

# PLAN THE ADVENTURE AHEAD



## THE DISTRICT OF PORT HARDY OFFICIAL COMMUNITY PLAN BYLAW No. 15-2011 *AS AMENDED*

**Consolidation: May 27, 2014  
CONSOLIDATED COPY  
FOR CONVENIENCE ONLY**

### Amending Bylaws:

#### Bylaw 1025-2014

- Text Amendment: Sec 7.10.3 Development Permit Exemptions
- Map 1 Land Use: Changing the land use designation of a portion of the property which is legally described as Northwest ¼ of Section 25, Township 9, Rupert District, Except Part in Plan 49088, from Rural Resource to Industrial and Comprehensive Development



**A BYLAW TO ADOPT THE DISTRICT OF  
PORT HARDY OFFICIAL COMMUNITY PLAN**

**DISTRICT OF PORT HARDY  
BYLAW No. 15-2011**

GIVEN THAT the District of Port Hardy wishes to adopt an Official Community Plan;

The Council of the District of Port Hardy in open meeting assembled ENACTS as follows:

1. This bylaw may be cited as the "Official Community Plan Bylaw No. 15-2011".
2. The plan titled *District of Port Hardy Official Community Plan* set out in Schedule A to this bylaw is adopted and designated as the Official Community Plan for the District of Port Hardy.
3. Bylaw No. 18-99, 1999, Official Community Plan for the District of Port Hardy, as amended is repealed.

Read a first time the 13<sup>th</sup> day of September, 2011.

Read a second time the 13th day of September, 2011.

Read a third time the 11th day of October, 2011.

Adopted the 11th day of October, 2011.

*ORIGINAL SIGNED BY:*

\_\_\_\_\_  
Director of Corporate Services

\_\_\_\_\_  
Mayor

Certified to be a true copy of District of Port Hardy  
Official Community Plan Bylaw No. 15-2011

\_\_\_\_\_  
Director of Corporate Services

## SCHEDULE A

### District of Port Hardy Bylaw No. 15-2011



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# **INTRODUCTION**

## **What is the Official Community Plan?**

To help guide the future of municipalities in British Columbia, the Provincial Government authorizes municipalities to adopt Official Community Plans (OCP).

“An Official Community Plan is a statement of objectives and policies to guide decisions on planning and land-use management, within the area covered by the plan, respecting the purposes of local government.” (Local Government Act S.875.1).

In summary, an OCP provides a framework to guide many parts of a larger whole, the community. The components involved in a community plan include:

- ✓ Character of existing and proposed land use and the servicing requirements for the area;
- ✓ Guidance for economic, environmental, physical design and development and social considerations;
- ✓ Direction for quality of life, health and well-being;
- ✓ Future growth and housing needs;
- ✓ Community energy auditing and management;
- ✓ Transportation network and strategy;
- ✓ Community development; and
- ✓ Provision of amenities and services.

An effective OCP results in:

- ✓ A level of certainty to residents and landowners regarding the location and nature of change in the community;
- ✓ Council, staff and citizens use the OCP to help make strategic decisions towards a long-term goal; and
- ✓ A road-map to guide zoning and subsequent implementation practices.

The 2011 Official Community Plan review process was initiated to review the existing OCP which has served the Port Hardy community since 1999. Community plans are typically reviewed at least once every 5 years to assess whether the goals and objectives and subsequent policy directions remain valid. The OCP is a living document and should be flexible and adaptive to new trends within society and changing circumstances within the planning area boundaries. As such, following careful consideration by Council, policies and land use designations in an OCP may be revised through adoption of an amending bylaw following the provisions outlined within the [Local Government Act](#).

Once an OCP is adopted as a bylaw, the Community Plan becomes “official” and all future land use decisions made by Council must be consistent with the objectives and policies outlined in the Plan.

## **Creating the District of Port Hardy Official Community Plan**

Focus Corporation was retained in December of 2010 to assist the District of Port Hardy with reviewing and updating the OCP. A community based Steering Committee was selected to represent different

sectors and perspectives of the Port Hardy community to ensure that unique and diverse points of view found in the community were represented during the planning process.

With the assistance of the Steering Committee, the project team collectively identified key areas of interest, issues, gaps in the existing Official Community Plan and identified additional areas to be explored and addressed in the OCP review process.

The members of the Port Hardy Official Community Plan Steering Committee were:

- ✓ Ellen Waldstein
- ✓ Malcolm Fleeton
- ✓ John Nicholson
- ✓ Chris Parker
- ✓ Cory Klassen
- ✓ Rick Davidge (District of Port Hardy)
- ✓ Carly Waring
- ✓ Amanda Hogan
- ✓ Jessie Hemphill
- ✓ Lyn Barton
- ✓ Gloria LeGal (District of Port Hardy)

Relevant documents and information were reviewed including local and regional growth information (population, demographics, etc.), physical information (developable land and undeveloped land available), infrastructure (capacity for water and sewer) to develop a solid understanding of the current development, and land use patterns within the District of Port Hardy and surrounding area.

Key documents reviewed included:

- ✓ Strategic and Operational Business Plan, 2011
- ✓ RDMW Marine Sector Analysis, 2011
- ✓ Economic Development Commission Strategic and Operational Business Plan, 2010-2011
- ✓ A North Island Coordinated Workforce Strategy: Supporting Economic and Employment Growth in the Mount Waddington Region, 2010
- ✓ District of Port Hardy Strategic Watershed Management Plan, 2010
- ✓ Regional Economic Analysis (VIEA), 2009
- ✓ RDMW Coordinated Recreation Resource Initiative, 2009
- ✓ 2009 District of Port Hardy Water Regulations
- ✓ Evaluation of Biomass Energy Opportunities in the Port Hardy Region, 2009
- ✓ Port Hardy Micro Hydro Project - Progress Report, 2008
- ✓ District of Port Hardy Biomass Energy Initiative Pre-Feasibility Analysis, 2007
- ✓ On the Move 2007 – the Mount Waddington Regional Transportation Study: Conclusions and Recommendations from a Survey and Community Meetings
- ✓ Development Opportunity Study: Deep Sea Terminal and Industrial Park, 2005
- ✓ Existing District of Port Hardy Official Community Plan, 1999
- ✓ Port Hardy Community Profile
- ✓ Port Hardy Economic Development Plan

Comprehensive community involvement was a key component of the Port Hardy OCP review process. The OCP Steering Committee hosted a number of public engagement events between January and May 2011 to garner as much public input as possible. Hundreds of Port Hardy residents took part in the process and offered input and voice into the process.

Opportunities for community input consisted of the following:

- ✓ Online community resident survey
- ✓ The World Around Us – Environmental Sustainability Discussion
- ✓ Port Hardy Economic Forum – Economic Sustainability Discussion
- ✓ Discussing our Social and Cultural Future – Social / Cultural Sustainability Discussion
- ✓ Visioning Session and Visioning Re-play
- ✓ Stakeholder meetings
- ✓ Community/ Senior roundtable
- ✓ Youth Expression Sessions at Port Hardy Secondary, Eagle View Elementary and Fort Rupert Elementary
- ✓ OCP Prequel: Community “Check-in” BBQ Event
- ✓ Draft OCP Open House



# PART I: THE VISION and SUSTAINABILITY PRINCIPLES

## A Healthy Community

What makes a healthy community?

happy people  
lots of activities  
youth programs  
clean town & shoreline  
jobs - diversity  
sense self reliance  
positive outlook, focus on positive, not negative  
"CAN DO attitude"  
community spaces  
ie. parks, gardens  
why do I live here?  
more town pride  
restorative justice = community work  
get rid of drug dealers  
know your neighbours - more interaction  
more festivals  
social accountability  
access more gov't funding

good basic health care!  
water managed by the town

How can we celebrate Port Hardy as a healthy community?

Recognition AWARDS  
QUARTERLY CELEBRATIONS (around seasonal activity)  
FISHING DERBY  
COMMUNITY SPORT EVENTS  
FILOMI DRAIS  
COMMUNITY FOREST  
FOCUS ON HERITAGE / HISTORY  
FIRST NATIONS PARTNERSHIPS  
YOUTH PROGRAMS to be involved  
PUBLICIZE POSITIVE EXAMPLES IN THE COMMUNITY  
Be ambassadors wherever we go  
Identify + promote Community Spirit  
Promote & support arts + culture

How does a healthy community connect with the environment, the economy and the culture?

Respect & support for environment = healthy community  
Clear vision & mission for the community - strength to deliver it.  
Clear actions & accountability  
less precariously  
- create PH citizens coalition to advocate publicly for common goals, a better future  
- create PH citizens coalition to advocate publicly for common goals, a better future  
Encourage youth to learn about their outdoor environment.  
participation, dance, outdoor appreciation, music, art, photography, & other activities, thru the seasons

recognize knowledge & skills of the elders to assist with a healthy community includes ages 0-100

**Plan the Adventure Ahead**  
2011 Port Hardy Official Community Plan Review

## An Equitable Community

What makes an equitable community?

everyone has a chance to be heard  
no one is left out  
Good Base of Tax-Paying citizens  
Equal Representation  
ie: youth services, "Boy in"  
Integration between culture.  
Featured student council  
to exchange youth in going industry jobs/economy.

Remove youth involvement - voice youth -  
- school  
- community

more equipment - donation - inclusion  
- more community integration of native/ham native

Assess resources - in not resource x  
- volunteer load widely shared - people can take a break

How does an equitable community connect with the environment, the economy and the culture?

Education for youth - integrating understanding to enforce respectful relationships

Expand human, while monitoring ecological balance

DEP - needs to understand & promote paper land use. (future option)

Integ into community link - update

Dispute level - Strategic of 'community'

More Community/History for young learning

but remove clean water "clean town/clean bay"

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## **Vision**

A vision describes an ideal picture and guides goal-setting, policies and actions by providing context for understanding community concerns, prioritizing issues, determining action steps and identifying indicators to measure progress. A vision allows local residents to look into the future, think creatively and ask themselves what they want their community to be in the years to come.

Port Hardy residents were given the opportunity to provide input and suggestions on what they felt the key components of a Port Hardy vision were. OCP Steering Committee volunteers gathered community feedback at two community based visioning sessions and collected valuable input from a wide variety of residents.

## **Key Port Hardy Vision Components**

- ✓ Encourage diverse economic growth in the community.
- ✓ Highlight the community as “the hub” of the North Island while continuing to support a unique rural coastal atmosphere.
- ✓ Promote our close knit, friendly and spirited community that values strong community bonds, community support and a “help your neighbour” mentality.
- ✓ Value the cultural diversity found within our community and support a vibrant, multicultural and inclusive community.
- ✓ Protect and coexist with our unsurpassed pristine natural surroundings.
- ✓ Provide quality recreation amenities and services that meet the needs of residents of all ages including seniors and youth.
- ✓ Identify and capitalize on opportunities that support local arts, culture and heritage.
- ✓ Ensure Port Hardy continues to be a great place to live, raise a family, retire and is attractive to all age groups by offering a wide range of social and cultural activities.
- ✓ Offer comprehensive, integrated and holistic cradle-to-grave health care services to all residents including mental health services, addiction services and access to specialty care.
- ✓ Encourage a vibrant community that will continue to remain affordable and financially sound.
- ✓ Ensure a variety of housing types that are appropriate, affordable and accessible to all members of the community.
- ✓ Acknowledge the importance of volunteers and ensure residents actively participate on committees to provide direction and input in local decision making.
- ✓ Continue to build Port Hardy into a safe and peaceful place to live.

- ✓ Lessen our dependence of fossil fuels (reduce our carbon footprint) and encourage the use of alternative energy sources.
- ✓ Ensure that residents have the opportunity to engage in high quality lifelong learning opportunities including post-secondary education and trade training opportunities.

### **Sustainability Principles**

The District of Port Hardy wishes to pursue aspects of sustainability in the revised Official Community Plan. Sustainability seeks to identify and speak to economic, cultural, environmental and social components. Within the realm of planning, Smart Growth principles have been identified as a way of moving towards sustainability using land-use and built-form to guide human behaviour. Smart Growth enhances and completes communities by placing priority on infill, redevelopment and densification strategies. Smart Growth principles have been used for the District of Port Hardy Official Community plan (see Land-use and Built Form Section).

### **Economic Sustainability**

A healthy local economy is essential for a sustainable and liveable community. It provides the resources to allow residents and the community to prosper. It brings employment and a solid tax base to support services leading to healthier lifestyles and greater opportunities for personal and professional fulfilment. With a strong economy the community can achieve the higher standard of development, provide more services and enjoy an overall higher quality of life. The OCP recognizes the interrelated spheres of the local economy (including the business market, private and public companies, investments and trading), and the social economy (social enterprises, community-based entrepreneurship, social capital and investment).

### **Economic Goals:**

- ✓ Strengthen partnerships with organizations to promote Port Hardy as a North Island regional hub;
- ✓ Ensure Port Hardy’s economy is healthy, vibrant and continues to diversify and grow to provide the community with a solid tax base that allows residents to enjoy an overall higher quality of life;
- ✓ Encourage the expansion of value added local industry;
- ✓ Create a vibrant and well linked downtown core;
- ✓ Encourage the creation of additional tourism based ventures;



- ✓ Encourage the creation of a vibrant and diverse local economy that provides meaningful and year round employment and services;
- ✓ Promote a wide variety of different sizes, scales and types of businesses, which offer greater opportunities for personal and professional fulfilment that in turn contributes to the overall health of the community;
- ✓ Encourage the production of goods and services in the region that are green (e.g. green building, green infrastructure, wood first initiatives, etc.);
- ✓ Promote a strong local food system - organic and holistic to foster health and wellbeing; and
- ✓ Harness the full value of timber resources from the area by encouraging wood related value-added manufacturing and small business.

### **Environmental Sustainability**

Environmental sustainability is achieved by taking an informed approach towards resource management in order to ensure the health of the overall system is maintained and able to carry out local ecological processes that support Port Hardy's culture and economy.

### **Environmental Goals:**

- ✓ Support greater access for residents and visitors to ocean, rivers, parks, trails and outdoor recreational opportunities;
- ✓ Maintain healthy water systems (Quatse River, Tsulquate River and Hardy Bay) in order to provide ecological resources and services for future generations;
- ✓ Promote awareness towards marine and land based wildlife and their importance to the local environment, culture & economy;
- ✓ Ensure that there is a continued strong connection between the environment, local culture / society and economy;
- ✓ Protect the natural environment through efficient use of Port Hardy's pristine world class natural resources and amenities;
- ✓ Ensure all Port Hardy residents continue to have a safe and sufficient supply of drinking water;
- ✓ Grow in a manner that respects the surrounding natural environment and is valued and viewed as an integral component of the Port Hardy community;
- ✓ Decrease the energy demands and greenhouse gas emissions from both the District and the community at large where energy is obtained with methods that minimizes and mitigates negative impacts on the environment;
- ✓ Ensure the continuation of fresh, clean and safe air to breathe; and



- ✓ Ensure the negative impacts of land use and development are minimized, and that land and resources are used efficiently used.

## **Social Sustainability**

For the community to function in a sustainable manner, the fundamental human needs of its residents must be met without undermining environmental sustainability. As a socially sustainable community there must be an ability to maintain and build on its own resources and have the resiliency to prevent and/or address problems in the future.

### **Social Goals:**

- ✓ Maintain the rural and coastal North Island character of Port Hardy;
- ✓ Ensure residents of Port Hardy continue to have access to both extended year round recreational and complete educational opportunities;
- ✓ Ensure Port Hardy remains a safe community where residents of all ages are active and healthy;
- ✓ Ensure that there are comprehensive and holistic “cradle to grave” healthcare services and facilities made available including mental health and addiction services;
- ✓ Provide increased access to locally produced goods and foods;
- ✓ Promote diversified housing typologies that are affordable and accommodate the current and future needs of residents of all ages and demographics;
- ✓ Ensure the creation of walkable neighbourhoods that are interconnected and allow for fluent flow between the different nodes of the community; and
- ✓ Ensure the community of Port Hardy is meaningfully engaged in all planning processes to harness the expertise and knowledge found within its citizenship.



## **Cultural Sustainability**

The diverse cultural elements of a community, both tangible and intangible, are avenues through which many socio-economic and environmental dimensions of a community are embodied. Key cultural elements in the community can also be used as anchors and focus points for policy and planning efforts to ensure cultural resources are integrated as a component of a community’s sustainability.

### **Cultural Goals:**

- ✓ Continue to support community diversity and enhance the thriving cultural assets found within Port Hardy;
- ✓ Foster cooperation and partnership opportunities between the District and neighboring First Nations;

- ✓ Acknowledge Port Hardy's roots and the Kwakiutl, Gwa'sala-Nakwaxda'xw and Quatsino First Nations' history and heritage;
- ✓ Encourage a wide variety of opportunities for people to interact and support community diversity, arts and culture;
- ✓ Create a centrally located thriving arts and cultural hub within the Port Hardy community;
- ✓ Enhance historical and cultural attributes important to the community of Port Hardy and ensure these attributes are acknowledged, celebrated and preserved;
- ✓ Continue to support and enhance existing traditions and celebrations (e.g. Filomi Days); and
- ✓ Ensure cultural elements in Port Hardy are used as focal points for policy and planning efforts to make certain cultural resources are integrated as a component of Port Hardy's path towards sustainability.





## **Overview**

Officially incorporated in 1966, The District of Port Hardy is located on the protected shores of Hardy Bay at the north easterly tip of Vancouver Island. It is the northern terminus of Highway 19, approximately 237 km North of Campbell River. The District of Port Hardy is the largest of four incorporated communities in the Regional District of Mount Waddington with a current population of approximately 3,822 (2006 Census) and a land base of 4,081 hectares.

Because of its strategic location at the crossroads of air, ferry, highway and marine transportation networks, Port Hardy also serves as the regional transportation centre for the mid-coast area. Port Hardy boasts a diversified regional economy, with strengths in forestry, aquaculture, manufacturing and tourism.

The District of Port Hardy provides residents with a variety of amenities including numerous recreational facilities, proximity to a variety of outdoor recreational opportunities, numerous shops and professional services.

The District of Port Hardy also provides a host of other services to Port Hardy and neighbouring First Nations communities including water / sewer and fire protection services.

## **Community History**

One of the oldest archaeological sites on Vancouver Island is found in Port Hardy. Humans have inhabited the area for well over 8000 years and their descendants are still here today. Port Hardy's culture and history begins near the BC Ferries Terminal at Beaver Cove - the oldest known site of human habitation on Vancouver Island (circa 5850 BCE). First contact with Europeans occurred when the steamship S.S. Beaver was sent on an exploratory trip by the Hudson Bay Company (HBC) in 1836. Coal deposits motivated the HBC to establish a fortified trading post at Beaver Harbour a dozen years later. The trading post was named "Fort Rupert" after the company's governor, Prince Rupert, Duke of Bavaria. Though little of the fort remains today, the Kwakiutl First Nations continue to reside adjacent to the former fort site.

Other Europeans started to settle the area in the early 1900's. The current location of Port Hardy was settled at the turn of the century when Alec and Sarah Lyon operated a store and post office on the east side of Hardy Bay in 1904. A 1912 land deal promoted by the Hardy Bay Land Co. put the area on the map and increased its population. By 1914, 12 families had settled, built a school, sawmill, church and hotel. There was limited access to the community until the logging road connecting Port Hardy to Campbell River was paved in December of 1979.

(Source: [www.hellobc.com/en-CA/CultureandHistory/Port-Hardy.htm](http://www.hellobc.com/en-CA/CultureandHistory/Port-Hardy.htm))

Today, the District is connected by land to Vancouver Island communities to the south via Highway 19, to the rest of the province by a Regional/Local airport, offering daily flights to Vancouver and key central coast locations, as well as seaplane facilities. Water transportation includes an extensive harbour system, with several government wharves and marinas, and BC Ferry and barge terminals which providing access to the growing mid- and central coast. A deep sea dock is located outside the town core

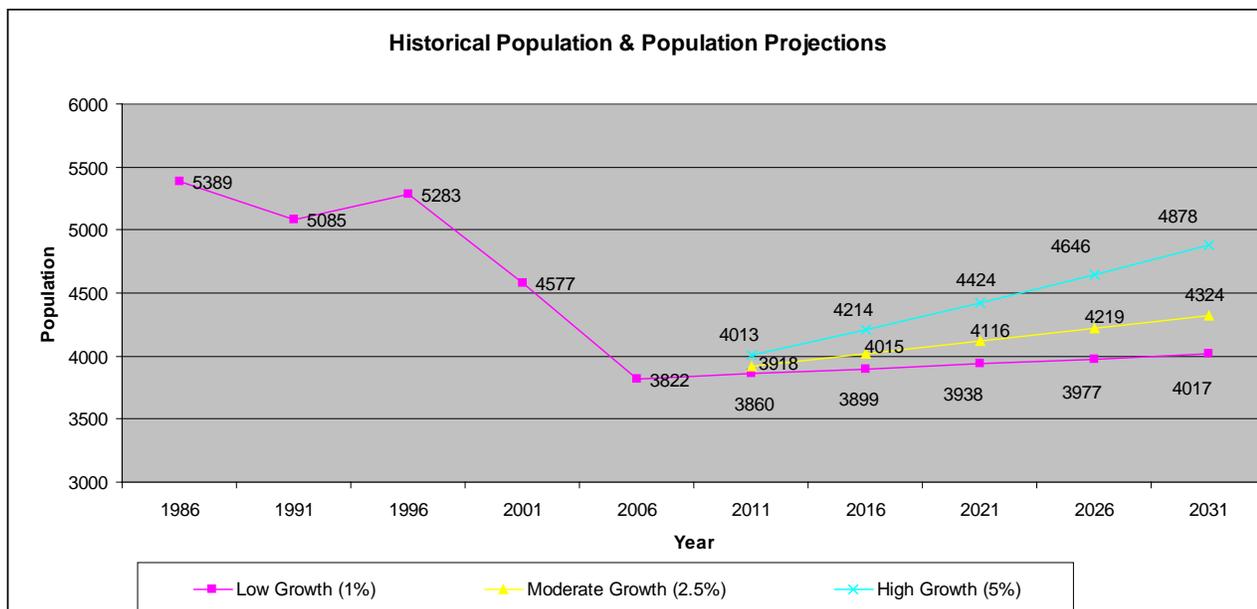
at the former BHP mine site. Current infrastructure offers the ability to support some growth in population, as well as new business and tourism.

### Population and Demographics

To gain some understanding of potential population growth scenarios for the District of Port Hardy, a low, moderate and high rate of growth has been calculated. Population and growth projections conducted by BC Stats indicate that the District of Port Hardy will experience slight growth over the coming years. Taking a Census growth rate (5 year span) of approximately 1%, Port Hardy would see an increase of 116 residents which would translate into a requirement for 48 new dwellings in Port Hardy by the year 2021 and a total of 195 new residents which would require a total of approximately 81 dwellings by the year 2031. If a more robust growth rate of 2.5% were to take place over the same time period, a total of 294 new residents (122 new dwellings) would need to be planned for 2021 and a total of 502 residents and 209 new dwellings by the year 2031.

Population projections provided were based on the following three growth scenarios: 1) low growth (0.5%); 2) moderate growth (1.5%); and high growth (3%). Actual growth is difficult to predict and will fluctuate largely in response to economic conditions, immigration patterns, birth rate and quality of life indicators. Figure 1 provides a “what if” scenario reflecting the different growth rate assumptions.

Figure 1. Historical Population and Population Projections



### Population Distribution

Census statistics provided in 2006 indicate that the median age of Port Hardy residents is 33.3 years compared to the provincial average of 38.4 years. Figure 2 illustrates that, when looking at the age distribution for the District of Port Hardy, 8.1% of the total population is aged 65 and older compared to the provincial average of 14.6%. The figure also illustrates that 20% of the Port Hardy population is between the ages of 0 to 14 compared with the 16.5% provincial average.

Figure 2. Age Distribution

2006 Census			% Distribution, 2006	
Port Hardy	Male	Female	Port Hardy	B.C.
All Ages	1,955	1,865	100.0	100.0
0 – 14	395	370	20.0	16.5
15 – 24	250	230	12.5	13.1
25 – 44	525	540	27.8	27.4
45 – 64	635	155	31.4	28.4
65+	150		8.1	14.6

Provincial, regional and municipal trends indicate the population of seniors is rapidly increasing due to higher life-expectancy rates, lower disability rates and an aging ‘baby boomer’ population.

## Governance

### Local

The District of Port Hardy was incorporated April 5, 1966. Today, the population of Port Hardy is 3,822 (2006 Census) and has grown to an area of 40.81 km<sup>2</sup> (4,081 hectares). The District of Port Hardy lies within the Regional District of Mount Waddington. Port Hardy’s First Nations neighbours include the Kwakiutl, Quatsino and Gwa’sala-‘Nakwaxda’xw.

Incorporation: 1966

Share of Regional District: 32.8%

Total Dwellings: 2,007

Occupied Private Dwellings: 1,594



### Regional

The Regional District of Mount Waddington was incorporated on June 13, 1966. Other communities within the Regional District of Mount Waddington include Port Alice, Port McNeill, Alert Bay and Electoral Areas A, B, C and D. The Regional District also has a host of unincorporated settlements including Winter Harbour, Coal Harbour, Quatsino, Holberg, Telegraph Cove, Hyde Creek/Nimpkish Heights, Woss and Sointula.

The Regional District of Mount Waddington provides the District of Port Hardy with services inclusive of emergency planning, solid waste and recycling, transit, planning, health network, parks and economic development.

## Regional Context Statement

Section 866 of the Local Government Act requires that Official Community Plans include a regional context statement. There is currently no Regional Growth Strategy for the Regional District of Mount Waddington which would illustrate how the District of Port Hardy planning and land use policies link and work toward the goals and objectives established by a RDMW Regional Growth Strategy (RGS). However, while creating the revised OCP, the District of Port Hardy Official Community Plan considered the following fourteen goals identified in the Local Government Act that highlight components of sustainable community development towards which an RGS should work:

1. Avoiding urban sprawl and ensuring that development takes place where adequate facilities exist or can be provided in a timely, economic and efficient manner.
2. Settlement patterns that minimize the use of automobiles and encourage walking, bicycling and the efficient use of public transit.
3. The efficient movement of goods and people while making effective use of transportation and utility corridors.
4. Protecting environmentally sensitive areas.
5. Maintaining the integrity of a secure and productive resource base, including the forest land reserves.
6. Promoting economic development that supports the unique character of communities.
7. Reducing and preventing air, land and water pollution.
8. Providing adequate, affordable and appropriate housing.
9. Ensuring adequate inventories of suitable land and resources for future settlement.
10. Protecting the quality and quantity of ground water and surface water.
11. Identifying settlement patterns that minimize the risks associated with natural hazards.
12. Preserving, creating and linking urban and rural open space including parks and recreation areas.
13. Planning for energy supply and promoting efficient use, conservation and alternative forms of energy.
14. Practicing good stewardship of land, sites and structures with cultural heritage value.

## Trends

### Aging Population

Most communities in British Columbia will experience impacts linked to the aging of one of the largest demographic cohorts in human history. These impacts include increases in life expectancy, distribution of wealth, people staying in the work-force longer and changes in family and marriage composition. This aging of society is often associated with the significant number of baby boomers who are now in their late 50s and early to mid-60s. There are significant implications associated with population aging including impacts to housing, labour markets, health care and recreation.

Table1 illustrates that senior population estimates for Vancouver Island North (Local Health Area 85) is expected to continue to increase over time. It is estimated that seniors (aged 65 and above) will account for 28.8% of the total population of North Island communities in 2031 compared with 10.2% in 2011.

**Table 1. Seniors Population Estimates and Projections 1986 - 2036**

Year	Vancouver Island North	
	Total Seniors	% Seniors
1986	405	2.6
1991	493	3.4
1996	620	4.0
2006	1,006	8.1
2011	1,204	10.2
2016	1,656	14.6
2021	2,254	20.4
2026	2,719	25.1
2031	3,034	28.8

(Source: P.E.O.P.L.E. 32, BC Stats)

### **Climate Change and Environmental Awareness and Conservation**

Globally, there is a growing recognition and awareness that unprecedented accounts of climate change are occurring due to human-based activities. Weather variability, intensity of storms and natural phenomenon, growing conditions, water supplies, pests and disease and integrity of wildlife habitat are all factors that are changing. One of the key reasons the climate is changing is due to the continual release of carbon into the atmosphere, in the form of CO<sub>2</sub> largely from burning fossil fuels for the purposes of transportation, manufacturing, heating, cooling, resource extraction and energy production (both electricity and fuels).

There are two joint strategies used towards climate change action:

1. Climate Mitigation - making changes in the current system to lessen or avoid the output of CO<sub>2</sub> and/or mechanisms that will capture the existing CO<sub>2</sub> in the atmosphere, with the goal of bringing the levels of CO<sub>2</sub> back to an appropriate level, 350 ppm; and
2. Climate Adaptation - making changes on-the-ground, which allow society to adapt to the new climate.

There is a need to use these strategies through planning for the future that will help move towards a sustainable way of life while avoiding the systematic increase of CO<sub>2</sub> and other greenhouse gases into the earth's atmosphere.

### **Rising Sea Levels**

The British Columbia Ministry of Environment indicated that the 21st century is expected to witness a continued rise in global average sea level as a result of the melting of glaciers and ice caps and warming (thermal expansion) of the upper ocean. Sea level is predicted to rise, on average, by one metre over the next century. Potential impacts of sea level rise in British Columbia include:

- More frequent and extreme high water levels;
- Increased erosion and flooding potential;
- Increased risk to coastal infrastructure, as well as increased maintenance and repair costs;

- Loss of property due to erosion;
- Loss of habitat and reduced biodiversity;
- Saltwater intrusion into coastal aquifers; and
- Loss of cultural and historical sites.

Protection of the natural environment within and around the District of Port Hardy is critical to the maintenance of its water supplies, ecosystem integrity and liveability. The OCP recognizes that people are part of the ecosystem and the economy and society are dependent and fully integrated into the environment in ways that maintain or enhance it, rather than degrade or remove the ecological services it provides to the larger biosphere. The OCP recognizes that the municipal boundary is a jurisdictional measure of scope and that the ecological processes extend beyond these borders. It also acknowledges the responsibility to be sustainable stewards in all spheres of long-term planning activities.

### Historical Declining Population

Port Hardy has been experiencing a declining population base since 1986 as illustrated in Table 2.

**Table 2. Historical Population**

Census Year	Port Hardy Population	Rate of Growth
1986	5,389	
1991	5,085	-1.1%
1996	5,283	0.8%
2001	4,577	-13.4%
2006	3,822	-16.4%



Photo credit: <http://www.port-hardy-bc.com/>

## PART III: ECONOMIC SUSTAINABILITY



## Overview

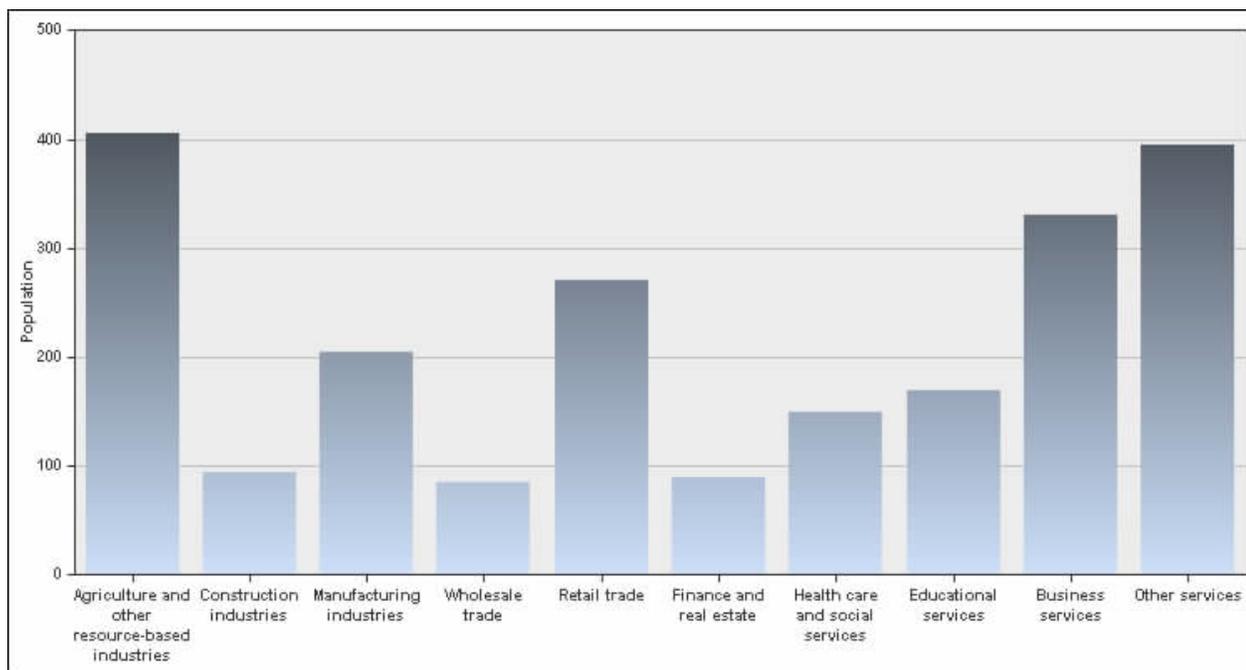
Port Hardy has many strengths on which to base strong economic growth. These strengths include, access to natural resources, proximity to a variety of outdoor recreation and tourism opportunities, pristine natural environment, available physical space for new activities, entrepreneurs and accommodation types, a strong arts and culture base and a high quality of life.

Creating and maintaining a local economy is a foundation of a sustainable community and is one of the cornerstones of a more liveable community. Local economic development (LED) provides a valuable form of growth that contributes to a balanced and connected future. Without a resilient economy the liveability of a community can suffer, occasionally forcing residents to work farther from home and sometimes outside of the local community. The District of Port Hardy is a contributing participant in the RDMW economic development service and acknowledges the key regional goals and support criteria found in the annual strategies of the Economic Development Commission.

2006 Census statistics illustrate that the median family income for Port Hardy is \$59,120 compared to the \$65,787 provincial average. However, median male income in Port Hardy is \$31,557 which is similar to the provincial average of \$31,598; while the female median income for Port Hardy is \$20,931, slightly higher than the provincial average of \$19,997.

2006 statistics also indicate that there has been a 13.1% decrease in the total workforce in Port Hardy, falling from 2,710 in the year 2001 to 2,355 in 2006. Census data indicates that of the 2,245 Port Hardy residents in the workforce, 1,975 (88%) are employed while the remaining 265 (12%) residents are unemployed. Figure 3 shows that resource based industry is the largest industry in Port Hardy followed by business services, retail trade and manufacturing.

Figure 3. Industries in Port Hardy



Port Hardy has a variety of industries that contribute to the community's economic base. Major industries found in the community include aquaculture, business services and retail trade. (*Source: Port Hardy economic profile*)

### **Forestry**

There are a number of Tree Farm Licenses (TFL's) in the region and a small base of value added operators and small portable sawmills (micro mills) in the region. They fill a niche and have experience in sawing local softwoods and hardwoods for other mills and end users. The closure and consolidation of major primary mills in other areas may mean that there will be growing opportunities for small and custom sawing services in the future.

Port Hardy, in conjunction with Port McNeill and Port Alice, has formed a partnership that manages and operates the North Island Community Forest. The North Island Community Forest has an allowable annual cut of 10,400 cubic metres and covers 2,400 hectares on three separate tracts of land in the Alice Lake, Marble River and Quatse River Areas. The area includes second-growth Hemlock and Douglas Fir, and old-growth Cedar, including many stands regenerated after a hurricane in 1908. (Ministry of Forests, Lands and Natural Resource Operations, 2011). The partnership gives the participating communities exclusive rights to harvest timber, as well as the opportunity to manage and profit from other forest resources such as botanical products, recreation, wildlife, water and scenic viewscapes.

### **Tourism**

There is substantial room for growth in Port Hardy in a host of tourism sectors such as transportation, fishing and eco-adventure. There are also world class recreational opportunities including trails, scuba diving, sport fishing and wildlife viewing. As the regional centre for the North Island and Mid Coast, Port Hardy is perfectly situated to take advantage of this tourism potential. It is the terminus of the Prince Rupert ferry and the Discovery Coast Passage ferry. During the summer season the demand for accommodation is high with hotels and motels filled to capacity.

### **Commercial Fishing**

Port Hardy is the busiest port for commercial fish landings in B.C., leading Vancouver and Prince Rupert. The community currently receive over 50% of the wild fish caught on the coast. The seine floats serve as the primary moorage site for the large vessel fleet that fishes the Central Coast, North and West Coast of Vancouver Island and other offshore waters.

### **Aquaculture**

Aquaculture is the biggest employer in Port Hardy, is an important part of the economic base of the community and joins forestry and tourism as a major source of economic development. Local fish farms, processing plants, shipping and offloading are a few of the many business opportunities that aquaculture industry brings to the Port Hardy community and surrounding area.

### **Mining**

Mining has historically been an integral part of the economic fabric of Port Hardy. From 1970 to 1995 Island Copper Mines mined for Copper, Gold, Silver, Molybdenum and a by-product Rhenium using conventional open pit truck and shovel methods. Today there are still potential economic opportunities for the mining industry including opportunities in industrial minerals, metals, sand and gravel.

## **Wind and Water Power**

Electricity demand forecasts by BC Hydro and others indicate that on Vancouver Island, British Columbia wind and water energy is the fastest growing sector of the power industry.

## **Transportation**

An effective, safe and comprehensive transportation system is critical to the quality of life of the community, as is recognizing the value of alternative modes of transportation, while balancing mobility needs and integrating safety. It is also important to coordinate transportation and land use planning decisions, so they are complementary while promoting convenient and more sustainable alternatives to traditional forms of vehicular transportation.

As the largest community north of Campbell River, many other communities rely on the District of Port Hardy as a transportation service provider as it serves as a hub for a number of transportation networks, including ferry, marine, highway and air.

Port Hardy lies at the end of highway 19, 502km north of Victoria. This main highway connects Port Hardy with surrounding communities and the rest of Vancouver Island. This connection provides the ability for visitors and residents alike to travel by personal vessel, coach bus or taxi service.

Port Hardy is the southern terminus of the BC Ferries “Inside Passage” route to Prince Rupert. Port Hardy is the southern terminal for ferry transport from Port Hardy to Prince Rupert, Bella Bella, Shearwater, Klemtu and Bella Coola.

There is an airport located at 3675 Byng Road. This terminal is certified by Transport Canada. Pacific Coastal Airlines runs a scheduled daily service out of the facility. Furthermore, the lands surrounding the airport are fully serviced and is designated Commercial / Industrial in this plan. Opportunity exists to support development of appropriate land uses in the airport region. Seaplanes offer charters and scheduled flights from Port Hardy, Alert Bay and Port McNeill.

2006 Census data illustrate that Port Hardy is an automobile dependent community. Statistics show that 80.5% of residents drive to work in a vehicle as a driver or passenger compared to the provincial average of 79.3%. In Port Hardy 15.2% of residents walk or bicycle to work.

## **ECONOMIC OBJECTIVES AND POLICIES**

### **3.1 Economic Diversity, Growth and Increased Quality of Life**

#### **Objective**

3.1.1 To broaden the economic base through diversification and expansion of existing and emerging sectors.

#### **Policies**

- a) Promote the use of our central coastal location as a hub for the coast of BC and Vancouver Island as an economic advantage;

- b) Recognize and support the development of the social economy found in Port Hardy including volunteers, cooperatives and social enterprises;
- c) Identify new forest policies and programs that provide opportunities for economic development;
- d) Support the development of a marine management plan and strategy;
- e) Establish an economic strategy to recognize non-timber forest products;
- f) Investigate the development and uptake locally of co-generation and biomass-based energy;
- g) Encourage the development of a collaborative community-based tourism plan, including sub-sectors such as eco-tourism, four-season tourism, cultural-tourism, and education tourism;
- h) Support local entrepreneurship and innovation;
- i) Investigate the creation or expansion of a light-industrial park;
- j) Support the establishment of commercial / industrial industries in the vicinity of the Port Hardy Airport;
- k) Facilitate efforts to enhance and maintain telecommunication services (i.e. wireless, cell phone and internet accessibility) to ensure residents and businesses have a constant and current presence; and
- l) Continue to support the North Island Community Forest initiative.

### **Objective**

3.1.2 To encourage enterprise development that results in the creation of a variety of income levels.

### **Policies**

- a) Support home-based businesses;
- b) Support an enhanced education centre for career development, enterprise development and other educational opportunities;
- c) Attract businesses that are related to existing economic opportunities (e.g. transportation, eco-tourism, forestry and aquaculture);
- d) Support incentives for vacant commercial space to be used as art spaces;
- e) Work with the Province to attempt to provide more local involvement in how forests are managed;
- f) Support the traditional economic base of the resource and service sectors, recognizing and supporting the shift towards emerging sustainable resource management opportunities as the new core of the local economy; and
- g) Encourage more local manufacturing and processing in order to produce “made in Port Hardy” products.

### **Objective**

3.1.3 To encourage year round employment opportunities.

## **Policies**

- a) Establish a new industrial land use (eco-industrial) area to assist new industrial and business opportunities;
- b) Support the development of value-added forestry and labour intensive products;
- c) Encourage and promote the development of high paying and labour intensive industries;
- d) Explore the development of an eco-industrial park and/or business park supporting alternative energy, alternative Grey-water treatment, etc.;
- e) Support office and commercial uses in industrial areas, which complement industrial redevelopment;
- f) Support an eco-industrial LEED® or “Green Construction” park as a pilot project;
- g) Support funding opportunities that keep the Visitor Information Centre open year round;
- h) Encourage a wide range of technical industrial activities and land uses;
- i) Support the generation of a renewable local fuel for the area;
- j) Participate in provincial government green energy programs;
- k) Support the cradle-to-cradle concept for incoming and outgoing flow of materials;
- l) Support the development of a light industrial sector, including clean/green, technological, sustainable industries and renewable energy opportunities;
- m) Support renewable energy opportunities, both small and large scale;
- n) Create a directory of small-scale wood processors and producers;
- o) Facilitate workshops regarding access to capital for wood processors and producers;
- p) Coordinate a roundtable regarding access to wood for artisans / artists / small and specialty wood manufacturers;
- q) Investigate the feasibility of establishing the position of a Wood Products Marketing Officer and/or Seafood Products Marketing Officer;
- r) Explore the development of a ‘forestry’ industrial park; and
- s) Support value-added wood manufacturing working group to champion initiatives.

## **3.2 Partnerships, Value-Added**

### **Objective**

3.2.1 To develop strong networks, alliances and partnerships across disciplines and sectors in order to achieve integrated results.

### **Policies**

- a) Support the development of community-based investment criteria;
- b) Assist in the creation of employment opportunities for youth with PHSS and North Island College leading the way with apprenticeship programs and trades;
- c) Partner with local stakeholders to continue to support a community-based foundation;

- d) Continue to support the expansion of community organizations found within the North Island area;
- e) Continue to support relationship-building with neighbouring municipalities and First Nations to build a strong economic North Island Region;
- f) Encourage Public-Private Partnership arrangements (P3s) and financial partnerships where appropriate for development opportunities;
- g) Support initiatives to identify programs and external funding sources for business and labour force training;
- h) Serve as a resource for business information and partner in economic development activities with local business organizations and regional agencies;
- i) Support local First Nations' economic development initiatives;
- j) Continue to build a long range Economic Development Strategy in concert with the proposed Community First Agreement with the Ministry of Regional Economic and Skills Development;
- k) Participate in economic development meetings with Quatsino, Kwakiutland Gwa'sala-'Nakwaxda'xw First Nations;
- l) Investigate the creation of a Port Hardy Economic Development Corporation;
- m) Attract new industries by way of partnership, education and long-term strategies (i.e. food sector, processing, arts and culture, sports and recreation);
- n) Continue to work with senior levels of government and the Port Hardy Airport (PHA) to strengthen tourism, transportation and economic opportunities within the PHA lands; and
- o) Review Regional District of Mount Waddington Regional Harbours Initiative to identify partnerships and recommendations for harbour-based development.

### 3.3 Vibrant Downtown

#### Objective

3.3.1 To identify strategies and actions that will assist in developing a vibrant downtown area.

#### Policies

- a) Support incentives for new small scale, mixed use in the downtown core (Market Street);
- b) Promote beautification and accessibility of Market Street through a user-friendly pedestrian network and a downtown revitalization plan;
- c) Designate gateway entrances to the downtown to visually cue vehicles and pedestrians;
- d) Support the revitalization of the Seagate property and Market Street;
- e) Encourage the use of right-of-way space for markets, mobile vending, public art and performance;
- f) Encourage immediate beautification measures:
  - ✓ Painting building facades;
  - ✓ Planter boxes;
  - ✓ Placement of heritage artifacts;
  - ✓ Bike racks;
  - ✓ New signage; and

- ✓ Front-lit signs.
- g) Encourage a merchant network to guide long-term revitalization initiatives;
- h) Encourage landlords to place temporary uses within commercial rental units (e.g. art displays, temporary business licenses, special events, etc.);
- i) Highlight viewscales and landmarks along pedestrian walking routes; and
- j) Link the downtown with active waterfront activities.

### **3.4 Tourism**

#### **Objective**

3.4.1 To identify strategies and actions that will assist in developing year round tourism opportunities.

#### **Policies**

- a) Assist in creating local aqua-tourism and eco-tourism opportunities;
- b) Designate areas in desirable locations to be employed for tourism-based uses (e.g. viewscales, access to trails, etc.);
- c) Encourage sustainable development of tourism-based services, including food and beverage establishments, overnight accommodations and land and water based tour operators;
- d) Strengthen the identity of Port Hardy and strategically promote the community's tourism assets and services;
- e) Cooperate and partner with groups and agencies in the tourism, arts and recreation sectors to encourage and strengthen economic development and to support the "Gateway to North Island" brand;
- f) Explore application to the Province to become a Resort Municipality;
- g) Create a signage plan that highlights local attractions to encourage longer visitations to the area;
- h) Identify a space where local artisans can display arts and crafts;
- i) Build upon themes associated with "rock, wood and water"; and
- j) Review North Vancouver Island Regional Tourism Plan (2007, 2011) and implement recommendations where appropriate."

#### **Objective**

3.4.2 To develop a full-service marine-based tourism industry.

#### **Policies**

- a) Prepare a marine tourism management plan;
- b) Attract like-minded businesses and entrepreneurs to develop a "Port Hardy" marine industry;
- c) Designate foreshore areas that are vital to the overall industry; and

- d) Link mixed uses to generate a water-based community for marine-based travellers.

### **3.5 Integrated Resource Management**

#### **Objective**

3.5.1 To conserve and protect Port Hardy resources, amenities and attributes for the benefit of existing and future generations.

#### **Policies**

- a) Encourage economic ventures using local resources and amenities to evaluate the return-on-investment using a triple-bottom line approach;
- b) Encourage added-value practices for all resource-based enterprises;
- c) Identify entrepreneurial opportunities for related ventures within the supply-chain of the industry;
- d) Encourage prioritization and phasing of projects in order to maintain viability for long-term dependence;
- e) Support and encourage value-added operations in forestry and non-timber forest products, as well as rich natural resources that could support a wide range of green initiatives;
- f) Continue to support the traditional economic base of the fishing, mining and forestry sectors, while recognizing the shift towards emerging sustainable resource management opportunities;
- g) Encourage the research and development of marine biomass;
- h) Work in partnership with the Quatsino First Nation to explore opportunities related to the Island Copper Mines property;
- i) Undertake community forestry that is consistent with sound principles of environmental stewardship reflecting a broad spectrum of values; and
- j) Review the "Marine Economy and the Regional District of Mount Waddington (2011)" when planning for marine-based economic opportunities.

#### **Objective**

3.5.2 To pursue development of renewable energy resources and related technologies and support industries.

#### **Policies**

- a) Investigate benefits of a local energy utility corporation and community-based advisory board;
- b) Identify suitable land areas and corridors for a local energy system; and
- c) Collaborate with First Nations and surrounding government organizations and communities in order to capitalize on federal programs to support alternative and renewable energy sources such as solar, wind, geothermal and biomass.

#### **Objective**

3.5.3 Employ a cradle-to-cradle approach to resource management and municipal operations.

## **Policies**

- a) Adopt an integrated approach to Port Hardy's waste management system;
- b) Use material substitution and/or dematerialization where feasible;
- c) Establish a local site to manage construction and manufacturing waste to be recycled or reused;
- d) Encourage local resource industry (i.e. forestry, bio-energy, aquaculture) to establish added-value guidelines for the local economy;
- e) Encourage neighbourhood reuse-it and repair centres;
- f) Work with local businesses to create extended producer responsibility programs for hazardous materials and reduction of packaging and plastic bags;
- g) Require all construction projects to achieve a level of reuse and recycling of waste materials; and
- h) Continue to work with the RDMW to support recycling programs, options and alternatives.

## **3.6 Transportation**

### **Objective**

3.6.1 To reduce GHG emissions related to transport of goods and services and personal transportation.

### **Policies**

- a) The District will work with other governmental and non-governmental partners to promote a per capita continual reduction in transportation GHG emissions within the District of Port Hardy by 50% by 2020 and 100% by 2050;
- b) Integrate transportation and energy considerations with land use and settlement planning to achieve mobility, conservation, safety and efficiency goals;
- c) Encourage the decrease in vehicle idling where possible;
- d) Collaborate with all levels of government, community groups and local residents in order to create a suitable transit service network that meets the needs of the community;
- e) Allow alternative transportation features (i.e. car-share parking stalls, electric car recharging stations, bus stops) to be equivalent to a portion of the parking requirements for all new developments;
- f) Allow reductions in parking requirements with the substitution of parking spaces for other alternative transportation components (i.e. bike racks, secure storage etc.); and
- g) Encourage the Chamber of Commerce, local and regional employers to foster flexible work arrangements in order to increase public transit ridership, car-pooling and telecommuting.

### **Objective**

3.6.2 To achieve an increase in non-vehicular modes of transportation (walking, cycling and skateboarding, etc.) within a multi-modal system.

## **Policies**

- a) Encourage secure bike-parking facilities;
- b) Provide full cut-off lighting, snow removal and signage for pedestrian pathways and multi-use trails;
- c) Construct covered transit shelters that are connected to other uses (e.g. mailboxes, bike racks, public art, community gardens, greenhouses, etc.);
- d) Pursue alternative design standards for neighbourhood streets (i.e. reduced right-of-way width, shared access, natural storm water collection and infiltration, pedestrian-level lighting, etc.);
- e) Require all commercial developments and residential developments of five units or greater to construct multi-use connections to existing pedestrian network;
- f) Establish a Bicycle Trail Plan for Port Hardy; and
- g) Minimize the intrusion of major traffic flows into neighbourhoods.

## **Objective**

3.6.3 To investigate sources of funding for transportation infrastructure projects.

## **Policies**

- a) Strategic budget allocations may be funded through the following resources:
  - ✓ Gas Tax Fund;
  - ✓ Green Municipal Fund;
  - ✓ Public transportation infrastructure funds;
  - ✓ Canada Strategic Infrastructure Fund; and
  - ✓ Infrastructure Canada program.

## **Objective**

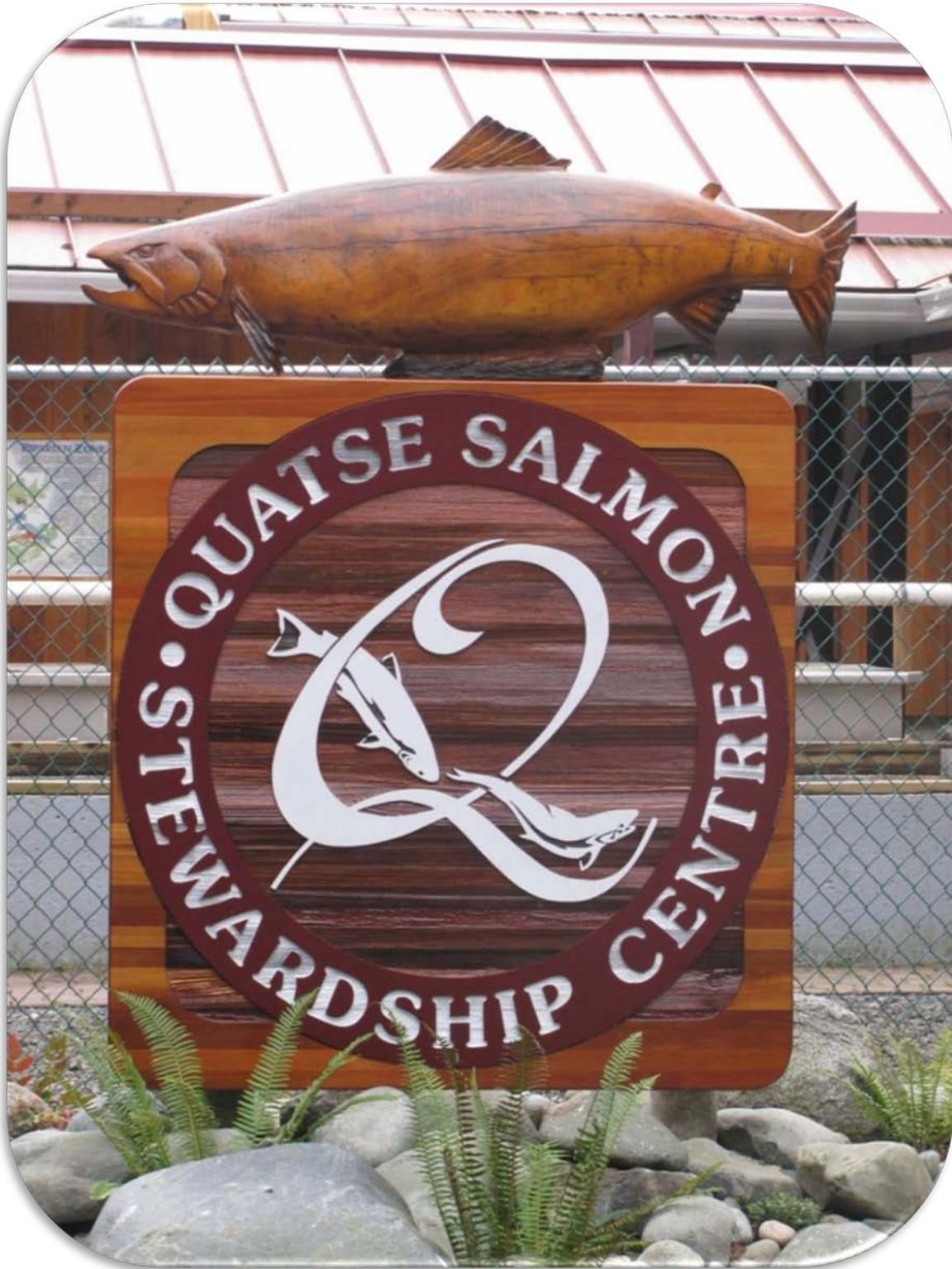
3.6.4 To recognize the economic viability of an integrated transportation system for the District of Port Hardy.

## **Policies**

- a) Connect BC Ferries terminal with shuttle services and economic ventures (e.g. tours, accommodation and connections with other areas in the North Island);
- b) Continue collaboration with VIHA and BC Transit in developing an effective transit program for all residents. VIHA was awarded an initial \$200,000 one-time grant to contribute to getting a transit system developed. BC Transit is now the agency responsible for the transit system;
- c) Review traffic flow and pedestrian crossings and prepare a prioritized action plan for road upgrades;
- d) Work alongside Transport Canada to investigate economic opportunities at the airport and in the infrastructure and crown lands surrounding the facility;

- e) Investigate options for optimizing the use of the Seaplane Base.
- f) Identify a wayfinding program of well-defined and consistent signs and route markers that encourage visitors to explore and discover the community;
- g) Identify opportunities for school-based travel trips;
- h) Reduce visual impacts of the automobile by encouraging commercial, institutional and multi-family residential developments to 'hide' surface parking behind or beside buildings, with design features such as landscaped or fenced screening;
- i) Locate new residential nodes near transit stops and main transportation corridors;
- j) Encourage businesses to promote alternative transportation measures for their employees and customers; and
- k) Consult with RDMW to identify Regional Transit Service enhancement opportunities.

## PART IV: ENVIRONMENTAL SUSTAINABILITY



### **Natural Environment: Climate**

According to the United Nations Intergovernmental Panel on Climate Change (IPCC), which is comprised of the world's leading scientific experts in the field of climate change, the global climate is undergoing dramatic changes as the direct result of greenhouse gas (GHG) emissions from human activity. To address this fact the B.C. government has adopted the Local Government (Green Communities) Statutes Amendment Act (Bill 27), which introduced changes that enable local governments to address climate action in their own communities. Among these changes is a requirement for local governments to establish targets, policies and actions to reduce GHG emissions in Official Community Plans. Additionally, the District of Port Hardy and other local governments from across B.C. have signed the BC Climate Action Charter, which joins the province and the Union of BC Municipalities, to find ways to tackle the challenges posed by climate change, pledging to significantly cut greenhouse gas emissions by 2012.

Some climate change issues identified that may directly affect Port Hardy's economy include warmer winter temperatures causing less snowfall, lower snow packs and earlier snowmelt. Warmer summer temperatures may increase periods of low water flows, present warmer temperatures and result in precipitation shifts that may change the climate suitability of forest species. Higher amounts of precipitation may also increase the risks of more severe and frequent floods and landslides and warmer summer weather may see an increase in the amount of wildfires.

Potential climate impacts:

- ✓ Wildfire;
- ✓ Flooding/landslides;
- ✓ Rising water levels;
- ✓ Extreme storms disrupting services;
- ✓ Water shortages; and
- ✓ Economic impacts (tourism, pests and disease to resources and crops).

### **Natural Environment: Ecological System**

Ecological integrity and protection of environmental features are fundamental components of Port Hardy's OCP vision. The community shares a special bond with the surrounding marine and land based environment and prides itself in the relationship community members share with natural areas such as the Quatse Estuary, Hardy Bay and Storey's Beach. There is a strong desire within the community to ensure these environmental features and others are preserved, protected and enhanced for future generations to enjoy.

The terrain surrounding Port Hardy is a mix of evergreen forest and weathered mountains notable for their wealth of limestone caves. Port Hardy is well endowed with natural green areas and waterways. There is over 20 kilometres of coastline within the municipal boundaries. Four major rivers within the municipal boundaries; Tsulquate, Glen Lyon, Quatse and Keogh, enter the ocean. There are also innumerable small creeks, watercourses and wetlands within the District. Some of the fish-bearing creeks include Wah-wesa, Quatse, Storey's and Little Tsulquate Creeks.

Many of the waterways and wetlands are fish-bearing making them valuable from various perspectives including the fishing industry, tourism and fish and wildlife habitat. Animals depending on local habitat include eagles, who nest in the trees, cranes, beaver and other birds.

Riparian areas found along streams, lakes and other bodies of water often support productive ecosystems and a rich diversity of plants and animals. Valued fish and wildlife, flooding, drainage and aesthetics along streams, shorelines and estuaries are some of the challenges faced by Port Hardy as it strives to achieve a balance between economic development and protecting and enhancing the natural environment.

The Quatse River Estuary includes the flats and the marine foreshore which is an environmentally sensitive area and important for fish habitat because it serves as a transition area for salmonid species to move from fresh into salt water. The Estuary also serves as a valuable bird habitat. This area is a Crown Land Wildlife Reserve administered by BC Lands.

Given the extent of waterways and marine foreshore in the District there are a number of other environmentally sensitive areas. These areas may be important for fish and wildlife habitat, but also for floodplain, slope stability, unique vegetation, scenery and recreation.

### **Built Environment: Solid Waste Management**

Solid waste sites (landfills and refuse transfer stations) are managed under the supervision of the RDMW. The District of Port Hardy is responsible for garbage pickup and disposal in the community and has contracted these services to Fox's Disposal. Fox's Disposal also operates a transfer station at the Tacan site off Byng Road. Solid waste and recycling disposal is provided by the 7 Mile Landfill. This facility, managed by the Regional District, is located on Highway 19 between the community of Port McNeill and the Port Alice junction. The District of Port Hardy also has recycling bins located in the Curling Club parking lot at Storey's Beach and in the Civic Centre parking lot. The Regional Solid Waste Management Plan, 1996, addresses many waste reduction policies referenced in the plan. While the plan is near out of date, the RDMW has initiated a process to review and update that plan. Port Hardy's participation in this process is recommended.

### **Built Environment: Water Infrastructure**

Port Hardy's community water system is supplied by the Tsulquate River watershed, a 45 km<sup>2</sup> undeveloped, forested and steeply sloped watershed that drains Kains Lake on the north side of the Holberg Road, approximately 12 km west of Port Hardy. The District of Port Hardy has a state-of-the-art water treatment plant under a public/private partnership agreement signed between Port



Hardy and EPCOR, responsible to design and build the plant with a 20-year contract to operate and maintain it. The surface water treatment plant has a 10 ML/d capacity and uses a dissolved air flotation process with chlorination and a sand/anthracite filter.

## **Wastewater Collection, Treatment and Disposal**

EPCOR operates and maintains the wastewater treatment plants for the District of Port Hardy. There are two major collection areas in the town, each with a wastewater treatment facility.

The Airport Wastewater Treatment Plant (AWWTP), built in 1975, is located adjacent to the Transport Canada Airport facility. Its effluent is discharged into the Queen Charlotte Strait. There are three lift stations located in the AWWTP collection system. The Airport wastewater treatment facility is a Class 2 facility.

The Tsulquate Wastewater Treatment Plant (TWWTP), originally built in 1972, services the majority of the population of Port Hardy. The discharge from this facility is sent into Hardy Bay. There are eight lift stations located in the TWWTP collection system. The plant underwent a major upgrade in 2007 which included the addition of two sequential batch reactors, a new headworks and ultraviolet disinfection (UV). The Tsulquate wastewater treatment facility is a Class 3 facility.

## **Water Cycle**

Port Hardy's drinking water comes from a water treatment plant on the Tsulquate River, approximately 1.3 km northwest of the town. The Tsulquate Water Treatment Plant serves a community of approximately 5,500 people, including the Gwa'Sala-'Nakwaxda'Xw Nation and the Kwakiutl Nation. The Plant's water source is the Tsulquate River which stems from Kains Lake, located 12 kilometres upstream.

The watershed is relatively undeveloped, forested and steeply sloped. The ground is swampy and mossy, which contributes to the distinctive colour of the raw river water. Natural sources of contaminants include wildlife and vegetation. Potential human sources of contaminants are primarily transportation, recreation and forestry activities at this time. The water treatment plant is owned by the District of Port Hardy and operated under contract to EPCOR Utilities.

## **Built Environment: Land Use Patterns and Growth Management**

The OCP provides a framework that ensures that growth within the Plan area is conducted in a manner that best reflects the social needs of the community at large, acknowledges environmental considerations and echoes the economic needs of the Port Hardy community.

Port Hardy is the largest community in the RDMW and is considered to be a commercial and tourism hub for the North Island area. It is the main gateway to the North Coast Trail with numerous marine based activities and is also a hub for providing services and supplies to the travelling public (tourists and others) on BC Ferries to the Inside Passage. Port Hardy has enjoyed a role as a regional retail and service centre for most of its recent history serving the surrounding communities and the whole North Island. The downtown core is the primary centre for commercial, office and service activities in the District.

The current housing typology found in Port Hardy consists of a large percentage of single-family dwellings. The current housing stock of Port Hardy consists primarily of single-detached housing (59.9%), row housing (10.7%) and apartments under five stories (17.2%). The average number of rooms per dwelling is 6.7 with an average of 2.8 bedrooms per dwelling (2006 Census). A full summary of current housing types are be found in Table 3 below.

**Table 3. Port Hardy Housing Stock Inventory**

Housing Type	# of Dwellings	% of Housing Stock
Single-detached house	955	59.9
Semi-detached house	60	3.8
Rowhouse	170	10.7
Apartment (5 stories or more)	15	0.9
Apartment (under 5 stories)	275	17.2
Moveable dwelling	110	6.9

## **ENVIRONMENTAL OBJECTIVES and POLICIES**

### **4.1 Climate Change Action and Energy Management**

#### **Objective**

4.1.1 To pursue climate change adaptation measures to ensure long-term decisions are congruent to climate change trends and patterns.

#### **Policies**

- a) Explore community and economically-driven food production areas;
- b) Conduct an assessment of ecologically sensitive areas vulnerable to climate change;
- c) All new shoreline developments shall accommodate expected increased sea levels;
- d) Investigate local impacts to vegetation and ecology;
- e) Prepare resources and ecological areas for pests, fluctuations in weather and intense storms; and
- f) Investigate and implement management direction (planting different tree species, targeted harvesting, other stand treatments, integrated strategic planning, fire safety and flooding).

#### **Objective**

4.1.2 To pursue climate change mitigation measures to contribute to the global objective of bringing Carbon Dioxide (CO<sup>2</sup>) concentrations in the atmosphere to a level of 350ppm.

#### **Policies**

- a) Work towards reducing community-wide GHG emissions to 33% below 2007 levels by 2020, and 80% below 2007 levels by 2050;
- b) Measure Carbon Dioxide emissions, set targets and develop action plans to lower levels;
- c) Continue to measure and work towards a baseline of community and District of Port Hardy (operational) energy Green House Gas (GHG) emissions to create a CO<sup>2</sup> inventory using Provincial community and municipal inventory ratios;

- d) Develop community-based community carbon sequestration;
- e) Enhance carbon sink capacity through natural resource protection and enhancement;
- f) Continue gravity-fed water system; and
- g) Work towards a carbon neutral status by 2012.

## **Objective**

4.1.3 To support sustainability-based sectors and processes.

## **Policies**

- a) Research full life cycle cost assessments for all municipal building energy-related decisions (e.g. heating, cooling or water energy systems);
- b) Increase efficiencies in energy use;
- c) Pursue infrastructure design which is linked to alternative design standards, full-costing accounting and renewable energy systems;
- d) Require green procurement for all community-based capital purchasing;
- e) Switch to renewable forms of energy where feasible;
- f) Encourage compliance with Provincial regulations on woodstoves inversions and wood heat;
- g) Substitute materials for ones that use a less amount of embodied energy and grow more local food;
- h) Plan future land uses and growth areas to achieve a net-zero energy demand for the community;
- i) Research implementation of solar power wherever possible for municipal infrastructure (e.g. crosswalks, lighting, pump stations, boardwalks, etc);
- j) Research the use of a net-zero emissions sewer system and eliminate septic systems where possible;
- k) Encourage compact development to save on transportation and energy costs; and
- l) Attract “green” manufacturing industries to Port Hardy.

## **Objective**

4.1.4 To achieve a high-level of awareness, understanding and support to sustainable energy management practices and climate action initiatives.

## **Policies**

- a) Encourage other organizations in Port Hardy to strive to reduce GHG emissions;
- b) Educate citizens on the importance of energy management for all aspects of the community’s social, economic and environmental well-being;
- c) Recognize the community’s global citizenship, linking local efforts to regional, national and international energy and emissions policy;

- d) Work with stakeholders to better understand the local effects of climate change and identify the benefits and impacts on the environment, society and the economy; and
- e) Engage and educate the Port Hardy community on issues pertaining to climate change and how community issues can be linked and discussed.

### **Objective**

4.1.5 To use energy-based solutions to manage climate action impacts and increase the economic viability of the region.

### **Policies**

- a) Promote the creation of a District Energy System and continue to explore funding options for that system;
- b) Continue to investigate the feasibility of establishing a biomass heat and power facility in the area;
- c) Take responsibility for a sustainable future by ensuring the ongoing health of the social, economic and natural environment through climate protection within Port Hardy;
- d) In cooperation with applicable stakeholders the District of Port Hardy will strive to reduce GHG emissions through the following:
  - i. Land use, energy and transportation planning;
  - ii. Infrastructure design;
  - iii. Green procurement;
  - iv. Building retrofits;
  - v. Water conservation;
  - vi. Solid waste diversion; and
  - vii. Renewable energy.
- e) Liaise with local and regional partners to share knowledge and resources where possible;
- f) Work with regional stakeholders and senior levels of government to create renewable sources of energy in Port Hardy;
- g) Encourage continued research and development in new emerging energy fields;
- h) Use Development Permit Areas to promote energy conservation and water conservation and to reduce GHG emissions;
- i) Require that development applicants create an emissions reduction strategy as part of the approvals process;
- j) Require new developments to work to decrease net energy consumption in the District;
- k) New commercial and institutional buildings are encouraged to use available environmental building standards (e.g. LEED®, Built Green, etc.);
- l) Conserve water, which reduces energy use and emissions, and deploy it through building approvals processes, staff, real estate agents and others;
- m) Implement a range of water demand management measures in government operations and facilities, as part of a retrofit of existing buildings or design of a planned new building such as fixtures that exceed required building code performance, dual-flush toilets and water and energy efficient appliances;
- n) Encourage diversion of organic waste from landfills by promoting composting, possibly including the provision of backyard composters at a reduced price to residents;
- o) Support smart growth developments that create livable, walkable communities where people have less need to drive and more incentive to use other modes of transportation;

- p) All new subdivisions greater than five lots must consider the following onsite energy strategies:
  - i. Site planning that maximizes solar gain;
  - ii. Installation of neighbourhood-based energy production (geo-thermal, heat recovery from waste, micro-wind, and other alternative energy systems);
  - iii. Storm water collection for the use of local food production, landscaping and other non-potable water demands;
  - iv. Development of a Port Hardy-unique green dwelling unit pilot project; and
  - v. Cluster buildings to minimize heat loss and disturbance to natural drainage, vegetation and wildlife habitat.

**Objective:**

4.1.6 To use resource management to manage climate action impacts and increase economic viability of the region.

**Policies:**

- a) Adopt an integrated approach to Port Hardy’s waste management system;
- b) Continually reduce the volume of solid waste sent to land-fills;
- c) Investigate the feasibility of a bio-fuel created by waste flows within the area;
- d) Encourage neighbourhood reuse-it and repair centres;
- e) Encourage composting of food scraps and vegetation cuttings;
- f) Work with local businesses to create extended producer responsibility programs for hazardous materials, reduction of packaging and plastic bags;
- g) Require all construction projects to achieve a level of re-use and recycling of waste materials;
- h) Ensure that there is a location for the disposal of pharmaceuticals and educate residents to where they can dispose of them, explaining why they shouldn’t throw them in the garbage or pour them down the drain;
- i) Investigate creating a neighbourhood energy utility through partnerships with the private sector, using biomass or heat recovery from the sewer system; and
- j) Collaborate with the RDWM to update the Regional Solid Waste Management Plan by means of public engagement, education and implementation of Port Hardy's waste diversion target.

**4.2 Water Resources**

**Objective**

4.2.1 To protect and enhance the quality of Port Hardy harbours, intertidal areas, rivers, streams and ground water sources in order to provide an integrity level that supports the ecological services of the Tsulquate River Watersheds.

**Policies**

- a) Establish a Development Permit Area for the Hardy Bay Estuary for means of ecological protection;
- b) Support and establish a Groundwater Protection Plan;
- c) Require the implementation of Port Hardy Riparian Area Regulations for all development occurring within a Riparian Area; and

- d) Support the establishment of foreshore land use designations.

**Objective**

4.2.2 To supply Port Hardy residents with a high quality of potable water, in a sustainable manner based on the watershed’s carrying capacity.

**Policies**

- a) Protection of water at the source, by means of restrictive land-uses;
- b) Develop an integrated water management plan; and
- c) Encourage public tours and education to explain where their water comes from and the importance of water conservation and protection.

**Objective**

4.2.3 To continually work towards achieving water efficiencies and implementation of appropriate technologies.

**Policies**

- a) Investigate a universal water metering program for both commercial and residential users;
- b) Develop demand-side water management practices in order to lower consumption rates;
- c) Encourage all new developments to incorporate on-site rainwater storage capabilities;
- d) Promote the use of grey-water systems;
- e) Promote water demand education, management and conservation as a component of a sustainable community; and
- f) Encourage requirements and incentives for low water use fixtures (e.g. low flow shower heads and toilets).

**4.3Waste Water and Stormwater**

**Objective**

4.3.1 To provide an efficient, cost-effective and low energy emissions waste water and storm water system.

**Policies**

- a) Implement a tangible asset inventory management system in order to strategically repair leakages to sewer and storm water infiltration over the financial capital planning period;
- b) Implement a management system in order to eliminate leakages and sewer and storm water infiltration;
- c) Work towards an Integrated Resource Recovery (IRR) system;
- d) Mitigate environmental impact of surface parking by encouraging permeable surfaces and appropriate catch basins for contaminants;

- e) Encourage rain water retention by property owners;
- f) Promote and encourage development practices that minimize impervious surfaces; and
- g) Support and implement public education and consultation opportunities to gain support of changes to land use planning and site design practices in order to ensure positive storm water impacts downstream.

## 4.4 Ecology and Wildlife

### Objective

4.4.1 To protect wildlife through appropriate regulations and guidelines on both private and public lands.

### Policies

- a) Encourage native landscaping (trees, shrubs and plants) in all new subdivisions, developments and redevelopments;
- b) Identify wildlife and wilderness connectivity opportunities through natural corridors, and surrounding watersheds; and
- c) Require all new development to follow provincial BearSmart guidelines.

### Objective

4.4.2 To act as stewards of the pristine area that surrounds the Port Hardy community.

### Policies

- a) Support the adoption and cooperative use of stewardship principles;
- b) Inventory, protect and enhance environmentally sensitive areas (ESA's) including natural watercourses, riparian and steep or unstable slopes;
- c) Support community ownership of our parks and open space system through community gardens and stewardship programs, where appropriate;
- d) Adhere to the Environmental Best Management Practices for Urban and Rural Land Development ([Ministry of Water, Land and Air Protection](#)) and Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia where applicable;
- e) To collaborate with the Invasive Plant Council of BC ([info@coastalinvasiveplants.com](mailto:info@coastalinvasiveplants.com)) and review the available guidelines for identification, reporting, and control. Noxious weeds such as Japanese Knotweed and Scotch Broom are already established in a few locations in and around Port Hardy, and require early control actions or they can damage and displace native plants and ecosystems; and
- f) To work with the Ministry of Forests, Lands, and Natural Resource Operations in monitoring the removal and management of household waste/refuse/garbage, and yard waste dumped on nearby roads, including forestry roads.

## Objective

4.4.3 Retain Port Hardy's natural setting as its greatest natural attribute that sets it apart from all the other municipalities in the North Island.

## Policies

- a) Protect and preserve existing parks, open space and other natural areas;
- b) Assist in the creation of a comprehensive up-to-date local wilderness and trail map;
- c) Achieve an integrated approach towards the utilization of parklands, open spaces and wilderness areas; and
- d) Require new developments to provide appropriate public access and transportation connections to the development or help guide existing trail connections that lead to the development.

## 4.5 Foreshore

### Objective

4.5.1 To provide long-term ecological, social and economic viability of foreshore areas within Port Hardy.

### Policies

- a) Create a development permit area for all foreshore areas;
- b) Zone foreshore areas in order to manage a variety of uses;
- c) Encourage all developments within the foreshore area to work towards achieving a standard outlined by the Green Shores Rating System;
- d) Encourage natural boundaries to include practices that encourage native landscaping and habitat for foreshore wildlife; and
- e) Require developments within the foreshore areas to operate within the RAR guidelines.



## 4.6 Land Use Pattern

### Objective

4.6.1 Mix land uses. Each neighbourhood has a mixture of homes, retail, business and recreational opportunities.

### Policies

- a) Encourage the use of comprehensive development zones for new development areas;
- b) Encourage the use of mixed land-uses in Port Hardy's zoning bylaw; and
- c) Use form-based zoning code to achieve transition areas between differing uses.



### Objective

4.6.2 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.

### Policies

- a) Encourage live-work land-use permitted uses;
- b) Establish design principles (landmarks, pathways, nodes and edges) for each neighbourhood;
- c) Support the use of master development and phase development agreements in order to achieve a comprehensive approach to land-use and built-form;
- d) Encourage pedestrian connections within the neighbourhood as well as to other nearby nodes and amenities;
- e) Encourage businesses to provide support measures for strengthening better communities (i.e. outdoor sitting areas, bike lock-up, public art, consistent hours); and
- f) Consult with RDMW to identify Regional Transit Service enhancement opportunities.

### Objective

4.6.3 Create diverse housing opportunities. People in different family types, life stages and income levels can afford a home in the neighbourhood of their choice.

### Policies

- a) Encourage new developments to include a variety of housing typologies and densities;
- b) Create "flexi-zones" and incentives in the zoning bylaw to permit a diversity of housing types and densities;
- c) Encourage the use of housing agreements for developments in order to achieve housing needs;
- d) Encourage flexi-housing to accommodate changing demographics;
- e) Encourage new developments to include a variety of tenure arrangements; and

- f) Support the inclusion of secondary suites in single-dwelling residences.

**Objective**

4.6.4 Reserve open spaces, natural beauty and environmentally sensitive areas. Encourage development that respects natural landscape features and has higher aesthetic, environmental, and financial value.

**Policies**

- a) All developments are encouraged to identify viewscales on their property and to not minimize surrounding property's viewscales;
- b) Protect environmentally sensitive areas including riparian areas, foreshores, forested and critical habitat areas from continual fragmentation and degradation;
- c) Minimize fencing and barriers that impede movement of wildlife;
- d) Encourage the connection of open spaces with trails and pathways;
- e) Encourage native landscaping techniques; and
- f) Encourage all waterfront developments to contribute to Port Hardy's public access to the shoreline by means of ROW dedication, trail development, viewscape platforms and other pedestrian infrastructure outlined by Port Hardy staff.

**Objective**

4.6.5 Protect and enhance resource lands and marine areas. A secure and productive land base, such as forested lands and foreshore areas, provides food security, energy sources, employment and habitat and is maintained as an urban containment boundary.

**Policies**

- a) Incorporate resource-based lands into the development of the community;
- b) Avoid fragmenting larger parcels of resource lands in order to maintain their viability;
- c) Educate and build capacity around the community's knowledge towards the watershed and its carrying capacity; and
- d) Encourage community-based partnerships and ventures with local resource lands.

**Objective**

4.6.6 Work towards achieving a net-zero emissions approach to land-use patterns and built-form.

**Policies**

- a) Encourage all new buildings to be built to be net-zero ready;
- b) Transportation corridors shall include integrated services (intermodal transit, buried services, etc.);
- c) Larger areas within the District shall investigate the application of district-based energy systems;

- d) Use the Development Permit areas to promote energy conservation, water conservation and reduced greenhouse gases by requiring an emissions reduction strategy as part of the approvals process.<sup>1</sup>
- e) Encourage infiltration of stormwater to occur onsite;
- f) Alternative design standards (reduced street width, multi-use pathways, French drains, smaller lots, mixed-use zoning, etc.) are encouraged for all new developments and encouraged to be incorporated into existing neighbourhoods;
- g) All new subdivisions greater than five lots must consider implementing the following policies where suitable:
  - i. Site planning that maximizes solar gain;
  - ii. Investigate the feasibility of neighbour-based energy production (geo-thermal, heat recovery from waste, micro-wind, and other alternative energy systems);
  - iii. Storm water collection for the use of local food production, landscaping and other non-potable water demands;
  - iv. Encouraged to pursue the development of an Port Hardy-unique green dwelling unit pilot project;
  - v. Encourage clustering of buildings to minimize heat loss and disturbance to natural drainage, vegetation and wildlife habitat; and
  - vi. Encourage new residential developments to be in 800 meter proximity to the following existing or pre-zone uses:
    - 1. Post office/post boxes
    - 2. Grocery store/convenience store
    - 3. Bank
    - 4. Community garden/greenhouse
    - 5. Park or open-space
    - 6. Transit stop

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<sup>1</sup>Green Communities Act authorizes local municipalities to require specific application of landscaping, building siting, form, exterior design and machinery, equipment and systems external to buildings (i.e. stormwater management), which leads to lower GHG emissions.

## **PART V: SOCIAL SUSTAINABILITY**



Photo credit - <http://www.vispine.ca/>

## OVERVIEW

A socially sustainable community must have the ability to maintain and build on its own resources and have the resiliency to prevent and/or address problems in the future. A socially sustainable community offers a sense of community, tolerance and respect for cultural diversity, opportunities for cultural, leisure, community and civic activities for all residents, a strong sense of safety and security and a socially inclusive environment with opportunities for all.

The high quality of life the District of Port Hardy and the surrounding area provides for its residents is one of the most valuable elements of living in the community for many residents. This high quality of life includes the close proximity to numerous outdoor recreational pursuits, a rural lifestyle, high level of health care and supporting services found within the community, the feeling of community safety for residents of all ages, access to higher level education, recreational services and the relative affordability of living in the community.



### **Police, Fire Service, Search and Rescue, and BC Ambulance Service**

A provincially funded RCMP Detachment is located in the District of Port Hardy. The Port Hardy Detachment is responsible for law enforcement from coast to coast on northern Vancouver Island, and its members are also active in Coal Harbour, Holberg and Winter Harbour. They have also developed a Tripartite Agreement with the Kwakiutl, Quatsino and Gwa'sala-'Nakwaxda'xw First Nations. The Detachment is community minded and very active in the Port Hardy community.

The Port Hardy Volunteer Fire Department was established in July, 1968 and a second Fire Hall was added in 1976. The Department is volunteer-based only and endeavours to have a full roster of 32 members. Fire Hall #1 consists of a 1981 International Engine, 1996 Freightliner Engine, a 2002 Freightliner Rescue and a 2009 Hub GMC Rescue Truck. Fire Hall #2 consists of a 1979 Ford Mini-Rescue/Engine and a 2004 Freightliner Engine. Two fire engines, two tankers, one wildfire bush truck and a SCBA.

B.C. Ambulance Service provides public ambulance services in B.C. under the authority of the Emergency and Health Services Commission of the Ministry of Health. The Port Hardy community has an on-call, 24 hour ambulance service with two ambulances.

### **Provincial Emergency Management Program (PEP)**

In BC, local authorities (municipalities and regional districts) are responsible for planning and operating emergency responses to disasters such as fires, tsunamis, earthquakes, etc. Bylaw 17-2007 provides the framework for planning including the creation of the Emergency Coordinator and the Emergency Planning Committee.

## Education

There are two elementary schools (Fort Rupert Elementary and Eagle View Elementary) and one secondary school (Port Hardy Secondary School) in the Port Hardy area, in addition to independent schools operated by the Seventh-Day Adventist Church and local First Nations bands.

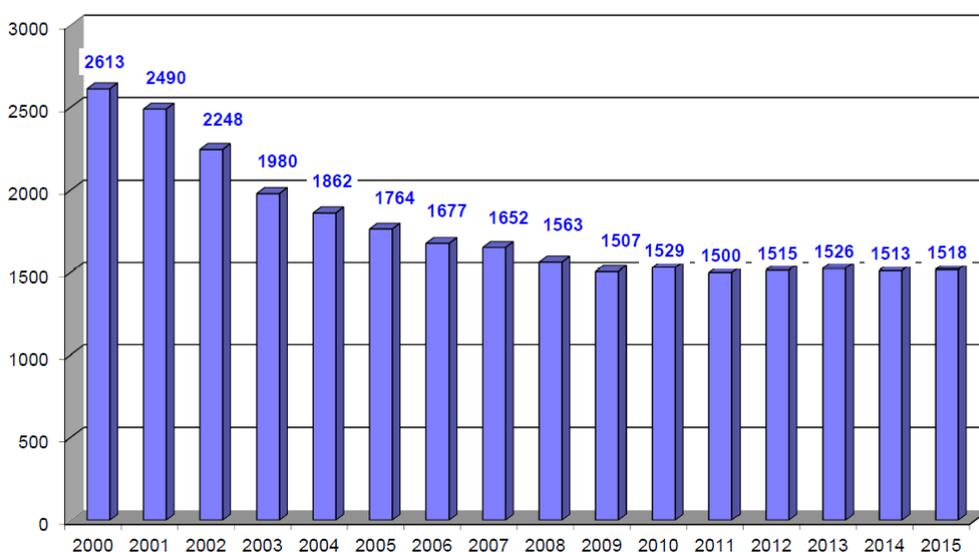
Post-secondary education is provided through a North island College campus, which offers credit courses in Adult Basic Education. Other courses and programs including credit, non-credit, and trades are offered via classroom, interactive television, or on-line delivery on a varied schedule. It is important for the community and local government to link closely with the college to ensure timely and appropriate training is available for current and prospective jobs as well as for re-training when a sector of employment declines.

Daycare services available for small children are offered through a handful of providers within the District of Port Hardy. Special services are offered through “Stepping Stones”, which is a program focused on the development of children, run through the North Island Early Child Development Society. Other special services for children include but are not limited to the Pediatric Early Intervention Therapies and Infant and Supported Child Development Services.

Student enrolment in Port Hardy has been on the decline since 1996 when the mine closed and the School District lost a significant portion of its enrolment. In the last two years, enrolment has flattened out in Port Hardy and numbers are expected to remain similar to the 2010 totals through to the year 2015. Anticipated projections to 2015 are illustrated in Figure 4.

Figure 4. District of Port Hardy Annual Student Enrolment and Projections

### Actual FTE Enrolments 2000 to 2010 Projected FTE Enrolments 2011 to 2015



(Source: School District 85)

2006 Census data indicates that 30.2% of the Port Hardy population over the age of 15 does not hold a certificate, diploma or degree. A further 26.8% have a high school diploma or equivalent, while a further 12.5% have an apprenticeship or trades certificate or diploma. 16.7% of Port Hardy residents have a college or other non-university certificate or diploma while 3.7% have a University certificate or diploma below the bachelor level and 9.8% of the Port Hardy community have a University certificate, diploma or degree.

### Healthcare and Social Services

Port Hardy is part of the North Island health service delivery area of Vancouver Island Health. Vancouver Island Health Authority (VIHA) provides healthcare services that include acute care facilities, mental health and addictions, environmental and public health, home and community care. However, the current situation found in Port Hardy illustrates that there are health care issues that will need to be dealt with as the community moves forward. Key issues that will need to be addressed include but are not limited to:



- ✓ facility closures:
- ✓ retention of key healthcare services; and
- ✓ the retention of health care professionals.

Port Hardy Hospital is a fully-equipped facility with acute care beds and full-time medical staff. The hospital provides the region with laboratory, ultrasound, radiology and physiotherapy services. Attached to the hospital is an extended care wing and there is a separate housing complex for senior citizens.

Other community health care facilities include medical clinics, and dental clinics. Port Hardy has a host of family service programs as well as the Crisis Center which is a multi-services agency, providing a wide range of programs for families.

### Food Security

Food security means ensuring that all Port Hardy residents, at all times, have access to adequate amounts of safe ,nutritious, culturally appropriate foods, produced in an environmentally sustainable way and provided in a manner which promotes dignity.

During the public consultation process residents of Port Hardy stressed the importance of the local food system. Inclusion of food security in the revision of the Official Community Plan will provide

recommendations for actions to better protect and cultivate the foods available from wild sources and to better understand the food system as it currently exists. It will also serve to highlight other ways of ensuring food security.

## **Housing**

Diversity of housing is essential to a healthy community. OCPs can direct the development of diverse housing types to accommodate the various housing needs of existing, as well as future residents, while meeting the changing needs of the various age groups of residents.

There were 1,350 dwellings constructed in Port Hardy before 1986 and a further 245 constructed between 1986 and 2006. 2006 Census data indicates the average persons per household for the District of Port Hardy is 2.4 which is slightly below the provincial average of 2.5 persons per household. Census data also illustrates that of the 1,600 homes found in Port Hardy, 1,095 of those (68.4%) are owned while the remaining 500 (31.6%) are rented. Of the housing stock found in Port Hardy, 14.7% of the dwellings require major repairs compared to the provincial average of 7.4%.

## **SOCIAL SUSTAINABILITY OBJECTIVES AND POLICIES**

### **5.1 Health and Safety**

#### **Objective**

5.1.1 To support the provision of providing sound primary healthcare services for the community, including alternative health and wellness practices.

#### **Policies:**

- a) Support and participate in collaborative networks of community service providers to meet, share information and facilitate access to services such as childcare, health care, education, public safety, social services, culture and heritage;
- b) Promote a healthy corresponding built environment (housing, roads and pathways) in order to increase the opportunities for local residents and visitors to make healthy lifestyle choices;
- c) Continue to support and enhance key community service providers such as the North Island Crisis and Counselling Centre;
- d) Support area location for a multi-faceted health unit or wellness centre within the District;
- e) Assist in recruiting healthcare professionals to provide suitable services and expertise for the community;
- f) Encourage supportive housing and care for the elderly and persons requiring moderate supportive housing;
- g) Support Hospice Society to provide services to allow for hospice and end-of-life living at home residences; and
- h) Ensure fire, police, ambulance, health and emergency response services keep pace with growth in the Port Hardy community.

## **Objective**

5.1.2 To encourage the development and adoption of policies that contributes to the reduction and prevention of air pollution.

### **Policies:**

- a) Encourage awareness regarding excessive idling of automobiles;
- b) Promote a wood-stove replacement program for residential areas; and
- c) Continue to support RDMW providing education material with regards to suitable burning practices (e.g. weather, things not to burn, etc.) and/or alternatives to burning (e.g. composting, biomass energy production, etc.).

## **Objective**

5.1.3 To minimize risks to life and property from natural hazards and disasters such as floods, erosion and slides.

### **Policies:**

- a) Require geotechnical engineering assessments for all development (land subdivision and building permits) found within a hillside area, flood plain or as required;
- b) Require onsite treatment of stormwater with use of best management practices (e.g. oil collectors at drains); and
- c) Require all developments to use proper construction and development best management practices (e.g. silt fences, erosion control, etc.).

## **Objective**

5.1.4 To minimize the bioaccumulation of human-made products and compounds into the surrounding biosphere.

### **Policies:**

- a) Ban the use of cosmetic and non-essential pesticides on all lands in and around Port Hardy, starting with municipal lands; and
- b) Educate the public regarding organic alternatives to conventional pesticides.

## **5.2 Partnerships and Networks**

### **Objective**

5.2.1 To provide opportunities for citizens to contribute positively to the community through volunteering, the provision of leadership development and support and the empowerment of community members to identify needs, set priorities and pursue a common vision.

### **Policies:**

- a) Provide incentives for residents of all ages to volunteer for community organizations and events; and
- b) Celebrate volunteerism with volunteer recognition and celebration.

## **Objective**

5.2.2 To support and participate in collaborative networks of community service providers to meet, share information and facilitate access to services such as childcare, health care, education, public safety, social services, culture and heritage.

### **Policies:**

- a) Support the involvement of youth in local decision making processes;
- b) Provide staff resources to liaise with all groups and provide formal communication and knowledge sharing between organizations;
- c) Provide a favourable living environment for the elderly, including implementing “barrier-free” designs for the elderly in public places; and
- d) Offer affordable and appropriate recreation, leisure and cultural activities, programs and facilities to a diverse community.

## **5.3 Food Security**

### **Objective**

5.3.1 To provide residents of Port Hardy with the opportunity, knowledge and resources to produce, acquire, eat, enjoy and celebrate affordable and nutritious local food.

### **Policies:**

- a) Encourage new developments to build the capacity for community-based food growing, storage and cooking;
- b) Encourage local harvesting of wild-foods, greenhouse food production, and investigate economic incentives and diversified use of lands and foreshore areas for food production, while maintaining and protecting the intent of these resource-based areas;
- c) Support local food production with marketing, procurement and partnerships with local operation of institutional services;
- d) Celebrate local food products, food-based businesses, and cultural traditions related to food; Support and encourage educational workshops that provide food production awareness and preservation techniques;
- e) Investigate the ability to create local soil and nutrients from local waste and natural material; and
- f) Support the incorporation of food-safe kitchens in public institutional buildings.

## **5.4 Housing**

### **Objective**

5.4.1 To ensure the availability of a range of housing typologies and tenures to meet the diverse needs of the community of Port Hardy.

**Policies:**

- a) Multi-family residential developments containing five units or greater, are encouraged to incorporate a diversity of housing tenures within the development;
- b) Encourage the development industry to provide a mix of detached residential, semi-detached, triplex, four-plex and other medium density residential typologies;
- c) Ensure all multi-family and affordable housing units proposed shall contain a diversified mix of sizes (varied floor space for family, single, disabled persons, etc.);
- d) Encourage residents of Port Hardy to self-organize into groups to facilitate the realization of co-housing, co-operative and other forms of collective tenure;
- e) Allow for small-lot residential developments in order to encourage smaller square footage houses and less of an environmental footprint on the environment;
- f) Encourage a diversity of housing types and densities through the creation of flexible zones “flexi-zones” and incentives in the zoning bylaw;
- g) Permit mixed commercial, residential and light industrial residential developments;
- h) Encourage and support the retrofitting of existing housing stock; and
- i) Pursue funding opportunities such as the Canadian Federation of Apartment Associations (CFAA) Eco-Energy Retrofit Incentive Program for Homes to retrofit existing housing stock.

**Objective**

5.4.2 To encourage pedestrian friendly residential developments.

**Policies:**

- a) All residential units are encouraged to be within walking radius to four of the six following essential services:
  - i. Post office service;
  - ii. Grocery/produce;
  - iii. Bank or ATM;
  - iv. School;
  - v. Transit stop; or
  - vi. Park/open space/trail.

**Objective**

5.4.3 To provide affordable and attainable housing opportunities.

**Policies:**

- a) Establish a regional affordable housing committee to work with surrounding communities regarding housing needs within the housing continuum;
- b) Conduct a housing needs assessment and develop an action plan in order to support a strategic approach towards housing in Port Hardy;

- c) Seek partnerships with BC Housing, CMHC and the private sector to create affordable housing developments; and
- d) Permit secondary suites in detached residential units.

**Objective**

5.4.4 To make age-friendly housing a priority to accommodate an aging population.

**Policies:**

- a) Encourage supportive housing and care for elders and persons requiring moderate supportive housing;
- b) Require a percentage of all new residential developments to be built to accommodate accessibility needs;
- c) Pre-zone areas that allow for assisted-living housing arrangements; and
- d) Locate age-friendly housing in close proximity to essential services and core amenities found within Port Hardy (i.e. hospital, bank, community hall, open spaces, library, etc.).

**Objective**

5.4.5 The District will work with other governmental and non-governmental partners to promote a per capita continual reduction in residential GHG emissions within the District of Port Hardy by 50% to the year 2020; and 100% by 2050.

**Policies:**

- a) Subdivision of larger residential parcels (two hectares or more) and/or the amendment to existing land-use designations for the purpose of additional residential parcels are encouraged to occur within or next to existing rural residential clusters;
- b) Require all new residential developments and any major renovations to achieve a minimum Energy Guide Rating of 80;
- c) Provide incentives for all new residential developments to achieve net-zero emissions standard (e.g. partnerships, reduced building permit, “green door” development process, etc.);
- d) Encourage all new residential developments to be net-zero-ready for:
  - i. Solar hot water or hot water on demand systems;
  - ii. Net- metre; and
  - iii. Water metre;
- e) Encourage more efficient energy systems (e.g. solar hot water systems or hot water on demand systems) in all new developments;
- f) Encourage all construction projects to recycle appropriate building materials and to work together as an industry in moving towards a zero-waste construction industry;
- g) Seek involvement with Canada Mortgage and Housing Corporation (CMHC) Net Zero Energy Healthy Housing Initiative – Equilibrium Housing and local developers;

- h) Where sufficient services exist, allow ground-level secondary suites and garden suites to be developed for the purposes of age-friendly housing;
- i) Promote development of an age-friendly housing complex through government and non-government organisation partnerships;
- j) Ensure housing typologies, such as age-friendly housing are located within walking distance of services; and
- k) Provide senior residents with the means to live a fulfilling life through promotion of access to safe and affordable housing, physical and social mobility and social engagement in the community.

## 5.5 Growth Management

### Objective

5.5.1 To direct growth to established centres and amenities;

### Policies:

- a) Establish development permit areas for the following areas:
  - i. Thunderbird;
  - ii. Midtown;
  - iii. Downtown;
  - iv. Quatse Estuary Environmentally Sensitive Area
  - v. Highway Corridor
  - vi. Marina; and
  - vii. East Bay.
- b) Identify vacant lands, brownfield sites and aging building stock near existing centres as high priority development areas;
- c) Prepare design schemes for established areas to guide re-development;
- d) Encourage infrastructure upgrades to infill areas first;
- e) Focus on downtown revitalization rather than creating more commercial space. This should include the whole of the downtown area, including the Seagate Wharf, Carrot Park, Stink Creek Park and the Thunderbird Mall area; and
- f) Strengthen pedestrian-based infrastructure, including:
  - i. Trail connections with other centres;
  - ii. Providing full-cut off lighting, snow removal and wayfinding for pedestrian pathways and multi-use trails;
  - iii. Constructing covered transit shelters that are connected to other uses (e.g. bike racks, public art, community gardens, greenhouses, etc.); and



- iv. Creation of waste management centres (to manage household recycling, compost and waste).

### **Objective**

5.5.2 To encourage sustainable development that enhances and benefits the community.

### **Policies**

- a) Evaluate new development, redevelopment and interconnectivity with the aim to protect viewscales;
- b) Promote development that integrates better places to live, work and play;
- c) Promote development that creates a reduced ecological footprint by connecting the community through infill, density and trails; and
- d) Support a safe pedestrian and cycling environment.

### **Objective**

5.5.3 To protect the natural environment, including aquatic ecosystems (lakes, wetlands, rivers and streams), environmentally sensitive areas and rare species.

### **Policies**

- a) Use sensitive ecosystem inventory mapping to guide land use, layout and development patterns;
- b) Require all development within close proximity of a riparian area, to follow the Riparian Areas Regulation set out within the OCP (Appendix B); and
- c) Require integration of green space, open space and public space into all developments.

### **Objective**

5.5.4 To achieve a high-level of public engagement, awareness and understanding of community planning and the implementation of the community vision.

### **Policies**

- a) Encourage community and stakeholder collaboration;
- b) Require annual reports to community residents with updates on the progress of implementing the community vision;
- c) Continue to move forward with the Community to Community Initiative with surrounding First Nations;
- d) Encourage all sub-committees to include a youth representative; and
- e) Establish a partnership network for organizations that are committed to moving towards the community vision.

## PART VI: CULTURAL SUSTAINABILITY



Photo Credit <http://www.porthardy.travel/arts/firstnations>

## OVERVIEW

The diverse cultural elements of a community, both tangible and intangible, are avenues through which many socio-economic and environmental dimensions of a community are embodied. Key cultural elements in the community can also be used as anchors and focal points for policy and planning efforts to ensure cultural resources are integrated as a component of a community's sustainability.

### Arts, Culture and Recreation

Arts, culture and heritage play many roles within a community. Vibrant and diverse arts and cultural activities are an important contribution to the vitality of the community and economy. Arts and culture contribute to well-designed public spaces and play an important role in making local environments more attractive

The vibrant arts and culture found in Port Hardy is an integral part of this west coast community. Port Hardy has a diverse cultural base and the community prides itself on the rich heritage found in the community. It has a number of community based events such as Filomi Days, Canada Day celebrations and the Pumpkin Walk that also add a valued layer to the Port Hardy community.

Port Hardy Museum and Archives showcases the heritage found in the region and exhibits a small collection of First Nation artifacts, local history items, natural history materials and local archives. In addition, local artists exhibit and sell their wares at several craft shops, galleries and gift shops in and around Port Hardy.

Parks and recreation opportunities are essential for strengthening and maintaining a healthy community. Recreation contributes to improving the conditions that support mental well-being by improving self-esteem, self-image, life satisfaction levels and enhancing perceived quality of life for individuals, families and communities.

There are a number of recreational facilities available to residents of Port Hardy. These include an indoor swimming pool, ice arena, curling rink, tennis courts, baseball diamonds, soccer fields and a golf course. These facilities support a broad spectrum of active community clubs and organizations.

### Parks, Trails and Open Spaces

Parks, trails and open space play a large role in providing a high quality of life for residents and act as a draw for potential visitors. Open spaces and parks are also ideal mediums for encouraging and developing stronger stewardship of the land and allows the Port Hardy community to enjoy outdoor recreation opportunities safely and become more familiar with natural resources and the environment.



Port Hardy has developed a range of parks that address the cultural, natural and social needs of the residents and visitors of the community. Parks and trails found in the Port Hardy community include the following:

- i. Quatse River Trail / Estuary;
- ii. Port Hardy Seawall;
- iii. Carrot Park;
- iv. Tsulquate Park;
- v. Kinsmen Park and pavilion;
- vi. Stink Creek Park;
- vii. Fishermans Wharf;
- viii. Storey's Beach;
- ix. Tex Lyon Trail; and
- x. Quatse River Regional Park and Campground

### **Quatse Salmon Stewardship Centre and Hatchery**

The interpretative gallery features aquaria, a habitat display and information on challenges to salmon survival in freshwater and ocean environments.

### **Provincial Parks**

Located 63 km from Port Hardy is the trailhead to Cape Scott Provincial Park and the North Coast Trail. Cape Scott encompasses more than 20,000 hectares of land and has over 30 km of beaches. The North Coast Trail is a new addition to Cape Scott Provincial that runs from Shushartie Bay to Nissen Bight and is an extension of the Cape Scott Trail that will take you through about 60 km of estuaries, old growth forest, majestic beaches and many wildlife viewing opportunities.

## **CULTURAL OBJECTIVES AND POLICY**

### **6.1 Parks, Trails and Open Spaces**

#### **Objective**

6.1.1 To create a recreation system that connects community parks, trails and open space.

#### **Policies:**

- a) All new developments are required to provide appropriate public access and transportation connections to recreational lands or help upgrade existing trail connections that lead to the development;
- b) Identify a network of community corridors connecting the various centres, major attractions and natural features within Port Hardy and the immediate vicinity; and
- c) Establish new parks and investigate the associated feasibility of adding these to the parks and trails system to provide recreational and green spaces in newly development areas.

## **Objective**

6.1.2 To advocate and promote multiple trail uses within Port Hardy and the surrounding area.

### **Policies:**

- a) Identify separate trails for motorized use where appropriate;
- b) Create a hierarchy of trails and proper signage that instructs and provides ease of route finding, difficulty of trail and popular landmarks and local amenities;
- c) Identify, protect and enhance public views and vistas within parks, trails and open-space environments;
- d) Identify trails on crown, private and park land and navigate the legal responsibilities and maintenance challenges of these trails;
- e) Negotiate with the Province and private property owner(s) to provide access through and/or on property for public pedestrian trail accesses by securing right-of-ways and easements; where possible work to purchase these lands for controlled and dedicated community use;
- f) To achieve a strong network of facilities and services to accommodate a multi-faceted approach to recreation and leisure for residents and visitors;
- g) Create a Parks and Recreation Open Space and Trails (PROST) Master Plan, which includes a common wayfinding theme and deployment plan for all recreational amenities;
- h) Map existing trails (using GPS) so a complete trail inventory can be conducted and produced and make available to the public accurate mapping of existing trail locations;
- i) Develop a comprehensive trail inventory and establish “made in Port Hardy” trail standards;
- j) Support the creation of a central community gathering place;
- k) Work with local motorized recreation groups to determine appropriate recreation areas;
- l) Establish a reserve fund to plan, fund and improve parks;
- m) Design more opportunities for walking, cycling and other forms of alternative transportation;
- n) Identify habitat network (e.g. wildlife corridors, nesting areas and dens and food supplies) and create buffers;
- o) Develop a trails wayfinding strategy to identify trail routes, provide user information and improve trail systems; and
- p) Amend the Zoning Bylaw and create a parkland dedication, density bonusing, phased development agreement system and associated reserve fund for the acquisition of monetary funds, fee simple land, parkland and amenities.

## **Objective**

6.1.3 To achieve an integrated approach towards the utilization of parklands, open spaces and wilderness areas.

**Policies:**

- a) Extend trails (acknowledging adjacent private ownership of property);
- b) Create safe outdoor play areas designed by youth;
- c) Require suitable accessibility and include accessible amenities where terrain and natural ecosystems permit;
- d) Update park plans for all District-owned parks;
- e) Work toward an integrated management and maintenance strategy for the Tex Lyon wilderness trail between the District of Port Hardy, Regional District of Mount Waddington, Kwakiutl Band and Recreation and Trails BC, with priority given to legally establishing and appropriately zoning the first 2km of trail on Crown Land (Chatham Avenue to Patrician Cove) that are partly within Port Hardy’s community boundaries (as per Section 56 of the Forestry Act); and
- f) Review Regional District of Mount Waddington's Coordinated Outdoor Recreation Resource Initiative (2009) to identify actions for trails and parks.

**6.2 Recreation Services**

**Objective**

6.2.1 To ensure existing and future recreation facilities are centres of activity and serve the interests of the community.

**Policies:**

- a) Encourage partnerships with School District #85 for property use;
- b) Establish a protocol with all pertinent local stakeholders and organizations to ensure efficient and effective use of community assets (e.g. arena, swimming pool, School District gymnasiums and other recreational centres);
- c) Continue to improve recreation facilities and programs to be accessible and meet the evolving needs of the community;
- d) Continue to be a community that maintains and enhances expanded year round indoor and outdoor recreation programming for all ages;
- e) Encourage the use of locally-based skills, knowledge and expertise in delivering recreational programs;
- f) Encourage programs and services to support a multi-generational audience;



Photo credit - <http://www.flickr.com/photos/townzell>

- g) Work closely with community organizations and assist the public in becoming self-sustaining in leisure pursuits;
- h) Work with neighbouring jurisdictions to create linkages to Regional amenities; and
- i) Research the possibility of creating a Port Hardy “Recreation Coordinator” position to encourage the expansion of services and potential recreation tourism opportunities.

## Objective

6.2.2 To leverage existing recreational opportunities to the long-term development of marine-based activities.

### Policies:

- a) Create added marina capability for a diversity of marine-based uses;
- b) Integrate marine-based uses with upland accommodation, services and commercial opportunities;
- c) Link marine-based uses with existing services (e.g. marine sani-dump, fish cleaning, recreational docking, small-commercial ventures, etc.);
- d) Investigate the feasibility and increased uses of foreshore areas for economic opportunities; and
- e) Zone foreshore areas for specific marine-based recreation and commercial uses.

## 6.3 Arts and Heritage

### Objective

6.3.1 To strengthen the District of Port Hardy’s relationship with neighbouring First Nations and building bridges of diversity and cultural understanding.

### Policies:

- a) Recognize Kwakiutl, Gwa’sala-Nakwaxda’xw, Quatsino and settler histories and encourage the sharing and preservation of those histories;
- b) Continue to support the Community to Community (C2C) initiative and identify linkages with Arts and Culture;
- c) Identify areas that would be appropriate for First Nation recognition, interpretation, display of art, heritage and stories;
- d) Promote arts and the continual development of a physical inventory of arts and heritage projects displayed in public spaces, both indoor and outdoor;
- e) Support the development of a Class A museum and cultural centre;
- f) Continue to provide use of public open spaces for

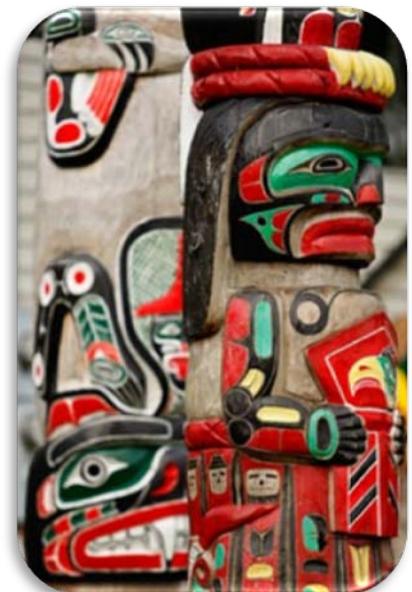


Photo credit - <http://www.porthardy.travel>

community events and ceremonies;

- g) Support access to spaces that accommodate arts and cultural programs, activities and events; and that preserve, celebrate and share the community's history and achievements; and
- h) Encourage the installation of public art on or within public buildings and property.

## **Objective**

6.3.2 To establish a community that is supportive of Arts and Heritage.

### **Policies:**

- a) Work with local business, tourism, economic development and cultural organizations to identify ways to facilitate partnerships in furthering cultural development in Port Hardy , including the expansion of existing events, development of new events and the integration of cultural activities with business and tourism;
- b) Identify opportunities to support the arts when making planning, service and program decisions;
- c) Integrate arts and culture into community planning, recreation programming and economic development;
- d) Encourage the creation of a "Public Art Master Plan" that encourages all new commercial, institutional and multi-family developments to participate in a public art program throughout Port Hardy to support the work of local artists, enhance public buildings, streetscapes and other public spaces;
- e) Encourage live-work studios and home-based work arrangements for artists and artisans;
- f) Consider an arts centre and/or an arts school that would service the entire community and surrounding region;
- g) Encourage community programming for a variety of artistic disciplines;
- h) Provide opportunities to celebrate the unique historical, artistic and cultural character of the Port Hardy community by means of community festivals, award recognition, community outreach and external marketing;
- i) Integrate arts and culture into community planning, recreation programming and economic development;
- j) Establish a Port Hardy Arts, Culture and Heritage Community Amenity Reserve Fund for the purpose of supporting capacity building actions, including staff, volunteers, web-development, funding to community-led projects and arts, culture and heritage capital projects;
- k) Support organizations such as the North Island Concert Society and other groups working to enhance local arts and culture;
- l) Encourage the creation of an Arts Council and seek funding to support cultural initiatives;
- m) Identify opportunities for the expansion and enhancement of the museum;
- n) Create a central location where local artists can showcase the many talents of people that live in the region;

- o) Encourage the collection, documentation and distribution of local stories and historical testimonies; and
- p) Work with local business, tourism, economic development and cultural organizations to identify ways to facilitate partnerships in furthering cultural development in Port Hardy including the expansion of existing events, development of new events and the integration of cultural activities with business and tourism.

## **Objective**

6.3.3 To protect unique heritage features.

### **Policies:**

- a) Encourage and support the conservation of lands, structures and artifacts that have cultural heritage values;
- b) Encourage private owners to preserve heritage characteristics of their property;
- c) Establish a heritage registry consisting of:
  - Buildings and structures;
  - Viewscapes; and
  - Artifacts;
- d) Encourage private owners to preserve heritage characteristics of their property; and
- e) Ensure the location of buildings, sites, plantings or structures of historical significance on land to be redeveloped, that preservation of such sites, buildings or structures shall be considered as part of the development approval process.

## **6.4 Community Engagement and Learning**

### **Objective**

6.4.1 To encourage and support youth participation and opportunities for developing youth leadership skills in municipal and community organizations, programs and events.

### **Policies:**

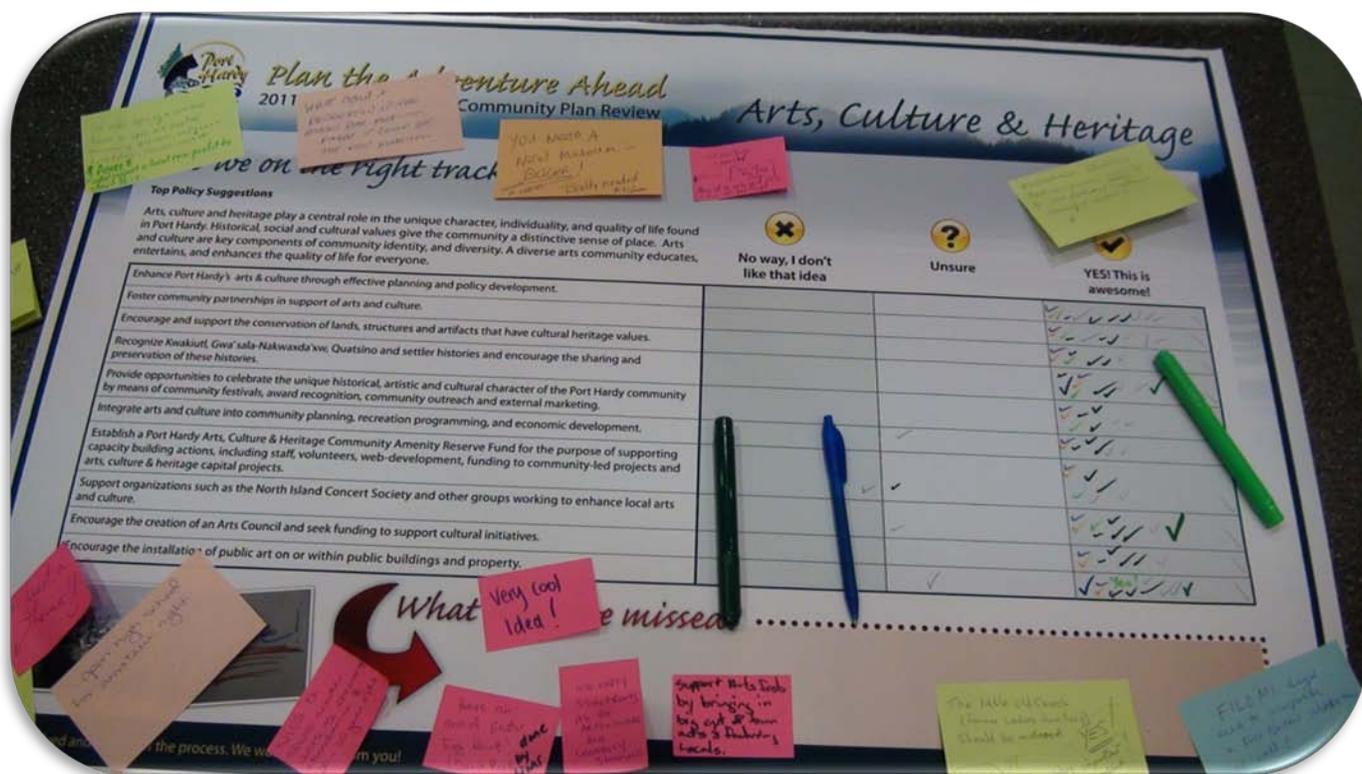
- a) Strengthen communication between Council, District staff and youth;
- b) Create a youth reserve fund to support youth-based ventures;
- c) Continue to support child-friendly amenities in business and public buildings; and
- d) Work with the School District, Vancouver Island Health Authority and other community organizations to identify programs and services to develop a comprehensive and collaborative approach to community engagement.

## Objective

6.4.2 To create an environment of continual life-long learning.

### Policies:

- Promote local career training opportunities at the high school and encourage post-secondary and continuing education;
- Collaborate with North Island College about future service plans for the North Island Area;
- Work with local industries to ensure that residents are informed of training and employment opportunities;
- Encourage residents to share specialized skills and knowledge with each other;
- Encourage early childhood education services and facilities within existing and new developments and neighbourhoods; and
- Review North Island Coordinated Workforce Strategy (2010) and work towards implementing key recommendations



## **PART VII: IMPLEMENTATION**

In order to fulfil the vision expressed in Part II of this plan (Planning Context), the policies contained in the previous sections must be implemented. A program of implementation helps to facilitate the orderly development and control of land in the best interests of the community and its future. The process of implementation includes many different elements, which reflects legislative authority, municipal procedures, council policies and citizen support.

### **Land-Use Designations:**

#### **7.1 (RR) Rural Resource**

To recognize and support rural resource activities (farming, forestry, aggregate extraction, renewable energy production) within the plan area in order to preserve resource land and ensure present sustainable management of resources.

Residential subdivision in an area designated Rural Resource may be permitted provided that it:

- a) Involves land that is unsuitable for resource use;
- b) Will have minimal impact on existing or potential use of adjacent parcels;
- c) Has an adequate supply of domestic water and means of sewage disposal; and
- d) Has been approved by the appropriate provincial agency having authority and is not hazardous to the environment.

The following suggested land uses are to guide subsequent Land Use Zones and Permitted Uses within Port Hardy's Zoning Bylaw.

Suggested Permitted Uses.

- a) Sustainable Resource Management (e.g. wood fibre, aggregates, renewable energy generation and distribution); and/or
- b) One residential unit per RR parcel.

#### **7.2 (RES) Residential**

To provide opportunities for a wide range of housing forms at various densities and numerous forms of tenure, to accommodate all income, age groups and households types.

The following suggested land uses are to guide subsequent Land Use Zones and Permitted Uses within Port Hardy's Zoning Bylaw.

Suggested Permitted Uses

- a) R1 (including secondary suites, garden suites);
- b) R2 (duplex, triplex, 4plex);

- c) R3 (multi-unit residential > 4 units, apartments, row-housing, condos);
- d) R4 (small lot, strata lot);
- e) Affordable housing;
- f) MH (manufactured homes); and/or
- g) Home Occupation (<35% of Principal Dwelling Unit).

### **7.3 (CD) Comprehensive Development**

Larger, undeveloped or derelict parcels in Port Hardy offer unique advantages in terms of size and scale of development, in addition to incorporating innovative mixes of land uses. Developments proposed within Comprehensive Development (CD) designated areas shall be developed according to a CD plan providing for flexibility and mix of land uses, housing types, densities, public open space, infrastructure and amenities.

#### **Goals:**

- a) Allow for flexible, innovative development options for larger parcels of land targeted for development;
- b) To maximize environmental protection, viewscales, amenity provisions and variability in densities and land uses; and
- c) To provide long term consistent land use decisions in proposed new, large neighbourhoods.

#### **Objectives:**

- a) To encourage innovative design and flexibility combined with density incentives;
- b) To develop distinctive, attractive neighbourhoods with a strong sense of place; and
- c) To enhance the quality of community by improving the character of the built environment, including visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction and promote public safety while incorporating rainwater management.

#### **Policies:**

- a) The District of Port Hardy may facilitate and co-implement Phased Development Agreements (PDAs) through a bylaw in order to create an additional tool to acquire amenities, land or housing concessions;
- b) Promote the use of individual gardens by allowing or requiring larger decks on multi-family units;
- c) Inclusion in the Zoning Bylaw of a minimum of 5% of the total building gross floor area proposed (excluding accessory buildings) as park, recreation and play areas into each development;
- d) Inclusion of a density bonusing mechanism based in the zoning bylaw built on minimum and maximum densities as defined by the District of Port Hardy.
- e) Proposed developments located within CD areas shall be required to address the following:
  - i. Phase I and Phase II (if necessary) Environmental Impact Assessment;
  - ii. Viewscape plan (where appropriate);
  - iii. Wildlife management plan (where appropriate);

- iv. Landscape plan incorporating native plant species;
- v. Design and integrate new street patterns into the existing network of Port Hardy;
- vi. Demonstrate that the density, land uses and related facilities are appropriate in form and scale to the community and the immediate neighbourhood;
- vii. Promote the protection of environmental and scenic land values;
- viii. When mixed land uses are proposed, demonstrate that the development and its features are of a form, scale, character and use that fosters a sense of neighbourhood focus;
- ix. Organize new development into compact groupings or clusters as a way of reducing sprawl, consolidating natural areas of protection where appropriate, reducing municipal servicing costs and creating additional amenities for homeowners;
- x. Reduce the need for reliance upon automobiles in neighbourhoods through the adoption of lanes and rear loading techniques, among others, while providing for the inclusion of landscaped pedestrian spaces, walkways and amenities; or
- xi. Provide trail connectivity within community trail networks.

The comprehensive development land use designations are organized into 4 areas to distinguish the primary use of the area and the best fit with surrounding land-uses. Land use designations can be found in Appendix A (map 1 – land use designations).

CD1: primary use residential with intention of incorporating mixed residential densities, typologies, useable open space, trails, and small commercial opportunities.

CD2: commercial and residential opportunities with integration of transportation infrastructure for the gateway of the town entrance.

CD3: residential, industrial, tourism-based activities, including trail development and connection to Beaver Harbour and downtown area.

CD4: primary use commercial (service commercial and tourism-based), incorporating industrial and residential opportunities. Government of Canada's Port Hardy Airport Zoning Regulations which may have an impact on development/building in this area. These regulations can be found at: <http://laws-lois.justice.gc.ca/PDF/SOR-91-484.pdf>

## **7.4 (COM) Commercial**

To encourage the centralization of commercial services in order to provide business opportunities, core services, employment opportunities and a pedestrian-friendly streetscape for residents and visitors of Port Hardy.

The following suggested land uses are to guide subsequent Land Use Zones and Permitted Uses within Port Hardy's Zoning Bylaw.

Suggested Permitted Uses:

- a) General Commercial
  - i. Retail;

- ii. Office;
  - iii. Restaurant;
  - iv. Gallery;
  - v. Flex-space (e.g. entrepreneurship, arts space, studio); and/or
  - vi. Service Station.
- b) Highway Commercial;
- i. Auto-mechanic; and/or
  - ii. Storage.
- c) Supportive Services
- i. Health clinic;
  - ii. Recreation;
  - iii. Laundry services.
- d) Ancillary Uses
- i. Parking;
  - ii. Accessory Residential (residential units above first storey).
- e) Tourism Development
- i. Resort/Hotel/Motel;
  - ii. Resort Condo;
  - iii. Guest House and Cabins;
  - iv. Vacation Rental;
  - v. Booking Agencies; and/or
  - vi. Recreational Uses.

## **7.5 (MCOM) Marine Commercial**

To encourage marine-based uses to locate along Hardy Bay shoreline and within the foreshore areas in order to promote economic and employment opportunities.

The following suggested land uses are to guide subsequent Land Use Zones and Permitted Uses within Port Hardy's Zoning Bylaw.

### **Suggested Permitted Uses**

- a) Outfitting
- b) Marina
- c) Boat launch
- d) Resource management
- e) Processing and Manufacturing
- f) Shipping
- g) Tourism related uses

## **7.6(C/I) Commercial/Industrial**

To provide for a mixture of commercial and industrial land-uses, including small manufacturing and processing combined with off-sales, storage, shipping, market stands, showrooms, large public assembly spaces.

The following suggested land uses are to guide subsequent Land Use Zones and Permitted Uses within Port Hardy's Zoning Bylaw.

Suggested Permitted Uses:

- Light Industrial (processing, manufacturing, storage)
- Warehouse retail
- Parking/Long-term storage
- Offices
- Sports & Recreation

## **7.7 (IND) Industrial**

To provide a suitable inventory of land for industrial and supportive uses in order to create a supply chain for business development, employment opportunities, innovation and entrepreneurship.

The following suggested land uses are to guide subsequent Land Use Zones and Permitted Uses within Port Hardy's Zoning Bylaw.

Suggested Permitted Uses:

- a) LI- Light Industrial (industrial/residential, workshop, small-scale manufacturing and processing distribution, storage);
- b) MI- Medium Industrial (manufacturing, processing); and
- c) HI- Heavy Industrial (heavy equipment, assembly, auto-wrecking, industrial fuel storage, hazardous materials).

## **7.8 (P1) Parks**

To provide a diversity of dedicated land areas throughout the community for the purposes of recreation and environmental conservation.

The following suggested land uses are to guide subsequent Land Use Zones and Permitted Uses within Port Hardy's Zoning Bylaw.

Suggested Permitted Uses:

- a) Municipal Park;
- b) Municipal Trails;
- c) Regional Park;
- d) Provincial Park; and

- e) Environmentally Protected Areas (riparian buffers, land covenants).

## **7.9 (P2) Institutional**

To provide for public or private community-based institutional uses, including schools, places of worship, gyms, arenas and other facilities for the purposes of learning, reflection, sports and recreation and social activity.

The following suggested land uses are to guide subsequent Land Use Zones and Permitted Uses within Port Hardy's Zoning Bylaw.

Suggested Permitted Uses:

- a) Community Centre;
- b) Places of Worship;
- c) Gallery and Museum;
- d) Farmer's Market;
- e) Fire/Police; and/or
- f) School.

## 7.10 Development Permit Areas

Any proposed building and subdivision within a Development Permit Area (DPA) requires the issuance of a Development Permit. The authority for local governments to establish DPA's is set out in the Local Government Act, Sections 919.1 and 920.

The purpose of a Development Permit Area (DPA) may be to:

- a) Protect development from hazardous conditions;
- b) Protect agricultural land;
- c) Protect the natural environment, its ecosystems and biological diversity;
- d) Revitalize an area in which a commercial use is permitted;
- e) Establish objectives to define the form and character of intensive residential development and/or to establish objectives for the form and character of commercial, industrial or multi-family residential development; and
- f) Establish objectives to promote energy conservation, water conservation and reduce greenhouse gas emissions.

Development Permit Areas can also promote energy and water conservation and reduce greenhouse gas emissions at the single family dwelling level. The scope of this legislation includes the following:

- a) Window glazing and orientation for solar energy gain;
- b) Southerly exposure for proposed buildings;
- c) Landscaping that requires less water and less dependence on irrigation (i.e. xeriscaping);
- d) Drainage by infiltration and increasing permeability;
- e) Use of natural vegetation to reduce cooling nodes;
- f) Siting of buildings;
- g) Energy efficiency;
- h) Form and exterior of buildings;
- i) Specific features in the development; and
- j) Machinery, equipment and systems that are external to buildings.

*Bill 27* requires local governments to develop targets for GHG emission reductions and report on progress. Local governments may tailor DPA guidelines so that development will contribute to specific measurable targets for the community.

Port Hardy's Development Permit Areas are shown on Appendix A (map 3 – Development Permit Areas) and follow eligibility as per Section 919.1 of the Local Government Act. Owners and/or Authorized Agents are required to obtain a development permit prior to altering, developing or subdividing lands subject to a Development Permit as specified in Section 920 of the Local Government Act.

### 7.10.1 GENERAL POLICIES

Unless exempted by Section 7.10.3 all proposed development, redevelopment and subdivision are required to obtain a Development Permit prior to any construction, alteration or subdivision of land.

### 7.10.2 DEVELOPMENT PERMIT INFORMATION REQUIREMENTS

In consultation with the District, applicants for a Development Permit may be required to submit appropriate reports certified by qualified professional indicating land use suitability for their proposal which should also include any mitigation recommendations from the qualified professional in relation to the proposed development. Although not an exhaustive list, professional reports may include the following:

- a) Geotechnical report: for properties having any slopes greater than 30%;
- b) Environmental report;
- c) Wildlife Study;
- d) Rainwater Management Plan;
- e) Archaeological Impact Assessment;
- f) Traffic Impact Assessment.

### 7.10.3 DEVELOPMENT PERMIT EXEMPTIONS

All proposed developments, redevelopments and subdivisions are subject to a Development Permit unless specifically exempted by this section.

A Development Permit will not be required in situations where at least one of the following exemption criteria applies:

New Section 7.10.3 BL 1025-2014
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- a) Construction for the purposes of accommodating a carriage home dwelling, duplex dwelling, manufactured home dwelling, secondary suite dwelling or single family dwelling;
- b) Subdivisions creating four or fewer lots;
- c) The value of the proposed construction as it relates to the exterior of an existing building is less than \$100,000;
- d) Renovations or alterations to the interior of an existing building;
- e) An addition to an existing building where the value of construction is less than \$100,000;
- f) New buildings that are less than 100 square metres in gross floor area;
- g) Planting of native trees, shrubs or ground cover or the alteration of land for the purposes of slope and soil stabilization, habitat improvement, erosion control and beautification except;
- h) Structural alteration of legal or legal, non-conforming buildings and structures within the existing footprint;
- i) The use of land is for outdoor recreational purposes and does not include buildings and structures other than fencing or nets;
- j) An undertaking of the District of Port Hardy or its contractors or agents;
- k) Emergency procedures to prevent, control or reduce erosion or other immediate threats to life and property including:
  - i) Flood protection and erosion protection;
  - ii) Removal of hazard trees (as determined by a qualified professional);
  - iii) Clearing of an obstruction from a bridge, culvert or drainage flow; or,
  - iv) Repairs to bridges and safety fences.

#### **7.10.4 Development Permit Areas**

There are eight areas of the District of Port Hardy within which a Development Permit may be required, subject to exemptions listed under Section 7.10.3:

- a) Downtown;
- b) Midtown;
- c) Thunderbird;
- d) Hardy Marina;
- e) Gateway Corridor;
- f) Quatse Estuary Environmentally Sensitive Area;
- g) East Bay; and
- h) Comprehensive Development Areas.

#### **DEVELOPMENT PERMIT AREA #1 – DOWNTOWN**

Development Permit Area #1 known as Downtown, as indicated on Appendix A (map 3 – Development Permit Areas).

##### **Justification**

As the primary commercial service area for the District of Port Hardy and outlying areas, the downtown shall achieve a pedestrian friendly environment, aesthetically pleasing viewsapes and an area which is vibrant with activity. The form and character of future buildings and structures along Market Street and the surrounding area of the Downtown area are to reflect compact development. The reduction of GHG emissions and promotion and requirement for energy conservation reduces impacts on municipal infrastructure while creating more cost efficient and environmentally friendly construction.

##### **Designation:**

- a) Section 919.1(1) (d) of the Local Government Act – revitalization of an area in which commercial use is permitted;
- b) Section 919.1 (j) establishment of objectives to promote the reduction of greenhouse gas emissions.

##### **Guidelines**

Development permits issued in this area shall be in accordance to the guidelines listed below for Revitalization, Form and Character and Interconnectivity and GHG Reduction.

##### **General**

- a) When feasible conduct a Design Charrette of the downtown area in order to prepare a model and set of sketches for key corners, parcels;
- b) Viewsapes to the waterfront shall be preserved;
- c) Dedication of pedestrian corridors connecting mid-blocks and neighbouring areas;
- d) Renovations to existing buildings shall respect the style and characteristics of the building's original style of construction, particularly where there is evidence of historic architectural significance;
- e) Design proposals for new construction shall respect and reflect the character of the community, the Maritime or Forestry themes, architecture of existing buildings and the natural environment;

- f) Lighting, bollards, park benches, refuse containers and other street furniture shall complement existing revitalization features;
- g) Pedestrian walkways and sidewalks respecting the needs of people with limited mobility shall be improved where possible;
- h) Barrier-free design principles shall be used for buildings, structures and uses in the Downtown area;
- i) Landscaping and ground cover shall be planted in bare areas;
- j) Require double-wide sidewalk widths to encourage multiple activities in the public realm (outdoor eating, public art, strollers, benches, gardens);
- k) Encourage the creation of residential/commercial developments with the residential on the second storey;
- l) Design of developments or re-developments should consider the design of adjacent buildings and open-space;
- m) Variety, continuity and pedestrian interest should be expressed in the design of buildings, especially at the ground level. Massive structures and long expanses of straight walls must be avoided;
- n) Use of medians to allow for temporary uses and activities; and
- o) The design elements of the rear and sides of buildings must be considered.

### **Canopies**

- a) Permanent canopies shall be encouraged rather than temporary awnings along Market Street.
- b) A canopy is a solid permanent structure that extends the pedestrian walkway and is built of durable materials;
- c) Awnings are a fabric-covered frame extending over the pedestrian walkway.
- d) Canopies may only be “pitched” in design;
- e) Canopy design must consider that water run-off is managed and diverted from pedestrian thoroughfares;
- f) Canopies must enhance or improve the overall aesthetic;
- g) Minimum height for fascia panels is 0.6 metres.

### **Colour:**

- a) Light “modern” colours indicative of the Maritime theme are encouraged; and
- b) Colour contrast between adjacent buildings is suggested.

### **Signage**

- a) Signage should be harmonious with the building to which it is attached.;
- b) Signage should be in proportion to other signs in the area;
- c) Size: Refer to Sign Bylaw;
- d) Acceptable Materials: Refer to Sign Bylaw;
- e) Multiple Signs on Single Facade: Should be uniform in nature with respect to size, proportion, location and material. Refer to Sign Bylaw;
- f) Sign Height: Sign shall not exceed building height.

### **INTERCONNECTIVITY AND GHG REDUCTION**

- a) Dedication of trail and public right-of-way space to connect Market Street and surrounding downtown streets to Carrot Park and waterfront trail and walking loop;
- b) Placement of bicycle lock-up facilities;

- c) Dedication of public right of ways for access to riverside and connecting paths to subsequent areas of Port Hardy;
- d) Trail signage for pedestrians & non-motorized users
- e) Placement of benches and covered areas for pick-up areas (i.e. bus, car-pool, taxi)
- f) Designed for universal accessibility;
- g) Snow removal & lighted areas;
- h) Mixed-use commercial/residential development.

## **DEVELOPMENT PERMIT AREA #2 – MIDTOWN**

Development Permit Area #2 known as Midtown, as indicated on Appendix A (map 3 – Development Permit Areas).

### **JUSTIFICATION**

Neighbouring the Downtown area is the primary grocery shopping, auto services and support services in Port Hardy and access to the majority of the residential neighbourhoods. The objective is to ensure that the subject lands achieve 1) design standards, which portrays a high quality, small town streetscape reflecting Port Hardy's outdoor adventure and marine environment; 2) interconnectivity between the Market Street, Thunderbird Area and the surrounding residential areas within Port Hardy.

### **DESIGNATION**

- a) Section 919.1(1) (d) of the Local Government Act – revitalization of an area in which commercial use is permitted;
- b) Section 919.1(1) (f) of the Local Government Act – establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- c) Section 919.1 (j) of the Local Government Act - establishment of objectives to promote the reduction of greenhouse gas emissions.

### **GUIDELINES**

Development permits issued in this area shall be in accordance to the guidelines listed below for Revitalization, Form and Character and Interconnectivity and GHG Reduction.

### **FORM AND CHARACTER**

#### **General**

- a) When feasible conduct a Design Charrette of the midtown area in order to prepare a model and set of sketches for key corners, parcels;
- b) Buildings and the open space around them shall contribute to the image of a high quality, pedestrian friendly commercial area (façade facing street frontage, front entry, covered entrance, front lighting on signage and architectural features, natural landscaping, durable hardscaping);
- c) Encourage greening of off-street parking surfaces;
- d) Encourage shared parking facilities & parking to the rear of buildings;
- e) Designated pathways, crossings, for non-vehicular traffic;
- f) Focus views and building orientations towards Stink Creek Park;

- g) Bring built form and pedestrian paths closer to lot lines;
- h) Encourage beautification, traffic calming at Rupert & Granville corner & Highway 19 & Granville;
- i) Encourage water gardens and ditches for storm water collection;
- j) Investigate on-street parking opportunities along Granville;
- k) Design of developments or re-developments should consider the design of adjacent buildings and open-space;
- l) Variety, continuity and pedestrian interest should be expressed in the design of buildings, especially at the ground level. Massive structures and long expanses of straight walls must be avoided;
- m) Use changes in building material to relate building frontage to pedestrian scale;
- n) Use of medians to allow for temporary uses and activities;
- o) The design elements of the rear and sides of buildings must be considered;
- p) In general, historical building colours and muted tones that are drawn from the natural surroundings are appropriate;
- q) Building lighting shall be subdued and directed away from adjacent properties. Front-lighting is preferred over other forms of illumination;
- r) Mechanical equipment & waste containers shall be appropriately screened and buffered to reduce any negative visual and acoustical impacts; and
- s) Above ground fuel storage tanks for service stations are not supported; however, approval of aboveground tanks may be considered on a site-by-site basis provided that the location of the tanks is screened by buildings and landscaping and that adequate traffic circulation can be maintained.

### **Materials**

- a) Building materials must be durable and withstand the local climate;
- b) The use of high quality materials with a natural appearance is an important concept to creating harmony and character in the Port Hardy Village; and
- c) Most appropriate materials include wood, rock and stone, however similar materials can be presented at time of development permit application.

### **INTERCONNECTIVITY AND GHG REDUCTION**

- a) Dedication of trail and public right-of-way space to create linkages to the waterfront trail;
- b) Placement of bicycle lock-up facilities;
- c) Dedication of public right of ways for access to waterfront and connecting paths to subsequent areas of Port Hardy;
- d) Trail signage for pedestrians & non-motorized users;
- e) Placement of benches and covered areas for pick-up areas (i.e. bus, car-pool, taxi)
- f) Designed for universal accessibility; and
- g) Mixed-use commercial/residential development.

## **DEVELOPMENT PERMIT AREA #3 – THUNDERBIRD**

Development Permit Area #3 known as Thunderbird, as indicated on Appendix A (map 3 – Development Permit Areas).

### **JUSTIFICATION**

The lands situated to the west of Hwy 19 and the existing residential neighbourhoods of Port Hardy are underutilized and will eventually be developed for higher uses. This area serves great opportunities for views to the ocean and surrounding mountains and is in close proximity to parks, residential neighbourhoods and commercial services. The large vacant lands and/or derelict uses provide ample flexibility for a variety of uses.

### **DESIGNATION**

- a) Section 919.1(1) (d) of the Local Government Act – revitalization of an area in which commercial use is permitted;
- b) Section 919.1(1) (f) of the Local Government Act – establishment of objectives for the form and character of commercial, industrial or multi-family residential development; and
- c) Section 919.1 (j) of the Local Government Act - establishment of objectives to promote the reduction of greenhouse gas emissions.

### **GUIDELINES**

Development permits issued in this area shall be in accordance to the guidelines listed below for Revitalization of an area, Form & Character and Interconnectivity & GHG Reduction.

### **FORM AND CHARACTER**

#### **General**

- a) When feasible conduct a Design Charrette of the Thunderbird area in order to prepare a model and set of sketches for key corners, parcels;
- b) Buildings and the open space around them shall focus on using the topography and viewscape potential of the ocean and surrounding mountains;
- c) Use steep grade to tier building heights and lessen need for material excavation;
- d) Encourage the creation of residential/commercial developments;
- e) Design of developments or re-developments should consider the design of adjacent buildings and open-space;
- f) Tree management plan is encouraged to identify problem trees and to design a long-term management procedure for keeping a high number of mature trees in village core;
- g) Variety, continuity and pedestrian interest should be expressed in the design of buildings especially at key linkage areas between the residential neighbourhoods, school area to the west of Hwy 19 and the commercial core to the east;
- h) Off-street parking shall be minimized and is encouraged to be placed behind the development away from pedestrian corridors;
- i) It is encouraged to explore the opportunity of creating a landmark in this area, as it provides great height and viewsheds for the majority of surrounding Port Hardy lands;
- j) Building lighting shall be subdued and directed away from adjacent properties. Front-lighting is

- preferred over other forms of illumination; and
- k) Mechanical equipment and waste containers shall be appropriately screened and buffered to reduce any negative visual and acoustical impacts.

### **Materials**

- a) Building materials must be durable and withstand the local climate;
- b) The use of high quality materials with a natural appearance is an important concept to creating harmony and character in Port Hardy; and
- c) Most appropriate materials include wood, rock and stone, however similar materials can be presented at time of development permit application.

### **INTERCONNECTIVITY AND GHG REDUCTION**

- a) Dedication of trail and public right-of-way space to create a linkage to waterfront trail and surrounding pedestrian corridors;
- b) Trail signage for pedestrians and non-motorized users;
- c) Placement of benches and covered areas for pick-up areas (i.e. bus, car-pool, taxi);
- d) Designed for universal accessibility;
- e) Weather protection and covered areas and lighted areas; and
- f) Mixed-use commercial/residential development

### **DEVELOPMENT PERMIT AREA #4 –HARDY MARINA**

Development Permit Area #4 known as Hardy Marina, as indicated on Appendix A (map 3 – Development Permit Areas).

### **JUSTIFICATION**

The Marina area is one of the features of Port Hardy. The area has attracted tourism accommodation, tourism-based services and other marine-based services. The Marina area is currently divided from the downtown area due to existing residences, as well as natural topography (hilltop between the two areas). Water-based and non-vehicular transportation connections between the Marina and downtown and across to East Bay are heavily encouraged.

### **DESIGNATION**

- a) Section 919.1(1) (d) of the Local Government Act – revitalization of an area in which commercial use is permitted;
- b) Section 919.1(1) (f) of the Local Government Act – establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- c) Section 919.1 (j) of the Local Government Act - establishment of objectives to promote the reduction of greenhouse gas emissions.
- d) Section 919.1(1)(a) of the Local Government Act – protection of the natural environment, its ecosystems and biological diversity; and
- e) Section 919.1(1)(b) of the Local Government Act – protection of development from hazardous conditions.

## **GUIDELINES**

Development permits issued in this area shall be in accordance to the guidelines listed below for Form and Character and Interconnectivity and GHG Reduction.

## **FORM AND CHARACTER**

### **General**

- a) When feasible conduct a Design Charrette of the Marina area in order to prepare a model and set of sketches for key corners, parcels;
- b) Require dedication and construction of waterfront trail in all future commercial or residential developments;
- c) Use hillside to tier building height to maximize views and density;
- d) Encourage shared off-street parking;
- e) Encourage covered parking and landscaping of parking structures;
- f) Maintain a nautical theme by using marine-based materials for structural and accent pieces; and
- g) Ensure public facilities are available (washrooms, bike storage, benches, childrens play area, fish cleaning, etc).

### **Materials**

- a) cedar siding
- b) aluminum/tin
- c) rope
- d) driftwood
- e) old marine vessels
- f) reclaimed materials

## **INTERCONNECTIVITY AND GHG REDUCTION**

- a) Dedication of trail and public right-of-way space to create a waterfront trail connecting to Carrot Park and to the Quatse Estuary;
- b) Placement of bicycle lock-up facilities;
- c) Trail signage for pedestrians and non-motorized users;
- d) Placement of benches and covered areas for pick-up areas (i.e. bus, car-pool, taxi);
- e) Designed for universal accessibility; and
- f) Mixed-use commercial/residential development.

## **DEVELOPMENT PERMIT AREA #5 – GATEWAY CORRIDOR**

Development Permit Area #5 known as Gateway Corridor as indicated on Appendix A (map 3 – Development Permit Areas).

### **JUSTIFICATION**

As the singular entrance to Port Hardy’s commercial core via Highway 19, residents and travelers looking for automobile-based services as well as personal services travel through this area. Port Hardy is also the Gateway to the north coast and sees increases in visitors during the schedule ferry arrivals/departures. The objective is to ensure that the subject lands achieve 1) design standards, which portrays the identity of Port Hardy and greets residents and visitors in a welcoming manner, reflecting Port Hardy’s outdoor adventure and marine environment; 2) Interconnectivity between the Marina lands, East Bay and the Midtown/Thunderbird areas. Found within this area is also the uplands to the Quatse River and tributaries that flow into the estuary and therefore environment monitoring and guidelines shall be put in place for water and ecosystem protection.

### **DESIGNATION**

- a) Section 919.1(1) (d) of the Local Government Act – revitalization of an area in which commercial use is permitted;
- b) Section 919.1(1) (f) of the Local Government Act – establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- c) Section 919. (1)(j) of the Local Government Act - establishment of objectives to promote the reduction of greenhouse gas emissions;
- d) Section 919.1(1)(a) of the Local Government Act – protection of the natural environment, its ecosystems and biological diversity; and
- e) Section 919.1(1)(b) of the Local Government Act – protection of development from hazardous conditions.

### **GUIDELINES**

Development permits issued in this area shall be in accordance to the guidelines listed below and in accordance with Ministry of Highways policies and regulations.

### **FORM AND CHARACTER**

#### **General**

- a) 10m tree retention corridor from south town boundary limit to Bear Cove road;
- b) Prohibit bill board signage;
- c) Encourage shared highway access/egress areas;
- d) Encourage the development of multi-use pathway off of the Highway grade;
- e) Use physical built form (buildings and or structures to define the “urban” entrance to Port Hardy) bring buildings closer to front lot lines, partner with Highways regarding a vegetated median or boulevard to signal the transition from a highway traffic experience to a commercial/residential experience;
- f) Encourage solar-powered street lighting and bollard lighting along multi-use pathways;
- g) Encourage benches and pull-outs for visitor information;
- h) Developments are encouraged to utilize mixed-use tourist-commercial uses with accommodation opportunities;

- i) Vehicular access and egress to the property shall be minimized (i.e. designated entrances, shared-access agreements);
- j) Encourage shared parking areas with natural landscaping;
- k) The design elements of the rear and sides of buildings must be considered; and
- l) Above ground fuel storage tanks for service stations are not supported; however, approval of above ground tanks may be considered on a site-by-site basis provided that the location of the tanks is screened by buildings and landscaping and that adequate traffic circulation can be maintained.

## **INTERCONNECTIVITY AND GHG REDUCTION**

- a) Collaborative effort of creating a transportation centre (bus pick-up/drop-off, shuttle area, rental cars, long-term parking for campers);
- b) Placement of bicycle lock-up facilities;
- c) Trail signage for pedestrians and non-motorized users;
- d) Placement of benches and covered areas for pick-up areas (i.e. bus, car-pool, taxi);
- e) Provide electricity (photo-voltaic preferred) for lighted areas; and
- f) Mixed-use commercial/residential development.

## **Development Permit Area #6 – Quatse Estuary Environmentally Sensitive Area**

Development Permit Area #6 known as Quatse Estuary, as indicated on Appendix A (map 3 – Development Permit Areas).

### **Justification**

Environmentally Sensitive Areas (ESA's) are lands and waters containing ecosystems and habitats that are fragile, rare or are ecologically important because of the biological diversity they support. They are also sensitive to disturbance by human activity. During the consultation process, the Port Hardy community identified environmental protection as a priority through a number of policy recommendations provided during the OCP planning process. Also, declining fish stocks have led to the need for protection of fisheries values in areas adjacent to rivers, lakes, streams, wetlands, estuaries and the coast. Therefore, development within these areas requires assessment to ensure protection of ecological values from potentially harmful development activities. Environmentally sensitive and natural environment Development Permits are used to minimize the impact of development on the natural environment which allows for careful consideration of ecological values during the development application and approval processes.

### **Qualifying Categories**

- a) Section 919.1(1)(a) of the Local Government Act – protection of the natural environment, its ecosystems and biological diversity; and
- b) Section 919.1(1)(b) of the Local Government Act – protection of development from hazardous conditions.

### **Guidelines**

Development Permits issued in this area shall be in accordance with section 7.1 and the following  
*Bylaw No. 15-2011*

guidelines:

- a) Where any portion of the site is within or adjoining an Environmentally Sensitive Area (ESA) with High or Medium environmental rating;
- b) Conduct an environmental impact study (EIS) for approval by the District. To be approved, the EIS must be acceptable to the provincial and federal agencies responsible for environmental protection; the study should delineate boundaries of the Environmentally Sensitive Area.
- c) Unless otherwise specified in the EIS, design and locate buildings, structures and exterior recreation spaces to minimize their impact by maintaining a minimum setback of 15 metres (49 feet) and clustering the development away from the edge of the environmentally sensitive portion as identified by the EIS;
- d) Provide additional setback from any identified fish bearing watercourses to requirements of the Provincial and Federal Ministries responsible for environment and fisheries and incorporate appropriate measure to protect these watercourses as required. Unless otherwise specified or approved by these Ministries, the following areas from top of the bank should remain free from any development:
  - i. Minimum 30 metres (98.5 feet) abutting fish bearing water courses; and
  - ii. Minimum 15 metres (49 feet) along all other watercourses.
- e) Site development and design should not result in the net loss of aquatic or animal habitats, deterioration in the quality of surface run-off or ground water, increase levels of run-off and change in the existing natural level of any watercourse;
- f) Site development in, or adjoining an Environmentally Sensitive Area, including preliminary site work, shall only commence following the completion and approval of an environmental impact study (EIS) with mitigation if required.
- g) At least 70% of the setback areas should be landscaped with trees and plant materials of species that would complement and enhance the existing vegetation of the Environmentally Sensitive Area, if possible, and be supportive of the existing foliage;
- h) Plans for development of land abutting the Quatse Estuary shall include a 30 metre set back from the high water mark. Set back areas may be used for public walkways, edge rehabilitation, viewpoints, or interpretative centers;
- i) The subdivision or development of land, containing a stream, occurring within 15 meters adjacent to the waterfront, waterways or wetlands shall require a detailed development plan that includes:
  - i. Inventory of significant fisheries species and related habitat classification within the site;
  - ii. Impact statements describing effects of proposed development on natural conditions;
  - iii. Guidelines for mitigating habitat degradation, including limits of proposed leave areas; and
  - iv. Habitat compensation alternatives, where compensation is approved.

### **Commercial Lands in the ESA**

- a) Lands designated Commercial as of the date of passage of this bylaw are deemed to have a moderate environmental setting and do not require an EIS but are subject to the other requirements of this development permit section.
- b) All other lands are deemed to have a high environmental setting.

### **DEVELOPMENT PERMIT AREA #7 – EAST BAY**

Development Permit Area #7 known as East Bay, as indicated on Appendix A (map 3 – Development Permit Areas).

### **JUSTIFICATION**

East Bay provides a variety of opportunities for commercial, industrial and residential uses to take place. Close proximity to the highway and the ferry terminal, uninterrupted ocean views, and access to foreshore areas, all provide great potential for this area of Port Hardy. The objective is to ensure future development in this area is a step towards a stronger Port Hardy overall.

### **DESIGNATION**

- a) Section 919.1(1) (d) of the Local Government Act – revitalization of an area in which commercial use is permitted.
- b) Section 919.1(1) (f) of the Local Government Act – establishment of objectives for the form and character of commercial, industrial or multi-family residential development.
- c) Section 919. (1)(j) of the Local Government Act - establishment of objectives to promote the reduction of greenhouse gas emissions.

### **GUIDELINES**

Development permits issued in this area shall be in accordance to the guidelines listed below & in accordance with Ministry of Highways policies and regulations.

### **FORM AND CHARACTER**

#### **General**

- a) Encourage the use of differing architectural styles;
- b) Encourage onsite renewable energy production, including micro-wind, solar, co-generation;
- c) Investigate eco-industrial practices for the area;
- d) Use natural vegetation to buffer utility, or mechanical equipment;
- e) Encourage off-street parking to be landscaped and have stormwater collection and onsite treatment;
- f) Encourage buildings to tier into hillsides;
- g) Require dedication and construction of waterfront trail; and
- h) Encourage the use of full cut off lighting in all types of development.

## **INTERCONNECTIVITY AND GHG REDUCTION**

- a) Interconnectivity of properties in the East Bay area with the development of linking pedestrian pathways;
- b) Placement of public right-of-way dedication for paths, exits, entrances to relate to point of pedestrian controlled highway crossing;
- c) Collaborative effort of creating a transportation centre (bus pick-up/drop-off, shuttle area, rental cars, long-term parking for campers);
- d) Placement of bicycle lock-up facilities;
- e) Trail signage for pedestrians & non-motorized users;
- f) Mixed-use commercial/residential development; and
- g) Shared electrical outlets for the purpose of electric car re-charging.

## 7.11 AMENDMENT PROCEDURES

Bylaw No. 15-2011 Port Hardy Official Community Plan sets out an amendment procedure that allows OCP amendment applications to be received and processed as follows below:

### **Why would you need to amend the Plan?**

OCP amendments are usually triggered by site-specific rezoning proposals that are inconsistent with the OCP. Other changes to the OCP may be proposed by Municipal staff to keep the Plan up-to-date and to meet the needs of a changing community.

Are there public participation opportunities?

There are two opportunities for the applicant and the general public to comment on a proposed amendment to the OCP:

1. Prior to 1st reading of the amendment, the applicant is encouraged to hold a Public Open House to collect community feedback prior to submitting final application (note: this is not a legislative requirement under the Local Government Act); and
2. A presentation or written submission to Council at the required Public Hearing during the Bylaw phase of the Plan amendment process.

### **When can rezoning applications be submitted?**

The earliest any rezoning applications, which are inconsistent with the OCP, can be submitted is after the OCP Public Hearing has been concluded.

### **How to Make an OCP Amendment Application**

The following steps will assist you through the OCP Amendment process:

1. Pre-Application Meeting
  - I. Application requirements and process reviewed with District of Port Hardy staff.
2. Application Submission
  - I. All applications to amend the OCP must be submitted to initiate the process.
  - II. Completed application form with all supporting documentation.
  - III. Community Plan amendment application fee.
3. Review Period
  - I. Referrals made to appropriate internal and external stakeholders.
  - II. Preparation of staff report to Council.
  - III. Letter sent to applicant.
4. OCP Amendment Bylaw
  - I. Report from staff including the recommendation of Commissions goes to Council for consideration.
  - II. Council may give first and second readings to the OCP Amendment Bylaw at this time.
5. Public Hearing
  - I. Hearing fee due once the Public Hearing has been called by Council.

- II. Presentation by applicant can be made to Council at the Hearing. Please note that a presentation is not a requirement; however, it is prudent to be available to answer any questions from Council.
  - III. Please note that after the Public Hearing, Council is not permitted to receive any additional information regarding the application
6. Adoption of the Bylaw
- I. Council makes its final decision regarding the proposed OCP amendment. If successful, Council will give the OCP Bylaw third reading and adoption.

### **What Will It Cost To Make An OCP Amendment Application?**

The cost of assembling supporting documentation for the application:

- a) Refer to District of Port Hardy Rates Bylaw for Official Community Plan amendment application fee.
- b) Advertising costs.
- c) The cost of on-site signage.

### **Other Development Applications Which You May Need**

- a) Rezoning
- b) Development Permit
- c) Subdivision
- d) Building Permit – For further information on these processes, please contact the District of Port Hardy.

### **Required Documents**

The following documents must be completed and accompany an application to amend the OCP:

- a) OCP Amendment application form signed by all of the owners of the subject property. If a consultant is acting on the owner(s) behalf, an Agency Agreement form, which authorizes the consultant to act on the owner(s) behalf, is required to formally recognize the consultant as an agent of the owner.
- b) Application fee receipt (see District of Port Hardy Rates Bylaw for details) - this fee covers the cost of processing the application.
- c) Title for the subject property - the Title can be no older than two (2) weeks at the time your application is submitted to ensure up-to-date information about ownership.
- d) All relevant Covenants associated with the property - this will identify any restrictions for development that may already be registered on title for the property.
- e) A location plan indicating where the property lies in relation to the surrounding neighborhood - this information is necessary to provide a clear understanding of where your proposed land use change is to occur.

- f) A statement of intent which indicates the current OCP designation and the proposed OCP designation - the statement should also provide a brief rationale for the request in relation to five (5) goals of Port Hardy's OCP.

#### **OCP Amendment Assessment Criteria**

Applications will be assessed on the ability of the amendment to maintain or achieve one or more of the goals of Port Hardy OCP. Applications have the greatest opportunity for success if the proposal is consistent with the following goals of the Plan:

- a) Build Complete Neighbourhoods - with a mix of land uses and densities in identified urban centres in a way that reflects local character and enhances livability and employment opportunities.
- b) Protect the Environment - by identifying and protecting natural diversity and ecosystems in the course of land use and development.
- c) Manage Growth - by focusing future development to any of the three urban centres and the comprehensive development areas that surround these three nodes and thus preventing the spread of residential and commercial development into the rural land areas.
- d) Improve Mobility and Servicing - by creating greater accessibility and more opportunity for safe and convenient movement around the town and by making effective use of existing road, sewer, water, storm and other municipal services and to leverage future development to bring a higher level of services to the existing community.
- e) Ongoing Planning and Community Involvement - through the initiation of public involvement in the maintenance and achievement of OCP goals, and involvement in the preparation of the design and details related to the proposed amendment.

#### **Zoning Bylaw**

This bylaw controls the land-use designations within the District of Port Hardy. Amendments to the zoning bylaw will be prepared to implement the land use policies updated and contained in this Plan.

#### **Fiscal Program**

Implementation of many of the policies contained in this Plan depend on the expenditure of District funds. The Five-year Financial Plan, Annual Report and Reserve Funds, in particular, must reflect the policies of the Official Community Plan with regard to the physical infrastructure.

#### **Additional Plans and Documents**

Additional plans, programs or bylaws intended to implement the OCP include the following:

- a) Zoning Bylaw;
- b) Tax incentives;
- c) Parking incentives;
- d) Municipal land acquisition strategy;

- e) Incentives for maintenance and upkeep of buildings; Parks and Recreation Open Space and Trails (PROST) Master Plan;
- f) Economic Development Plan;
- g) Greenhouse Gas (GHG) Action Plan/Community Energy Plan;
- h) Quality of Life Indicator Measurements;
- i) Affordable and Accessible Housing Needs Assessment

## Appendix A – Mapping

## Map 1 – Land Use

## Map 2 – Sensitive Ecosystems

**Map 3 – Development Permit Areas**

## Map 4 – Transportation

## Map 5 – Utilities

## Appendix B – Riparian Areas Regulation



BYLAW NO. 15-2011  
DISTRICT OF PORT HARDY OFFICIAL COMMUNITY PLAN

APPENDIX "B"  
RIPARIAN AREAS REGULATION

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## **INTRODUCTION**

Riparian zones are areas of land and vegetation adjacent to creeks, rivers or other bodies of water that provide a range of important functions, including fish and wildlife habitat, erosion, flood protection, sedimentation control and stream bank stability. Riparian areas need to remain in a largely undisturbed state to provide these functions.

The Riparian Areas Regulation (RAR) was enacted in accordance with the Fish Protection Act of British Columbia in July 2004 and implemented on March 31, 2005. Policies within the District of Port Hardy Official Community Plan identify the importance of riparian and wetland areas within the District of Port Hardy. However, Port Hardy falls outside the existing Riparian Areas Regulation but recognizes the need to adopt some, or all, of these regulations as the community works towards true sustainability.

The purpose of the Regulation is to protect the features, functions and conditions that are vital in the natural maintenance of stream health and productivity. These vital features, functions and conditions are numerous and varied and include such things as:

- a) Sources of large organic debris, such as fallen trees and tree roots;
- b) Areas for stream channel migration;
- c) Vegetative cover to help moderate water temperature;
- d) Provision of food, nutrients and organic matter to the stream;
- e) Stream bank stabilization; and
- f) Buffers for streams from excessive silt and surface runoff pollution.

The RAR model uses Qualified Environmental Professionals (QEPs), hired by land developers, to:

- a) Assess habitat and the potential impacts to the habitat;
- b) Develop mitigation measures; and
- c) Avoid impacts from development to fish and fish habitat, particularly riparian habitat.

The cost of this assessment is the responsibility of the land developer, allowing governments to focus on monitoring and enforcement within their respective jurisdictions. By conscientiously following the assessment procedure set out in the Regulation, the QEP and the land developer will have applied due diligence in avoiding a harmful alteration, disruption or destruction (HADD) of riparian fish habitat.

The assessment management and methods are key components of the regulatory regime for riparian protection that is clear and measurable, but does not rely exclusively on default setbacks. The assessment is based on the best available science with respect to riparian habitats.

### **1.0 MANAGEMENT AND METHODS**

The Riparian Area Regulation (RAR) assessment methods are to be followed with additional consideration of cumulative impacts of development along the entire length of the stream or wetland. Trails can be located inside or outside the protective buffer zone; sections within or through sensitive habitats need to be constructed with high standards and are acceptable where:

- a) The ground is stable or will not be detrimentally impacted by the constructed trail;

- b) The sensitive habitat will not be impacted by the presence of the trail (some bird nest sites and sensitive ecosystems may be adversely affected);
- c) The habitat features are identified by interpretative signs including statements about their sensitivity to uncontrolled access; and
- d) Access is limited to the designated trail, through fencing, planting and designated people areas.

With effective planning and design, the District of Port Hardy can utilize some sensitive habitats as features in greenways, linear walkways and park trail networks and as green space amenities.

### **1.1 Where Properties are Adjacent to the Sea:**

- a) No building shall be constructed, nor mobile home located within 15 horizontal meters of the natural boundary of the sea; this may be reduced to 7.5 horizontal meters where the frontage is on bedrock or adequately protected from erosion or through works designed by a suitably qualified professional engineer and a member in good standing of the Association of Professional Engineers and Geoscientists of BC; and
- b) Areas used for habitation, business, or storage of goods damageable by floodwaters shall be established within any building at an elevation such that the underside of the floor system thereof is no lower than 4 meters above the natural boundary of the sea.

### **1.2 Changes In and About a Stream:**

- a) Culverts, bridges, bank protection works, pipeline crossings and other changes in and about a stream (as defined in the *Water Act*) may negatively impact on the legal rights of downstream water licensees, water channel stability, flood levels and on the fish resource values. These changes in and about a stream are therefore regulated under Section 9 of the *Water Act* and Part 7 of the *Water Act* Regulations to minimize these negative impacts.

### **1.3 Stormwater Management**

During the past two decades, a significant body of research has been completed regarding the impacts of urbanization on streams, lakes, oceans and wetlands. The findings clearly demonstrate that the most important impacts of urbanization on streams in order of importance are:

- a) Changes in hydrology;
- b) Changes in riparian corridor;
- c) Changes in fish habitat within the stream; and
- d) Water quality (see definition)

Stormwater is the component of runoff that is generated by human activities. Stormwater is created when land development alters the natural hydrological cycle or water balance. To mitigate the cumulative impacts of stormwater resulting from changes to the natural water balance, the Province of BC has developed a guidebook to assist local governments, engineers and planners in clearly understanding the broader issues and strategies currently available to correct stormwater-related problems.

## **2.0 REPORTS REQUIRED**

### **2.1 Assessment Report**

An Assessment Report is required for the District of Port Hardy before development is approved to proceed. This must be completed by a Qualified Environmental Professional (QEP) at the developer's expense. The Assessment Report must provide the following components:

- a) Evidence of the QEP's qualifications;
- b) Assurance that proper assessment methods will be followed;
- c) Information regarding the following components: streams, fish presence, fish habitat, animal presence, riparian vegetation and other ecosystem conditions that support fish life processes, removal of hazard trees, windthrow, drip zone and rooting strength, encroachment, sediment and erosion control measures, floodplain concerns and on-site stormwater management;
- d) Information regarding potential impacts of the proposed development, mitigation options and design alternatives;
- e) Evidence that the development will not result in Harmful Alteration, Disruption, or Destruction (HADD) of riparian areas;
- f) Assurance that the slope stability will not be jeopardized if the area has a slope of 30% or more; and
- g) Identify measures that will be required to maintain the integrity of the riparian area.

### **2.2 Proposal for Management of Sediment**

A proposal for the management of sediment during construction is required and needs to show how the stream, wetland, ocean, or any associated drainages will be protected from sediment, erosion, areas of exposed soil and runoff impacts that may result from construction or land clearing activities.

### **2.3 Drainage Plan**

A drainage plan must be completed that includes recommendations for implementation with the proposed development that address the following factors:

- a) water quality;
- b) water quantity;
- c) erosion control;
- d) impact on fish and wildlife habitat; and
- e) physical riparian functions.

The drainage plan should aim to minimize to the fullest extent the impact the development may have on the riparian area.

### **2.4 Viewscape Plan**

A viewscape is all of the land and water seen from a point or along a series of points (e.g., a road or trail); it is also a point being viewed (e.g., a lookout, building, or sign). Viewscape management includes describing, planning, and designing the visual aspects of all components of the area, then working to achieve specific related objectives. Existing trees and native vegetation within the riparian assessment area are to be retained as much as possible; therefore, a Landscape Architect will complete a viewscape plan prior to any clearing or land alteration.

## 2.5 Re-Vegetation Plan

A QEP, in conjunction with a landscape architect, is required to provide a re-vegetation plan *if* the proposed area to be developed was previously cleared of native vegetation, or is cleared during the process of development. Conditions and requirements respecting implementation of the vegetation management may be specified in a development permit. The chosen vegetation should be native to the District of Port Hardy, and be selected for erosion control and/or fish habitat and animal habitat values as needed. Vegetation species used in replanting, restoration and enhancement shall be selected to suit the soil, light, and groundwater conditions of the site.

## 3.0 EXEMPTIONS

- a) Emergency procedures to prevent, control, or reduce immediate threats to life or property, including:
  - i. Emergency actions for flood and erosion protection, and clearing of obstructions from watercourses;
  - ii. Emergency works to protect, repair, or replace public utilities;
  - iii. Clearing of an obstruction from a bridge, culvert, or drainage flow;
  - iv. Repairs to bridges or safety fences; and
  - v. Removal of trees when there is an imminent danger of the tree. All actions used to resolve emergency situations must be reported to the District of Port Hardy Public Works Department and, if appropriate, the federal and provincial authorities immediately. Any emergency works are to be undertaken in accordance with the Provincial *Water* and *Wildlife Acts* and the Federal *Fisheries Act*.
- b) Removal of individual invasive species identified by a QEP, by hand or in a manner that does not unduly disturb surrounding native vegetation.
- c) The planting of native species trees, shrubs, or groundcovers for the purpose of enhancing the habitat values and/or soil stability within the development permit area provided the planting is carried out in accordance with the guidelines provided in the following documents: Stream Stewardship, 1993; the Environmental Objectives, Best Management Practices and Requirements for Land Developments March 2001, published by BC Ministry of Environment, Lands and Parks, or any subsequent editions.
- d) Works approved by the District of Port Hardy, Fisheries and Oceans Canada (FOC) and/or MOE with respect to installation of public utilities, sewer and water lines, stream enhancement, and fish and wildlife habitat restoration.
- e) Renovations to existing buildings and structures in or in close proximity to riparian areas provided the footprint of the building is not expanded and none of the list of activities under the definition of *Development* occur.

### **3.1 Types of development that the RAR does not apply to.**

- a) Existing permanent structures and roads
- b) Mining activities, hydroelectric facilities and forestry (logging) activities
- c) Parks and parkland
- d) Existing Developing Permits
- e) Agriculture

### **4.0 MONITORING AND ENFORCEMENT**

Monitoring of the proposed development site should be a collaborative effort between the following 5 participants:

- a) Local Government;
- b) QEP employed by the developer;
- c) Landowners;
- d) Non-Government Organizations (NGO), and
- e) General public.

The potential role of the general public would be to inform the QEP or the District of Port Hardy of violations. Enforcement of the development activities, such as land clearing and excavation, shall be done through a QEP as well as the Local Government. As part of their due diligence, QEP's are expected to document any compliance problems with respect to riparian areas and water quality so that the problems can be addressed promptly, with copies of all reports forwarded to the municipality. This documentation can include verbal advice and warnings of non-compliance to the land development proponent.

Following up on compliance problems will ensure they are addressed within a reasonable time period and, if they are not addressed, ensure these facts are also reported to the municipality. The District of Port Hardy may withhold occupancy permits or subdivision approvals if there is any report of non-compliance.

The importance of clearly identifying sensitive environmental resources as well as management and protection mechanisms for sensitive habitats and ecosystems in a plan prior to the design layout stage cannot be overstated.

### **5.0 ADDITIONAL TASKS FOR QUALIFIED ENVIRONMENTAL PROFESSIONALS (QEP)**

- a) All QEP's will be employed and compensated by the developer.
- b) The payment for the QEP is an agreement negotiated strictly between the developer and the QEP and does not involve the District of Port Hardy.
- c) A QEP will determine appropriate setback distances for buildings, structures and uses, in relation to riparian areas.

- d) Setbacks specified in the Zoning Bylaw for buildings, structures and uses, may be varied in accordance with the recommendations of a QEP to minimize encroachment into the riparian assessment area.
- e) Applicants will be required to confirm, through survey by a certified BC Land Surveyor, the top of the stream bank in relation to the property lines and existing and proposed development.
- f) There will be a minimum setback of 5 meters on all streams in the development proposal area regardless of whether they are fish bearing or not, as they are corridors for animals.
- g) The QEP will use their own discretion to determine further setbacks or default to the “riparian assessment area” distances.
- h) A QEP will determine appropriate timing, usage, and methods of construction that minimize the impacts on the riparian assessment area.
- i) Permanent or temporary fencing measures may be required to be installed at the applicant’s expense along the boundaries of the riparian area prior to any development activities in order to ensure that no encroachment occurs into the riparian assessment area at the time of construction.
- j) A QEP will determine whether their presence is required during any *riparian land alteration* at the development site to ensure that HADD does not occur.
- k) As part of their enforcement, the QEP will only be responsible for areas they have assessed.
- l) A QEP will determine whether their presence is required during any riparian land alteration at the development site to ensure that Harmful Alteration, Disruption or Destruction (HADD) does not occur.
- m) More than one QEP may be involved with the development depending on their strengths or expertise.
- n) A QEP shall indicate in writing that all riparian area regulations have been met before the District of Port Hardy will issue occupancy permits.

## 6.0 ACRONYMS

**DFO** – Department of Fisheries and Oceans

**FOC** – Fisheries and Oceans Canada

**HADD** – Harmful Alteration, Disruption, or Destruction

**MOE** – Ministry of Environment, Lands and Parks

**MOE** – Ministry of Environment

**NGO** – Non-Government Organizations

**OCP** – Official Community Plan

**QEP** – Qualified Environmental Professional

**RAR** – Riparian Area Regulation

**SPEA** – Streamside Protection and Enhancement Areas

**SPR** – Streamside Protection Regulation

## **7.0 DEFINITIONS**

**“Animals”** Means a mammal, reptile, amphibian or bird

**“Assessment Report”** A report prepared in accordance with the assessment methods to assess the potential impact of a proposed development in a riparian assessment area and which is certified for the purposes of this regulation by a qualified environmental professional.

**“Cumulative Impacts”** Those impacts that result from the incremental impact of our actions added to other past, present and reasonably foreseeable actions in the future.

**“Development”** Any of the following associated with or resulting from the local government regulation or approval of residential, commercial or industrial activities or ancillary activities to the extent that they are subject to local government powers under Part 26 of the *Local Government Act*:

- a) removal, alteration, disruption or destruction of vegetation;
- b) disturbance of soils;
- c) construction or erection of buildings and structures;
- d) creation of non-structural impervious or semi-impervious surfaces;
- e) flood protection works;
- f) construction of roads, trails, dock, wharves and bridges;
- g) provision and maintenance of sewer and water services;
- h) development of drainage systems;
- i) development of utility corridors;
- j) subdivision as defined in section 872 of the *Local Government Act*;

**“Development Proposal”** Any development that is proposed in a riparian assessment area that is within or partly within the boundaries of an existing development permit area.

**“Fish”** All life stages of:

- a) salmonids

- b) game fish, and
- c) regionally significant fish

**“High Water Mark”** For inland lakes, wetlands, those parts of the water body bed and banks that are frequently flooded by water so as to leave a mark on the land and where the natural vegetation changes from predominately aquatic vegetation to terrestrial vegetation (excepting water tolerant species).

**“Invertebrates”** Any species without a spinal column.

**“Marine High Water Mark”** For the ocean, the highest point that the ocean attains, i.e., the average level of high tide.

**“Natural Boundary”** Means the visible high water mark of a lake, watercourse, or other body of water caused by the usual action of the water in the ordinary years.

**“Natural Features, Functions and Conditions”** Includes but are not limited to the following:

- a) large organic debris that falls into the stream of streamside area, including logs, snags and root wads;
- b) areas for channel migration, including active floodplains;
- c) side channels, intermittent streams, seasonally wetted contiguous areas and floodplains;
- d) the multi-canopied forest and ground cover adjacent to streams that:
  - i. moderates water temperatures,
  - ii. provides a source of food, nutrients and organic matter to streams,
  - iii. established root matrices that stabilize soils and stream banks, thereby minimizing erosion, and
  - iv. buffers streams from sedimentation and pollution in surface runoff;
- e) a natural source of stream bed substrates;
- f) permeable surfaces that permit infiltration to moderate water volume, timing and velocity and maintain sustained water flows in streams, especially during low flow periods.

**“Permanent Structure”** Any building or structure that was lawfully constructed, placed or erected on a secure and long lasting foundation on land in accordance with any local government bylaw or approval condition in effect at the time of construction, placement or erection.

**“Qualified Environmental Professional”** 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.

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

**“Riparian Area”**

Areas adjacent to streams, lakes, oceans and wetlands. These areas support a unique mixture of vegetation and habitat. Riparian areas are involved in the following actions:

- a) filter contaminants from surface runoff and prevent erosion
- b) sedimentation control
- c) shade surface waters and maintain cool water temperatures
- d) flood protection
- e) provide fish and animal habitat and corridors
- f) an important food source for fish, invertebrates and animals.

**“Stream”** Includes any of the following that provides fish habitat or an animal corridor:

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

**“Streamside Protection and Enhancement Area (SPEA)”** An area that is:

- a) adjacent to a stream that links aquatic to terrestrial ecosystems and includes both existing and potential riparian vegetation and existing and potential adjacent upland vegetation that exerts an influence on the stream, and
- b) the size of which is determined according to this regulation on the basis of an assessment report provided by a qualified environmental professional in respect of a development proposal.

**“Water Quality”** A term used to describe the biological, chemical and physical characteristics of water and its general composition. These attributes affect water's ability to sustain life and its suitability for human consumption.

**“Wetland”** The land that is inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal conditions does support, vegetation typically adapted for life in saturated soil conditions, including swamps, marshes, bogs, fens, estuaries and similar areas that are not part of the active floodplain of a stream.

## **Appendix C – Glossary of Terms**

<b>Adaptation</b>	The ability of a system (e.g. ecosystem, social systems) to adapt to climate change or other environmental disturbances. This may mean moderating potential damages, taking advantage of opportunities, or coping with the consequences.
<b>Affordable Housing</b>	Housing affordability is a function of housing cost and household income. Affordable housing is defined as housing which has a market price or rent that does not exceed 30% of income households which have income that is 80% or less than the median household income for the community. Affordable housing includes a variety of tenure models including ownership, rental, co-housing, cooperative and rental.
<b>Alternative Design Standards (ADS)</b>	ADS are customized standards that improve the quality of design and efficiency in land use. Both the public and private sectors benefit from this smarter approach to development. They explore land development standards that are less expensive, less wasteful, and more environmentally and culturally sensitive.
<b>Amenity</b>	Means an item of benefit to the community that is determined through the development approvals process, and may include parkland, infrastructure, special housing, parking areas, streetscape improvements, community facilities and cash in lieu.
<b>Amenity Migration</b>	The movement of people from cities to rural areas for non-economic reasons.
<b>Aquaculture</b>	Aquaculture is the farming of aquatic organisms such as fish, shellfish and even plants. The term aquaculture refers to the cultivation of both marine and freshwater species and can range from land-based to open-ocean production.
<b>Archaeological Site</b>	Land containing material remains of archaeological value
<b>Baseline</b>	Data on a current process that provides the metrics against which to compare improvements.
<b>Bear Smart Community Program</b>	The Bear Smart Community program has been designed by the Ministry of Environment in partnership with the British Columbia Conservation Foundation and the Union of British Columbia Municipalities. It is a voluntary, preventative conservation measure that encourages communities, businesses and individuals to work together. The goal is to address the root causes of bear/human conflicts, thereby reducing the risks to human safety and private property, as well as the number of bears that have to be destroyed each year.
<b>Bio-energy</b>	Bioenergy is a type of renewable energy derived from biomass. Biomass is material produced by living organisms. It often refers to plant material produced through photosynthesis. However, some biomass can also be derived from animals and microorganisms.

<b>Brownfield</b>	Means lands that are abandoned, idled, or under used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contaminations. In municipal planning, brownfield land, or simply a brownfield, is land previously used for industrial purposes, or certain commercial uses, and that may be contaminated by low concentrations of hazardous waste or pollution and has the potential to be reused once it is cleaned up.
<b>Buffer</b>	Means an area typically within a lot, adjacent to and parallel with a property line, consisting of either existing vegetation or created by use of planted trees, shrubs, berms and fencing, and designed to obscure views from adjacent lots or public roads by at least 50% of the see through visibility.
<b>Built Green BC</b>	Built Green™ is a building industry based standard to promote construction of buildings that are healthier for the occupants and healthier for the environment. Sustainable or “green” building practices can reduce the tremendous impact that building has on both people and nature.
<b>Building Code of BC</b>	Provincial legislation containing standards to which buildings must comply with health and safety requirements
<b>Carbon Neutral</b>	Means emitting no carbon dioxide into the atmosphere. A plant is said to be carbon neutral if the carbon dioxide (CO <sup>2</sup> ) that it absorbs while alive is the same as the CO <sup>2</sup> it emits when burned as a fuel. For people and organizations, becoming carbon neutral is usually achieved by implementing renewable energy projects such as planting trees, which absorb CO <sup>2</sup> that offset the amount of carbon dioxide emissions.
<b>Charrette</b>	An intense time limited workshop held early in the design phase of a project in which the design team, contractors, end users, community stakeholders, and technical experts are brought together to develop goals, strategies, and ideas for maximizing the performance of a project.
<b>Climate Change</b>	Changes in long-term trends in the average climate, such as changes in average temperatures. According to the United Nations Framework Convention on Climate Change (UNFCCC), climate change is a change in climate that is attributable directly or indirectly to human activity that alters atmospheric composition.
<b>Comprehensive Development (CD)</b>	Means provisions for a mix of land uses within a specific area permitted through and implementing comprehensive development “CD” zoning category in the zoning bylaw.
<b>Density</b>	Means a measure of the total number of dwelling units or total floor area on a parcel of land. Expressed as units per metres and/or floor area ratio (FAR).

<b>Density Bonus</b>	Means an increase in the allowable number of dwelling units or floor area on a parcel of land in exchange for an amenity provided by the developer for the community. Typically implemented through density bonusing provisions in the zoning bylaw.
<b>Development</b>	Means (a) removal, alteration, etc. of vegetation; (b) disturbance of soils; (c) construction of 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; (j) subdivision as defined in section 872 of the Local Government Act.
<b>Development Permit Areas (DPA)</b>	Means an area in which development and/or land alteration must follow specific guidelines and regulations as stated in a Development Permit.
<b>Development Cost Charges (DCC's)</b>	); Means monies that municipalities and regional districts collect from land developers to offset that portion of the costs related to these services that are incurred as a direct result of this new development. The demand created does not always relate to works that are located adjacent to the property being developed. For example, new development may require a local government to increase the size of its water storage reservoir. Developers pay DCC's instead of the existing taxpayers who are not creating the demand and are not benefiting from the new infrastructure.
<b>District Energy System</b>	District energy is an approach to supplying thermal energy in the form of steam, hot water and cold water through a distribution system of pipe from a central plant to individual users. Users then extract the energy from the distribution system for their individual heating, cooling and process requirements.
<b>Eco-industrial Park</b>	An eco-industrial park (EIP) is a type of industrial park in which businesses cooperate with each other and with the local community in an attempt to reduce waste, efficiently share resources (such as information, materials, water, energy, infrastructure, and natural resources), and produce sustainable development, with the intention of increasing economic gains and improving environmental quality. EIP's incorporate residential uses as well.
<b>Ecosystem:</b>	Means the basic functional unit in ecology, the interacting system of a biological community and its non-living environmental surrounds. These are inseparable and act upon each other.
<b>Environmentally Sensitive Areas (ESA's)</b>	Means those areas identified by a community and contained with Development Permit Area ESA's contain significant natural environmental features and their associated lands that require a level of protection to ensure their preservation. Natural

	environmental features may include land or land and water that contain fish or wildlife habitat, watercourses, estuaries, riparian areas, woodland vegetation, rock outcrops and lands with steep slopes.
<b>EnerGuide</b>	An EnerGuide rating shows a standard measure of your home's energy performance. It shows you (and future buyers) exactly how energy efficient your home is. The rating is calculated based on standard operation assumptions so that you can compare the energy performance of one house against another. The home's energy efficiency level is rated on a scale of 0 to 100. A rating of 0 represents a home with major air leakage, no insulation and extremely high energy consumption.
<b>Environmental Impact Study (EIS)</b>	A study undertaken by a registered professional biologist to evaluate the impacts of a proposed development on the natural environment including the following subject areas: a. Physical Environment including soil erosion, unstable slopes, streams, flooding, ground water, air quality, noise, contamination of land or water, and aesthetics; b. Biological Resources including birds, mammals, food chain effects, vegetation, biological diversity, loss or reduction of habitat, rare or endangered species, and rare or representative ecosystems.
<b>Equilibrium Housing</b>	Means the Canada Mortgage and Housing Corporation's (CMHC) net zero energy healthy housing initiative that has been officially branded Equilibrium Housing. It reflects the objective of balancing Canada's housing requirements with the need to preserve and protect the natural environment.
<b>Flexi-zone</b>	Means that permitted uses and other regulations may be modified depending upon if other conditions of the zone can be met. E.g. all forms of residential housing may be allowed in a zone however neighbourhood suitability, parking, open space, affordability, proximity to transit connections, etc. would all need to be met to be able to attain the higher density multiple-family use that is permitted in that zone.
<b>Floor Area Ratio (FAR)</b>	Means the ratio between the gross floor area of a structure and the gross area of the lot on which it is situated. FAR = Gross Floor Area.
<b>Food Security</b>	Access by all people at all times to enough food for an active, healthy life. Food security includes at a minimum: ready availability of nutritionally adequate and safe foods; and, an assured ability to acquire acceptable foods in socially acceptable ways.
<b>Full Cut Off Lighting</b>	Lighting that does not allow light to be emitted above the fixture and the fixture reduces glare by limiting the light output to less than 10% at and below 10 degrees below the horizontal.

<b>Green Building</b>	Means the practice of increasing the efficiency of buildings and their use of energy, water and materials, and reducing building impacts on human health and the environment, through better siting, design, construction, operation, maintenance and removal - the complete building life cycle.
<b>Green Infrastructure</b>	The ecological processes, both natural and engineered, that act as the natural infrastructure. This includes, swales, ditches, creeks, wetlands, parks, open space, vegetation, green roofs, gardens, working lands, aquifers and watersheds that supply drinking water.
<b>Green Shores Rating System</b>	This tool provides a voluntary rating and certification process for coastal developments modeled after the highly successful LEED Green Building rating system. Green Shores rating and certification is designed to encourage sustainable use of coastal ecosystems and is intended for use by design and development professionals working on residential and commercial waterfront development projects as well as public parks and recreational areas.
<b>Greenhouse Gas (GHG)</b>	Components of the atmosphere that contribute to the "greenhouse effect." Some greenhouse gases occur naturally, while others come from activities such as the burning of fossil fuel and coal. Greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxide, and ozone.
<b>Greenways</b>	Means a system of continuous multi-modal trail corridors that link existing parks, forest lands, environmentally sensitive lands, engineered wetlands and other green spaces, including recreational and or transportation trails, throughout the whole a community.
<b>Growth Management</b>	A general term used regarding regulation of land use and development that seeks to focus, guide of contain urban development.
<b>Habitat</b>	Means the place where population (human, animal, plant or microorganism) lives and its surroundings, both living and non-living.
<b>Hardscaping</b>	The part of a building's grounds consisting of structures, such as patios, retaining walls, and walkways, made with hard materials.
<b>Heritage</b>	Means the set of all things, places and ideas inherited from the past which are of special significance to the collective life of a community, including both natural and human-built elements.
<b>Heritage Site</b>	Land, whether designated or not, including land covered by water, that has a heritage value to British Columbia, a community or an aboriginal people.
<b>Infill</b>	As far as land use planning in BC is concerned, this term means to add new residential units to an existing neighbourhood. This may or may not include population increase as people per household declines. This can include a house, an apartment unit, a condominium or any other form of housing.

<b>Infrastructure Services</b>	The physical service elements without which a municipality cannot safely and efficiently function: roads, sidewalks, sanitary and storm sewer systems, water systems, etc.
<b>Industrial Development</b>	Means any land development activity in the community, including but not limited to, non-offensive types of industry, processing and manufacturing activities, but not including development activity intended solely for residential, retail and or office use. Industrial development also includes any addition, remodeling, relocation or construction requiring an amendment to an approved Industrial Comprehensive Development Zone
<b>Institutional</b>	Means an area specifically designated to encourage and contain new public and private Institutional development within the District. Typical of such development might be health care services complementary to those already in existence such as extended care and assisted living facilities. Institutional also refers to Public Utility lands.
<b>Integrated Resource Recovery (IRR) System</b>	IRR is an approach and a set of tools for planning and managing community infrastructure to maximize the recovery of value from waste resources.
<b>Inventory (re. Climate Change)</b>	A tool developed to better understand and predict the impact of GHG emissions on climate change. A climate change inventory may be used as a tool to develop atmospheric models, develop mitigation strategies, establish compliance records with allowable emission rates, and track the effectiveness of policies related to GHG emissions.
<b>Landscaping</b>	Means landscaping that provides sufficient quantity and quality of plant materials to screen parking, building, or hardscape areas of a project and provides colour and viewing interest.
<b>LEED™</b>	The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings.
<b>Life Cycle</b>	Refers to all stages of a building's development, from extraction of materials to construction, use, and disposal.
<b>Livability</b>	Livability refers to the environmental and social quality of an area as perceived by residents, employees, customers and visitors. This includes safety and health (traffic safety, personal security, and public health), local environmental conditions (cleanliness, noise, dust, air quality, and water quality), the quality of social interactions (neighborliness, fairness, respect, community identity and pride), opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources (e.g., historic structures, mature trees, traditional

	architectural styles).
<b>Local Government Act</b>	A law enacted by the BC Legislature formerly called the Municipal Act. The purposes of this Act are: (a) to provide a legal framework and foundation for the establishment and continuation of local governments to represent the interests and respond to the needs of their communities, (b) to provide local governments with the powers, duties and functions necessary for fulfilling their purposes, and (c) to provide local governments with the flexibility to respond to the different needs and changing circumstances of their communities.
<b>Major Repairs</b>	: Major repairs refer to the repair of defective plumbing or electrical wiring, structural repairs to walls, floors or ceilings, etc.
<b>Median Household Income</b>	As reported by the Census, it is a form of average representing the midpoint of all household incomes in an area.
<b>Micro-wind (turbines)</b>	Micro-wind (turbines) are small-scale wind turbines that convert wind energy into electricity.
<b>Minor Repairs</b>	Minor repairs refer to the repair of missing or loose floor tiles, bricks or shingles, defective steps, railing or siding, etc.
<b>Mitigation (re. Climate Change)</b>	An intervention to reduce the extent of global warming through reducing the sources or enhance the sinks of greenhouse gases.
<b>Mixed Use</b>	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
<b>Multiple Family Residential</b>	: Includes duplexes, triplexes, townhouses, garden apartments and apartment blocks with a maximum density of 10-50 units per hectare, depending on the provision of affordable and special needs housing.
<b>Native Plants</b>	: Means a plant that lives or grows naturally in a particular region without direct or indirect human intervention. These plants are adapted to the local climatic and soil conditions and therefore should be less dependent on inputs such as fertilizer and pesticides than many introduced species are.
<b>Needs Assessment</b>	A needs assessment is a tool used to determine how well your community is currently meeting the needs of your community and what other types of resources and services it can provide in the future. Results of a needs assessment study can be used to, determine whether community members satisfied with the standards of living (employment, housing, community infrastructure, environmental, social, health, recreational etc.); as an inventory on natural, human, physical, financial resources; to understand how the community is changing (e.g., socioeconomic status, demographics, etc.).

<b>Neighbourhood</b>	An imprecisely defined area within which people live, work, learn, and/or play. Its edges may be well-defined or more loosely felt by residents. Although it is often defined by a radius equal to an easy walk, its size may vary, from an easily walkable district to a larger region. In some cases, neighborhoods may overlap, especially where they are well-connected.
<b>Net-Zero Emissions</b>	Net-zero emissions refers to an organization that has minimized its carbon footprint to zero; also referred to as being carbon neutral. The emissions are direct or indirect. Net zero emissions is achieved by balancing a measured amount of carbon released with an equivalent amount of sequestered off-set, or buying enough carbon credits to make up the difference. It is used in the context of carbon dioxide releasing processes, associated with transportation, energy production and industrial processes.
<b>Open Space</b>	Means land that is undeveloped or developed that can support plant materials; or has decorative landscape treatment; or that may be used by customers for recreation, circulation or may be viewed by them. Walkways, plant beds, lawns and terraces within an open space area may be included as part of such open space area. Paved parking lot areas used for auto circulation or parking do not qualify as open space.
<b>Orientation (Solar)</b>	Orientation of a structure for controlled solar gain is essential to the success of passive and active solar design elements. Sun charts and software assist in orienting a building for maximum solar benefit. Designing for solar considerations can substantially reduce both heating and cooling
<b>Parcel</b>	Means the minimum amount that a single user may occupy. In many cases, more than one parcel will be combined for development of a single building or cluster of buildings to be used by a single user.
<b>Parkland</b>	: Means an area of land preserved in its natural state or modified dedicated for public use.
<b>Pedestrianization</b>	Means to convert an area for pedestrians only by excluding through traffic and establishing pedestrian pathways.
<b>Public Private Partnerships (P3s)</b>	Public-Private Partnerships (P3s) are legal agreements between government and private-sector entities for the purpose of providing public infrastructure, community facilities and related services. Typically, the partners share risks, responsibility and reward in a shared investment.
<b>Pesticides</b>	Means both chemical and biological substances designed to kill, repel, control or manage unwanted plants, animals, insects or microorganisms that damage, or interfere with the growth of crops, timber trees and other desired vegetation. Many chemical pesticides are persistent and bioaccumulative.

<b>Phased Development Agreement</b>	Means an agreement that gives a developer certainty that after development commences, the municipality cannot downzone the lands for up to 10 years. The agreement must be established by bylaw. Terms and conditions agreed to by the municipality and the developer can include, but is not limited to: the inclusion of specific features in the development, the provision of amenities, the phasing and timing of the development and of other matters covered by the agreement, and the registration of covenants under section 219 of the Land Title Act.
<b>Procurement</b>	Means the acquisition of goods and/or services at the best possible total cost of ownership, in the right quantity and quality, at the right time, in the right place for the direct benefit or use of governments, corporations or individuals, generally via a contract.
<b>Public Space</b>	Means any of a variety of spaces that are accessible and usable by the general public, including but not limited to: plazas, parkland, courtyards, forecourts, sitting areas, widened sidewalks, stormwater/rainwater rain gardens and art or water features.
<b>Qualified Environmental Professional (QEP)</b>	Means “an applied scientist or technologist as defined in Appendix B the Riparian Areas Regulation, enabled by the Fish Protection Act, and amendments thereto.”
<b>Regional Growth Strategy</b>	Growth management is a process involving collective action between government, residents and businesses to develop solutions to problems associated with rapid population growth, and ensure the long-term livability of the region. The strategy represents an agreement, developed and approved by the member municipalities and the regional district in partnership, on social, economic, and environmental goals and priority actions.
<b>Renewable Resource</b>	A natural resource (such as wood, water, wind, solar energy, etc.) that can be replenished or replaced by natural processes.
<b>Right of way</b>	The right to pass over property owned by another, usually based upon an easement. (2) A path or thoroughfare over which passage is made. (3) A strip of land over which facilities such as highways, railroads or power lines are built.
<b>Riparian Areas</b>	: Means a streamside protection and enhancement area (SPEA’s). Riparian areas are the terrestrial areas adjacent to a waterbody that are influenced by the soil moisture contributed by the waterbody.
<b>Secondary Suite</b>	Secondary Suite is an urban planning term for an additional separate dwelling unit on a property that would normally accommodate only one dwelling unit. A secondary suite is considered "secondary" or "accessory" to the primary residence on the parcel.
<b>Smart Growth</b>	Means a strategy for designing and building liveable and sustainable communities and cities: communities are ‘smart’ when

	they work for people, give them the widest range of opportunities and ensure their health in social, economic and environmental terms.
<b>Solid Waste Infrastructure</b>	The set of systems and facilities that are used to manage solid waste (garbage and recyclable materials); this includes storage, collection, transport, recycling, and disposal systems and facilities.
<b>Special Needs Households</b>	Special needs households consist of those households with individuals who require supports to obtain and maintain housing, and may include persons with physical and mental disabilities, mental illness and addictions.
<b>Sprawl</b>	The unlimited outward expansion of suburbs created by low-density residential and commercial development. Sprawl is characterized by low-density greenfield development; the separation of residential, work and shopping areas; lack of well-defined centres; and a road network consisting of very large blocks with limited points of entry into the blocks.
<b>Streetscape</b>	Means the interrelationship of development, landscape and open space in a street. Also meaning an urban roadway design and conditions as they impact street users and nearby residents..Streetscaping (programs to improve streetscape conditions) can include changes to the road cross section, traffic management, sidewalk conditions, landscaping, rainwater management, street furniture (utility poles, benches, garbage cans, etc.), building fronts and materials specifications. It also involves improving signage.
<b>Stormwater Infrastructure</b>	Stormwater infrastructure is the network of piping, systems and facilities that manage runoff from areas such as paved surfaces and roofs.
<b>Stormwater Management</b>	Building and landscape strategies to control and limit stormwater pollution and runoff. Usually an integrated package of strategies, elements can include vegetated roofs, compost-amended soils, pervious paving, tree planting, drainage swales, and more.
<b>Sustainability</b>	Means that environmental and social systems continue to function long into the future. Economic systems must be healthy to help achieve the sustainability of environmental and social systems. Practices that would ensure the continued viability of a product or practice well into the future.
<b>Sustainable Development</b>	Means development that meets the needs of the present without compromising the ability of future generations to meet their own needs. Principles of sustainable development are applied to the goal of creating a 'sustainable community' that has healthy natural areas, uses land efficiently, has vibrant, safe and accessible neighbourhoods, is designed for efficient resource use, transportation and servicing, and is equitable, affordable and fiscally responsible.

<b>Sustainable Infrastructure</b>	Is the term referring to a broader, sustainable approach to water, wastewater, stormwater, solid waste, and energy systems with a focus on climate-friendly strategies.
<b>The Natural Step</b>	Means a non-profit organization providing results-orientated advisory and training services to help community and business leaders integrate social, environmental and economic decision making into operations with a holistic, proven and scientifically-rigorous framework
<b>Traffic Calming</b>	Traffic calming involves changes in street alignments, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes to improve street safety and livability.
<b>View Corridor</b>	A three dimensional area extending out from a viewpoint. The width of the view corridor depends on the focus of the view.
<b>Viewscape</b>	Means a physiographic area composed of land, water, biotic, and cultural elements which may be viewed and mapped from one or more viewpoints and which has inherent scenic qualities and/or aesthetic values.
<b>Walkability / Walkable</b>	Walkability reflects overall walking conditions and usually takes into account the quality of pedestrian facilities, roadway conditions, land use patterns, community support, security and comfort for walking. The quality of pathways, building access ways and related facilities, the existence of sidewalks and crosswalks, roadway conditions (road widths, traffic volumes and speeds), accessibility (the relative location of common destinations) and the quality of connections between them all affect walkability.
<b>Wastewater</b>	The spent or used water from a home, community, farm, or industry that contains dissolved or suspended matter.
<b>Wastewater Infrastructure</b>	Wastewater infrastructure could include everything between the point where wastewater (sewage and grey water) is collected, and the discharge of treated effluent such as a river or ocean. System components include wastewater collection (sanitary sewers), wastewater treatment plants, residuals (sludge or biosolids) management systems, and effluent discharge systems
<b>Watercourse</b>	Includes any of the following that provides fish habitat: (a) a watercourse, whether it usually contains water or not; (b) a pond, lake, river, creek, brook; (c) a ditch, spring or wetland that is connected by surface flow to something referred to in paragraph (a) or (b).
<b>Waterfront</b>	Land which is contiguous to a body of water.
<b>Watershed</b>	Area of land that contributes runoff to a particular, common body of water.
<b>Wayfinding</b>	Wayfinding can be described as the process of using spatial and environmental information to find our way in the built environment. Wayfinding design is the process of organizing spatial

	and environmental information to help users find their way.
<b>Wood First Initiatives</b>	The Province's Wood First Initiative aims to build on that reputation by promoting the use of B.C. wood products. The overall goal is to encourage a cultural shift toward viewing wood as the first choice for construction, interior design and daily living.
<b>Xeriscaping</b>	A landscaping method that employs drought-resistant plants in an effort to conserve resources, especially water.
<b>Zoning Bylaw</b>	Means an implementation tool for the Official Community Plan, the zoning bylaw regulates land use, density and development for specific areas or parcels of land in the community.