streamside areas or habitat, where measures to avoid, repair or mitigate for impacts caused by development may not be adequate to maintain the productive capacity of that habitat.

Protected Area: means an area adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential streamside vegetation and existing and potential upland vegetation that exerts influence on the stream, the width of which includes the area:

- (a) from the centerline of the stream to a distance of 15 metres measured perpendicularly from the top of bank of a stream; or
- (b) from the centerline of the stream to a distance of 10 metres of the top of bank of a ravine for ravines that are greater than 60 metres in width.

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

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

riparian area high water mark: means, as determined by a qualified environmental professional, the visible high water mark of a stream where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the active floodplain.

riparian assessment area:

- (a) for a stream, the 30 meter strip on both sides of the stream, measured from the riparian area high water mark or top of bank, whichever is greater,
- (b) for a ravine less than 60 meters wide, a strip on both sides of the stream measured from the riparian area high water mark to a point that is 30 meters beyond the top of the ravine bank,
- (c) for a ravine 60 meters wide or greater, a strip on both sides of the stream measured from the riparian area high water mark to a point that is 10 meters beyond the top of the ravine bank, and
- (d) for a lake, 30 metres from the riparian area high water mark.

ravine: means a narrow, steep-sided valley that is commonly eroded by running water with banks having a slope grade greater than 3:1.

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

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

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

9.8.4 Guidelines

- (a) No subdivision, alteration of land; construction of, addition to, or alteration of a building or other structure is to occur within the riparian assessment area unless the applicant first obtains a development permit, unless the City determines that the proposed development qualifies for an exemption in accordance with the provisions of this bylaw.
- (b) All efforts should be made to locate development outside the Protected Area.
- (c) Any proposed development in the Protected Area should be located so as to avoid any damaging impact to the Protected Area and so as to minimize intrusion into the Protected Area, and all efforts should be made to protect, preserve and enhance the natural features of the Protected Area, including the natural tree cover and vegetation, drainage patterns and landforms.
- (d) Where necessary, zoning bylaw variances may be considered in order to prevent the loss of habitat within a Protected Area. The variances that may be considered include, but are not limited to:
 - a. Reduced building setbacks on other portions of the parcel;
 - b. Increased maximum building height; and
 - c. Reduced parking space requirements.
- (e) A development permit will not be issued unless the City has been provided with a copy of an assessment report prepared by a qualified environmental professional that:
 - a. certifies that he or she is qualified to carry out the assessment,
 - b. certifies that the assessment methods have been followed, and
 - c. provides their professional opinion that:
 - i. if the development proposal is implemented as proposed, there will be no harmful alteration, disruption or destruction of natural features, functions and conditions that support fish life processes in the riparian area, or
 - ii. if the streamside protection and enhancement areas identified in the report are protected from the development and the measures identified in the report as necessary to protect the integrity of those areas from the effects of the development are implemented by the developer, there will be no harmful

- alteration, disruption or destruction of natural features, functions and conditions that support fish life processes in the riparian area.
- iii. Identifies any potential issues and impacts relating to the proposed development in the Protected Area and relating to protection, preservation and enhancement of the Protected Area.
- (f) The City must notify the B.C. Ministry of Environment and Fisheries and Oceans Canada (DFO) of the development proposal and provide a copy of an assessment report from a qualified environmental professional prior to issuing a development permit if the development proposal is within the Protected Area. The Development Permit process will also consider impacts to other streamside or environmental values in addition to fish habitat.
- (g) Redevelopment within the footprint of existing structures is allowed.
- (h) The assessment report should give priority consideration to the protection of natural features but may accommodate the development provided there is no net loss of riparian habitat through the provision of replacement habitat that is of equal or greater benefit.
- (i) Unless all development, including the alteration of vegetation, will be clearly outside DPA 8, the proposed location of development relative to the DPA 8 boundary shall be determined by a BC Land Surveyor (BCLS), and incorporated into a BCLS certified site plan.
- (j) Where land and/or natural vegetation in the Protected Area is disturbed or damaged due to new development, the applicant may be required to provide habitat compensation for the portion of the Protected Area that will be affected, as approved by the City.
- (k) To determine the location of the Protected Area on a lot or parcel, applicants may be required to confirm, through legal survey/qualified professional, the top of bank and top of ravine bank in relation to property lines and existing and proposed development.
- (l) Development Permits issued may require that:
- Streamside areas and trees or other vegetation within the Protected Area be preserved, protected or enhanced in accordance with the permit;
 - The timing and sequence of the development occur within specific dates or construction window to minimize impact to streams, fish or wildlife species;
 - Specific development works or construction techniques (e.g. erosion and sediment control measures, fencing off of trees or vegetables, etc.) be used to ensure minimal or no impact to the Protected Area;
 - Mitigation measures (e.g. removal of impervious surfaces, replanting of riparian species, etc.) be undertaken to reduce impacts or restore habitat within the Protected Area;
 - The bed of natural streams may be dedicated to the Crown, in accordance with the provisions of Section 920(7) of the *Local Government Act*; and
 - Security is provided to ensure that any development requirements, habitat protection or restoration measures, required habitat compensation or other works required by the City are completed in accordance with the Development Permit.
- (m) Where a parcel is designated within more than one Development Permit Area, a single Development Permit may be issued, provided the guidelines for each Development Permit Area are addressed in the Development Permit.

9.8.5 Exemptions

A development permit is not required for the following:

- (a) Reconstruction or repair of a permanent structure described in section 911 (8) of the *Local Government Act* if the structure remains on its existing foundation;
- (b) The repair, renovation, maintenance or reconstruction of an existing permanent structure on its existing foundation or the existing building footprint, including roads;
- (c) Farm operations as defined under the *Farm Practices Protection Act*;
- (d) Developments authorized by the Minister of Fisheries and Oceans or a regulation under the Fisheries Act (Canada);
- (e) Emergency actions to prevent, control or reduce immediate threat to life or property including flood protection, erosion protection, clearing of obstructions or removal of hazard trees, if the action is reported to the City of Powell River with 48 hours. Post-emergency rehabilitative planting may be required;
- (f) Public works and services and maintenance activities carried out by, or on behalf of the City of Powell River in accordance with these guidelines;
- (g) Streamside vegetation management such as removal of invasive species and revegetation with native streamside species, according to a landscape/restoration plan approved by City of Powell River;
- (h) Habitat creation, restoration and enhancement works within streams that are approved under applicable provincial and federal legislation;
- (i) Routine maintenance of existing landscaping and lawn areas;
- (j) Installation of seasonal play or recreational equipment on existing yard/lawn areas;
- (k) Paths for personal use by the parcel owners, provided they do not exceed 1.0 metre in width, are constructed of pervious natural materials with no concrete, asphalt or pavers and no creosoted or otherwise treated wood, do not involve structural stairs, require no removal of streamside vegetation and lead to a stable stream bank;
- (l) Subdivision of land where minimum parcel areas are met exclusive of the Protected Area, the Protected Area is kept undisturbed and intact, no development activities related to the creation and servicing of parcels will occur in the Protected Area and no restoration or enhancement of the Protected Area is required. In order to determine whether the subdivision qualifies for an exemption, applicants may be required to provide additional information on the condition of the existing habitat.

PART 10: IMPLEMENTATION

The SOCP consists of a comprehensive set of objectives and policies. In most cases, the implementation of policies will be ongoing and flexible in response to development pressure. In other cases, policy implementation will occur in response to future opportunities such as cost sharing programs by senior governments, initiatives by local stakeholders or in association with other organizations. In addition, Council will need to establish priorities as there are many competing claims for limited financial and staff resources. As a result, implementation of the SOCP will be subject to many variables, most of which cannot be determined in advance.

The following table documents the land uses permitted within each land use designation in the SOCP. Implementation of possible land uses within each land use designation will be subject to site specific evaluation and zoning.

Table 6 – Land Use Designations and Permitted Zones

SOCP Designation	Permitted Land Uses	
Suburban Residential	Single family dwellings Residential agriculture (Wildwood only) Small lot rural residential	Large lot rural residential Neighbourhood commercial Parks and playing fields Institutions
Urban Residential Single Family	Single and two family residential Townsite residential Neighbourhood commercial	Parks and playing fields Institutions
Urban Residential Low Density	Single and two family residential Compact residential Compact residential select Low density multiple family	Neighbourhood commercial Parks and playing fields Institutions
Urban Residential Medium Density	Single and two family dwellings Compact residential Compact residential select Low density multiple family	Medium density multiple family Neighbourhood commercial Parks and playing fields Institutions
Mixed Use Commercial/ Residential	Medium density multiple family General commercial Neighbourhood commercial Tourist commercial Parking commercial	Mixed Use Townsite Centre Parks and playing fields Institutions
Uptown Mixed Use	Medium density multiple family residential General commercial Service commercial Neighbourhood commercial	Tourist commercial Mixed use Townsite Centre Parks and playing fields Institutions
Employment Centre	General industrial Airport and service industrial Service commercial Tourist commercial	Parking commercial Waterfront commercial Parks and playing fields Institutions

Millsite Industrial*	Millsite industrial* General industrial Service commercial Tourist commercial	Parking commercial Waterfront commercial Parks and playing fields Institutions
Resource	Large lot rural residential Parks and playing fields	Institutions
Waterfront Commercial/ Industrial	Waterfront commercial Parks and playing fields	Institutions
Agriculture	Small lot rural residential Large lot rural residential	Parks and playing fields Institutions
Parks, Schools & Green Space	Parks and playing fields Campground commercial	Institutions
Water	Non-commercial docks, floats Boat mooring, boat launching	Accessory uses to adjacent upland uses

* not subject to City regulation if covered by Section 21, *Powell River Incorporation Act*.

APPENDIX A – REFERRAL PROCESS FOR PROPOSED DEVELOPMENTS AND LAND USE APPLICATIONS

Step 1: Identification of Tla'amin Sites for Protection

Tla'amin Nation will provide the City appropriate information and maps showing the location of petroglyphs, culturally modified trees, canoe skids, fish traps, fish weirs, pictographs, shell middens, burial sites, and other important cultural and heritage sites or areas. Tla'amin Nation may also provide information on harvesting, hunting or fishing areas or other areas where Tla'amin Nation members exercise their Aboriginal rights.

The City will make every effort to respect the sensitivity and confidentiality of cultural information provided by Tla'amin Nation. However, Tla'amin Nation acknowledges that any information provided to the City may be subject to public disclosure under this Protocol Agreement or under the Freedom of Information and Protection of Privacy Act.

Step 2: Application & Inquiry Process

An applicant applying for one or more of the following will receive appropriate information or notification if their proposal may affect a known cultural or heritage site or area where Tla'amin Nation members exercise aboriginal rights:

- Subdivision application
- OCP or Zoning Bylaw amendments
- Development Permit or Development Variance Permit

The City will advise the applicant of their responsibilities and penalties under the Heritage Conservation Act if there is the potential for disturbing cultural or heritage sites. All notifications will be attached to each application and copied to the applicant and Tla'amin Nation and subject to the terms of the Freedom of Information and Protection of Privacy Act.

Whenever reasonably possible, inquiries regarding properties that have known Tla'amin Nation cultural and heritage sites will also be advised of the appropriate information.

Step 3: Notification

The City will notify Tla'amin Nation within 14 business days of the application date when it receives any application under Step 2. Plans for waterfront development within the City will be subject to Tla'amin Nation review and will be forwarded to Tla'amin Nation within 14 business days of receipt.

Step 4: Review of Development Application

Tla'amin Nation will review any proposed development referral from the City and, subject to confidentiality considerations, will provide in writing the traditional use information relating to the subject land. Tla'amin Nation will identify concerns with respect to potential impacts on cultural and heritage resources or areas where Tla'amin Nation members have exercised or continue to exercise aboriginal rights. Tla'amin Nation may request additional information or to arrange with the developer for a presentation to ensure Tla'amin Nation has a full understanding of the proposal. Tla'amin Nation will

review the application using their traditional use studies, maps, database, elders, and other relevant information and provide their comments to the City within 30 days of receipt of the referral.

Step 5: Consultation Meeting(s)

Consultation meetings between the applicant, Tla'amin Nation, and the City may be requested by Tla'amin Nation or the City to address concerns or to resolve issues. Tla'amin Nation may recommend that the City require the applicant to conduct presentations, field visits, or an Archaeological Inventory Assessment (AIA) to determine the scope of potential impacts and to explore ways for addressing concerns and avoiding or minimizing impacts. Any Archaeological Inventory Assessment will follow the requirements of the Heritage Conservation Act. Costs for this process and AIA, will be assigned to the applicant as per the Heritage Conservation Act.

Within 30 days of a consultation meeting, Tla'amin Nation will provide the City with a written summary describing which of its concerns have been resolved to its satisfaction and which, if any, remain outstanding, together with a summary of the consultation meetings that have taken place.

Step 6: Submission for Permit

The City will provide Tla'amin Nation with a copy of a proposed permit that contains conditions under which it is prepared to issue a permit for the development.

Step 7: Tla'amin Cultural and Heritage Permit

Where the applicant and the City have completed the preceding process and addressed all reasonable concerns raised by Tla'amin Nation, Tla'amin Nation will issue a Cultural and Heritage Permit as set out in the Archaeological Protection Act to the City within five business days.

Step 8: City Development Permit

Upon receipt of Tla'amin Nation's Cultural and Heritage Permit, the City may issue its Development Permit.

If Tla'amin Nation declines to issue its Cultural and Heritage Permit, the City may choose to meet with Tla'amin Nation for a further review or the City may advise Tla'amin Nation that it will issue a City Development Permit or other approval under its authority in the Community Charter.

APPENDIX B – TLA'AMIN NATION HISTORY

The City of Powell River is located within Tla'amin Nation traditional territory. This section and the colonial profile were provided by Tla'amin Nation during the 2005 OCP update process as per the 2004 Protocol Agreement and are intended to provide a fuller First Nations' historical context of the general area and do not comprise OCP policy. The 2013 update reflects the change in name from Sliammon First Nation to its traditional name, Tla'amin Nation.

Tla'amin creation stories speak of how the Creator put Tla'amin people on this land and of a deep connection to this land from the time of birth when Elders bury the umbilical cord in a special place within the territory. This connection is nourished by Tla'amin teachings, which show how the peoples are bound to the lands and waters of the territory. Tla'amin people have depended on this land for survival since time immemorial. Some of the known archaeological sites in this area have been identified as over 4,000 years old.

While BC law protects archaeological sites, Tla'amin asks people using or developing lands within Tla'amin Nation traditional territory to also respect Tla'amin Nation protection laws; for example, a simple pile of rocks on the beach is likely a traditional canoe skid or clam garden, built and maintained by Tla'amin ancestors for thousands of years. Traditional use of these places is documented in Tla'amin oral traditions, place names, and legends.

Tla'amin teachings, oral history, and ethnological studies confirm that Tla'amin once owned and managed a vast traditional territory extending from the vicinity of Stillwater and part of Texada Island, northward along the Malaspina and Gifford Peninsulas to the southern area of Homfray Channel and part of Cortes Island, including also the smaller off-shore islands such as Hernando, Savary and Harwood as well as Powell, Goat and Haslam Lakes. This territorial claim was recognized and acknowledged by other First Nations as well as Tla'amin peoples.

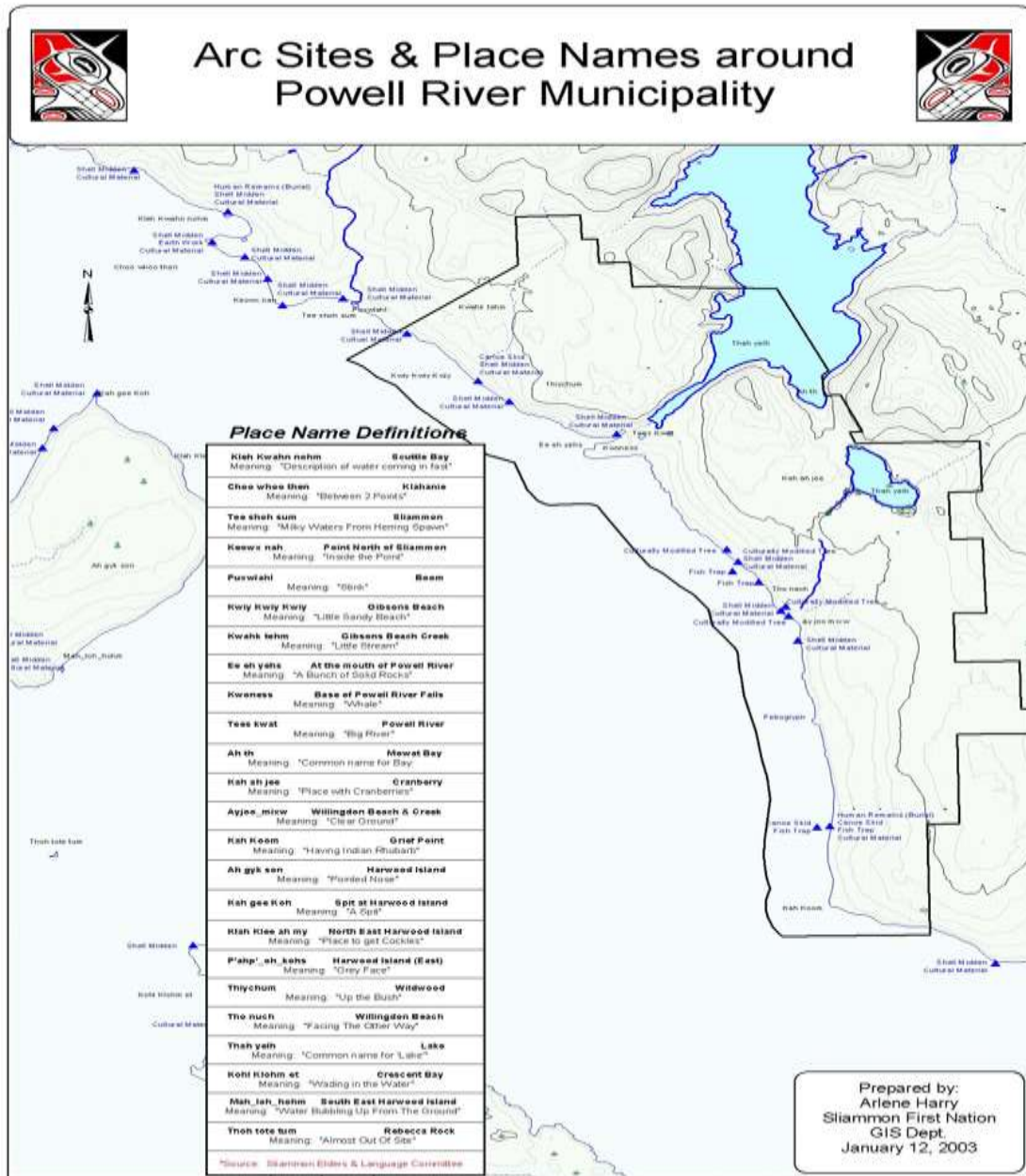
Until the mid-1800s, the Tla'amin village at Grace Harbour was shared during the winter with some Homalco and Klahoose people. By about 1870, due to the influence of the Catholic Church, some Homalco and Klahoose peoples over-wintered at the village at Sliammon Bay. Subsequently over the past 50 years, many Homalco and Klahoose people have permanently joined Tla'amin Nation.

Anthropologist Homer Barnett interviewed Tla'amin Elders during the early 1900s and reported an exceptionally strong tradition of ownership whereby Tla'amin members controlled specific lands, rivers, lakes and resources.

Tla'amin historical village sites within the traditional territory included:

Grace Harbour	(Kah-kee-ky)
Grief Point	(Ha-kwu-em)
Lang Bay	(Qua-qua-neis)
Lund	(Klah ah men)
Malaspina Inlet	(Ch-en)
Okeover Inlet	(Tow-wha-nech)
Powell River	(Tees-Kwat)
Scuttle Bay	(Tle-kwa-nem)
Tla'amin	(Te-sho-sum)
Southview	(Tee-till-ka-yis)
Theodosia Inlet	(Tow-qwa-nen)

Figure 11: Tla'amin Place Names and Archaeological Sites



Few Village Sites Protected

The Royal Proclamation of 1763 declared that the British Crown could acquire lands from First Nations only by means of a treaty. While treaties were signed in other parts of Canada, very few treaties were signed in BC pre-or post-confederation due to the persistent refusal of British Columbia governments to enter into treaty negotiations. Tla'amin title to its traditional territory has neither been extinguished nor properly negotiated. Since the mid-1800s, Tla'amin leaders have petitioned the government to negotiate a fair resolution for the loss of lands through various means; however, many Tla'amin village sites were lost to Tla'amin people without the benefit of a treaty.

When the Joint Indian Reserve Commissioner visited Tla'amin area in 1879 only six small areas were reserved for Tla'amin use providing the community only 1,907.5 ha. Tla'amin Nation estimates their traditional territory once extended over 3,347 square kilometres. Given the foregoing, Tla'amin's current reserves comprise less than 1% of the traditional territory or 19 square kilometres. While these reserve lands will become Tla'amin Land on the Treaty's effective date, current reserves include:

IR#1 – Tees sho sum	(Tla'amin)	778.8 hectares
IR#2 – Ah gyk son	(Harwood Island)	847.8 hectares
IR#3 – Pah kee ah jim	(Cortes Island)	80.9 hectares
IR#4 – Toh qwon non	(Theodosia Inlet)	160.4 hectares
IR#5 – Tox natch	(Okeover Inlet)	21.4 hectares
<u>IR#6 – Kah kee ky</u>	<u>(Grace Harbour)</u>	<u>18.2 hectares</u>
Total		1,907.5 hectares

Tees Kwat Village Wrongfully Taken

Shortly after the colony of British Columbia joined Confederation, on July 20, 1871 there was a strong government push to stimulate industry. While the government strove to promote economic growth and encourage settlement, it was also trying to address First Nations land issues unresolved during the latter part of the colonial period - post Governor Douglas. Immediately following Confederation, the government issued a number of timber leases, which in some instances resulted in a loss of traditional First Nation lands. Tensions between First Nations and settlers also increased at this time due to the BC government's practice of allowing non-aboriginal people to settle and claim 320 acres of land at no cost, providing they signed a declaration stating that the land was not an Indian Village. Unfortunately, this requirement was often ignored. While settlers were allowed to acquire First Nation land for free, First Nations members could not claim land.

One such case resulted in the loss of the Tla'amin village known as Tees Kwat, a major village site at the mouth of what came to be called the Powell River. In 1860, Father Durieu, a Catholic missionary, attempted to convert Tla'amin to Catholicism and move them to Sliammon Creek, a few miles north.

Shortly after, a land speculator and one-time Victoria Mayor, R.P. Rithet, 'discovered' the area when his business associate, Sewell P. Moody made a trip to Texada Island to assess the viability of an iron mine on the Island. Although Moody's visit was described as a shooting trip, it appears as if the true intent was to determine the viability of industrial development in the area, including the development of a railway terminus at Bute Inlet. The government officials who organized this enterprise were eventually brought before an inquiry and the issue became known as the "Texada Scandal."

R.P. Rithet was interested in developing a mill site at the mouth of the river across the water from the north tip of Texada Island. In 1874 Rithet was granted a timber lease for the land around Tees Kwat (Lot 450), on the condition that a mill be built on the site. This lease agreement caused great concern for the Tla'amin people. The head of the Joint Reserve Commission, Gilbert M. Sproat, requested that this land be held for Tla'amin and neighbouring First Nations until he could travel to the area to resolve the issues.

The provincial government of the time was influenced by Rithet's and others' business interests and attempted to stifle any effort by the Joint Reserve Commission to intervene. Sproat responded that

Tla'amin and neighbouring tribes were engaged in hand logging and therefore required their timberlands; and noted that they were anxious about losing access to lands near their village sites. Through certain government connections, Rithet purchased the land in 1878 - in spite of the fact that it was a Tla'amin village site and that the promised timber mill had not been built as required. In 1909, Brooks and Scanlon purchased the site and built the mill. Tla'amin people continued to reside at Tees-Kwat village and use resources in the surrounding area despite the new mill. Unfortunately, after 1910 much of the value of this site for traditional use was obliterated, when the now-named Powell River was dammed for power generation to serve the new paper mill. By 1913, the salmon run in Powell River had come to a permanent end and a large portion of the land now known as Lot 450 was converted to heavy industrial and urban use, eventually to become the company town of Powell River. Tla'amin homes were burned and the village site was destroyed by the dam and associated development.

Tla'amin Territory Resource Wealth

Tla'amin Territory was rich in natural resources. All of the Tla'amin economic and political systems, as well as their spiritual beliefs were based on a relationship with the lands, waters and resources in their ancestral territory. Tools, clothing, food, shelter, medicine, transportation and trade with other First Nations were all derived from the land. A family's ability to harvest available resources throughout Tla'amin territory demanded considerable knowledge of the natural landscape and its resources.

Availability of plants, wildlife and fish varied considerably throughout the territory, with many resources only available for harvest in certain locations at specific times of the year. The community had to be in the right location at the right time - as berries ripened or the fish swam upstream - otherwise families would go hungry. The community had traditional knowledge of the territory, weather patterns, seasonal changes, animals and fish behaviour through daily observation and management of the resources. The tides and the signs of nature governed Tla'amin ancestors' movements.

As with other North Coast Salish peoples, Tla'amin ancestors followed a regular yearly cycle focused on managing, harvesting and processing resources. People lived together in winter village sites during the cold, wet months and moved to summer villages and harvesting areas during the warmer months. Families returned to the same harvesting areas each year with many of the best harvesting areas and waters owned and managed by specific Chiefs or families.

Traditional Economy

Tla'amin ancestors traded food, clothing, tools and luxury goods with neighbouring First Nations residing on the Lower Mainland, Interior, and Vancouver Island. While most travel was via canoe, foot trails followed streams and rivers deep through forests and over glaciers and mountains. Stories are still told of canoe trips to visit relatives at the mouth of the Fraser River, and up to Chilliwack as well as of journeys through the mountains to take fish to Tla'amin kin in the Pemberton Valley.

The Lil'wat Interior Salish people of the Mount Currie/Pemberton area came overland by means of a trail to the head of Toba Inlet, bringing with them Indian hemp fibres used for twine, as well as deer hides and dried roots. Tla'amin received smelt and sturgeon from the Sechelt, and white grass for basketry from the Nuuchahnulth of the west coast of Vancouver Island. Tla'amin women excelled at basketry. Tla'amin people processed surplus amounts of smoke-dried salmon, herring, shellfish, inner cedar bark and collected shells for trade with these other First Nations. People from the Chilcotin plateau came to trade for Tla'amin marine resources. Dried salmon, herring, clams, and seaweed were

traded for berries, crab apples and dried game such as caribou, marmot and mule deer which were transported over the trail from Chilco Lake to Bute Inlet. One of the most valued commodities received from the Chilcotin was the obsidian stone used to produce very sharp and strong tools, knives and arrowheads. Some of the ancestors came from different tribes and knew several languages, facilitating this inter-tribal trade.

First Nations people had an unspoken communication system that allowed them to leave messages for one another throughout the territory, which included mountain trails. Using various materials such as rock and sticks placed in certain positions at strategic locations, they indicated where they were coming from or going to, for how long, and for what purpose. Petroglyphs or pictures on the rocks told the people the story of important events or meaning of particular places.

Environmental Stewardship

Tla'amin ancestors understood a social relationship among all things in the natural world. They developed harvesting practices aimed at fostering a good relationship with the natural world so they would be rewarded with a plentiful supply of food. Some of these principles are being adapted to Tla'amin contemporary society such as leaving the places one visits looking untouched so that the animals will return.

Tla'amin elders say that the fish and animals made themselves available to people who treated them properly, but did not give themselves to those who violated certain rules. One of these rules applied to young men learning how to hunt: it was important for a young man not to eat any of the first several deer or salmon he caught. This taught him not to be greedy and to respect the food he was harvesting. When he killed his first goat or bear, however, there were special procedures to be followed. The young hunter asked the animal to send others to him and placed the head of the first-killed bear in the fork of a tree, facing east.

Tla'amin traditional spiritual beliefs acknowledged the existence of special supernatural powers referred to as "guardian spirits". Training for spiritual power was an important aspect of environmental stewardship as an individual could establish contact with the supernatural through rigorous training, resulting in a "vision-experience". In this experience, the student might encounter an animal spirit during a dream or trance. If the spirit speaks to the seeker and offers him a power, and the seeker accepts the power, the spirit will provide a song and dance. People sometimes carved the image of their spirit helper on their tools, but most were reluctant to share too much about their guardian spirit, as it was the source of their power. Tla'amin people managed resources by ensuring that spiritual ceremonies were performed and that the resources were not violated. Some resources harvested by the community varied in abundance and availability. These required planning and management to increase productivity.

A number of management practices were used. Some of these were legal such as traditional laws limiting harvests, controlling access or requiring selective harvesting such as preserving female salmon or eggs during the first half of the run and opening or removing fish traps for certain hours of the day to allow escapement. Some of them were social, such as organizing and managing the labour force and exchanging food products with other elite individuals. Other management practices required technological interventions such as the appropriate operation of fishing tools, burning or thinning of habitat, replanting and transplanting trees and bushes and creating fish weirs and clam gardens.

Colonial Impacts: Land alienation, Disease & Residential Schools

In the decades after contact, the original coastal peoples were struck with wave after wave of contagious diseases: influenza, measles, small pox, and tuberculosis wreaked devastation upon Tla'amin peoples. The Coast Salish population was estimated at 12,000 in 1835 but dropped to a low of 4,120 in 1915. The epidemics hit Vancouver Island particularly hard as record numbers of aboriginal deaths were recorded in the Victoria area. The Pentlatch people immediately south of the Comox were extinguished and the few surviving Comox were absorbed by neighbouring villages or integrated with the Kwakiutl Lekwiltok, who occupied Comox village by 1850.

Culturally, Tla'amin is linked most closely with those who speak Tla'amin language - Tla'amin, Homalco, Klahoose, and Comox. Anthropologists also link Tla'amin with Pentlatch (now extinct) and Sechelt speakers. Together this group comprises the "Northern Coast Salish" within the Northwest Coast Culture area. The overall territory occupied by the Northern Coast Salish prior to around 1800 encompassed the mainland from Call Inlet in the north to Gibsons Landing in the south and on Vancouver Island from Kelsey Bay in the north to around Parksville in the south, including the offshore islands.

The effects of the devastation must not be underestimated. Very few Tla'amin people survived and conditions made it very difficult for them to effectively pass their traditional knowledge on to their children. By the turn of the century, Tla'amin, Klahoose, and Homalco's numbers were less than 300 individuals, with approximately half under the age of 18.

The mandatory residential school system had already been in effect for over 40 years and would continue for another 70 years. Traditional social order began to unravel as a result of the attempt to obliterate traditional knowledge, beliefs and culture. The impacts of residential schools and diseases, combined with the removal of Tla'amin peoples from their resource areas and traditional village sites had a devastating effect on Tla'amin people. The community is just now beginning to recover from some of these impacts.

A Brighter Future

Tla'amin is committed to creating a brighter future for its citizens and everyone else in the region. Tla'amin is working in close cooperation with the Mayor, Council, and staff to create a sustainable economy and to ensure that the community as a whole recognizes First Nations' history, culture and rights as well as the needs and interests of all other residents in the region when using lands and resources in Tla'amin territory.

Tla'amin have stated clearly that they will never give up their relationship with the lands, waters and resources in the traditional territory, but recognize that there are many other peoples who have discovered the beauty and richness of Tla'amin land. Tla'amin have also stated that, subject to negotiating a just resolution to past injustices, they are amenable to sharing their resources with new neighbours and moving towards a brighter future for Tla'amin members and residents.

The successful negotiation of Tla'amin Final Agreement, a Treaty agreement between Tla'amin Nation and the governments of Canada and British Columbia represents one more step towards a brighter future. Slated to come into full effect in 2015, the agreement represents just the fourth modern treaty

negotiated. The Treaty Settlement Lands and powers granted to Tla'amin through the agreement will necessarily result in changes to our relations with the City of Powell River, but only for the better.

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APPENDIX C – POWELL RIVER BACKGROUND

Industrial Development

In 1909, the Minnesota firm of Brooks and Scanlon created the Powell River Company and built the first pulp and paper mill in British Columbia. The beginnings of the Powell River Townsite were created by construction of the mill and dam across Powell River, a portable sawmill and a handful of residences for mill workers. By 1912, the pulp and paper mill was fully operational, producing rolls of newsprint and employing 600 men. In late 1913, Townsite contained 22 homes, apartment buildings, bunkhouses, a school, church, general store, hotel and a hospital.

By the early 1920s, the communities of Cranberry Lake, Wildwood and Westview, in addition to Townsite, accounted for a population of about 2,066 people. Within ten years, the population had grown to 4,715, with most still residing in Townsite.

By 1941, the population had almost doubled to 8,000; the mill was the primary employer for the community. The area continued to grow and marine traffic increased, necessitating the construction of a small wharf in Westview. Large boats and most marine business were accommodated at the mill dock. The Westview wharf was replaced by a larger wharf in 1946. In 1948 the south harbour was officially opened.

The 1950s saw the opening of the Westview airport, the extension of the highway to Saltery Bay and establishment of ferry connections to the Sechelt Peninsula, Texada Island and Comox on Vancouver Island. The Powell River Company had become the world's largest producer of paper.

The Powell River Incorporation Act of 1955, passed by the B.C. Legislative Assembly, amalgamated Cranberry Lake, Townsite, Wildwood and Westview into the new "City of Powell River". The Powell River Company sold the 450 original Townsite homes and merged with MacMillan & Bloedel Ltd in 1959. Under this new ownership, the mill expanded in the 1960s and 1970s resulting in considerable development. Mill employment peaked at over 3,000 during this period. In addition to the commercial areas in Townsite and along Marine Avenue, new shopping centres were developed off Joyce Avenue and Alberni Street. By this time, Westview had emerged as the residential and commercial centre of Powell River.

Population growth slowed through the 1970s and then stopped altogether, due to the 1980s global economic downturn. The mill, however, continued to improve operations, modernize equipment and upgrade environmental standards.

The continued decline of forestry and of pulp and paper markets resulted in downsizing at MacMillan Bloedel, the closure of the lumber recovery mill in 1998 and the formation of Pacifica Papers Inc. to assume the paper side of the business portfolio. Norske Skog Limited, a Norwegian company, purchased Pacifica in 2001, establishing Norske Skog Canada Limited – now known as "Catalyst Paper Corporation". Attempts to operate the mill more efficiently and to compete in challenging world markets resulted in closure of the kraft mill and the downsizing of other mill operations.

Despite fluctuations in the forestry and paper sectors of the economy, the community's population has remained relatively stable for the past 30 years.

Townsite Background

Townsite neighbourhood is the oldest in the City. It encompasses not only the mill site and original company-built town, but also the shores of Powell River, a small portion of Powell Lake, Valentine Mountain, some forestry lands and almost five kilometres of waterfront.

Townsite is a unique example of a private company town aspiring to the “Garden City” model, a progressive planning philosophy originating in early 1890s England. The plan was pre-designed to create a liveable industrial town providing employment, services and dwellings, all in a compact area with green space and gardens to mitigate the negative impacts of industry. This grid pattern radiates outward from the mill site and Malaspina Strait and includes heritage attributes including the Triangle Gardens, boulevard street trees, stone walls, a cenotaph and Dwight Hall.

Early architecture of Townsite is a variant of Tudor Revival or California Bungalow styles, both influenced by the Arts and Crafts movement of the late nineteenth century. The local expression of these building styles is a distinct architectural feature in British Columbia history. Today Townsite remains relatively intact, with over 400 original buildings remaining within the boundaries of the 1910 town plan.

In 1989, the Townsite Heritage Society of Powell River was formed to “protect, enhance and promote” the historical character and integrity of Townsite. The Society and the City have cooperated to preserve historic buildings and develop heritage-based tourism. In 1991, Townsite Revitalization Master Plan identified the need to revitalize residential and commercial areas and proposed steps for action. Residential Design Guidelines were developed in 1993 to provide homeowners with a guide to help conserve the architectural qualities of Townsite buildings. In 1995, the National Historic Sites and Monuments Board of Canada designated Townsite as a “National Historic District”, recognizing it as the first company-built industrial town of its kind in British Columbia. The Powell River Historic Townsite Long-Term Plan of 1996 outlined a multi-year program of projects designed to accomplish preservation, restoration, beautification and economic revitalization for Townsite.

Townsite remains home to the major heavy industrial activity in the City, encompassing the location of the Catalyst Paper mill that remains, to this day a significant force in the local economy. With ongoing environmental improvements by Catalyst Paper, closure of the kraft mill in the spring of 2002 and increased heritage restoration and repair by homeowners, Townsite has enjoyed a renaissance with a subsequent increase in property value and influx of home-buyers.

APPENDIX D – POPULATION AND DEMOGRAPHIC PROFILE

Housing Breakdown

Three quarters of the housing stock in the City of Powell River is single detached houses, the number of which has increased since 2001 (see Table 7). Dwelling units in apartments less than 5 storeys are the next most common housing type in the City accounting for 12.7% of the housing stock in 2011 which is a slight decrease from 2006 when this housing form represented 13.4% of the total housing stock.

Table 7 – City of Powell River Breakdown of Dwellings by Type

Dwelling Type	2001	Proportion	2006	Proportion	2011	Proportion
Single-detached house	4,070	74.2%	4,295	75.6%	4,430	75.1%
Semi-detached house	140	2.6%	195	3.4%	185	3.1%
Row house	75	1.4%	95	1.7%	120	2.0%
Apartment, duplex	225	4.1%	225	4.0%	215	3.6%
Apartment, building 5+ storeys	-	0.0%	20	0.4%	15	0.3%
Apartment, building <5 storeys	685	12.5%	760	13.4%	750	12.7%
Other single-attached house	25	0.5%	5	0.1%	15	0.3%
Movable dwelling	260	4.7%	95	2.2%	175	3.0%
Total Occupied Dwellings	5,485	100%	5,680	100%	5,900	100%

While the above table describes the existing housing stock, the trend of new development can also be measured in terms of construction starts (referred to by CMHC as housing starts), completions and the number of building permits issued by the City. The following Table 8 shows the housing starts and completions in Powell River from 2000 to October 2012.

From 2005, there was a strong increase in the housing starts for single family dwelling with the peak in 2006 at 54 starts. Although starts of single-family housing remained steady through 2009 and 2010 and the recession, the real hit came in 2011 when only 15 new single family housing starts. However, 2012 saw a slight recovery although still far below pre 2008 housing starts for single family. The trend for completions of single family housing fairly closely tracks the housing starts (in most cases construction of a single family dwelling would take less than a year) although there are a few exceptions. Semi-detached housing starts (duplexes etc.) had the most starts between 2006 and 2009 and the most completions in 2006 and 2008 to 2010. Apartments show the most significant lag time between starts and construction due the scale required. There have been no housing starts for apartments in Powell River since 2005; consequently, there have been no apartment completions since 2007. Although apartments with less than five storeys represent nearly 13% of the existing housing stock, this housing form has not seen a significant boost in the number of housing units in many years. This slowly decreases the housing options in the City.

Table 8 - Housing Starts and Completions by Unit Dwelling Type (2000 to Oct 2012)

Year	Starts (# of Units)			Completions (# of Units)		
	Single Family	Semi-detached	Apt	Single Family	Semi-detached	Apt
2000	19	0	0	16	0	0
2001	13	0	46	18	0	10
2002	5	0	0	18	0	36
2003	15	2	0	13	0	0
2004	0	0	0	3	2	0
2005	41	6	42	29	2	0
2006	54	12	0	41	12	0
2007	33	2	0	44	8	42
2008	33	10	0	45	10	0
2009	22	20	0	20	12	0
2010	24	8	0	24	14	0
2011	15	4	0	14	4	0
Jan-Oct 2012	19	0	0	21	4	0

Building permits issued by the City also give an indication of the development taking place in Powell River. Although it should be noted, a building permit can be issued but actual construction can be delayed for up to two years, so issuance of such a permit does not necessarily correspond directly to construction starts discussed above.

Table 9 - Annual Building Permits Issued by City (2007 to Nov 2012)

Year	Single Family	Multi Family	Mixed Use	Mobile Home	Commercial	Institutional	Industrial
2007	41	4	0	4	0	1	0
2008	31	7	1	1	0	0	0
2009	21	17	0	2	0	2	0
2010	24	6	0	2	1	1	0
2011	22	0	0	1	3	0	0
2012 (Jan to Nov)	19	3	0	0	2	0	0

Table 9 indicates issuance of building permits is still predominantly focused on single family residential, although the number of building permits issued for this building type has dropped significantly since 2007. Multi-family building permits issued were highest in 2009 and building permits issued for this form continue to be generally low, possible reflective of the preference for single-family development and only a small demand for higher density residential uses. Mixed use refers to combines commercial and

residential buildings and only one building permit has been issued for this form in 2008. There appears to be a small but growing demand for commercial buildings, minimal demand for institutional and no demand for new industrial buildings.

Housing Ownership and Rental

Both the 2001 and 2006 Census indicated over three quarters (76.1% and 77.0% respectively) of the housing in the City of Powell River is owner occupied. While the total number of occupied private dwellings increased by 195 units between 2001 and 2006, the total number of rented housing units remained at around 1,300 dwellings. The rental housing stock in the City has not increased - there have been no new apartment or rental housing starts in Powell River since 2005 (Vital Signs 2011-2012). This can have some impact on rental availability and average rental price. In 2001, the average monthly gross rent paid in the City of Powell River was \$563. By 2006 this had increased by 6.6% to \$600. The Vital Signs Report states the average monthly rent for housing in Powell River is \$603/month which is significantly lower than the BC average of \$911/month. However, it also states apartments in Powell River are scarce. The vacancy rates (the proportion of rental units currently available) for the City over the past five years are shown in Table 10. Around 3% is considered a manageable rental vacancy rate. When vacancies are below 1%, finding a rental unit is difficult. When over 4%, vacancies become a concern for landlords. Vacancy rates for 2012 are edging higher indicating a higher than desirable vacancy rate.

Table 10 - City of Powell River Rental Vacancy Rates (2007 to 2012)

Year	Vacancy Rate
2007	0.9%
2008	1.6%
2009	3.4%
2010	3.1%
2011	3.7%
2012	4.7%

Property values increased significantly between the 2001 and 2006 census. In the 2001 census the average value of an owned dwelling in the City was \$130,346; by 2006 this had increased by 73.4% to an average of \$226,084. The average monthly selling price of single family dwellings in Powell River, although not specific to just the City, gives a general indication of the flux the housing market has been experiencing (see Table 11).

Table 11 - Average Sale Price of a Single Family Detached Home for Powell River

Year⁷	Average Monthly Sale Price	% Change
2006	\$230,536	-
2007	\$269,049	16.7%
2008	\$291,354	8.2%
2009	\$267,703	-8.1%
2010	\$262,159	-2.1%
2011	\$247,628	-5.5%
2012 (Oct)	\$263,916	6.5%

Demographic Profile

Age and Sex Composition

The relative proportion of males and females in the City of Powell River population has remained fairly constant, although the female population has increased slightly from the 2001 to the 2011 Census (see Table 12). The gap between males and females in terms of age breakdown is most prominent in the 65 years and older age group. This is due to the longer life expectancy of females.

In addition the 65 years and older age group has been increasing as a proportion of the overall population. This trend has been gradual but significant over time (see Table 12). In 2011, the proportion of City residents aged 65 years and over was 23.7%, a substantial increase from 18.1 % in 2001. During the same period (2001-2011), the proportion of the population under 15 years decreased from 18.3% to 14.1%. The percentage of the working age population (those between 15 and 64) also declined slightly from 63.9% in 2001 to 62.1% in 2011.

⁷ This data is from the Powell River Sunshine Coast Real Estate Board and encompasses a larger area than just the City of Powell River and so does not correspond exactly with the census figures discussed.

Table 12 - Age Distribution of the City of Powell River by Broad Age Groups and Sex (2011 Census)

	2001	2006	2011
Total Population	12,983	12,957	13,165
Male	49.6%	48.3%	48.2%
Female	50.5%	51.7%	51.9%
0 to 14 years			
Total	18.3%	15.9%	14.1%
Male	9.9%	8.3%	7.3%
Female	8.5%	7.6%	6.8%
15-64 years			
Total	63.9%	62.7%	62.2%
Male	31.7%	30.8%	30.4%
Female	32.2%	32.0%	31.8%
65 years +			
Total	18.0%	21.3%	23.8%
Male	8.0%	9.3%	10.6%
Female	10.0%	12.0%	13.1%

Further analysis of the age breakdown of the population of the City of Powell River reveals all age groups from 0 to 44 years have experienced significant decline since 2001, with the exception of the 20 to 24 age group which has experienced a slight increase. Conversely, the age groups from 50 to 70 years and over have all experienced significant growth; with the single biggest increase in the 60 to 64 age group (see Table 13).

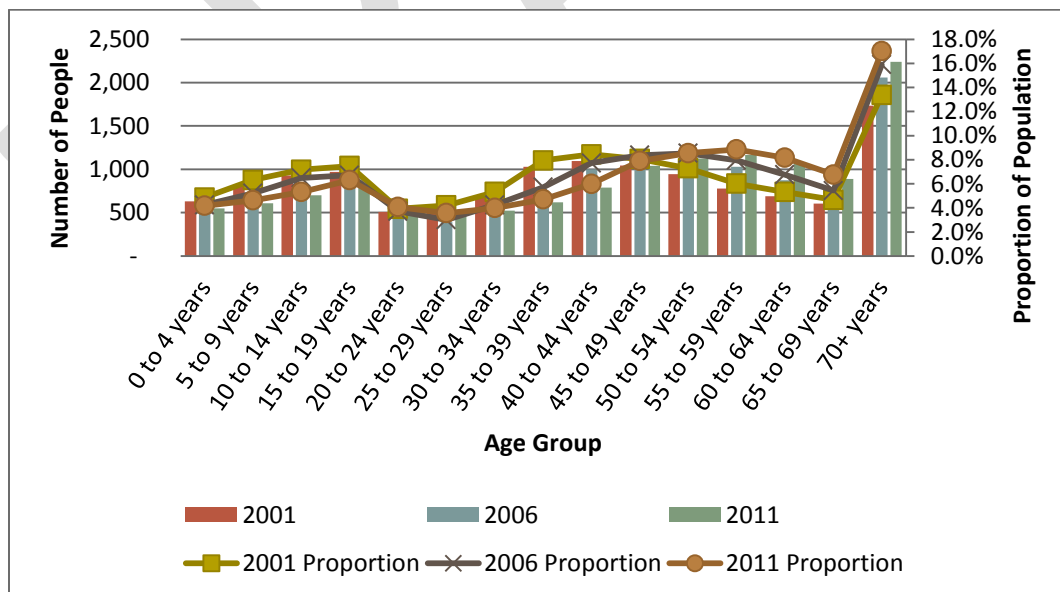
The largest age group in the City is currently those aged 70 years and over (see Figure 3 – City of Powell River Breakdown of Population by Census Year Age Group & Proportion). This has significant implications for the City over the next 20 years. Addressing these demographic changes will be an important consideration in ensuring the new Sustainable Official Community Plan meets the future needs of the City.

The median age of City residents also reflects the aging population trend. The median age in Powell River has increased from 46.8 years in 2006 to 49.6 years in 2011. In comparison, the median age of British Columbia in 2011 was much lower at 41.9 years. Most Canadian and North American communities are experiencing a demographic shift toward an aging population. This is more pronounced in the City of Powell River as the proportion of the population over 65 years of age is 23.7%, much higher than 15.7% for the Province as a whole. By 2021 it is anticipated that the median age in Powell River will be over 10 years older than the overall Province.

Table 13 – City of Powell River Detailed Age Breakdown by Census Years 2001 to 2011

Age Breakdown	2001	Proportion	2006	Proportion	2011	Proportion	% Change 2001-2011
0 to 4 years	630	4.9%	550	4.2%	550	4.2%	-12.7%
5 to 9 years	820	6.3%	675	5.2%	610	4.6%	-25.6%
10 to 14 years	930	7.2%	840	6.5%	700	5.3%	-24.7%
15 to 19 years	970	7.5%	870	6.7%	830	6.3%	-14.4%
20 to 24 years	510	3.9%	480	3.7%	535	4.1%	4.9%
25 to 29 years	545	4.2%	390	3.0%	470	3.6%	-13.8%
30 to 34 years	690	5.3%	550	4.2%	525	4.0%	-23.9%
35 to 39 years	1,030	7.9%	740	5.7%	620	4.7%	-39.8%
40 to 44 years	1,095	8.4%	1,000	7.7%	790	6.0%	-27.9%
45 to 49 years	1,045	8.1%	1,085	8.4%	1,040	7.9%	-0.5%
50 to 54 years	945	7.3%	1,105	8.5%	1,125	8.5%	19.0%
55 to 59 years	780	6.0%	1,030	7.9%	1,165	8.8%	49.4%
60 to 64 years	690	5.3%	875	6.8%	1,075	8.2%	55.8%
65 to 69 years	605	4.7%	705	5.4%	890	6.8%	47.1%
70+ years	1,735	13.4%	2,060	15.9%	2,240	17.0%	29.1%
Total Population	12,980	100%	12,957	100%	13,165	100%	1.4%

Figure 12 – City of Powell River Breakdown of Population by Census Year Age Group & Proportion



Projections

Long-term projections to the year 2036 for both the population within the Regional District of Powell River indicate a slow decline over the next 25 years. Although projections are not available from BC Stats for the City of Powell River, it is noted the City represents approximately two thirds of the population of each jurisdiction.

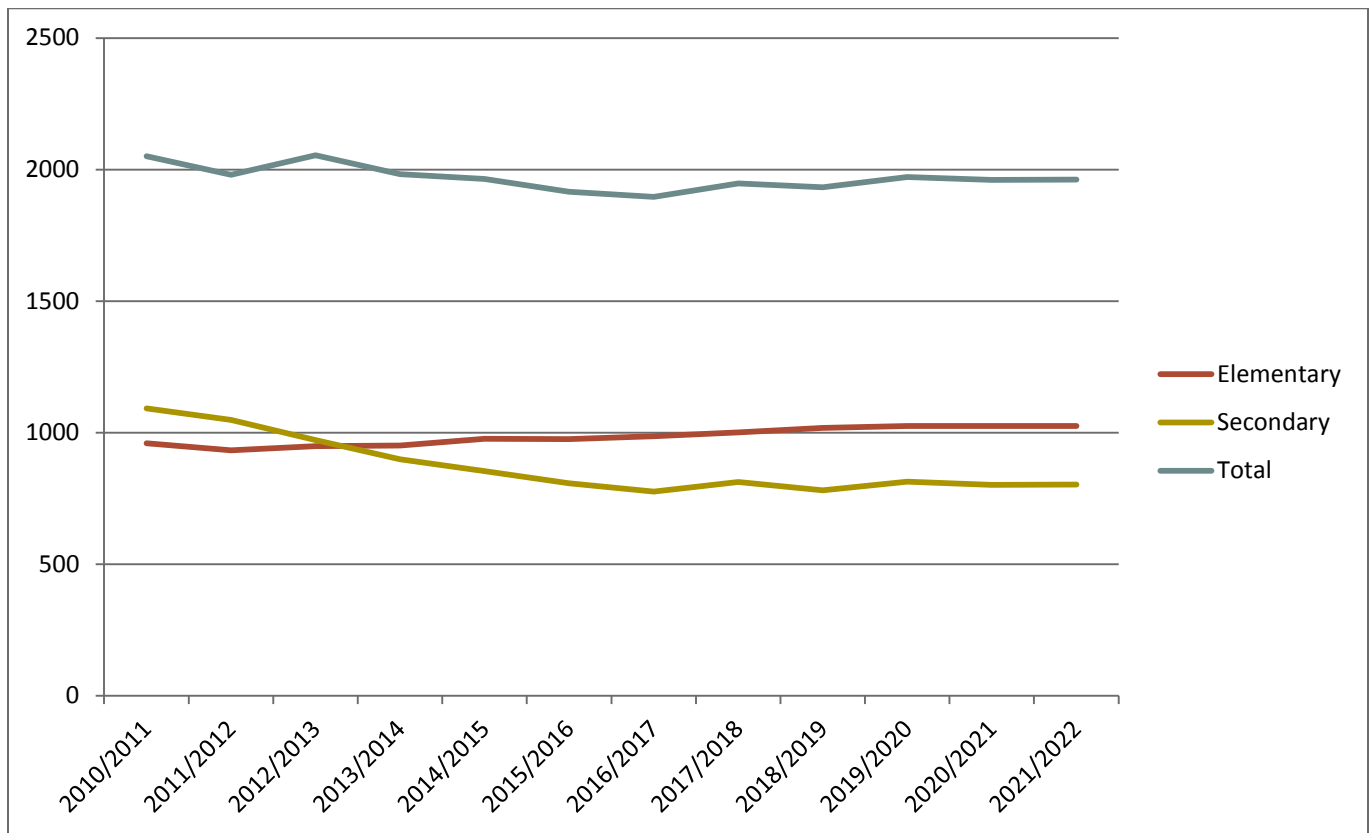
In terms of age breakdown, the Regional District population projections indicate a rise in the 65 years and over segment from 23.7% in 2011 to approximately 30% of the total population (including the City) by 2026. While the number of persons 70 years and over will continue to increase to the year 2036, the number of persons aged 65 years and over is projected to peak in 2031 (see Figure 13).

Figure 13 - Powell River Regional District Population Projections by Age and Census Year



Although BC Stats projects a small population decline for the Powell River Regional District, the new SOCP should accommodate modest population growth in the City of Powell River. An annual growth of 0.5% would result in close to 70 persons per year and is considered an appropriate minimum growth rate.

Enrolment projections for the Powell River School District #47 to 2021 indicate a decline in secondary school enrolment and a slight increase in elementary enrolment. Overall the School District anticipates most (approx. 80%) of these students will be accommodated in the existing schools in the City of Powell River. Only elementary schools are located outside of the City. Although some enrolment decline is projected, no additional school closures are anticipated by the Powell River School District #47 over its planning horizon of 10 years.

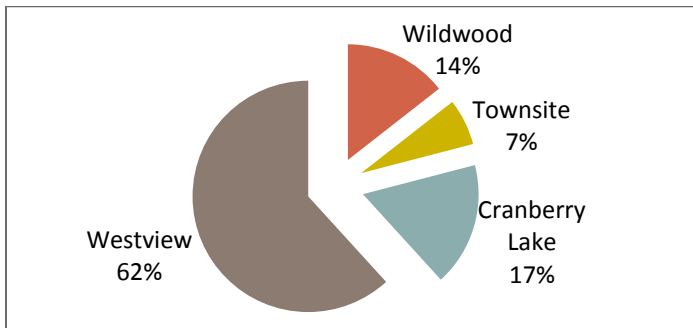
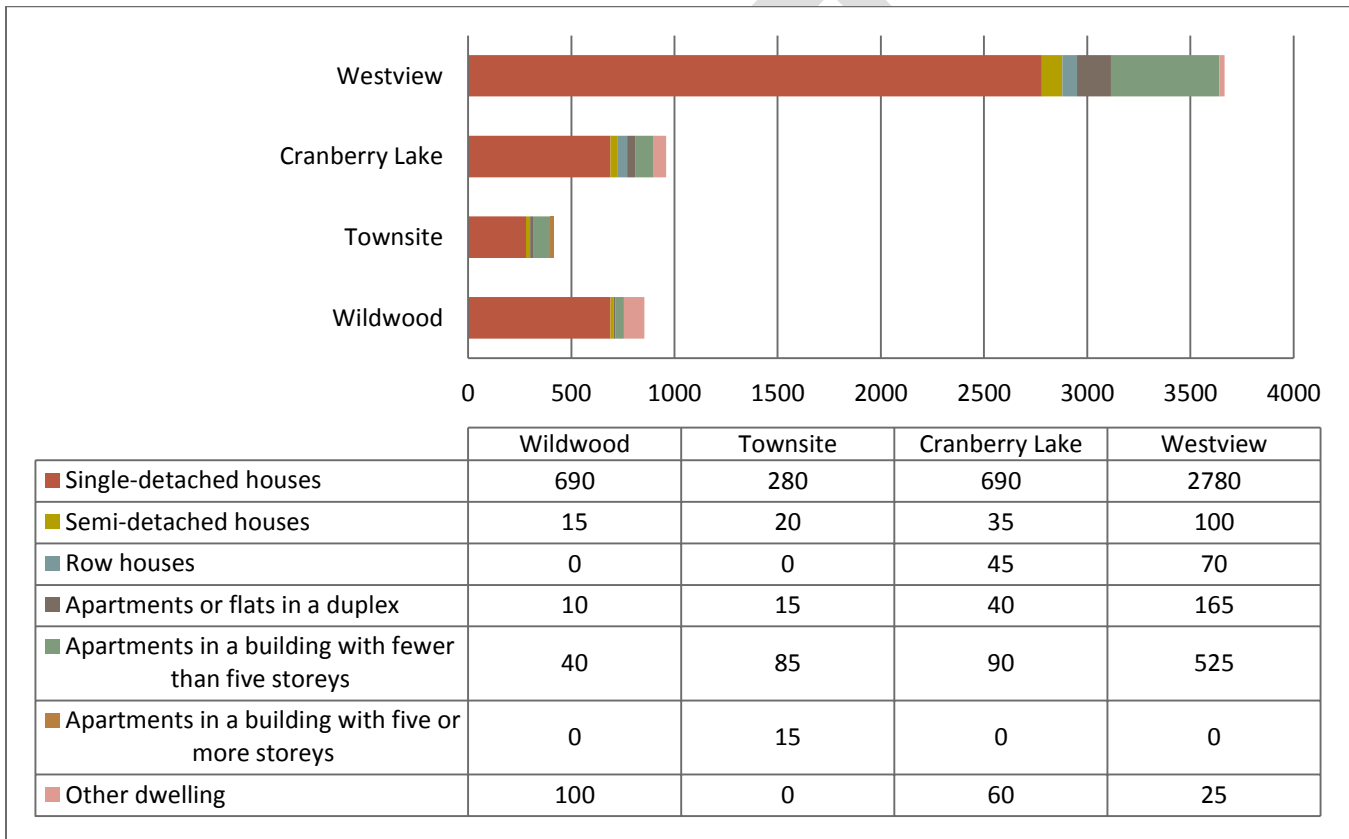
Figure 14 - School District 47 Projected Enrolments

Demographic Breakdown by Community

The City of Powell consists of four communities based on historical development and geographical features of the City. Wildwood is the northern most portion of the City and consists of the area northeast of the Powell River (where the dam is located). Townsite is the original settlement area around the mill. Cranberry Lake is the area located around the lake and Westview is located south of Cranberry Lake and the Townsite⁸.

The distribution of the 2011 City population by neighbourhood is shown in Figure 15.

⁸ The boundaries used for the breakdown by community are approximate and determined by the census dissemination boundaries most closely representing the four neighbourhoods as shown in the existing OCP.

Figure 15 - City of Powell River, Population Distribution by Neighbourhood (2011 Census)**Figure 16 - City of Powell River, Dwelling Type Distribution by Neighbourhood (2011 Census)**

Historically, Powell River was, to a great extent dependent upon the existence and economic health of the mill. More recently with declining employment at the mill, the population stabilized yet did not decline as the case of other BC resource-based towns.

In 1956, the year following incorporation, the population of Powell River was 9,669. The number of Powell River residents peaked in 1971 at 13,726, with another 4,810 in the surrounding Region. Population has fluctuated moderately in the past 3 decades. Currently two-thirds of the population of the Powell River Regional District resides within the City.

Historic census data is shown on Table 15 broken down by neighbourhood. Westview has grown from the smallest to the largest neighbourhood and now accounts for 62% of Powell River's population, with 22% in Cranberry Lake, 10% in Wildwood and 7% in Townsite. The population breakdown in Table 14 is based on Powell River's 16 enumeration areas that generally follow community boundaries. Two enumeration areas are mainly in Cranberry Lake but partially in Townsite and Westview; thus, this breakdown slightly overstates the Cranberry Lake and understates Townsite and Westview populations.

Table 14 – Population by Community 1921-2001

	1921	1931	1951	1961	1971	1986	1991	2001
Wildwood	212	546	n/a	1130	1345	1262	1244	1239
Townsite	1657	2152	n/a	1833	1705	1140	1033	932
Cranberry Lake	150	916	1350	2263	2320	2269	2766	2820
Westview	47	1111	3507	5504	8355	7749	7897	7992

Two decades of demographic statistics (see Table 15 below) reveal the gradual aging of the population. From 1981 to 2001, the proportion of the population under 20 declined from 33.2% to 25.8%, while those over 45 increased from 31.3% to 44.7%. The mature work force and seniors proportion of the local population is higher than the BC average.

According to the 2001 Census, there were 8,485 households in the Regional District, of which 5,485 were in the City. Of these, 68% were one-family households, 32% were non-family (for example, friends or single persons) and 1% of households accommodated more than one family. One and two person households made up the majority of all households, approximately 29% and 38% respectively. Three and four to five person households constituted almost 15% and about 17% respectively of the total. Only 2% of households contained six or more persons.

Table 15 – Demographic Trend by Age Group (City)

Age	1981	1986	1991	1996	2001
0-19	33.2 %	29.6 %	27.8 %	26.6 %	25.8%
20-44	35.5 %	35.2 %	35.8 %	40.5 %	29.7%
45-64	20.1 %	22.2 %	22.9 %	20.0 %	26.6%
65+	11.2 %	13.0 %	14.1 %	12.9 %	18.1%

Finally, the average size of Powell River households is 2.3 persons, compared to the provincial average of 2.5 persons. Though the population has remained relatively constant, the number of households has been increasing, and the number of persons per households has been slowly declining, following the national pattern.

Families and Households

In 2011, there were 3,870 families⁹ in the City of Powell River, an increase of 2.0% from 2006. This is less than one third the growth rate of 6.6% for the Province over the same 5 year time period. Of the 3,870 families in the City 70%, were married couples, 14.2% were common-law-couples and 15.8% were lone parent families (see Table 16).

There were 5,905 private households in the City in 2011, an increase of 3.9% from 2006 and 7.6% from 2001.

Table 16 - Distribution of City of Powell River Households by Household Type

Household type	Number	%
Total private households	5,905	100.0%
Couple-family households with children¹⁰ at home	1,090	18.5%
Couple-family households without children at home	2,105	35.6%
Lone-parent family households	570	9.7%
One-person households	1,905	32.3%
Multiple family households	55	0.9%
Other households	175	3.0%

Language

English is the dominant language spoken in the City of Powell River both at home and as a mother tongue, see Table 17 - City of Powell River Language Breakdown (2011 Census).

Table 17 - City of Powell River Language Breakdown (2011 Census)

Language	No. of People	Proportion
Mother Tongue (single responses)	12,865	100%
English	11,475	89.2%
French	325	2.5%
Non-official Languages	1,065	8.3%
Language spoken most often at home	12,830	
English	12,515	97.5%
French	80	0.6%
Non-official languages	235	1.8%

Of the non-official (and non-aboriginal) languages recorded as a mother tongue in the City, the top three are Italian (2.1%), German (1.6%) and Dutch (1.0%). However, of the languages spoken most

⁹ "Census families": Refers to a married couple (with or without children), a common-law couple (with or without children) or a lone parent family.

¹⁰ Children aged 24 and under at home.

often at home, over 97% speak English and all other languages (including French) were less than 1%. There were no recorded aboriginal languages speakers in the City of Powell River in the 2011 census.

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APPENDIX E – ECONOMIC PROFILE

Sector Profiles

Forestry

The Powell River regional economy has always been closely tied to the forest industry, and even though the sector has seen hard times in British Columbia, the City has fared better than many others. The region is home to one of the most valuable timber supplies in the province. Known as a 'transition zone,' the region grows harvestable species such as Hemlock, Balsam, Douglas Fir, Western Red Cedar, Cypress, Alder, Spruce, and Pine (EDCD Consulting 2011).

The local area has a focus on adding value to the fibre harvested in the region and is leading Powell River on a new path for its forest sector and supporting a wide range of local value added forestry businesses. In addition, in 2012 the Powell River Division of Catalyst had 410 employees producing a range of speciality products with the mill's three paper machines (Catalyst. 2012). Western Forest Products (Stillwater Division) is the largest harvester in the region and its local operations employ approximately 200 people.

Powell River Community Forest Ltd. is located within the Haslam Lake and Lang Creek Community Watershed. The company has been operating in this area since 2006 under the guidance of a board. The Powell River Community Forest covers 7,100 hectares and has an annual allowable cut of 25,000 cubic metres and between 2007 and 2011 has generated over \$2 million in dividends for the community (Powell River Community Forest Ltd. 2013).

Aquaculture

The Malaspina Marine Complex is located immediately north of Powell River and includes coastal waters and intertidal areas encompassed by the Malaspina and Gifford Peninsulas and the mainland including Malaspina, Okeover, Lancelot and Theodosia Inlets (BC Ministry of Sustainable Resources Management, 2002). This area has one of the highest concentrations of shellfish tenures in the province, with a total of 40 (including beach and bottom tenures) covering 185 hectares. This is equivalent to 9% of the total shellfish aquaculture tenures in British Columbia. The Malaspina Marine Complex is also a significant clam area with a commercial geoduck fishery, the most valuable invertebrate fishery in British Columbia in terms of landed value (BC Ministry of Sustainable Resource Management. nd.).

Presently, a majority of the product cultivated in the region goes to Vancouver Island for processing. There is currently one processing plant in Powell River there is also potential for additional shellfish processing facilities to operate locally and further add value to the shellfish production from the area (EDCD 2011).

Agriculture

In 2011, there was an estimated 40 farms in the area immediately around the City of Powell River and a total of 94 within the Powell River Regional District. The farms in the Powell River area had land holdings (owned, leased, rented, crop-share and other arrangements) in 2011 of 311 hectares of which 62 hectares were in crops; while the larger Regional District had land holdings covering 1,671 hectares of which 215 hectares were in crops. The total value of farmland and buildings in 2011 was \$20.78

million in the immediate Powell River area, and \$82.98 million for the entire Regional District. In addition, gross farm receipts were \$0.58 million in the immediate Powell River area and \$1.35 million in the entire Regional District (Statistics Canada. 2013b).

Climate, terrain, and fertility make the Powell River area suitable for a variety of crops, livestock, and mixed farming pursuits, including year-round growing. There is also a long history and growth of the related industries of harvesting non-timber forest products (mushrooms, salal [commonly called lemon leaf], wild fruits, florals, etc.). Recently, the Region has been attracting newcomers who have bought properties from Saltery Bay to Lund, including Texada Island, for the purpose of farming (EDCD 2011). This is illustrated by the rise by number of farms in the Regional District which has increased from 85 in 2006 to 94 in 2011 (Statistics Canada. 2013b)

Mining

Texada Island is the location of the largest limestone quarry in British Columbia, providing Vancouver and US markets with raw materials. The current extraction rates leave an estimated excess of 300 million tonnes for the future. Currently, three working limestone quarries ship out of over 6 million tonnes of limestone each year, making them a principle supplier of limestone for the cement, chemical and pulp industries throughout the Pacific Northwest. Although not within the City of Powell River, the 35 minute crossing from Westview to Blubber Bay and frequent service level by BC Ferries (10 crossings/day) make for close economic relationship.

The largest of three operations, Texada Quarrying Ltd.'s ships 6 million tonnes per year of which 5 million is limestone supplying 5 cement operations and 3 chemical limestone plants. The operation is equipped with a deep sea dock that can load Panamax ships (i.e. capable of crossing the Panama Canal). The Quarry currently employs 84 people in the region. The second largest and oldest is Blubber Bay Quarry which has been mining since 1907, and employs approximately 14 people. It produces many grades of limestone as well as a variety of washed and unwashed aggregates and dolomite. The site can also produce cement grade limestone, chemical grade limestone, and agricultural lime and has markets in the Lower Mainland. Both Texada Quarrying and Blubber Bay Quarry have over 100 years of operation reserves remaining.

Finally, Imperial Limestone Co. Ltd. has a limestone quarry near Spratt Bay on the north end of Texada Island. Limestone has been quarried here since 1951. Imperial Limestone employs approximately 8 people and ships roughly 225,000 tonnes of crushed limestone per year. The product is a chemical grade limestone and is generally not used for cement or aggregate. End uses include agriculture and manufacturing of glass, plaster, roofing and other materials. Imperial Limestone has an estimated mine life of fifty years. (RCA Robinson and Associates Ltd. 2008)

Public Administration

The public sector consists of three general components including educational services, health and social services, and public administration (municipal, First Nations, provincial and federal government administration).

School District 47 (Powell River) with administration offices in the City of Powell River is a key government sector employer locally. There are four elementary schools (kindergarten to grade 7) in the City; Westview, Edgehill, Henderson and James Thompson Elementary. Brooks Secondary School

(grades 8-12) in the Town site serves the entire School District. In 2012/13 there were 2,118 students in the School District (BC Ministry of Education. 2013) with approximately 335 employees (Statistics Canada 2013a). Among the employees there were 108 full-time and 37 part-time teachers and administrators (BC Ministry of Education. 2013). Like many communities in BC, student enrolment has been declining in recent years. The provincial francophone school district (Conseil Scolaire Francophone) offers public school services at École Côte-du-Soleil (K-9) in Westview and at Brooks Secondary (grades 10-12).

The City of Powell River is within the Vancouver Coastal Health Region and has a full range of health and social services. The local hospital, Powell River General Hospital is a 37 bed facility providing services that include surgery, endoscopy, intensive care unit, obstetrics, in-patient psychiatry, oncology, emergency and diagnostic services (Rural Coordinating Centre of BC. 2013). In addition, a new \$23.5 million investment in the Powell River Complex Care Replacement Project is proceeding and will see the new facility open in 2015 (Vancouver Coastal Health. 2013). In total, the City of Powell River has a labour force of 780 in the health care and social assistance sector (Statistics Canada 2013).

The Powell River Regional District, City of Powell River and the Sliammon First Nation (Tla'amin Nations Band Office) all have administrative offices within the City of Powell River. In addition, federal and provincial offices generate further employment benefits in the community. In 2011, the City of Powell River had a labour force of 355 in the public administrative sector locally (Statistics Canada 2013).

Labour Force

Labour Force by Industry

Table 18 presents the 2011 experienced labour force for the City of Powell River and the Powell River Regional District (PRRD) and compares the percentage distribution with those observed at the provincial level.

Table 18 – Experienced Labour Force for the City of Powell River, Powell River RD and British Columbia, 2011

Industry	Number		% Distribution		
	City of Powell River	Remaining PRRD	City of Powell River	Remaining PRRD	BC
111-112 Farms	150	155	2.6%	5.2%	1.6%
113 Forestry and logging	140	80	2.4%	2.7%	0.6%
114 Fishing, hunting and trapping	20	20	0.3%	0.7%	0.1 %
1151/2/3 Support activities	10	20	0.2%	0.7%	0.3%
21 Mining and oil and gas extraction	30	65	0.5%	2.2%	1.1%
22 Utilities	25	15	0.4%	0.5%	0.6%
23 Construction	515	335	8.8%	11.3%	7.7%
31 Manufacturing	475	280	8.1%	9.4%	6.3%
Total Goods Producing	1,365	970	23.3%	32.7%	18.3%
41 Wholesale trade	95	35	1.6%	1.2%	3.8%
44-45 Retail trade	910	265	15.5%	8.9%	11.4%
48-49 Transportation & warehousing	290	140	4.9%	4.7%	5.0%
51 Information and cultural industries	55	35	0.9%	1.2%	2.6%
52 Finance and insurance	165	80	2.8%	2.7%	3.9%
53 Real estate & rental/leasing	120	40	2.0%	1.3%	2.3%
54 Professional, scientific & tech. serv.	185	115	3.2%	3.9%	7.6%
55 Management of companies/ enterprises	-	0	-	-	0.1%
56 Administration +support, waste management services	205	215	3.5%	7.2%	4.2%
61 Educational services	335	130	5.7%	4.4%	7.1%
62 Health care and social assistance	780	275	13.3%	9.2%	10.6%
71 Arts, entertainment and recreation	125	40	2.1%	1.3%	2.4%
72 Accommodation and food services	440	215	7.5%	7.2%	7.7%
81 Other services (excl.	305	165	5.2%	5.5%	4.8%

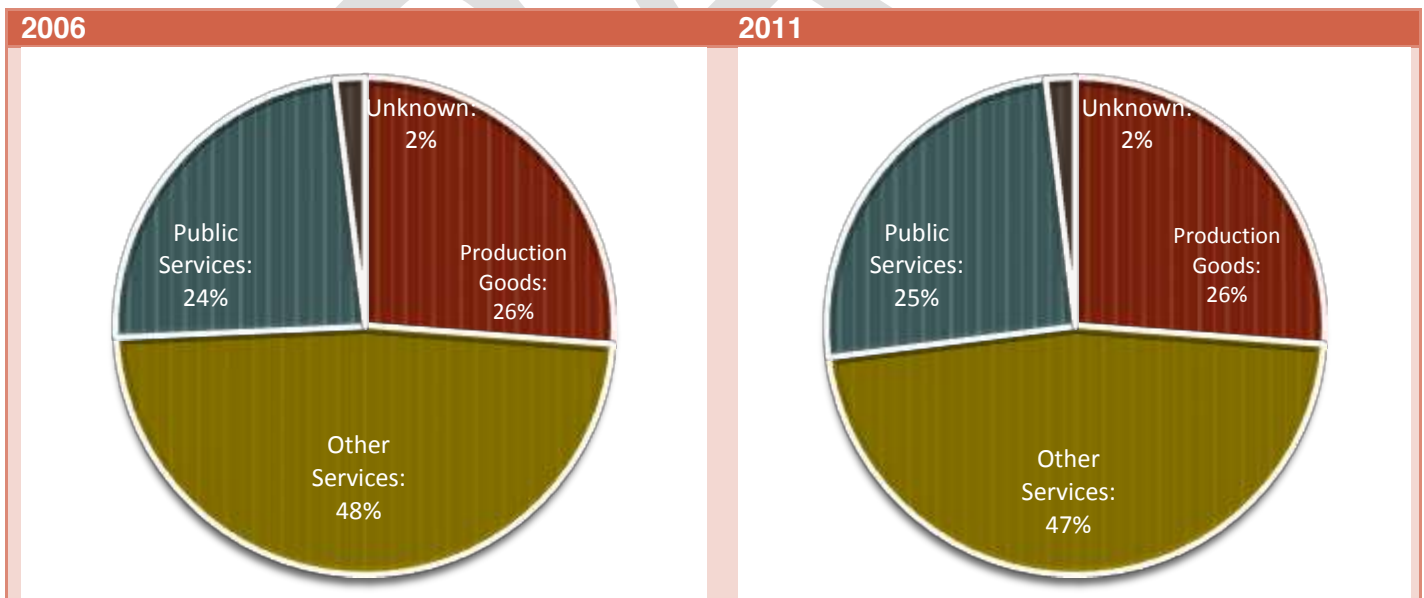
public admin.)					
91 Public administration	355	155	6.1%	5.2%	6.1%
Total Service Sector	4,235	1,905	74.3%	63.9%	79.6%
Industry - Not applicable	130	100	2.2%	3.4%	2.1%
Total Labour Force	5,850	2,975	100%	100%	100%

Source: Statistics Canada (2013a)

As illustrated, in 2011 the percentage share of the labour force involved in goods producing activities is noticeably larger in both the City and Regional District than generally observed in British Columbia. This is primarily attributed to the resource processing sector which has experienced significant challenges in recent years and contributes to the large local manufacturing labour force. In the City, the service producing sector made up over 74% of the local labour force in 2011, with the government sector (health and social services; public administration and education services), retail trade, and accommodation services representing the largest service producing components locally.

In the change in the City of Powell River's labour force between 2006 and 2011 is outlined and illustrates that the labour force shares have remained relatively stable between goods producing and service sectors over the period. This is despite challenges in the goods producing sectors and against the provincial trend which continues to see a decline in the goods producing share of overall labour force.

Figure 17 - Change in Powell River Labour Force Proportion, 2006 and 2011



Source: Statistics Canada (2006, 2013a)

Labour Force by Occupation

Table 19 outlines the labour force for the City of Powell River by occupation in 2011. As seen in the table, the share of males in manufacturing and utilities and natural resources occupations is over twice the share observed at the provincial level. For females in the City, there is a significantly higher

percentage share in health occupations than seen at the provincial levels. Overall, the largest occupation shares are in sales and service occupations for women (30%) followed by business, finance and administration (23%). For men, trades, transportation and equipment operation comprise the largest component of the Powell River labour force (29%).

Table 19 - Labour Force by Occupation for City of Powell River and British Columbia, 2011

Occupation	City of Powell River (#)		City of Powell River (%)		British Columbia (%)	
	Male	Female	Male	Female	Male	Female
0 Management occupations	290	250	9.7%	9.1%	13.5%	9.2%
1 Business; finance and administration occupations	120	635	4.0%	23.2%	8.7%	23.9%
2 Natural and applied sciences and related occupations	225	25	7.5%	0.9%	10.2%	2.8%
3 Health occupations	85	470	2.8%	17.2%	2.7%	10.4%
4 Occupations in education; law and social; community & government service	300	285	10.0%	10.4%	7.5%	15.9%
5 Occupations in art; culture; recreation and sport	55	75	1.8%	2.7%	3.2%	3.6%
6 Sales and service occupations	495	820	16.5%	30.0%	19.4%	29.1%
7 Trades; transport & equipment operation and related occupations	860	105	28.7%	3.8%	26.5%	1.8%
8 Natural resources; agriculture & related production occupations	265	40	8.8%	1.5%	3.8%	1.4%
9 Occupations in manufacturing and utilities	305	30	10.2%	1.1%	4.5%	1.8%
All Occupations	3000	2735	100.0%	100.0%	100.0%	100.0%

Source: Statistics Canada (2013a)

Labour Force Employment Levels

Table 20 highlights the labour force population aged 15 years and over by full-time or part-time weeks worked in 2010, and compares the number of working and non-working male and females for the City of Powell River to British Columbia. As illustrated, both the male and female workforce in the City of Powell River had noticeably fewer workers employed full-time than generally observed in British Columbia. The City also had a higher share of its male and female labour force who did not work in 2010 when compared to the provincial level.

Table 20 - Labour Force by Full-Time or Part Time Work for City of Powell River and British Columbia, 2010

	City of Powell River (#)		City of Powell River (%)		British Columbia (%)	
	Male	Female	Male	Female	Male	Female
Average weeks worked in 2010			42.9	43.9	44.3	43.5
Did not work in 2010	210	200	6.9%	7.2%	4.8%	5.8%
Worked full-time in 2010	2310	1540	75.5%	55.1%	80.5%	64.5%
Worked part-time in 2010	540	1055	17.6%	37.7%	14.7%	29.7%
Total labour force	3060	2795	100.0%	100.0%	100.0%	100.0%

Source: Statistics Canada (2013a)

Personal Income

Median Income

As illustrated in Table 21, median incomes in the City of Powell River differ considerably between men and women, with women reporting income that averages only 62% of that earned by men. This is below the ratio observed at the provincial level where women earned 66% of that earned by men in 2009. Overall, the median income for men in the City of Powell River was lower than that for men at the provincial level in 2009, although this was not always the case. Historically, local men have had median incomes 10% or more above their provincial counterparts. Conversely women in the City of Powell River have lagged the median income of women in BC across the time period although their rate of increase since 2000 has exceeded that of men.

Table 21 - Median Income for City of Powell River, Powell River Regional District & British Columbia, 1999 to 2010

Year	City of Powell River		Powell River RD		British Columbia	
	Male	Female	Male	Female	Male	Female
2009	\$34,650	\$21,480	\$33,795	\$21,025	\$36,400	\$24,035
2008	\$36,255	\$21,455	\$35,435	\$21,080	\$37,440	\$24,010
2007	\$35,825	\$20,840	\$34,900	\$20,445	\$36,350	\$23,005
2006	\$35,220	\$18,650	\$34,500	\$18,380	\$34,585	\$21,030
2005	\$33,165	\$17,835	\$32,720	\$17,480	\$32,430	\$19,980
2004	\$32,335	\$16,900	\$31,720	\$16,560	\$30,995	\$18,845
2003	\$31,855	\$16,617	\$31,195	\$16,210	\$29,990	\$18,195
2002	\$32,220	\$16,180	\$31,535	\$15,830	\$29,480	\$17,850
2001	\$32,800	\$15,870	\$32,155	\$15,510	\$29,395	\$17,765
2000	\$32,390	\$15,615	\$31,680	\$15,220	\$28,880	\$17,315
% Change (2000- 2009)	+6.9%	+37.6%	+6.7%	+38.1%	+26.0%	+38.8%

Sources: BC Stats. Neighbourhood Income and Demographics (2002-2009), Statistics Canada. Table 111-0004

Personal Income Source

Table 22 illustrates the difference in the sources of personal income for the City of Powell River, Powell River Regional District, and British Columbia in 2000 and 2009. Overall the dependence on employment income has declined noticeably for both the City and Regional District between 2000 and 2009. Conversely, pension income has increased in importance over the period. Pension income locally represents a much higher share of personal income than observed at the provincial level. Over the period, personal income from all sources has risen by almost 36% to \$503 million in 2009. Over the same period, provincial personal incomes have risen by over 55%.

Table 22 - Source of Personal Income for City of Powell River, Powell River Regional District and BC, 2000 and 2009

Income Source	City of Powell River		Powell River RD		British Columbia	
	2000	2009	2000	2009	2000	2009
Employment	62.9%	54.6%	62.5%	53.9%	66.1%	63.7%
Pension	18.0%	24.8%	18.0%	24.8%	11.9%	13.9%
Investment	6.2%	6.1%	6.3%	6.3%	9.7%	9.8%
Self-Employment	3.6%	4.1%	3.8%	4.5%	5.0%	5.3%
Other	5.5%	6.9%	5.7%	7.0%	4.7%	5.3%
Tax Exempt	3.8%	3.6%	3.8%	3.6%	2.6%	2.0%
Total (\$000s)	\$370,230	\$503,485	\$401,283	\$546,152	\$87,800,453	\$135,434,824

Source: BC Stats (2003 and 2012)

Income dependencies

BC Stats produces income dependencies for 63 local areas in British Columbia. The income dependencies are based on the premise that the economy of a community can be represented by income flows that fall into basic or non-basic sectors, depending on the source of income. Basic income is defined as income that flows into the community from the outside, in the form of either employment income or non-employment income (BC Stats. 2009). Non-basic income is the responding and circulation of basic income throughout the community (i.e. the multiplier effect).

Table 23 highlights the percentage of income by basic sector dependencies for the Powell River local area for the period from 1991 to 2006. The income dependencies are calculated using after-tax income in the local area.

In 2006, the Powell River local area¹¹ remained highly dependent on the forest sector and the public service sector. Contributions made through non-employment sources, while higher than the provincial norm, are in line with communities of a similar size and demographic profile. These sources represented by transfer payments and "other" non-employment income sources made up the next two

¹¹ The Powell River local area includes City of Powell River, Powell River Electoral Areas A, B, C, D, E, Sliammon1, Harwood Island 2, Sechelt (Part).

largest categories of personal income in the Powell River local area. Overall, over four-fifths of income was in these four categories.

The remaining 18% was led by construction, at 6% followed by tourism (3%), mining (3%), fishing (2%) and agriculture (1%). The remaining 3% was allocated to other activities. The most obvious change in income source during the 15-year period ending in 2006 was the decline in forestry, and the increased dependence on non-employment sources of income. The latter is largely attributable to the increasing senior cohort and their shift from employment income over to retirement and savings income as they exit the labour force.

Table 23 - Percentage of Powell River Local Area Economic Dependencies, 1991 to 2006

Year	FOR	MIN	F & T	AGR	TOU	TECH	PUB	CONST	OTHER	TRANS	ONEI
2006	22	3	2	1	3	0	22	6	3	19	19
2001	27	2	1	1	4	0	19	4	4	21	17
1996	34	3	1	1	6	0	20	6	1	17	11
1991	35	3	2	1	3	NA	16	NA	8	11	21

Source: British Columbia Local Area Economic Dependencies and Impact Ratios (1995, 1999, 2004b, and 2009b)

Notes:

1. FOR-forestry, MIN-mining and oil and gas, AGR-agriculture, PUB-public sector, CONST-construction, Trans-transfer payments, ONEI-other non-employment income.
2. Transfer Payments (Trans) includes income from senior governments including: welfare payments, OAS, CPP, employment insurance, federal child tax credit, guaranteed income supplements and others.
3. Other Non-Employment Income (ONEI) includes investment income, such as dividends and interest; retirement pensions, superannuation, annuities, alimony, etc.
4. In 1991 data for construction and high technology was not separated from other basic sectors.

Labour Force Mobility

Place of work

Table 24 outlines the employed population aged 15 years and older by place of work status for the City of Powell River and British Columbia in 2011. As illustrated, the City of Powell River has a smaller share of the employed labour force working from home. In addition, there is a higher share of male workers in Powell River with no fixed workplace address, and a higher share of females with a usual work place than generally seen at the provincial level.

Table 24 - Employed Population by Place of Work Status for City of Powell River and British Columbia, 2011

Place of Work	City of Powell River		British Columbia	
	Male	Female	Male	Female
Worked at home	4.7%	5.0%	7.5%	8.6%
Worked outside Canada	0.0%	0.0%	0.8%	0.3%
No fixed workplace address	26.6%	5.8%	20.1%	7.5%
Worked at usual place	68.8%	89.2%	71.6%	83.6%
Total Employed Workforce	100.0%	100.0%	100.0%	100.0%

Source: Statistics Canada (2013a)

Worker Mode of Transportation

Table 25 shows the total employed population aged 15 years and over with a usual place of work or no fixed workplace address and the mode of transportation they use to commute. The vast majority of workers drive themselves to work in the City. In addition, riding to work as a passenger in a vehicle is the second most common way to get to work, with twice the share of males using this mode of transportation compared to the provincial level.

Walking is also a more common way to get to work than generally seen at the provincial level. Public transit is not well utilized locally when compared to the provincial level. Bicycle usage in Powell River also lags behind the provincial average.

Table 25 - Mode of Transportation for Workers (Usual Place of Work or No Fixed Workplace Address), 2011

Mode of Transportation	City of Powell River		City of Powell River %		British Columbia	
	Male	Female	Male	Female	Male	Female
Car; truck or van - as a driver	1985	1960	74.6%	79.7%	75.0%	67.4%
Car; truck or van - as a passenger	260	170	9.8%	6.9%	4.6%	6.6%
Public transit	60	80	2.3%	3.3%	10.4%	15.0%
Walked	200	220	7.5%	8.9%	5.5%	7.9%
Bicycle	50	15	1.9%	0.6%	2.6%	1.6%
Other methods	105	15	3.9%	0.6%	1.9%	1.5%
Total	2660	2460	100.0%	100.0%	100.0%	100.0%

Source: Statistics Canada (2013a)

Building Permits

Construction is an important employer in the City of Powell River with a labour force of 515 in 2011. In addition, building permit values are an important measure of capital investment in the community and as illustrated in, building permit activity has fluctuated over the past twelve years. However, this is typical of communities of similar size to the City of Powell River.

Within the building permit values, the residential component has been the most consistent with permits reaching a peak in 2005 of \$15.2 million. Residential permit values remained active until slowing in 2011 and 2012 when permits lowered to the \$5 million range. Industrial, commercial, and institutional and government permit values have fluctuated as specific projects periodically take place over the period.

Table 26: City of Powell River Building Permit Activity, 2000 to 2012

Year	Residential (\$ Millions)	Industrial (\$ Millions)	Commercial (\$ Millions)	Institutional & Government (\$ Millions)	Total (\$ Millions)
2012	5.3	0.5	0.2	0.0	6.0
2011	5.5	0.5	0.9	15.0	21.9
2010	7.9	0	1.1	0	9.0
2009	8.7	0	3.8	0.2	12.7
2008	11.7	0	6.4	0	18.1
2007	10.3	0.2	1.6	2.3	14.4
2006	9.2	0.1	5.9	3.3	18.5
2005	15.2	0.0	3.0	8.3	26.5
2004	4.2	0.2	1.2	0.3	5.9
2003	1.6	0.0	0.1	0.0	1.7
2002	3.8	0.0	0.1	0.3	4.2
2001	5.1	0.0	2.0	0.4	7.5
2000	4.0	0.0	3.6	0.4	8.0

Source: BC Stats. (2013)

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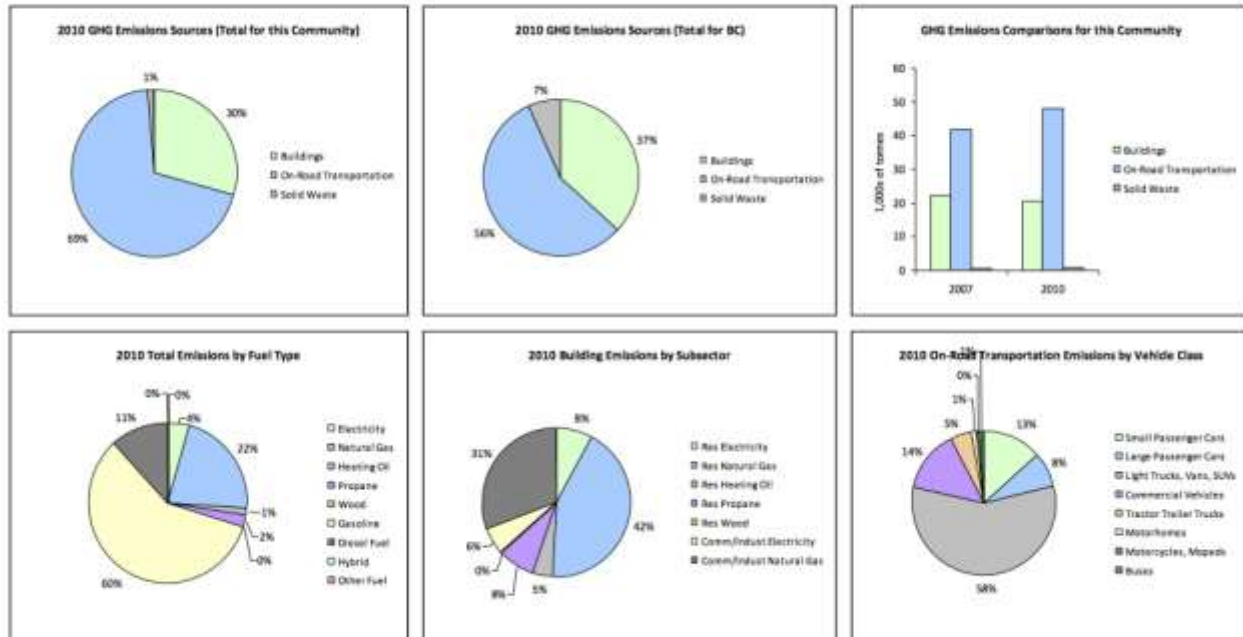
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APPENDIX G - GREENHOUSE GAS EMISSIONS DATA 2010



Powell River City
Draft 2010 Community Energy and Emissions Inventory
Monitoring and reporting on progress towards greenhouse gas emissions reduction targets

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 January 23, 2013



Powell River City
Draft 2010 Community Energy and Emissions Inventory
Monitoring and reporting on progress towards greenhouse gas emissions reduction targets

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Core Items

On-Road Transportation		2007					2010				
		Connections	Consumption	Avg VKT (km)	Energy (GJ)	CO2e (t)	Connections	Consumption	Avg VKT (km)	Energy (GJ)	CO2e (t)
Small Passenger Cars	Hybrid	<10	1,143 L	24,300	4	3	<10	5,855 L	22,200	20	14
	Gasoline	2,196	2,448,846 L	14,200	85,710	5,846	2,295	2,665,776 L	14,400	83,302	6,299
	Diesel Fuel	46	33,858 L	20,400	2,063	147	30	56,962 L	20,100	2,182	158
Large Passenger Cars	Hybrid	<10	3,428 L	20,800	12	8	13	18,529 L	26,300	65	41
	Gasoline	1,230	1,637,421 L	13,500	57,310	3,909	1,191	1,515,624 L	13,300	54,447	3,675
	Diesel Fuel	12	8,902 L	11,700	241	24	15	12,685 L	10,900	493	35
Light Trucks, Vans, SUVs	Hybrid	<10	4,508 L	18,300	16	11	<10	13,973 L	23,000	49	33
	Gasoline	4,179	8,437,699 L	17,800	330,319	22,647	4,864	11,177,613 L	17,900	381,223	26,663
	Diesel Fuel	258	431,833 L	12,100	16,339	1,175	158	282,297 L	13,100	10,812	768
Commercial Vehicles	Other Fuel	15	27,577 L	13,200	1,656	40	12	19,347 L	12,300	745	30
	Gasoline	353	570,464 L	18,400	33,966	2,280	426	1,183,252 L	18,400	41,413	2,782
	Diesel Fuel	307	579,779 L	20,800	37,526	2,638	403	1,484,213 L	22,600	56,843	3,994
Tractor Trailer Trucks	Other Fuel	13	26,969 L	14,000	1,033	41	14	27,075 L	12,600	1,037	41
	Gasoline	<10	12,656 L	11,400	422	28	<10	11,131 L	10,200	390	26
	Diesel Fuel	91	769,072 L	25,500	29,455	2,070	106	842,507 L	21,800	32,268	2,267
Motorhomes	Gasoline	89	555,188 L	18,400	5,432	362	98	168,429 L	19,400	5,395	353
	Diesel Fuel	50	85,928 L	17,800	3,291	231	43	69,901 L	17,800	2,677	188
	Other Fuel	<10	3,231 L	19,400	121	5	<10	2,104 L	19,400	81	3
Motorcycles, Mopeds	Gasoline	204	88,252 L	21,500	3,089	206	242	101,934 L	21,500	3,568	238
	Gasoline	21	51,164 L	18,300	1,791	120	27	71,677 L	17,100	2,509	169
	Diesel Fuel	21	87,521 L	18,500	3,352	236	36	139,491 L	43,800	5,343	375
Totals		9,584	17,284,757 L	16,473	612,848	42,027	9,993	15,910,755 L	18,902	705,360	48,190



Powell River City
Draft 2010 Community Energy and Emissions Inventory
Monitoring and reporting on progress towards greenhouse gas emissions reduction targets

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Buildings		2007				2010			
		Connections	Consumption	Energy (GJ)	CO2e (t)	Connections	Consumption	Energy (GJ)	CO2e (t)
Residential	Wood	N/A	53,266 GJ	53,266	20	N/A	51,563 GJ	51,563	19
	Heating Oil	N/A	13,707 GJ	13,707	966	N/A	13,269 GJ	13,269	935
	Propane	N/A	28,935 GJ	28,935	1,765	N/A	28,010 GJ	28,010	1,709
	Natural Gas	2,937	193,158 GJ	193,158	9,851	2,978	171,069 GJ	171,069	8,725
	Electricity	5,042	68,882,508 kWh	247,257	1,694	6,172	87,189,472 kWh	241,702	1,556
Commercial/Small-Medium Industrial		296	133,702 GJ	133,702	6,819	762	123,903 GJ	123,903	6,319
		889	53,286,910 kWh	185,633	1,265	908	48,078,351 kWh	176,682	1,211
Totals		10,153		854,658	22,380	10,320		806,198	20,574

Solid Waste		2007				2010			
		Connections	Consumption	Energy (GJ)	CO2e (t)	Connections	Consumption	Energy (GJ)	CO2e (t)
Community Solid Waste	Solid Waste	0	2,958 t	N/A	584	0	3,053 t	N/A	927
Totals		0			584	0			927

Memo Items

Buildings		2007				2010			
		Connections	Consumption	Energy (GJ)	CO2e (t)	Connections	Consumption	Energy (GJ)	CO2e (t)
Large Industrial	Natural Gas	1		0	0				
	Electricity	1		0	0	1		0	0
Totals		2			0	1			0



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Totals for Transportation, Buildings and Solid Waste

Fuel Type	2007 (Population: 13,144)			2010 (Population: 13,574)		
	Consumption	Energy (GJ)	CO2e (t)	Consumption	Energy (GJ)	CO2e (t)
Hybrid	8,077 L	33	22	38,357 L	134	88
Gasoline	14,801,090 L	518,039	35,398	16,935,616 L	592,747	40,245
Diesel Fuel	2,436,883 L	92,567	6,519	2,886,256 L	110,620	7,783
Other fuel	57,687 L	2,210	88	48,526 L	1,859	74
Wood	53,266 GJ	53,266	20	51,563 GJ	51,563	19
Heating Oil	13,707 GJ	13,707	966	13,269 GJ	13,269	935
Propane	28,935 GJ	28,935	1,765	28,010 GJ	28,010	1,709
Natural Gas	326,880 GJ	326,880	16,670	294,972 GJ	294,972	15,044
Electricity	119,968,428 kWh	431,890	2,959	116,217,823 kWh	416,384	2,867
Solid Waste	2,958 t	0	584	3,053 t	0	927
Grand Totals		1,467,506	64,991		1,511,538	68,691



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Supporting Indicators

No new supporting indicator data have been provided in the 2010 reports. Work is currently underway to produce a complete second round of data for the indicators below in the 2012 reports (available in 2014). In the interim, we are including the same supporting indicator data that was provided in the 2007 reports. Feedback is requested on all supporting indicators; please contact us directly at CEEIRPT@gov.bc.ca

Housing Type - Private dwellings by structural type

Housing type is important for reducing building-related GHG emissions and energy consumption. A trend toward fewer single family dwellings indicates an increase in residential density, which is known to reduce transportation-related GHG emissions.

	1996		2001		2006	
	Units	%	Units	%	Units	%
Single Detached House	4,150	44	4,070	74	4,295	75
Semi-Detached House	130	1	140	3	195	3
Row House	80	1	75	1	85	2
Apartment, Duplex	145	2	225	4	225	4
Apartment, 5 storeys or higher	0	0	0	0	20	0
Apartment, under 5 storeys	670	7	685	13	790	13
Other Single Attached House	30	0	25	0	5	0
Movable Dwelling	45	0	290	5	95	2

Commute to Work - Employed labour force - by mode of commute

An increase in the number of people choosing to walk, cycle and use transit reduces GHG emissions. More compact, complete, connected communities should see an increase in the use of these transportation modes.

	1996		2001		2006	
	Units	%	Units	%	Units	%
Car, Truck, Van as Driver	4,170	79	4,120	80	3,990	79
Car, Truck, Van as Passenger	355	7	340	7	455	8
Public Transit	70	1	60	1	75	1
Walked	435	8	470	9	370	7
Bicycle	200	4	135	3	105	2
Motorcycle	15	0	10	0	15	0
Taxicab	10	0	0	0	10	0
Other Method	40	1	45	1	45	1

Parks and Protected Greenspace

Parks and protected greenspaces are important for the protection and enhancement of community carbon sinks.

	2009	
	Units	%
National Parks	0	0
Provincial Parks / Protected Area	0	0
Local Parks	85	3
Agricultural Land Reserve	475	15
Other land use	2,548	82
Total Parks and Protected Area	85	3
Total Land Area	3,108	100

* Totals not of Indian Reserves
 * Quantity of parkland may be underestimated

Residential Density

Increasing residential densities is known to reduce vehicle use resulting in fewer transportation-related GHG emissions. There are many additional benefits from more compact development.

	2009
Total Land Area	3,108
Residential Density (people per net ha)	6
Population	13,338
Net Land Area (ha)*	2,229

* Net of Crown land, parks, Indian Reserves, water features, airports, Air Waste disposal

Commute Distance

Shorter commute distances generally reduce GHG emissions by increasing the likelihood of people walking, cycling or using transit. Commute distance is also indicative of the 'compactness' of a community from an employment perspective.

perspective	2006	
	Units	%
Less than 5 km	3,260	78
5 to 9.9 km	580	13
10 km or more	265	6
15 to 24.9 km	25	1
25 to 34.9 km	95	2



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Monitoring and reporting on progress towards greenhouse gas emissions reduction targets

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Supporting Indicators Under Consideration

Work is currently underway to produce a second round of supporting indicators with new data for the 2012 reports (available in 2014). These reports will include new data for the five supporting indicators included in the 2007 and 2010 Reports:

- **Housing Type:** Private dwellings by structural type
- **Commute to Work:** Employed labour force - by mode of commute
- **Commute Distance**
- **Residential Density**
- **Parks and Protected Greenspace**

And in addition, for the 2012 reports we are working to be able to include:

- **Proximity to Transit**
- **Building Energy Intensity**
- **Building Floor Space**
- **Waste Diversion**

We are continuing to work towards reporting on even more supporting indicators in the future including:

- **Proximity to Services** (e.g. destinations such as grocery store, school, other retail etc.)
- **Transit Ridership**
- **Water Use**
- **Impervious Surface Cover:** % change in impervious surface cover
- **Tree Canopy Cover:** % change in tree canopy cover
- **District Energy:** # and energy output (e.g. buildings connected, energy consumed in GJ or kWh) of district energy systems by energy type e.g. renewable or non-renewable
- **On-Site Renewable Energy:** # and energy output (in GJ or kWh) from households producing and/or consuming on-site renewable heat (e.g. biomass, solar thermal, geo-exchange) and/or electrical (e.g. solar photovoltaic, small wind, small scale hydro) energy
- **Energy Recovery** from waste energy (GJ or kWh) recovered from waste (e.g. from landfill gas, sewage treatment, industrial operations, farm)

Please give us feedback by contacting us directly at CEI@RPT@gov.bc.ca

Many local governments have been undertaking a significant amount of climate action in both the corporate and community-wide spheres, as demonstrated in both the public reports from the Climate Action Revenue Incentive Program (CARIP) <http://www.scsd.gov.bc.ca/nd/greencommunities/carip.htm>, and on the <http://toolkit.bc.ca> website. These two resources may be helpful to those who are interested in learning from other BC local governments. The toolkit also contains additional information and resources including decision-support/planning frameworks and tools for undertaking actions to reduce GHG emissions and energy consumption.



Powell River City
Draft 2010 Community Energy and Emissions Inventory
Monitoring and reporting on progress towards greenhouse gas emissions reduction targets

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This is your local government's 2010 Community Energy and Emissions Inventory (CEEI) Report

What is a CEEI Report?

CEEI Reports are a result of a multi-agency effort to provide a province-wide solution to assist local governments in BC to track and report on community-wide energy consumption and greenhouse gas (GHG) emissions as well as supporting indicators every two years. CEEI Reports are one of the many resources available through the Climate Action Toolkit (<http://www.toolkit.bc.ca>), a web-based service provided through the ongoing collaboration between UBCM and the Province.

The 2010 CEEI reports are offered in DRAFT at this time

We encourage feedback from our communities across the province as we continue to review the data through the summer of 2012. Should you have any questions or concerns, please take the time to contact us directly at CEI@RPT@gov.bc.ca

Why does my local government need a CEEI Report?

A community energy and GHG emissions inventory can be a valuable tool that helps local governments plan and implement GHG and energy management strategies, while at the same time strengthening broader sustainability planning at the local level. CEEI reports fulfill local governments' Climate Action Charter commitment to measure and report their community's GHG emissions profile, establish a base year inventory for local governments to consider as they develop targets, policies, and actions related to BC's Local Government Act requirements, fulfill Milestone One requirements for those local government members of the Federation of Canadian Municipalities' (FCM's) Partners in Climate Protection (PCP) program, as well as supporting local government efforts to monitor progress towards Regional Growth Strategy objectives.

A first in North America!

CEEI is a first in North America and a first step for BC communities. The 2010 CEEI Reports are based on best available province-wide data. The accuracy and detail of CEEI reports will continue to improve to meet increasing local and provincial government information needs. Improvements have been made from the original draft 2007 CEEI Reports posted in Spring 2009. These include estimates for residential heating oil, propane and wood use, breaking out small from large industrial buildings, including updated land-use change and new agricultural sectors as 'memo items'.

For More Information

The full list of all BC local government 2010 CEEI Reports, User Guide, Technical Methods and Guidance Document, and additional information on the Supporting Indicators are available at: <http://www.emv.gov.bc.ca/cas/mitigation/ceei/index.html> For guidance on target setting and community actions, go to <http://www.toolkit.bc.ca> and <http://www.cd.gov.bc.ca/gov/greencommunities/targets.htm>

Notice to the Reader

This CEEI Report uses information from a variety of sources to estimate GHG emissions. While the methodologies, assumptions and data used are intended to provide reasonable estimates of greenhouse gas emissions, the information presented in this report may not be appropriate for all purposes. The Province of BC and the data providers do not provide any warranty to the user or guarantee the accuracy or reliability of the data contained in this report. The user accepts responsibility for the ultimate use of such data. We need your help to make these reports better, where you do note inaccuracies, please contact us.



**Bylaw 2370 Schedule B :
LAND USE DESIGNATIONS
Final Draft December 10, 2013**

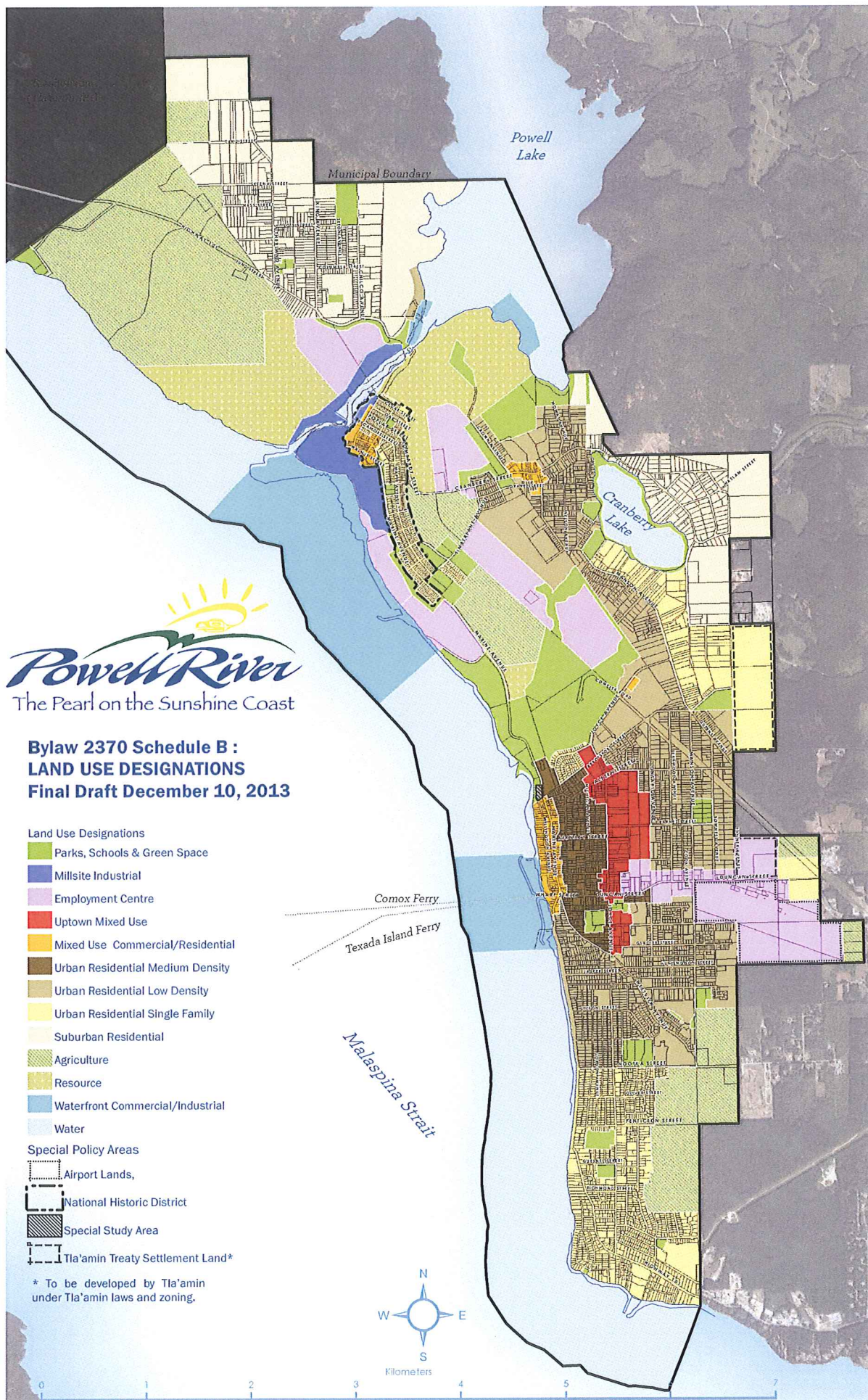
Land Use Designations

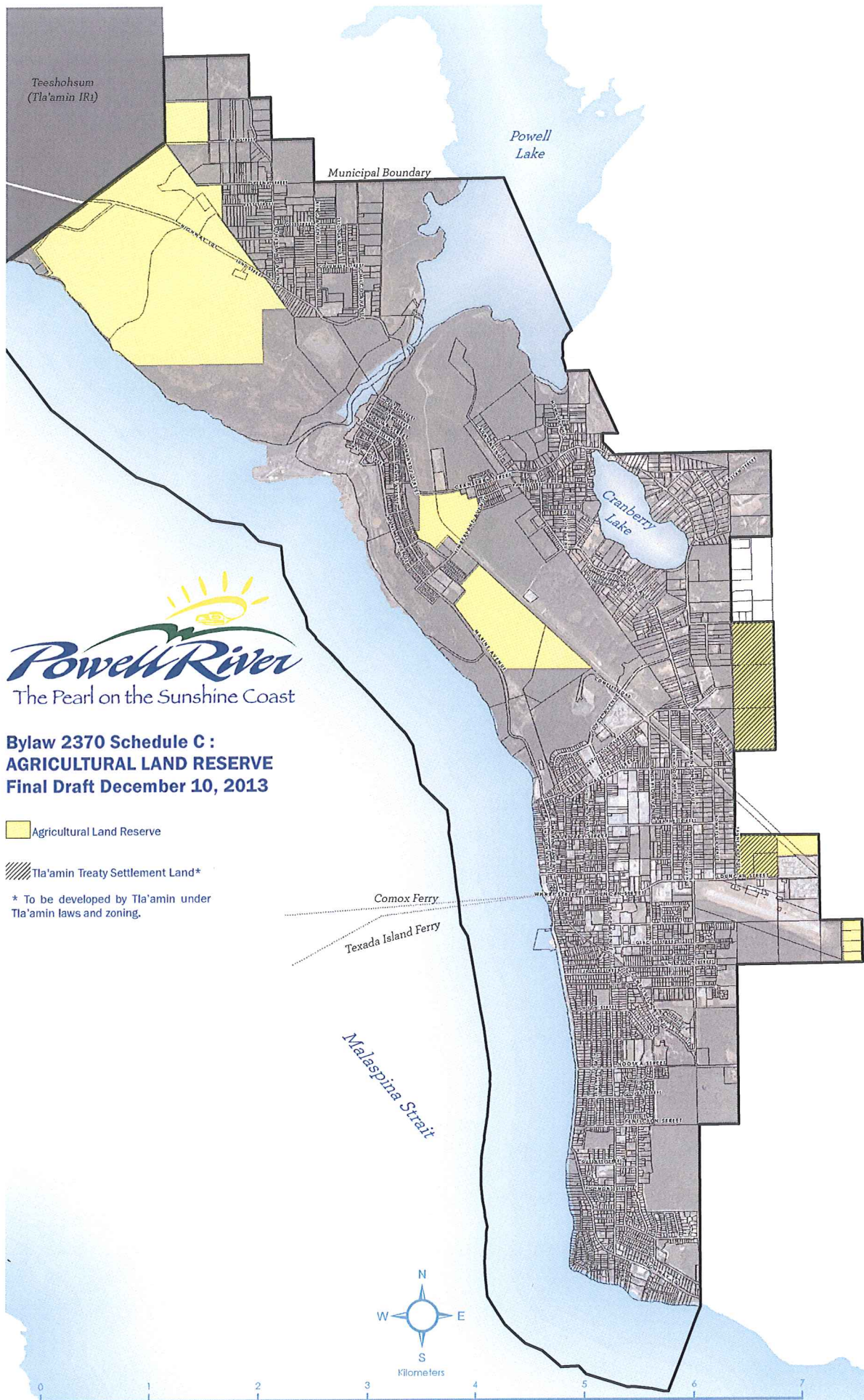
- Parks, Schools & Green Space
- Millsite Industrial
- Employment Centre
- Uptown Mixed Use
- Mixed Use Commercial/Residential
- Urban Residential Medium Density
- Urban Residential Low Density
- Urban Residential Single Family
- Suburban Residential
- Agriculture
- Resource
- Waterfront Commercial/Industrial
- Water

Special Policy Areas

- Airport Lands,
- National Historic District
- Special Study Area
- Tla'amin Treaty Settlement Land*

* To be developed by Tla'amin under Tla'amin laws and zoning.







**Bylaw 2370 Schedule D :
INSTITUTIONAL USES
& PUBLIC FACILITIES
Final Draft December 10, 2013**

Institutional Uses & Public Facilities

- Building or Facility

Draft Land Use Designations

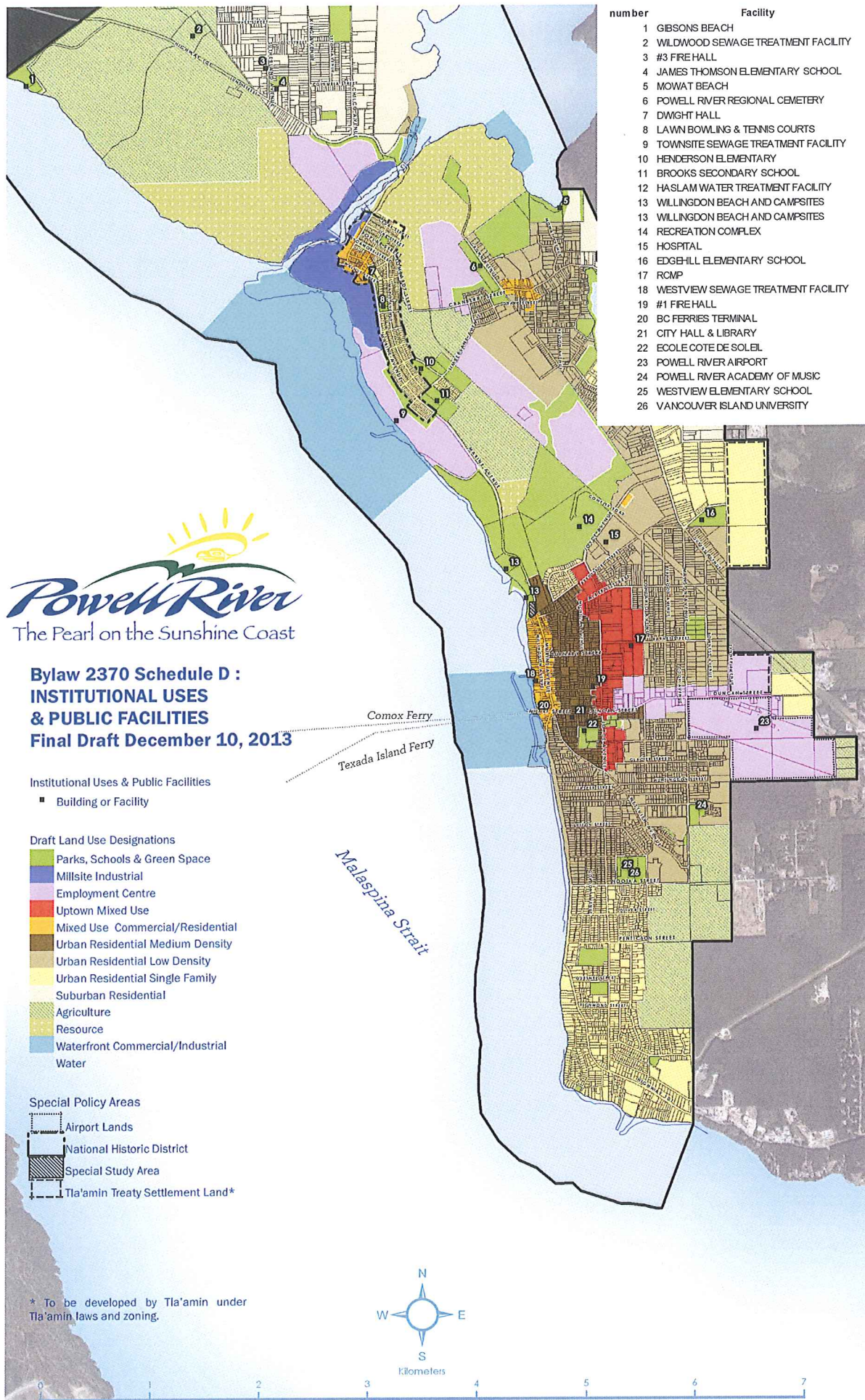
- Parks, Schools & Green Space
- Millsite Industrial
- Employment Centre
- Uptown Mixed Use
- Mixed Use Commercial/Residential
- Urban Residential Medium Density
- Urban Residential Low Density
- Urban Residential Single Family
- Suburban Residential
- Agriculture
- Resource
- Waterfront Commercial/Industrial
- Water

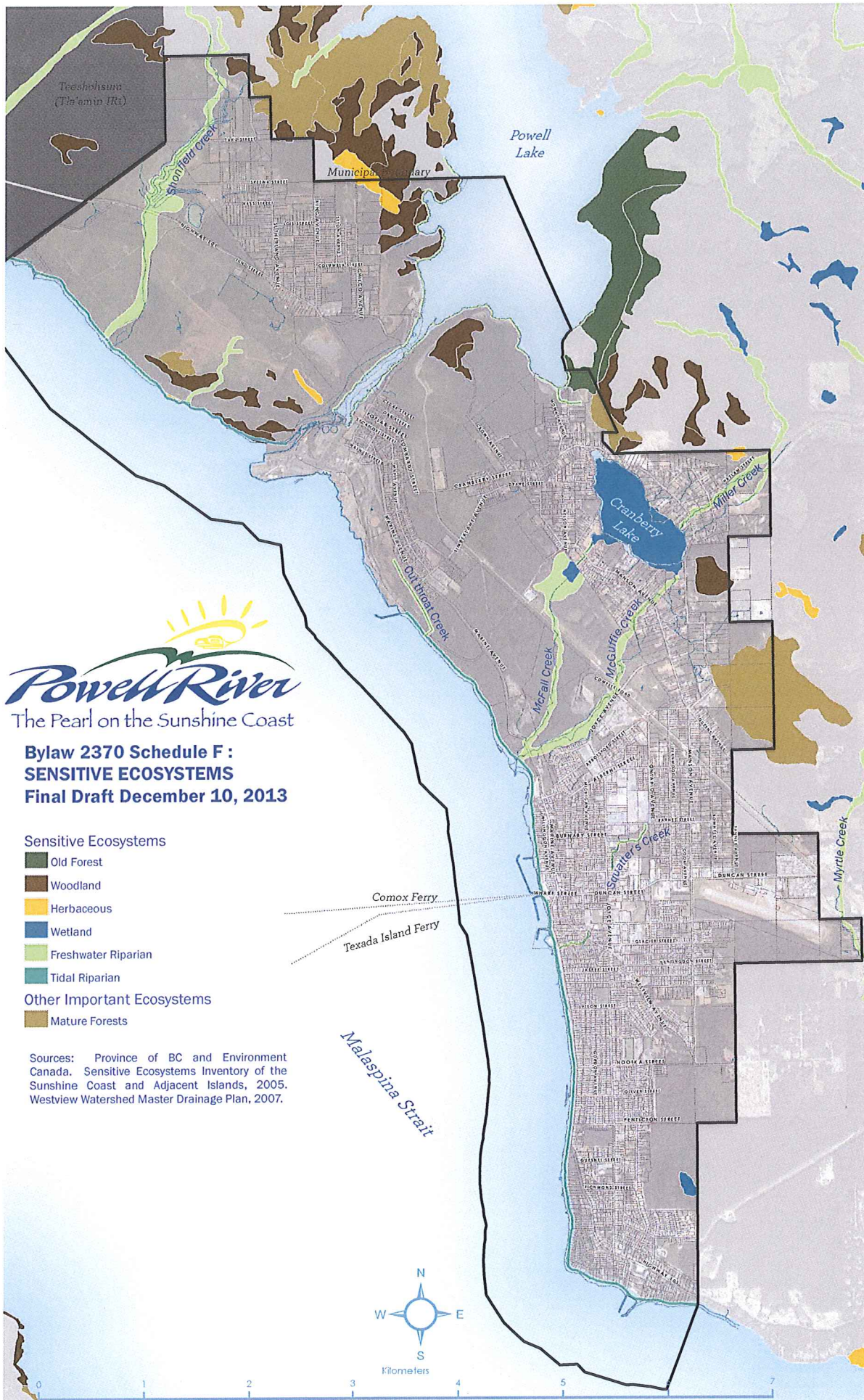
Special Policy Areas

- Airport Lands
- National Historic District
- Special Study Area
- Tla'amin Treaty Settlement Land*

* To be developed by Tla'amin under Tla'amin laws and zoning.

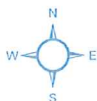
number	Facility
1	GIBSONS BEACH
2	WILDWOOD SEWAGE TREATMENT FACILITY
3	#3 FIRE HALL
4	JAMES THOMSON ELEMENTARY SCHOOL
5	MOWAT BEACH
6	POWELL RIVER REGIONAL CEMETERY
7	DWIGHT HALL
8	LAWN BOWLING & TENNIS COURTS
9	TOWNSITE SEWAGE TREATMENT FACILITY
10	HENDERSON ELEMENTARY
11	BROOKS SECONDARY SCHOOL
12	HASLAM WATER TREATMENT FACILITY
13	WILLINGDON BEACH AND CAMPSITES
13	WILLINGDON BEACH AND CAMPSITES
14	RECREATION COMPLEX
15	HOSPITAL
16	EDGEHILL ELEMENTARY SCHOOL
17	RCMP
18	WESTVIEW SEWAGE TREATMENT FACILITY
19	#1 FIRE HALL
20	BC FERRIES TERMINAL
21	CITY HALL & LIBRARY
22	ECOLE COTE DE SOLEIL
23	POWELL RIVER AIRPORT
24	POWELL RIVER ACADEMY OF MUSIC
25	WESTVIEW ELEMENTARY SCHOOL
26	VANCOUVER ISLAND UNIVERSITY







**Bylaw 2370 Schedule G :
TOWNSITE HERITAGE
CONSERVATION AREA
Final Draft December 10, 2013**





**Bylaw 2370 Schedule H :
OFF-ROAD PEDESTRIAN AND CYCLING TRAILS
Final Draft December 10, 2013**

Off-Road Pedestrian and Cycling Trails

- Existing Trails
- Proposed Trails

Long Term Cycling Network*

- Regional Route
- Primary/City Routes
- Secondary/Local Routes

*Features shown for reference are from
Schedule I: Cycling Network.



**Bylaw 2370 Schedule I :
CYCLING NETWORK
Final Draft December 10, 2013**

Long Term Cycling Network

- Regional Route (1)
- Primary/City Routes
- Secondary/Local Routes

Destinations

- ✱ Major Employment Centre or Destination

Off-Road Pedestrian and Cycling Trails*

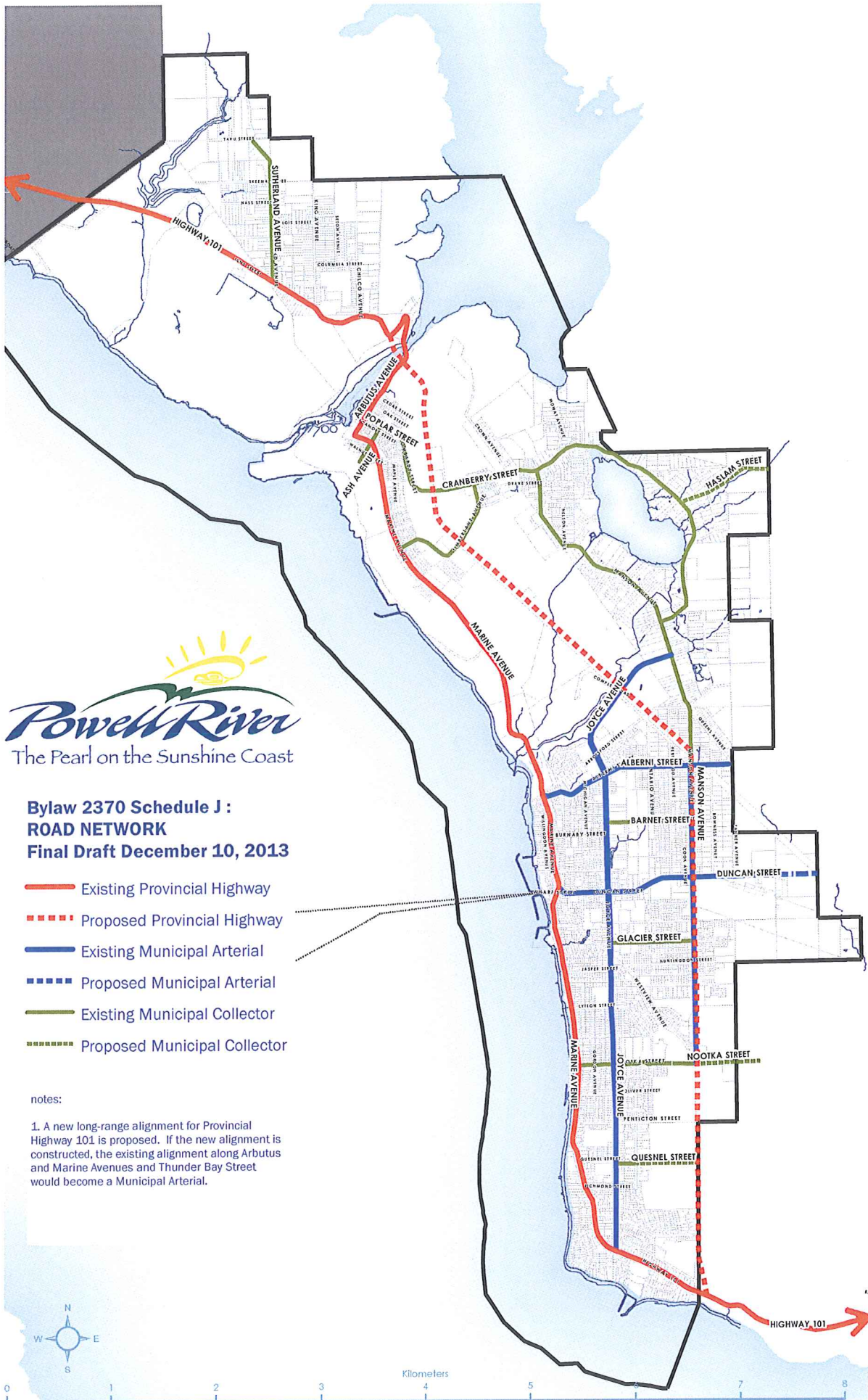
- Existing Trails
- Proposed Trails

*Features shown for reference are from Schedule H: Off-Road Pedestrian and Cycling Trails.

notes:

1. Provincial responsibility for Highway 101





Teeshohsum (Tla'amin IR1)

Powell Lake

Municipal Boundary

Comox Ferry

Texada Island Ferry

Malaspina Strait

Powell River
The Pearl on the Sunshine Coast

**Bylaw 2370 Schedule K :
SANITARY SEWER SYSTEM
Final Draft December 10, 2013**

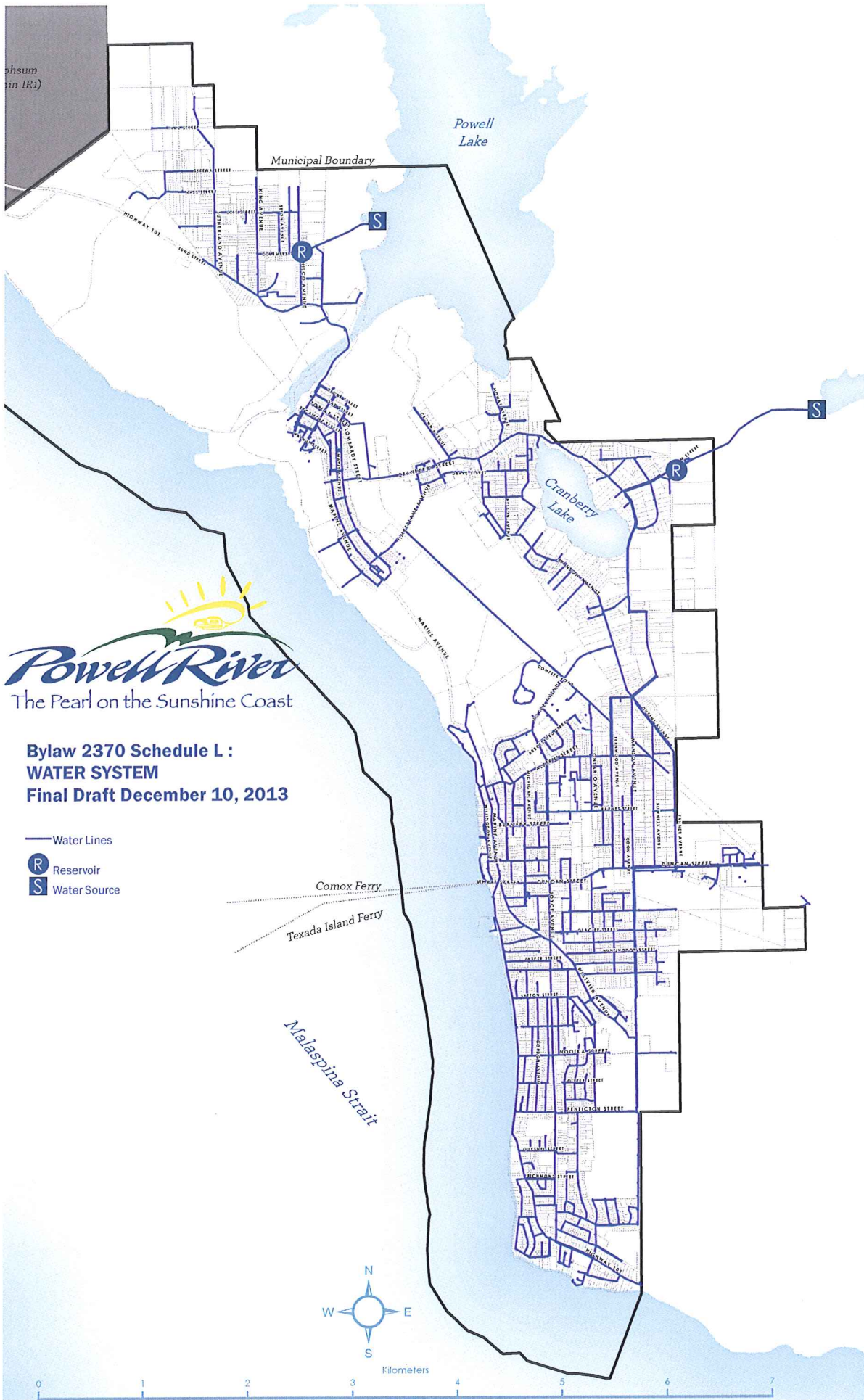
Legend:
Sewer Treatment Facilities
Sewer Lines

Scale: 0 to 7 Kilometers

North Arrow

**Bylaw 2370 Schedule K :
SANITARY SEWER SYSTEM
Final Draft December 10, 2013**

Sewer Lines



Teeshohsurn
(Tla'amin IR1)

Powell
Lake

Municipal Boundary



**Bylaw 2370 Schedule M :
DEVELOPMENT PERMIT AREAS
Final Draft December 10, 2013**

Development Permit Areas

- 1: Multifamily Residential
- 2: Uptown Mixed Use
- 3: Marine/Willingdon Mixed Use
- 3w: The Wharf at Westview
- 4: Milltown Centre Mixed Use
- 5: Cranberry Lake Mixed Use
- 7: Employment Centres
- 8: Freshwater Riparian Areas

Comox Ferry

Texada Island Ferry

Malaspina Strait

