

SNUG COVE VILLAGE PLAN

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Draft 5

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1.0 OVERVIEW

1.1 The Planning Framework for Managing Change

Snug Cove, as both the gateway and heart of the community, has changed over the years. Ferry traffic and the need for parking have both increased, new commercial enterprises have been developed, and a heron nesting area has been created. As the community evolves into the future, it can be expected that Snug Cove will experience further change. For Bowen Island Municipality Council to manage this change in a manner that is in the best interests of the community as a whole, the Snug Cove Village Plan (SCVP) has been created. The Plan is a land use strategy that is intended to guide and assist Council in its decision making responsibilities, be it for co-ordinated planning and implementation regarding the Crippen Regional Park non-Park use lands, resolving issues related to the BC Ferry Corporation, reviewing development proposals, or undertaking capital projects.

1.2 Relationship with Overall Official Community Plan

The Snug Cove Village Plan has been crafted in the context of the overall Official Community Plan, in that the overall general planning framework for the Island has been respected. The Snug Cove Village Plan has status as a legal document, in that it is an integral component of the overall Official Community Plan.

1.3 Planning Process

This Plan has been prepared with considerable input from a number of sources, including the Snug Cove Task Force, the Bowen Island Ferry Advisory Committee, the Advisory Planning Commission, the Sustainable Community Advisory Committee, the Bowen Island Heritage Preservation Association, the Bowen Island Arts Council, the Bowen Island Library Board, and the Parks and Recreation Commission. The Council and Staff have been involved throughout the process, reviewing issues, considering options, and evaluating draft documents.

(Public Information Meetings will be scheduled and a formal Public Hearing will also be held after the Plan has been incorporated into Bylaw form and has been given First Reading.)

A draft Plan was reviewed by a number of advisory committees and government agencies that have interests in the area.

1.4 Snug Cove Village Plan Boundaries

The boundaries of the Snug Cove Village Plan are identified on MAP 3.

PLANNING CONTEXT

The preparation of the Snug Cove Village Plan has been undertaken within an overall planning context. In this section, the key elements that have influenced this Plan have been identified.

2.1 Existing Official Community Plan and Zoning Bylaw

2.1.1 Official Community Plan

There are a number of references to Snug Cove in the Official Community Plan. Under “Broad Objectives”, the following objectives have been identified:

- ?? To promote a Snug Cove village form that caters to the pedestrian and that is appropriate to a small community; and
- ?? To recognize Snug Cove Village as the commercial and community heart of Bowen Island, and to provide for the necessary expansion of commercial, residential, and community/cultural uses that will contribute towards a pleasant village center.

In Section 1.4, the Plan contemplated that a further review of Snug Cove planning would be undertaken, as would an examination of ferry marshalling issues.

Within the OCP policy framework, the following major policies have been established:

- ?? Policy 3.1.1.2 identifies areas suitable for multi family housing at densities of 15 units / acre with a floor space ratio of 0.4 to 0.6;
- ?? Policy 3.1.1.3 identifies a Village Residential / Cates Hill Village for the creation of a comprehensively planned residential village adjacent to the Snug Cove core;
- ?? Policy 3.1.1.4 identifies Snug Cove, as the center for **community facilities** and identifies areas for **special needs housing**.
- ?? Policy 3.5.2 states that a future **community center** and a facility for the **performing arts** should be located within Snug Cove.
- ?? Policy 3.5.4 states that the **RCMP and ambulance facilities** shall be maintained in their present locations.
- ?? Policy 3.5.10 speaks to the expansion of the **library facilities** in Snug Cove.
- ?? Policy 3.7.3 states that **small retail activities, personal and professional services, and office uses** shall be permitted in the Cove. Large general merchandise retailing is excluded. The area on the north side of Government Road shall be maintained with its current uses, for public services, and for other commercial uses.

- ?? Policy 3.7.5 indicates that the commercial uses in the lower Cove closer to the Ferry Terminal should have a **pedestrian focus** and the Government Road / Dorman Road intersection should have more of an **automobile orientation**.
- ?? Policy 3.7.17 speaks to providing **moorage** in existing and new commercial marinas in Snug Cove.
- ?? Policy 3.8.3 identifies the potential for **cottage industry** in combination with residential use.
- ?? Objective 8 of the Public Recreational section encourages GVRD to maintain the southeast bank overlooking Snug Cove as public **open space**, allow local use of existing **ball field**, and maintain the **multi use field** for informal activity.
- ?? Objective 9 of the Public Recreational section encourages the School District to recognize the local use of an **expanded School / Community play field**.
- ?? Objective 1 of the Land Transportation section encourages the BC Ferry Corporation to provide an attractive entry from the ferry through an “**enhanced ferry passenger reception area**” with washroom facilities, bicycle storage locker area, and a passenger pickup/waiting area with a shelter in association with a transit parking location.
- ?? Objectives 5 & 6 of the Land Transportation section speak to providing **ferry marshalling** in a manner that least affects the character and functioning of the Village and a **road system** that reduces conflict between ferry and local traffic, gives the pedestrian precedence over the automobile within the Village Centre, and provides for safe bicycle movements.
- ?? Objective 15 of the Land Transportation section addresses the need for short-term **commuter parking** within the Village and longer term on the village periphery.
- ?? Policy 4.1.2.12 indicates that **Government Road** shall continue to be used for ferry marshalling, local traffic, and commercial parking until a ferry marshalling area is constructed.
- ?? Policy 4.1.2.15 notes that **commuter parking** shall be developed as part of a new marshalling area.
- ?? Policy 4.1.2.16 indicates that **automobile parking** is not compatible with the pedestrian focus of the Cove and that properties at the east end of Government Road should be discouraged from providing small parking areas that are accessed directly from Government Road.

- ?? Policy 5.1.1.4 states that an undisturbed buffer of 50 meters from a nest tree is encouraged.
- ?? Section 6.3 contains the **Development Permit Area Guidelines** (Form and Character) that pertain to the revitalization of Snug Cove, the intent of which is to support an “Arts and Crafts” theme
- ?? Schedule B-1 identifies the **land use designations** for Snug Cove attached to this Plan as MAP 1.

2.1.2 Land Use Bylaw

As is illustrated on MAP 2, the land within Snug Cove Village area is located within a variety of zones, briefly described as follows:

- ?? **Village Commercial 1 (VC-1)** for the land along south side of Government Road, the Government Road / Dorman Road intersection;
- ?? **Comprehensive Development 1 (CD-1)** for Artisan Square;
- ?? **Passive Park (P1a)** for most of the Crippen Regional Park lands on both sides of Government Road and the west side of Miller Road;
- ?? **Water Commercial 1 (WC-1)** for the marinas;
- ?? **Settlement Residential 2 (SR2)** for the lots on the west side of Miller Road and for the lots in Snug Point;
- ?? **Village Residential 1 (Detached Housing)** for the residential enclave on the east side of Dorman Road south of Government Road;
- ?? **Village Residential 1 (Attached Housing)** for Bowen Court and the proposed Abbeyfield site on the west side of Miller Road;
- ?? **Rural Residential 1 (RR1)** for the land west of IPS / Cates Hill Chapel and Crippen Regional Park west of BICS on the south side of Mount Gardiner Road;
- ?? **Village Civic (VCi)** for the Old General Store, Boulevard Cottage, and the RCMP facility; and
- ?? **Village Institutional (VI)** for the Bowen Island Community School and the CNIB.

It should be noted that the zoning classifications do not necessarily reflect the land use designations in the Official Community Plan. Council will consider rezoning of property for development proposals that are consistent with the Official Community Plan.

2.2 Biophysical Inventory

Council recognized the importance of ensuring that the Snug Cove Village Plan respects the environmental features of the area, and therefore incorporated the preparation of a Biophysical Inventory as a component of the Snug Cove Village Plan work program. Dunster and Associates was retained to undertake the Inventory.

The Biophysical Inventory identified **Davies Creek** and the **heron nesting sites** as the 2 key environmental features within the Snug Cove area that should be taken into account when considering land use planning. The Inventory identified the following recommended setbacks:

?? *No disturbance of the riparian area within a 30-meter setback of the creek. In cases where the vegetation has already been removed, i.e. the lower grassed area south of the ball diamond and the open areas within the orchard area, the setback for development should be at least 15 meters from the top of bank of the creek, and the setback area should be replanted with native shrubs and trees to enhance the riparian habitat;*

?? *For undeveloped areas, no disturbance of the vegetated area within a 50-meter setback from a heron nesting tree. In cases where the vegetation has been removed, i.e. the parking lot of the Old General Store, development could take place provided that it respects the construction windows.*

The Inventory also identified the **foredune ecosystem** along the shoreline in Snug Cove as an important environmental feature, and recommended that the ecosystem be expanded at the mouth of Davies Creek.

A copy of the Biophysical Inventory is attached to this Plan as Appendix A.

2.3 Land Ownership

Both public and private interests hold lands within the Snug Cove Village Plan area. The landowner with the largest holdings is the Greater Vancouver Regional District (GVRD) with its Crippen Regional Park. Generally, the lands along the south side of Government Road, the west side of Miller Road, and the east side of Dorman Road, are privately held.

The GVRD has declared portions of the lands it owns as surplus to the Regional Park needs. This Plan will provide the direction as to how these surplus lands may be used in the future.

2.4 BC Ferry Corporation Operations

The Snug Cove Terminal is the gateway to Snug Cove. The terminal has one, single-level berth. The present terminal foreshore (upland) facilities include a small and inadequate passenger waiting shelter, washrooms, and a sewage-holding tank, all considered inadequate to meet existing and future needs. Parking is not available and vehicles queue on the road right-of-way of Government Road, as there is no vehicle holding compound.

There are a number of issues related to the ferry operations that have a significant impact upon the form and function of the Snug Cove Village, including on and off street parking, traffic flow, pedestrian / vehicular conflicts, and aesthetic appeal.

3.0 VISION STATEMENT AND GUIDING PRINCIPLES

3.1 Vision Statement

Planning for complete and sustainable communities requires the integration of transportation and land use planning, building and site design, environmental, social and economic development considerations in order to be successful. This Plan brings together various government agencies, business, and community interests in the development of a **common vision** for the Snug Cove Village. The common vision for the Snug Cove Village Plan is the creation of a **village within a park** – a place to live and a place to work; a place to shop and a place to play.

Snug Cove Village will contain a mix of residential, commercial, marine transportation and community facility land uses nestled within the natural setting created by Snug Cove itself and the surrounding lands within Crippen Regional Park. The mix of land uses is intended to contribute to a village atmosphere that is socially interactive, commercially vibrant, pedestrian-orientated, artistically and culturally diversified, aesthetically pleasing, and environmentally sustainable. Design guidelines will be used to shape development so that it respects the arts and crafts character of the area.

The ferry terminal will continue to function as the gateway to the community, and Government Road will continue to link the ferry terminal to Snug Cove Village and to the rest of the Island. Ferry marshalling and commuter parking will continue to occur on Government Road, in a reconfigured manner that is intended to improve pedestrian and vehicular traffic movement within the Cove and provide a more appealing entry to the community.

Crippen Regional Park will remain a significant feature of Snug Cove Village. The portion of the Park on the north side of Government Road will largely remain in its natural state except for community facilities. Of particular importance is the protection of the heron nest trees and maintenance of the environmental integrity of Davies Creek and the foredune area.

Commercial development will be concentrated in 3 locations within Snug Cove Village. The lower Cove, between the ferry terminal and the Government Road / Miller Road intersection will primarily serve the needs of commuters and tourists. The mid Cove, the Government Road / Miller Road intersection, will serve the day to day shopping and service needs of the resident population. Artisan Square will provide opportunities for artisan activities and cottage industries, assembly, cultural pursuits, offices, and limited retail.

Higher density housing in the form of attached dwellings or within mixed use buildings may be developed further within the Village. This new housing is intended to provide choices to Island residents who want to reside in close proximity to community amenities. To enhance the vibrancy and vitality of the Village, a variety of community facilities will be accommodated within the Village. These may include the municipal hall, library, multi use community center, elementary school, and museums.

Snug Cove Village will develop in an incremental and gradual manner over the years. This Plan is intended to manage the evolution of the Village in a manner that is sustainable and is sensitive to the lifestyle of existing and future residents.

3.2 Guiding Principles

Prior to outlining the strategic land use policy framework, a series of Guiding Principles has been established. Guiding Principles are intended to reflect the community's values and priorities. The following Principles form the foundation for the establishment of the more detailed policy framework and implementation program for this Plan:

Environment

- ?? Protect and preserve unique environmental features and sensitive ecosystems
- ?? Ensure that sustainable solutions, a balance of social, economic, and environmental values, are used in managing new development

Scale, Character, and Aesthetics

- ?? Preserve the ambiance of a small compact village
- ?? Promote a pedestrian oriented environment
- ?? Enhance the park ambience by integrating the built environment of the Cove with the surroundings of a park setting – “village within a park”
- ?? Respect the heritage character of the Cove

Land Use Mix

- ?? Accommodate a mix of uses, in particular businesses, housing, marine, community, and civic facilities
- ?? Establish the Cove as the economic, social, and cultural center of the Island with the Miller Road / Government Road intersection as the primary focal point
- ?? Promote the Cove as a place to work, live, shop, recreate and visit and as a focal point for arts and culture
- ?? Accommodate higher density and small lot residential development in the Village Centre as a means of working towards achieving a sustainable and complete community

Transportation Gateway and Corridor

- ?? Create an entry to the community that is aesthetically pleasing
- ?? Strike a balance for the function of Government Road as both a corridor to the ferry and a “main street” to the community
- ?? Find better ways of managing ferry marshalling, short and long term commuter parking, foot passenger/pedestrian access, and parking for businesses

Economic Activity

- ?? Create opportunities for businesses to thrive in the Cove
- ?? Provide for a mix of commercial activities catering both to the shopping needs of residents and the needs of visitors
- ?? Ensure that development regulations are effective and do not deter development opportunities while ensuring that other values are upheld
- ?? Support the businesses in Snug Cove in their promotion and marketing initiatives

4.0 LAND USE ELEMENTS

Map 4 is the Land Use Plan for the Snug Cove Village Plan. Descriptions of each of the land use elements in the Land Use Plan are as follows. It should be recognized that the boundaries of the land use designations are conceptual and could undergo minor modifications for zoning purposes as a result of further in depth field study and analysis.

4.1 Village Centre

4.1.1 Description of Designation

The Village Centre land use designation is intended to accommodate a mix of commercial, residential, and community / civic land uses and buildings.

4.1.2 Rationale

Snug Cove Village is the heart of Bowen Island. It is intended to serve the commercial needs of Island residents and visiting tourists. The lower Cove commercial area primarily provides hospitality services and caters to the needs of ferry commuters and tourists, but due to its limited land base, other areas need to be considered. The Cates Hill corner area caters to the shopping and service needs of the community, and the upper cove (Artisan Square) provides commercial opportunities for artisans, offices, limited retail, and cottage industries. The lower Cove should be revitalized to enhance the gateway to the community, while the mid and upper Cove commercial areas need to be strengthened. Maintaining a tight commercial area instead of spreading it out is desirable.

4.1.3 Commercial Development Policies

- a) *Direct new commercial development to that area within the Village Centre that is designated Village Centre Commercial Area on the Land Use Plan.*
- b) *Require that development within the Village Commercial designation obtain a Development Permit (Form and Character).*
- c) *Utilize innovative zoning techniques to accommodate redevelopment proposals for the small lots on the south side of Government Road that are in keeping with the spirit and intent of this Plan.*
- d) *Restrict commercial development on the north side of Government Road to the Government Road / Miller Road intersection.*
- e) *Artisan Square will function as a mixed-use area primarily providing opportunities for artisan, cottage industry, assembly, and cultural pursuits. The Square will also accommodate office and retail activities, recognizing that the lower and mid Cove commercial areas will function as the primary retail commercial areas within Snug Cove. As such, limits will be established in the Zoning Bylaw on the amount of retail and office development that can take place in Artisan Square.*

- f) *Provide opportunities to enhance sidewalk/pedestrian activity through the introduction, for example, of small outdoor cafes and restaurants for the area adjacent to Government Road.*
- g) *Support initiatives that would result in enhancing public transportation to Snug Cove during off peak ferry hours.*
- h) *Ensure that commercial development adjacent to Crippen Regional Park respects the ambiance and character of the Park.*
- i) *Permit off street parking requirements to be satisfied in a shared format or within centralized designated parking areas.*
- j) *Ensure that all buildings are provided with handicap access and handicap parking spaces as per the Land Use Bylaw and applicable requirements of the Building Code.*

Providing for higher density residential housing within the Village Centre, and within a comfortable walking distance to ferry and other community amenities will assist in its revitalization and enhance its vitality, while at the same time, work towards achieving a sustainable and complete village. Within the Village Centre designated area, it is estimated that approximately 200 new multi family units could ultimately be developed within the following potential locations, based upon an average density of 20 units per acre:

- ?? on the upper floors of commercial buildings (40 units);
- ?? the Abbeyfield site on the west side of Miller Road (1.2 acres: 20 units);
- ?? redevelopment of the lots on the west of Miller Road between Bowen Court and the Government Road intersection (2.5 acres: 50 units);
- ?? the east side of Miller Road north of the civic facility precinct (1 acre: 20 units);
- ?? the lands between Bowen Island Community School and Senior Road on the north side of Government Road (2 acres: 40 units); and
- ?? redevelopment of the lots in the Davies Road area (2 acres: 40 units).

Should the average density drop to 15 units per acre, then the total number of potential new units would drop to 170 units.

It should be recognized that not all the housing units described above will necessarily be available or developable for multi family residential, given such constraints as existing usage, terrain considerations, and servicing limitations.

4.1.4 Residential Development Policies

- a) *Reinforce and strengthen the viability of the Village Centre by accommodating residential uses within commercial buildings.*

- b) *Encourage the provision of a wide variety of housing forms within Snug Cove Village.*
- c) *Consider the zoning of sites to accommodate higher density housing in the form of townhouse or rowhouse within the Village Centre area provided that the following criteria can be satisfied:*
- i) the scale and character of the development can blend in with the surrounding natural environment;*
 - ii) the site can be adequately serviced with Cove Bay water and Snug Cove sewer; and*
 - iii) impacts on adjacent properties pertaining to traffic, privacy, screening, and views can be adequately managed.*
- The following are considered possible locations for higher density housing:*
- i) the upper floors of commercial buildings;*
 - ii) the Abbeyfield site on the west side of Miller Road;*
 - iii) redevelopment of the lots on the west of Miller Road between Bowen Court and the Government Road intersection;*
 - iv) the east side of Miller Road north of the civic facility precinct;*
 - v) the lands between Bowen Island Community School and Senior Road on the north side of Government Road; and*
 - vi) redevelopment of the lots in the Davies Road area.*
- d) *Limit attached housing to a townhouse or rowhouse format. Densities in the range of 15 units per net developable acre will be considered appropriate. Proposals with densities greater than 15 units per net developable acre but not greater 25 units per net developable will be considered where there is a demonstrated community benefit that may include: the provision of non market or rental housing, special protection of environmentally sensitive areas, transfer of density from elsewhere on the island, dedication of land to the municipality, or the use of green building technology. Proposals that include a transfer of density component are particularly encouraged.*
- e) *Ensure that new higher density residential development does not exceed a height of 2.5 stories.*
- f) *Notwithstanding any policy in this Plan, the Snug Point area shall remain as a single dwelling area and shall not accommodate higher density forms of housing.*
- g) *Accommodate development proposals that include small lot residential development at a density of 8 lots per net developable acre with a minimum lot size of 4000 sq. ft. For such development, controls will be placed on the lots to ensure that size of the houses is in keeping with the scale and character of a village ambiance.*

- h) Encourage new residential sites to be developed with a variety of housing forms so as to avoid development that is not in keeping with the scale and diversity of a village.*
- i) Minimize the impact upon adjacent single dwelling areas by transitioning down to duplex or small single dwelling lots adjacent to single dwelling areas.*
- j) Encourage the development of new, affordable forms of ground-oriented higher density housing by engaging in dialogue with not-for profit societies on Bowen Island, GVRD Housing Corporation, and other agencies.*
- k) Require all higher density and small lot single dwelling development within the Village Residential designation to obtain a Development Permit. The treatment of edge conditions where new housing abuts or is across the street from lower density forms of housing is particularly important.*
- j) Transferring density from the environmentally sensitive areas of the Island to the Cove will be strongly encouraged. Where this can be achieved, bonuses in the form of increased densities, reduced parking standards, and reduced development fees will be considered.*

New community and civic facilities will be needed as the community grows. Accommodating community and civic facilities within Snug Cove will enhance the vitality of the Cove and complement the Cove's commercial function. Mixing of commercial, residential, and community uses is desirable from a sustainability perspective. Community and civic facilities will enhance the Cove's gateway function and businesses will benefit from the activity. To enhance the likelihood of success, it is better to be more flexible with community facility locations.

4.1.5 Community / Civic Development Policies

- a) Maintain the ball field in its current location reinforcing its function as both a major community amenity and economic generator for businesses in the Cove.*
- b) Accommodate community facilities within the area designated Village Centre on the Land Use Plan, noting that the land in the general vicinity of the north east corner of Government Road and Miller Road is considered as a desirable location for a civic presence.*
- c) Notwithstanding Policy 4.1.5(b), consider alternative locations for community facilities that are consistent with the spirit and intent of this Plan.*
- d) Secure land from the GVRD for the development of future community facilities.*
- e) Work towards incorporating municipal operations with other complementary services such as the RCMP and the library into a multi purpose public service building.*

- f) *Utilize the Old General Store (Bowen Island Public Library) and the Boulevard Cottage as community facilities.*
- g) *Accommodate a multi use arts center within Snug Cove, a performing arts centre in Artisan Square, a civic assembly use north of BICS, and a community facility use on the “Carter Road library property.”*
- h) *Require new community facilities adjoining Crippen Regional Park to respect, integrate, and contribute to park character, and to respond positively to the park environment.*
- i) *Support the construction of a full size ball field and soccer facility on an expanded Bowen Island Community School site.*
- j) *Ensure that all buildings are provided with handicap access and handicap parking spaces as per the Land Use Bylaw and applicable requirements of the Building Code.*

4.2 Village Periphery

4.2.1 Description of Designation

The Village Periphery land use designation is intended to accommodate land uses that provide for a transition between the Village Centre and the land uses surrounding the Snug Cove Village area.

4.2.2 Rationale

The lands included within the Village Periphery land use designation include those lands that are within approximately 1 kilometer walking distance from the Miller Road / Government Road intersection but that are not included within:

- a) the Village Centre Area;
- b) Crippen Regional Park other than those lands identified for non-park use, and
- c) existing residential neighbourhoods.

Being located within the Snug Cove Village area, these lands could be used for a variety of land uses, but at a reduced scale, density, and intensity that is envisioned for the Village Centre designated area. At the extreme edge of the Village Periphery designated area, land use and development patterns are intended to match those of the adjacent lands so that there is a seamless transition between the land within the Snug Cove Village area and the land that is outside off the Cove.

Within the Village Periphery designated area, it is estimated that approximately 15 new multi family units could ultimately be developed within the following potential locations, based upon an average parcel size of 1 lot per 2.5 acres:

- ?? the land on the south side of Mount Gardiner Road west of BICS (21.6 acres - 9 units);
- ?? the land west of IPS and Cates Hill Chapel on Carter Road (10 acres: 4 units).

It should be recognized that the total number of units described above will not necessarily be developed, given such constraints as existing usage, terrain considerations, and servicing limitations.

4.2.3 *Village Periphery Development Policies*

- a) *Limit residential development to a maximum density of 1 lot or unit per gross 2.5 acres, with the housing to take place on the site in a clustered format thereby preserving open / green space and providing buffers and separation from adjacent lands. Residential projects that offer alternative housing choices and that utilize sustainability elements will be encouraged. To accommodate new residential development within the Village Periphery designated area, rezoning will be required. Densities may be increased to 1 lot or unit per gross 1.25 acres in cases where the additional units are achieved through transferring the units from another location on the Island. Specific areas that will be considered for housing include:

 - i) *the land on the south side of Mount Gardiner Road West of BICS; and*
 - ii) *the land west of IPS and Cates Hill Chapel on Carter Road.**
- b) *Require that development within the Village Periphery designation obtain a Development Permit (Form and Character).*
- c) *Prohibit commercial development within the Village Periphery land use designation.*
- d) *Accommodate community / civic land uses within the Village Periphery designation only in cases where it can be demonstrated that all opportunities within the Village Centre designated area have been exhausted.*
- e) *Ensure that development adjacent to Crippen Regional Park respects the ambiance and character of the Park.*

4.3 Marine Commercial

4.3.1 *Description of Designation*

The Marine Commercial designation accommodates the marinas within Snug Cove.

4.3.2 *Rationale*

The marinas play an important role in Snug Cove. They help to define the marine ambiance of the village by the sea.

4.3.3 Policies

- a) *Limit marinas to those areas designated Marine Commercial on the Land Use Plan and limit the expansion of the existing marinas to those areas designated Marine Commercial on the Land Use Plan.*
- b) *Ensure that new marine commercial development within the existing marinas respects adjacent residential areas and the Davies Creek estuary.*
- c) *Ensure that new marine commercial development provides facilities for the safe sewage discharge from marine vessels.*
- d) *Require all development within the Marine Commercial designation to obtain a Development Permit (Form and Character).*

4.4 Environment

Davies Creek itself and the heron nesting trees within the Davies Creek riparian area and north and west of the Old General Store are significant environmental features in the Cove. Protecting and preserving these environmental features and sensitive ecosystems is important, and respecting these features in the Cove's land use and circulation patterns is paramount. The foredune ecosystem along the shoreline in Snug Cove has also been identified as an important environmental feature.

4.4.1 Policies

- a) *Require that all new development proposals respond satisfactorily to the critical environmental resources identified above and all necessary measures are undertaken to protect said resources, including adherence to the standards set out in the Streamside Protection Regulations.*
- b) *Utilize a variety of tools to protect the environmentally sensitive areas, including obtaining land as public park land through dedication, registering non disturbance covenants on private land, and acquisition by and joint management initiatives with local conservation groups.*
- c) *Minimize the disturbance of environmentally sensitive land by directing development to other areas.*
- d) *Maintain the forest backdrop of the south side of Snug Cove.*
- e) *Include the heron nesting area lands within a Development Permit Area. This policy will be revisited if and when it can be demonstrated scientifically that the herons no longer use the heron nesting areas.*

- f) *Establish a 30-meter non-disturbance zone for Davies Creek. In cases where the vegetation has already been removed, i.e. the lower grassed area south of the ball diamond, and the open areas within the Davies orchard area, the setback for development should be at least 15 meters from the top of bank of the creek, and the setback area should be replanted with native shrubs and trees to enhance the riparian habitat.*
- g) *Protect areas within Crippen Regional Park that support diverse wildlife and ecological values.*
- h) *Support expansion of the present foredune ecosystem at the mouth of Davies Creek. Utilize management principles to address the presence of the marina operations and recreational use of Crippen Regional Park.*
- i) *Require new development to incorporate sustainable design features and green building technology pertaining to energy and water efficiency and waste management technologies.*
- j) *Integrate water storage mechanisms such as cisterns and detention facilities as a means of managing stormwater flows.*

4.5 Crippen Regional Park

4.5.1 Description of Designation

The Crippen Regional Park land use designation applies to land within Crippen Regional Park that shall remain within Park. Land currently within the Regional Park that the Municipality proposes be considered for non-park use by the GVRD has been included with other land use designations.

4.5.2 Rationale

Incorporating parks and open space, both active and passive, within a compact, complete community helps to maintain its health, identity, and livability. As well, the Regional Park provides an impressive natural setting for the village. This Plan recognizes the value of the natural environment in contributing to the livability of the village, and it recognizes the value of providing an integrated linear park system enabling people to circulate both within the village and between the village and adjacent neighbourhoods and/or recreational amenities without having to use an automobile.

4.5.3 Policies

- a) *Work towards revising the lands declared surplus by the GVRD. (MAP 7 identifies the land that the Municipality's proposes be declared for non-park use. The lands within Crippen Regional Park that are currently declared surplus by the GVRD are identified on MAP 6.) It should be recognized that the boundaries of the proposed non-park use lands on MAP 7 are conceptual and could undergo minor modifications as a result of further in depth field study and analysis.*

- b) *Ensure that along the edges of the Regional Park boundary, development and non-Park uses shall respect the presence of the Park by taking into account such items as aesthetic considerations, signage, and linkages. Development Permit Guidelines (Form and Character) will be used to promote a positive visual and aesthetic interface between the park and the community.*
- c) *Recognize the heritage value of the Davies orchard and cottages area south of the east / west service lane and the Seaside Cottages, and provide for the flexibility that the cottages could be used for non-Park uses that would be considered compatible with park, community, and heritage values including short term stay use, community use (museum, visitor information centre, office), and artist workshop/studio/ artist in residence use. The Davies Orchard area has the potential of being identified as a Designated Heritage Area.*
- d) *Recognize the heritage value of the Old General Store and Boulevard Cottage and ensure that if these sites were to be excluded from the Regional Park, they be used in a manner that would be considered compatible with park, community, and heritage values.*
- e) *Provide for greenway linkages through the Park between the Village and the adjoining residential areas and recreational amenities.*
- f) *Work with the GVRD to exercise flexibility that would enable the Regional Park to be used for certain recreational and community uses that are not typically associated with regional park use.*
- g) *Secure municipal tenure over the land that is occupied by the sewage treatment plant and the sewer collection system.*

4.6 Transportation and Parking

Government Road and the ferry terminal dominate transportation issues within Snug Cove Village. Revitalization of the Village will have to take place within this context, that being that the ferry terminal will continue to operate at its present location for the foreseeable future, and Government Road will continue to play a number of roles within the Village including providing access to the commercial businesses within the mid and lower Cove and functioning as a route for ferry traffic.

The Snug Cove Village Plan attempts to strategically address the following issues: loading and unloading of the ferry, pedestrian safety and maneuverability, foot passenger access, commuter parking, accommodation of public transportation, providing an entry to the community that is aesthetically pleasing, and striking a balance for the function of Government Road as both a corridor to the ferry and a “main street” to the village.

This Plan also recognizes that there are other modes of transportation that need to be accommodated and promoted in order for the Village to achieve complete and sustainable status, namely pedestrian, cycling, and transit. Cycling and walking are key forms of transportation in a compact and complete community. Residents and visitors of the Village should have access to both road/sidewalk and purpose-built trails to circulate within the village and connect to the adjoining neighbourhoods and recreational amenities.

4.6.1 Transportation Policies

- a) *Support the preparation of a Traffic Management Plan to identify solutions for improved circulation within the Cove, in particular to provide for a safe separation of pedestrian and vehicular traffic, convenient foot passenger pick up/drop off, and a bus/taxi unloading/loading area near or adjacent to the ferry terminal.*
- b) *Create a more positive pedestrian realm along Government Road through the provision of wide sidewalks, landscaping, special paving treatments, and coordinated street furniture.*
- c) *Provide for centralized, weather protected, and safe bike storage/parking at the Ferry foot passenger building.*
- d) *Provide for greenway linkages between the Cove and adjoining neighbourhoods and recreational amenities.*
- e) *Require the provision of bicycle racks for new developments within the Cove.*
- f) *Create safe and interesting bicycle routes as part of a greenways system.*
- g) *Ensure that transit vehicles can maneuver easily and efficiently within the Cove.*

4.6.2 Ferry Transportation Policies

- a) *Retain Government Road as the primary route to and from the ferry terminal in order to minimize intrusion within Crippen Regional Park.*
- b) *Redesign Government Road to better accommodate ferry loading and unloading, transit vehicles, pedestrian movement, and parking while incorporating landscape elements in order to improve its aesthetic appearance as the gateway to the community.*
- c) *Encourage BC Ferry Corporation to provide a new foot passenger building so as to improve conditions for foot passengers waiting to board the ferry.*

4.6.3 *Parking Policies*

- a) *Seek locations for ferry parking that are within approximately 500 meters of the ferry terminal and within the Village Centre.*
- b) *Discourage the use of undeveloped land for stand-alone parking facilities.*
- c) *Utilize lands that already have been disturbed to accommodate parking areas, or integrate parking areas within sites that are to be used for community facilities. Appropriate locations for parking are identified as follows and are identified on the Land Use Plan with an asterisk:*
 - i) *behind the RCMP building;*
 - ii) *south side of Government Road west of the ferry terminal;*
 - iii) *existing parking areas;*
 - iv) *all sites designated for civic or community facility uses with underground parking whenever possible and without extensive site disturbance;*
 - v) *the unused portions of the Cardena Road allowance; and*
 - vi) *the Parks Service area adjacent to the sewage treatment plant if and when the Parks Service area is so relocated.*
- d) *Avoid the creation of new surface parking lots at the gateway to the Village at or near to the ferry terminal and ensure that if they are to be located within the Village Centre that they be visually screened or placed underground.*
- e) *Ensure that all buildings are provided with handicap access and handicap parking spaces as per the Land Use Bylaw and applicable requirements of the Building Code.*

5.0 DEVELOPMENT PERMIT AREAS

The Snug Cove Village is subject to the Village Revitalization and Village Periphery Development Permit Areas (Form and Character) as identified on Schedule E-1 of the Official Community Plan. In addition to these Development Permit Areas, certain lands within Snug Cove Village shall be subject to the Heron Nesting Area Development Permit Area.

5.1 Heron Nesting Area Development Permit Area

5.1.1 *Area*

The area designated on Schedule E-2 as Heron Nesting Area Development Permit Area is a development permit area for the protection of heron nesting areas.

5.1.2 *Justification*

The special conditions or objectives that justify the designation of the development permit area for protection of the heron nesting areas are:

5.1.3 *Special Conditions*

There is a heron colony nesting in Snug Cove. The coastal subspecies is federally listed at “risk” and provincially listed as “vulnerable” or “blue listed” species. Notwithstanding the applicable provincial and federal regulations, there is a need to better protect the habitat of the nesting areas.

5.1.4 *Objectives*

The objective that justifies the designation is to protect the natural habitat of the herons and their nesting trees and control the types of activities that take place within the vicinity of said trees.

5.1.5 *Guidelines*

The following guidelines outline the approach to be used in protecting heron nesting areas. Development Permits issued for development within this Development Permit Area shall be in accordance with the following:

- 1) Between February 1 and April 30, activities that produce irregular loud sounds should be avoided within 100 meters of any active heron nesting tree, such as hammering and nail guns.
- 2) Between February 1 and August 31, heavy equipment such as backhoes and excavators and loud power tools such as pile driving, chainsaws and jackhammer should not be used within 200 meters of the nests.
- 3) Between February 1 and August 31, blasting and other very large disturbances should not take place within 500 meters of the nests.
- 4) In undeveloped areas, there should be no disturbance of trees and vegetation within a 50-meter radius from an active heron nesting tree.
- 5) In cases where trees and vegetation have already been removed from within the 50-meter radius area, i.e. the parking lot of the Old General Store,

- development could take place provided that it respects the construction windows.
- 6) Notwithstanding Guideline 4, trees and vegetation may be removed if they have been determined to be a safety hazard by an arborist, said removal not to take place between February 1 and July 31.

6.0 IMPLEMENTATION STRATEGY

This Implementation Strategy is intended to outline a course of action for the Council to pursue with regards to working towards achieving the vision and policies of the Snug Cove Village Plan. More specifically, the Strategy identifies those actions that Council could consider initiating in order for Snug Cove to evolve into a compact complete community.

6.1 Review of Land Use Bylaw / Zoning Bylaw

The Land Use Bylaw / Zoning Bylaw is a major implementation tool of any planning initiative. The Bylaw should be reviewed to ensure that the current regulations are consistent with the vision and policy framework outlined in this Plan.

6.2 Prepare Development Permit Guidelines

A new series of Development Permit Guidelines is required to address the form and character of the higher density housing proposed for Snug Cove. To enact these guidelines an amendment to the Official Community Plan will be required.

6.3 Engage in Negotiations with GVRD

A key element in the implementation of the Snug Cove Village Plan is to engage in negotiations with the Greater Vancouver Regional District in order to identify and reach an agreement regarding the use and disposition of the non-Park use lands, in particular lands required or sought for community purposes. This Plan will be used by the Municipality as the framework for establishing the Municipality's preferred outcome for the surplus lands.

This Plan has attempted to be consistent with the surplus lands package as declared by provincial statute. However there are some instances where non-park uses have been identified for lands within the Regional Park (i.e. the existing ball field), and in other cases where surplus lands have been designated for regional park use (i.e. the heron nesting area north and west of the Old General Store.) As such the boundaries of the surplus lands as currently declared would have to be adjusted by the Province and the GVRD to achieve the desired results of this Plan.

This Plan has attempted to provide for a sensitive transition between the Regional Park and adjacent non – Park uses along the boundaries of the Regional Park.

Some of the non-Park use lands have been identified for higher density forms of housing (low scale townhouse and garden apartments) and mixed commercial and residential buildings. In other cases, the non-Park use lands have been identified as potential locations for community facilities.

The Municipality will attempt to acquire some of the non-Park use lands for the community use in exchange for rezoning other surplus lands for development that could then be pursued by the GVRD or sold off to third party developers. This Plan will

be used to help identify preferred sites for community facilities and to reach agreement on the use and distribution of such land.

6.4 Continue Dialogue with BC Ferries Regarding Traffic Management

The Municipality and BC Ferries conducted a Traffic Management Plan on circulation issues within Snug Cove related to ferry activities. The Plan provides for a number of options regarding ferry marshalling, the location of the foot passenger building, ferry loading and unloading, and passenger drop-off and pick up. The Municipality will engage in further dialogue with BC Ferries in an attempt to resolve issues that satisfy local interests.

6.5 Liaison with Community Groups

The Municipality will continue to liaise with such groups as the Sustainability Community Advisory Committee, the Snug Cove Task Force, and the Ferry Advisory Committee with regards to the implementation of this Plan.

6.6 Plan Review

This Plan will be updated every 5 to 10 years, or earlier if the need arises.