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Preface

This is the Official Community Plan for Popkum - Bridal Falls Area, part of Electoral Area “D”, located within the Fraser Valley Regional District.

The Plan is organized into two parts, a Background Report, which serves as an appendix to the Plan, and the Official Community Plan, which is adopted by bylaw. The Background Report provides an overview of the major land uses, the physical and social characteristics of the Plan area and the principal issues of the Plan. The Official Community Plan, presented in the second part of this document, provides the specific objectives and policies of the Regional Board. This forms Schedule D1 of Bylaw No. 0200, and along with the maps in Schedules D2, D3, D4 and D5 fulfills the requirements of Section 876, 877, 878, 879, 880 and 881 of the Municipal Act.

The Plan was prepared with the assistance of local residents, Advisory Planning Commissions and representatives from various government agencies. Their contribution and cooperation is gratefully acknowledged.
1. INTRODUCTION

1.1 Purpose of the Plan

This is the Background Report to the Official Community Plan for Popkum-Bridal Falls, part of Electoral Area “D”, Fraser Valley Regional District. The Plan serves as a statement of the broad objectives and policies of the Regional board regarding the form and character of existing and future land use and servicing in the Plan area. The purpose of the Plan is as follows:

- to establish objectives and policies for encouraging and directing settlement growth and development;
- to establish coordinated and consistent objectives and policies between the Regional board, Provincial and Federal agencies and local citizens;
- to provide guidelines and procedures for the use of land, the provision of public services and the protection of the environment;
- to provide a policy framework for revising and implementing zoning and other bylaws in accordance with local conditions and community needs and preferences.

1.2 Plan Area Boundaries

The Official Community Plan area is located east of the District of Chilliwack in Popkum-Bridal Falls. Schedule D2 of the official plan shows the legal plan boundaries.

The Plan area is located at the physiographic boundary between the Cascade and Coast Mountains, adjacent to the Fraser River. The predominant physical feature of the area is Mount Cheam which rises 2107 metres above the Fraser River. Popkum-Bridal Falls is situated well above (about 30 metres) the floodplain of the Fraser River. The southern portion of the plan area is gently sloping with numerous alluvial fans and debris flows formed where fast flowing mountain streams discharge onto the lowlands. South of the privately owned land the slope increases sharply into a steep-faced escarpment rising to Cheam Ridge with numerous waterfalls, including the Bridal Veil Falls.
North of the Trans Canada Highway, the plan area is relatively flat, hummocky terrain thought to be the runout of ancient slide debris from the Cheam Ridge. Since the 1970s the area has been a moderately slow growing rural residential and farming community. In recent years, new suburban residential development has been the predominant development form. The two settlement areas: East Popkum and West Popkum are divided by the Cheam Lake Wetlands Regional Park, a 93 hectare lake and marsh, wildlife reserve area owned and operated by Fraser Valley Regional District.

Popkum-Bridal Falls is an area of striking natural beauty. Most of the steep terrain above the settled areas was logged in the distant past, and there is currently minimal active logging in the area. Second growth trees cover most of the slopes, except for the steep upper slopes of the Cheam Ridge.

### 1.3 Planning Process

This Official Community Plan is the second plan completed for Popkum-Bridal Falls. The first plan, the “Official Settlement Plan for portions of Electoral Area “D”, was completed in 1984, and though the plan was amended several times during the late 1980s and early 1990s, primarily to take into account changing Provincial legislation and the need for current development standards as suburban residential and other growth was added to the plan area, there is much that is retained of the original plan’s development concept and Board objectives in this plan. Many of the goals set out in the original plan were achieved in the establishment of the Cheam Lake Wetlands Regional Park, and its conversion from a disused mine site to a natural wetland and wildlife area, and in the growth of well-serviced suburban development particularly in the West Popkum area of the plan.

This plan carries on from the objectives and development concept of the Official Settlement plan. There is a need to consolidate the plan amendments of the last decade into a more readable document, to review and confirm high development standards, to protect the resident taxpayer from paying the costs of new development, and to expand the vision for the park and recreation potential in the plan area. This plan contains, for example, policies for a projected expanded Cheam Lake Wetlands Regional Park and recreation area both north and south of the Trans Canada Highway. In addition, it provides for the establishment of a linear park/trail system to link the park and natural recreation areas in the plan with the residential and commercial development.

Other improvements include new development permit area (DPA) provisions, refinement of standards for new development, and expansion of the community water, storm drainage, and other community service systems.
The plan has been developed in the context of an ongoing public liaison process which started with the preparation of the first official settlement plan and has continued through a series of community improvement projects, including the development of the community water systems in Bridal Falls and West Popkum, introduction of development cost charges, the creation of the Regional park, and various other community projects. Meetings held to discuss these specific development projects have been well attended, and good community participation has been evident throughout the period.

A public information meeting was held on January 6, 1997 in order to encourage dialogue between the public and planning staff and to review the draft Plan. Following that, a public hearing was held on February 16, 1998. All property owners within the Plan area were mailed an invitation to the public information meeting and a notice of the public hearing.

1.4 Legal Status

The Official Community Plan is adopted by the Regional Board under Section 875 of the Municipal Act as a general statement of broad objectives and policies. Section 884 of the Act states that the Plan does not commit or authorize the board to proceed with any project specific in the Plan. However, all bylaws enacted and works undertaken by the Board must be consistent with the policies and designations of the Plan.

The Plan serves as a series of policy statements to guide day-to-day decision making of the Regional Board, private citizens and public agencies. It also provides the framework for preparing and adopting new zoning and regulatory bylaws within the Plan area. All rezonings must be consistent with the Plan.

The plan boundary has been expanded to cover the private properties in the Julseth Road area, which was excluded from the first settlement plan.

As a forward looking plan, the Official Community Plan for Electoral Area "D" is intended to be general in scope, and flexible in guiding the future course of the area's development. More detailed regulations and provisions are contained in the zoning and other bylaws for Electoral Area "D".

2. HISTORY OF DEVELOPMENT

It is only possible to give a very brief overview of the local history of Electoral Area "D" in the context of an Official Community Plan. The following section which outlines this history begins with the first signs of settlement in the 1860's. An attempt is made to provide a few "snapshot" descriptions of old "Popcum", and of the development of transportation, highway tourist commercial uses, and
resource extraction uses, in the Community plan area. Present planning challenges and problems are in every sense a legacy of this past, and it is through an understanding of the history of development that policies and solutions can be discovered.

2.1 **EARLY "POPCUM"**

The first interest in establishing land holdings in the Popcum area was in the early 1860's. Two lots, Lot 447 G.2 and Lot 446 G.2 C.G., lying adjacent to the Fraser River and northeast of Cheam Lake, were surveyed under the Royal Engineers' District Lot System which was employed in the Province between 1859 and 1863. Despite this early activity, however, the earliest record of development in the area dates to the mid 1870's. No doubt the development was associated with the building of the Yale and New Westminster Wagon Road in 1874, a route which paralleled the South Bank of the Fraser River in the Popcum area. Shortly thereafter, in 1875, a sawmill was established by D. Airth and H. Cooper near the mouth of Popcum Creek, the stream flowing from Cheam Lake to the Fraser River.

The 1870's were a comparatively stagnant period in the Province's economic history. The population of the Province had dwindled to about 10,000 people from a peak of approximately 60,000 people during the height of the Gold Rush in the 1850's. Nonetheless, it was during the 1870's that many of those who had been involved in the gold rushes decided to settle in the Province and establish permanent land holdings and enterprises. Such was the experience of William Knight who had been active in the gold discoveries at Cassiar in 1874, and then settled at Popcum in 1878. He purchased a partnership in the sawmill constructed by Cooper and Airth, eventually bought out all other interests, and together with his brother who came from Renfrew, Ontario, established the Knight Bros. Sawmill.

The mill at Popcum was the first and most diversified operation in the Chilliwack Valley area. It produced lumber and shingles for many of the first homes in the Chilliwack area, and lumber for ties and construction of the CP Railway.

The mill became the focus of a small village community. During the 1870's and 1880's, four permanent homes, workers' accommodation, and a mill store, dairy, office, tannery, and blacksmith's workshop were built around the mill site area. There was also 25 acres of cultivated gardens and orchards. The business expanded as well, perhaps associated with the economic boom period in the early 1880's and the construction of the Canadian Pacific Railroad (on the north shore). In 1890, an excelsior mill was added to the sawmill operation. It was constructed on a site near the mouth of Popcum Creek, likely on an alluvial fan.

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1 L. Macken, "A Brief Review of the Forest Industry as Carried on in the Chilliwack District", Chilliwack Museum Local History Notes
The new mill was locally reported to have been the first of its kind on the West Coast of Canada. Its machines were steam powered.

The expansion of the company into the production of excelsior brought with it the need for a wider area of operation - for a more established supply of raw materials, and a wider market area for the finished product.

Originally the sawmill had been supplied with lumber from the surrounding lands. Oxen teams were used to skid lumber to a booming area in Cheam Lake where the logs were directed towards an elevated flume at the north end of the lake. Logs were moved along the flume into the sawmill, and then removed via a narrow gauge trolley. When the excelsior mill was constructed, both mills were connected by trolley and a further track was built to a docking facility on the Fraser. A steam powered boat, the "Popcum", was built and used to bring raw material to the mills and finished product to local markets in the Chilliwack area. Excelsior, which was marketed in New Westminster, was transported by larger Fraser River steam boats which were used extensively in the New Westminster/Hope corridor.

The potential of this early village seemed to peak around the late 1880's to early 1890's. In 1887, for example, a rail line was planned and gazetted under the "Delta Railway Company" to be constructed from Ladner to the sawmill at Popcum. The railroad plans, the expansion of the mills in 1890 and the development of a river transportation link, were all indicators of the area's potential to become a more significant and larger centre.

Looking at the more general development of the Region during this time, the relative advantages of the village's location become clear. Further west, the Chilliwack area was affected by repeated flooding of the Fraser River. The dyke building program did not begin until 1876 and its success was marginal at best for a considerable period of time. In 1894, for example, the entire Chilliwack area was affected by a major flood. Many people were evacuated to the Popcum area; indeed, the steam boat "Popcum", built to service the mills, was used extensively to rescue people and livestock from the floodplain lands to the higher ground at Popcum and Shannon Mountain.

None the less, the proposal for the Delta Railway Company did not proceed beyond the planning stage. The plans remained active, with several backers, until 1926-7 and the passing of the Defunct Railway Act. However, the construction of the Vancouver, Fraser Valley and Southern Railway (later the B.C. Electric Railway) to Chilliwack in 1910 seemed to pre-empt further work on a rail link to the mills.

In 1890, Popcum was described as follows, in Henderson's B.C. Gazette and Directory, as "A small village, a few miles from Hope. A large saw mill is located..."
here" [See Figure 1.1] The short list of residents belies the village area’s potential for growth and advantageous location in the region.

By the turn of the Century, many small places in the Province were in decline. Regional shifts in resource extraction left many small Communities as relics of earlier resource development. Also, the tendency towards a consolidation of population in more viable, larger centres resulted in a growing difficulty for small villages to compete for population and development.

Shortly after 1900, the Knight family sold their interests in the mills and property in Popcum to establish homes and businesses in Chilliwack. What followed was an almost total transformation of the mills’ sites and area. A member of the Knight family, describing the changes in the area, writes:

"Little remains of the old Popcum. The Point where the excelsior mill stood and all the land directly in front was washed away during a spring flood. All the homes have been moved or torn down, also the mills, the flume, the Indian huts, and, with one exception the barns have disappeared. The historic trail, the orchards and gardens have reverted to the wild..."

2 Notes of Edna Street, daughter of William and Jenny Knight
The changes occurred quickly, amounting within a few years, to a new phase in the area's development. The area was evolving into a rural-agricultural community with its primary focus in the village of Rosedale. By 1931, even the word "Popcum" was changed in spelling\(^3\) and the residents of the area were listed under Rosedale in directories and other sources [See Figure I.2]

However, in the meantime, during the early decades of the twentieth century, significant changes in transportation occurred which brought about a new potential and the development of a wider spectrum of land uses in the Popkum area.

### 2.2 SETTLEMENT EXPANDED

Although the Yale and New Westminster Wagon Road was built through Popkum in 1874, there was no reliable road access to the area until well after the turn of the century. River access via the riverboat landing built during the 1890's provided an important economic linkage for the Knight's Mill but this was not a route which developed significant new community potential. It was not until the Wagon Road was upgraded in 1913 to service new railroad construction that

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\(^3\) Some say misspelled "Popkum".

Fraser Valley Regional District
Consolidated OCP Bylaw No. 200
Popkum-Bridal Falls, Area "D"
proper road access was developed. The Canadian Northern Pacific Railroad was completed through the Popkum area in 1915.4

Popkum became a flag station on the new line and this seemed to open up a range of new development in the area. Farms were established and the station became a pick up and delivery point for milk and cream produced by members of the Fraser Valley Milk Producers’ Association. In 1917, a rock lime quarry was established by the Western Canada Lime Company on lands adjacent to the toe of the mountain slopes.

Rock lime from the quarry was extracted and then crushed in a large steam-powered plant which was established on site. The finished product was shipped to Ladner, at first via a spur rail link to the main line at Popkum station and then later by truck transport. The plant was in continuous operation between 1917 and 1973 with a major refit undertaken during the 1950's when the company changed ownership. From 1917 to the 1950's, the company was owned and operated by the Sullivan family who also secured the lease and rights to develop the Cheam Lakebed area for marl lime extraction. After 1950, the company was purchased by Mairs Transport.

The lime quarry and plant provided another link in a continuous chain of resource extraction uses which have formed a major part of the economic base of the area during the past century. The list of extractive and associated uses includes six sawmilling operations and various shingle mills, three logging operations (Coast, Brett, Cattermole), a green granite quarry, rock lime quarry and plant, two marl lime extraction companies, a pole preserving plant, and various rock and gravel extraction uses. At present the area has less resource extraction uses than at almost any time during the recent past.

These resource extraction uses, however, contrasted with another form of development, namely tourist-recreation development, which became a prominent land use in the 1920's. As with the extraction uses, tourist development was associated with improvements in transportation.

In 1923, the first highway link between Chilliwack-Rosedale and Hope was completed, opening the area to a large broader cross-section of travellers. Commercial recreation development began shortly thereafter with the opening of the Bridal Falls Chalet by J. Warneboldt in the late 1920's.

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4 The Canadian Northern Pacific Railroad became Canadian National Railways in 1922
Figure 1.2
Extract from Wrigley's British Columbia Directory, 1931, Wrigley Directories Ltd., Vancouver 1931.

POPKUM
A flag sta. on C.N.R. in Yale Prov. Elec. Dist. 4 m. e. of Rosedale, the P.O., which see for names.

ROSEDALE
(See also Chilliwack for names as some Rosedale residents receive mail on RR1 and RR2 from Chilliwack)
a P.O. and sta. on C.N.R. 7 m. n-e of Chilliwack, in Chilliwack Prov. Elec. Dist. Pop. within 3-mile radium, about 700.

Adachi Al farming
Anderson Jas farming
Anderson Oscar L. farming
Archibald E. postmaster
Archibald Mrs. Marion R genl store & meats
Archibald Wilbert E. clk M R Archibald
Austin Allan logger
Badman Thos labourer
Bailey Don W carp
Baker Clyde labourer
Beaulieu Alfd logger
Berry Jas labourer
Bond Wm farming
Bond Wm Jr labourer
Bowser R G asst agt CNR
B-K Milling Co Ltd Ross Chisholm rep
Brown Alfd farming
Brown Maurice farming
Brown T A labourer
Bryant Anna widow
Bryant Geo H farming
Bryant Regd. Farming
Bustin Sid R trucking
Butler Francis sectmn CNR
Cameron Harry farming
Canadian Government – Postmaster – E Archibald
Carter Arthur D asst purser B C Govt
Carter Gerald S dairying
Cartwell Henry C mstr mnr B C Govt
Charley Morris labourer
Chartier A Allen sectmn CNR
Chisholm Ross rep B-K Mill Co
Close P & Co Peter Close mgr genl store
Close Peter mgr P Close & Co
Colwell Geo L farm lab
Conway A S mstr mnr B C Govt
Davidson Ira labourer
Davis Arthur A retired
Dennis J E labourer
Dunn W G farming
Edwards Henry farming
Ennis John A labourer
Ennis Wm farming
Enve Garnet W mt ctr M R Archibald
Everett Frasier E poultry
Everett Harold E egg graders F E Everett
Fraser John A labourer
Goodwin A farming
Grant David farming
Gray J A farming
Greeley David farming
Hamilton Roberta R poultry
Harrison J Harry farming
Heat Stephen R small fruits
Heymegri Dari dairying and sectmn CNR
Henderson Don S labourer
Henderson Mrs. Mary farming
Hentz J T mar eng B C Govt
Higgins N H steel wkr
Hinkel Otto W farming
Hodggetts Harold labourer
Hopcraft Wallace F gardiner
Huddleston John J poles and ties
Hughes Thos retired
Hughes Wm D agt CNR

Interior Mink Ranch J R Pake mgr
Jacobsen Karl farming
Janackie Derofy sectmnr. CNR
Johnston Roll F trk drvs BC Govt
Kerry Byron C logger
Karr David logger
Kerr Geo E labourer
Kerr Susan C widow
Kerr Mary E widow
Kerr Robt F farming
Kamara David M mgr McNair & Graham
Latter Day Saints Rev R J Muirhead
Lobb Laurence E of T Lobb & Son
Lobb T & Son bksmith
Lobb Thos of T Lobb & Son
Lowe John P farming
McCormick Lewis O sectmn CNR
McElwee Saml A farming
McGraith Walter prop Rosedale Gar
McGregor Howard B farming
McKarn Nathl J D of McNair & Graham
McKarn (NJD) & Graham (S) poles and ties
Malcolm Foster G farming
Martin Mrs. Anna
Martin Edith D sch lctns
Mercer Alex H sec TVMP Assn
Mercer Harry F farming
Metcalf Margt widow
Mercer Maude M
Milton Geo farming
Muirhead Lyle F labourer
Muirhead Rev Rufus J pastor Latter Day Saints
Muirhead Thos H farming
Muirhead Wm W carpenter
Munro A Colin farming
Munro Ray C farming
Munro Roy farming
Munro W Azeph farming
Mury Chas labourer
Nazareno Chas hauling cont
Nelson Mrs. Alma E
Nelson Alzora widow
Nevin David G barber & Billiards
Nom Frank farming
Page James lab
Pake Harley retired
Pake J R mgr Interior Mink Ranch
Petersen Lars farming
Popcorn School H Carmen sec
Robertson Wm P sch prin
Rosedale Garage (W McGraith)
Scott G E purser B C Govt
Simeous Mrs J dairying
Silver Geo sec sectmn CNR
Smale Nicholas J farming
Smith Mrs Alice M widow
Smith Geo L V mar eng B C Govt
Spender Wm labourer
Sprinkle Lloyd labourer
Stevenson Maxwell drving
Thompson Doris M sch lctns
Thompson Jas labourer
Thompson Wm J farming
Turpin Rev Geo (United)
United Church Rev Geo turpin
Vautier Alfd retired
Ward J labourer
Wares H J farming
Western Canada Lime Co Ltd (not operating)
Wilkins Harold labourer

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In fact, the natural beauty of the area had been important since earliest settlement. In the 1870's the area had been a point of interest and recreation area for travellers. The Knight family described their home as a "stop over" place on the New Westminster and Yale Wagon Road and family records outlined the popularity of mountain climbing and recreation on Cheam Lake as a pastime for visitors.

The development of the road system in 1923 improved access to the area and the significance of its location emerged as a stop-off point on the travel corridor between the coast and the interior. The Bridal Falls Chalet, the first attempt to establish a commercial recreation facility, was focused on the interest generated by Bridal Veil Falls and Cheam Lake. It was an attempt to create a more or less self-contained destination resort with a full range of recreation facilities which would appeal primarily to the Vancouver market. The Chalet also became a focus for the local area, developing a number of related uses, including a general store, post office and service station, so much so that the Popkum area became known for some time to non-residents and in directories, etc., as "Bridal Falls". [See Figure I.3]
2.3 **A NEW COMMUNITY FOCUS**

The changing routes of the new roads through Popkum had a significant impact on the location of development. As the highway alignment changed, so the focus of the area seemed to move away from its original river front location near the site of the mills to a highway location near Bridal Veil Falls. A new community was emerging as well, signalled by the establishment of a community hall society and the construction in 1936 of a new community hall near the highway.

During the 1940's, a second recreation facility, the Blue Ridge Guest Ranch, was developed in the vicinity of the present Cattermole property. This once again was an attempt to establish a destination resort based on the physical attributes of the area. However, resource extraction activity remained important as well. During the late 1940's, marl lime extraction began in the vicinity of the Cheam Lakebed.

Cheam Lake was drained during 1949-50 to allow for the recovery of a layer of marl lime which is deposited across the lakebed and on some adjacent lands. Marl lime is a soil additive (calcium carbonate), significant in intensively-used agricultural areas with high rainfall. The product from the Cheam Lake area has been marketed across the Fraser Valley since mining of the deposit began.

The first company to extract marl lime in the vicinity of the lakebed was operated by the Munroe family, long-time residents of Popkum. They began the extraction process on lands south-east of the lake, operating between 1949 and 1961. Cheam Marl Products (owned by the Davidson family) was in operation during the same period extracting marl north of Elgey Road and then moving towards the Cheam Lakebed as the water level declined. Major improvements were carried out on the drainage channel in 1961 and both companies were merged into the present Cheam Marl Products Ltd.

Marl extraction is a two-step process, involving first a dragline and shovel operation to excavate the marl deposit, and then a drying stage. At first an attempt was made to dry the marl in kilns built on site for the purpose but later it was found to be more profitable and functional to pile and air-dry the excavated marl across a well-drained drying area.

During the 1960's, as much as approximately 34,000 tons of marl lime were extracted annually from the lakebed area. The working crew involved about 15 men employed on a seasonal basis. In 1980 the action of marl lime from Cheam Lake ceased. Studies and policies were drafted in order to reclaim Cheam Lake. In 1990, Cheam Lake Wetlands Regional Park was established. Currently, the park protects approximately 250 acres of lake, marsh and uplands.
2.4 **A NEW BASIS FOR GROWTH**

Throughout its history, development trends in the Popkum area have moved in two directions: towards resource extraction on the one hand and tourist recreation uses on the other. These uses usually coexisted and neither kind of development appeared to have a clear advantage over the other until after the construction of the Trans-Canada Highway during 1959-60. The 1960-84 period has been typified by dwindling significance of extraction uses and an acceleration and consolidation of recreation growth. During this time, several regionally important recreation developments have been established in Popkum, based primarily on the growing demands of the Lower Mainland population for easily accessible, high quality recreation areas.

The nature of recreation development has changed as well from the designation-type resorts which were built during the 1920's to 1940's, to day/overnight uses which are directly related to the highway.

The new development began with the establishment of the gas stations and roadside service facilities. In the 1970's and 1980's, these were followed by several tourist recreation commercial uses which attract a large group of visitors to the area. The Flintstones development (now Dinotown) was the first roadside attraction to be developed, followed by Minter Gardens, Taams' Enchanted Animal Farm (now closed), Camperland and Trans-Canada Waterslides. These facilities were expanded more recently by the development of a Bumper Boat Amusement Park, and Bridal Falls Golf and Country Club, an executive 9 hole golf course and clubhouse development. For more than a decade these developments have attracted greater than a third of a million visitors per year to the Popkum area.

In addition to these private recreational developments, the Bridal Veil Falls Provincial Park provides day-picnicking facilities and hiking for ±32,000 visitors annually. The park is 32 hectares in size and has parking facilities for 60 vehicles.

The reclamation of Cheam Lake through the establishment of Cheam Lake Wetlands Regional Park during the late 1980s, a wildlife recreational reserve area, is perhaps the most significant achievement in confirming the future character of the area as a natural recreation tourist area.

The growth of the local community has occurred as well during this time. The establishment of a new community volunteer fire department and hall in 1981 was an important step for the local residents. More recently, there has been considerable support for the establishment of a community park and sports field, with a site for a potential new community hall. In 1996, the old community hall located in Bridal Falls was demolished and plans were set in motion to improve the fire hall site as a new community focus. These developments, together with...
the opening up of new residential areas, point to a new basis for the growth of the local community.
PART II

COMMUNITY PROFILE

1. POPULATION

According to the 1996 Census data, Popkum-Bridal Falls is a community of approximately 1065 persons. The area has shown a steady growth rate of between 4% and 6.6% per annum since 1971, with the exception of the 1981-1986 period of recession in the Provincial economy.

The 1996 Census data portrays a relatively young population with approximately 12% of the population 65 or more years of age, approximately 29% less than 19 years of age, and the remaining approximate 59%, 20-64 years of age.

The 1991\(^5\) population was characterized as 180 families living in private households, with 65 families with children living at home. Of the total 1991 population, 62% per cent over 15 years of age were in the labour force, and 37 % of the population was retired or otherwise out of labour force. This figure is low when compared to the entire Lower Mainland of B.C. but comparable to participation levels in Chilliwack and surrounding areas.

Table II.1: POPULATION OF ELECTORAL AREA "D", 1971 - 1996*

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Population for Electoral Area &quot;D&quot;</td>
<td>375</td>
<td>465</td>
<td>594</td>
<td>608</td>
<td>835</td>
<td>1065</td>
</tr>
<tr>
<td>Annual % growth</td>
<td>4.4%</td>
<td>5.0%</td>
<td>0.5%</td>
<td>6.6%</td>
<td>5.0%</td>
<td></td>
</tr>
</tbody>
</table>


Growth predictions, in demographic terms, are not reliable when dealing with the small area and population of Electoral Area "D". In every sense the growth of Electoral Area "D" is part of the growth of the larger regional area, and will depend upon the ability of the larger Chilliwack - District of Kent area to attract new population and development, and the capacity of the area to accommodate new lots.

\(^5\)1996 Census data not yet available
Taking this view, the Community Plan focuses upon the capacity of the land in Electoral Area "D" to accommodate housing and upon providing for a character of growth and development which will complement and enhance the wider region. Table II.2 outlines the present distribution of population in Electoral Area "D" and provides an estimate of future population if the area were to achieve its maximum potential under the objectives and policies outlined in the Plan.

### Table II.2. ESTIMATED POPULATION INCREASE BY AREA

<table>
<thead>
<tr>
<th></th>
<th>1996</th>
<th>Estimated Population Increase based on O.C.P.*</th>
<th>Potential Area Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Popkum***</td>
<td>360</td>
<td>796**</td>
<td>1156**</td>
</tr>
<tr>
<td>West Popkum***</td>
<td>679</td>
<td>663</td>
<td>1342</td>
</tr>
<tr>
<td>Bridal Falls</td>
<td>26</td>
<td>0</td>
<td>26</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>1065</td>
<td>1459</td>
<td>2524</td>
</tr>
</tbody>
</table>

* Estimate based on a household size of 2.62 persons  
** Potential Population increase on Cheam I.R. not included  
*** For the purpose of Table II.2, Highway No. 9 divides East and West Popkum

These estimates are based on the achievement and construction of servicing levels anticipated in the plan. Actual growth in the plan area has been steady and incremental and will not likely reach those levels within the next decade.

Over the long term, there may be a possibility for growth beyond the projections contained here, but this would involve a considerable change in the density of development and therefore the provision of an increased level of community services to the land available for development.

In the meantime, the Plan envisages a medium density, rural-residential type of development for most of the residential areas (excluding mobile home park areas, for example). This will help achieve a major objective of the plan which is to safeguard community values and to provide for a smooth transition to the time when the general level of land development pressures may increase in the region as a whole. Also, it may have the effect of concentrating development in larger centres first, where, as densities increase and services improve, a greater proportion of the region's growth might be accommodated.
2. **BUILDING STATISTICS**

The number of building permits issued in Electoral Area “D” during 1996 was the same as in 1991, although the value of the construction has increased by approximately 67% (see Table II.3). In 1993, 1994 and 1995, the value of building construction was relatively low, which was the result of a lower number of single family dwellings being constructed during that period.

Trends in the type of construction have changed significantly. In residential construction (1981-1985) 34 mobile homes were placed in Electoral Area “D”, compared to 21 single family dwellings. During the period 1986-1990, there were 36 permits issued for single family dwellings and 18 for mobile home placements. Most recently, from 1991-1996, the balance changed even more, with 124 permits being issued for single family dwellings and only 5 for mobile home placements. As Table II.3 illustrates this change from predominance of mobile home placements to single family dwelling starts. In the early 1980, mobile home parks were being developed or expanded in the area; residential, “site-built” dwelling construction was largely limited to infill housing on existing lots. The initiation of the West Popkum Community water system and other community services in the late 1980s made possible the development of several suburban residential subdivisions, significantly increasing the numbers of building lots, resulting in the change in dwelling type.

A second trend of significance is the change in relationship between residential and commercial-industrial permits. Residential permits as a whole have significantly increased when compared with commercial-industrial permits. Since 1981, the number and the value of commercial-industrial permits have declined as a result of the saturation of commercial development in the Bridal Falls area. However, the Highway 9/Yale Road area has potential for further highway commercial development. Furthermore, it would be expected that the increase in residential development and highway tourist activity will ensure that the commercial activity will continue to be an important part of the overall development in the Plan area.
**Table II.3, Building Permit Statistics for Electoral Area “D”**

<table>
<thead>
<tr>
<th></th>
<th>Residential Starts</th>
<th>Commercial/Industrial</th>
<th>Total Permit(s)</th>
<th>Total Value</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. Single family Dwelling</td>
<td>No. Mobile Homes</td>
<td>No. Residential Improvements</td>
<td>Total No.</td>
</tr>
<tr>
<td>1981 - 1985</td>
<td>21</td>
<td>34</td>
<td>122</td>
<td>177</td>
</tr>
<tr>
<td>1986 - 1990</td>
<td>36</td>
<td>18</td>
<td>49</td>
<td>103</td>
</tr>
<tr>
<td>1991 - 1995</td>
<td>98</td>
<td>5</td>
<td>63</td>
<td>166</td>
</tr>
<tr>
<td>1991</td>
<td>22</td>
<td>-</td>
<td>9</td>
<td>31</td>
</tr>
<tr>
<td>1992</td>
<td>32</td>
<td>1</td>
<td>13</td>
<td>46</td>
</tr>
<tr>
<td>1993</td>
<td>17</td>
<td>3</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td>1994</td>
<td>9</td>
<td>1</td>
<td>12</td>
<td>22</td>
</tr>
<tr>
<td>1995</td>
<td>18</td>
<td>-</td>
<td>9</td>
<td>27</td>
</tr>
<tr>
<td>1996</td>
<td>26</td>
<td>-</td>
<td>7</td>
<td>33</td>
</tr>
</tbody>
</table>
3. **LAND USE AND SERVICES**

3.1 **Existing Land Use**

The Popkum-Bridal Falls Community Plan area is comprised of two residential areas, agricultural (ALR) areas, a natural wetland park area, and a major tourist commercial area. Although the Minter Gardens development lies to the north, the Trans-Canada Highway effectively divides the plan area with a focus on tourist activities south of the freeway, and on residential development to the north. The area around the intersection of Yale and Highway #9 is also designated for commercial growth in the plan. However, growth in the Yale Rd./Highway #9 area is not projected to include campground, holiday park, or similar overnight tourist uses.

The numbers in Table II.4 demonstrates the difference between the residential area located north of the Trans Canada Highway (West and East Popkum) and the commercial areas located south of the Highway (Bridal Falls). Furthermore, it also indicates a higher degree of both developed and vacant residential lots in the West Popkum area than in East Popkum. There are 66 developed and 10 undeveloped residential lots in East Popkum and 186 developed and 48 undeveloped residential lots in West Popkum. In the Bridal Falls area, the number of residential lots are significantly lower.

There is one mobile home park in East Popkum and three in West Popkum, comprising approximately 98 mobile homes. The majority of the industrial and commercial properties are located in the Bridal Falls area while the number of agricultural lots is higher for the area located north of the Trans Canada Highway.

The major tourist recreation area south of the Trans-Canada highway is comprised of a range of tourist commercial uses and facilities. Two campgrounds -- the Camperland recreational development and the Rainbow Ranch RV park currently exist in the area. Two amusement parks, a motel, a gas station and two tourist commercial complexes are also located in the area. Cheam Lake Wetlands Regional Park, and Ferry Island and Bridal Veil Falls Provincial Parks are the major public parkland areas in the plan area.
Table II.4, General Land Use

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Number of Properties</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bridal Falls</td>
</tr>
<tr>
<td>Residential</td>
<td>Developed</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
</tr>
<tr>
<td></td>
<td>MHP</td>
</tr>
<tr>
<td>Agricultural</td>
<td>Developed</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
</tr>
<tr>
<td>Commercial</td>
<td>Developed</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
</tr>
<tr>
<td>Industrial</td>
<td>Developed</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
</tr>
<tr>
<td>Transportation</td>
<td>Developed</td>
</tr>
<tr>
<td>Civic</td>
<td>Developed</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
</tr>
<tr>
<td>Total</td>
<td></td>
</tr>
</tbody>
</table>

* Number of Mobile Homes
** For the purpose of Table II.4, Highway No. 9 divides East and West Popkum

Based on B.C Assessment’s data, a relatively low number of the properties located within the Agricultural Land Reserve are listed as being used for farming. As Table II.5 illustrates, only 14 of the 50 properties located within the Agricultural Land Reserve are listed as being used for farming. Eighteen properties are used for residential purposes and eight properties are vacant (no improvements).

Table II.5, Land Use for Properties located within ALR:

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>No. of Properties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>18</td>
</tr>
<tr>
<td>Farm</td>
<td>14</td>
</tr>
<tr>
<td>Commercial</td>
<td>5</td>
</tr>
<tr>
<td>Civic, Institutional and Recreational</td>
<td>2</td>
</tr>
<tr>
<td>Transportation, Communication and Utility Improvements</td>
<td>2</td>
</tr>
<tr>
<td>Industrial</td>
<td>1</td>
</tr>
<tr>
<td>Vacant</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>50</td>
</tr>
</tbody>
</table>
3.2 **Developable Land**

**East Popkum:**
There are two areas in East Popkum which could potentially provide for new housing development beyond the existing supply of available properties: (1) a 34.7 hectare (85.7 acre) area located east of Cheam Lake; and (2) a 32.0 hectare (79 acre) area located in the north east part of the intersection of Yale Road and Highway 9. Some of the developable land in East Popkum is constrained by drainage concerns and topographic limitations. However, extensive engineering studies have been conducted for the majority of the developable land. Based on the results of the studies and Plan policies, 1100 square meters has been established as an appropriate property size for East Popkum, provided that a detailed hydrogeological assessment is carried out for individual developments and confirms that on-site septic sewage disposal is viable. Therefore, approximately 304 lots may be developed on the 66.7 hectares (165 acre), based on a parcel size of 1100 square meters, with on-site sewage disposal (See Table II.6).

**Table II.6, Existing and Potential Residential Lots:**

<table>
<thead>
<tr>
<th></th>
<th>No. of Existing Legal Parcels</th>
<th>No. of Potential Undeveloped Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Popkum*</td>
<td>128</td>
<td>304</td>
</tr>
<tr>
<td>West Popkum*</td>
<td>261</td>
<td>253</td>
</tr>
</tbody>
</table>

* For the purpose of Table II.6, Highway No. 9 divides East and West Popkum

East Popkum has 10 lots which are designated for highway commercial development. Two (1.26 hectares) of the 10 parcels are currently used for residential development, while the 7 remaining parcels (5.1 hectares) are currently not developed. Consequently, there is a fairly large portion of land located to the east of Highway No.9 available for commercial development.

**West Popkum:**
As Table II.3 illustrates, West Popkum has experienced a significant residential development the recent years. Approximately 53.4 hectares of undeveloped land are designated for future residential use. This amounts to approximately 253 potential residential lots, based on a 1100 square meter parcel size and with an Approved Community Water System and on-site sewage disposal. Included in these numbers is a 6 hectare area of land, at the south end of Parkwood Drive, which is currently located within the Agricultural Land Reserve. However, the Agricultural Land Commission’s resolution No. 631/97 stated that the Commission is prepared to consider an ALR exclusion proposal for the subject land. If pursued by the applicable property owners, such an exclusion would
“free-up” 6 hectares for residential development. This would amount to approximately 31 residential lots, based on parcel size of 1100 square meters, with an Approved Community Water System and on-site sewage disposal. West Popkum has 11 parcels (22 hectares) designated for highway commercial use, whereof only three are currently used for commercial activity (11 hectares) and four for residential use (6 hectares). This leaves four undeveloped properties for commercial use (5 hectares).

4. DEVELOPMENT POTENTIAL

Physically the land in the Community plan area has considerable development potential. There are significant tracts of land which lie above the floodplain, outside the Agricultural Land Reserve, which are relatively free of geotechnical hazard and which are flat or gently sloped. These are unusual attributes in the upper Fraser Valley and it is important to make the most effective use of such land and to ensure that its full development potential can be achieved in the long term.

The Plan confirms a development strategy and a series of land use and land area designation policies which are designed to assist in achieving this end without at the same time causing disruption to the existing lifestyle. Therefore, while the plan provides for development in both the short and long term, it will neither cause nor force it to happen.

Since the mid-1980s there has been a consistent trend in new development applications, both for residential subdivisions and highway tourist commercial developments. Perhaps it is an indicator of the area's future potential that so much activity has been generated during a time when the Provincial economy has been so uncertain. Beginning in 1983, two major tourist commercial developments were completed, an existing commercial use expanded, and several applications and proposals made for further commercial expansion in the development area south of the Trans-Canada Highway. These developments are in response to an increasing demand for easily accessed, high quality recreation areas in the Lower Mainland. The growing Lower Mainland demand for recreational opportunities indicates a continued and growing demand for the area's tourist commercial development. This is paralleled by a growing interest in campground, hotel and other types of tourist recreation development in the plan area.

Residential development followed the growth in the tourist commercial activity in Electoral Area “D”. As Table II.7 indicates, there has been a steady increase in subdivision applications since 1981. Between 1991-1995, 18 subdivision applications were approved, providing for 156 new residential lots in Electoral Area “D”. By comparison, between 1981-1985 and 1986-1990, 9 and 43 new lots were created, respectively. Residential development in the area was delayed
by the need for work on servicing constraints and thresholds. The completion of the many servicing requirements contained in the Official Community Plan has allowed new residential development to take place.

On the 156 new lots created between 1991-1995, the Regional District has received 103 building permit applications for residential development (See Table II.3). For the last 5 years, there has been an oversupply of vacant residential lots. This gap was mainly due to the approval of the 60 lots Woodland Heights subdivision which was approved in 1994. However, most of these surplus building lots have now been used up, and additional subdivision development is likely to meet the steady demand for housing in the Plan area.

Table II.7; Subdivision Activity in Electoral Area “D”

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of Subdiv. Applications</th>
<th>No. of Lots Created</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979-1981</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>1981-1985</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>1986-1990</td>
<td>10</td>
<td>43</td>
</tr>
<tr>
<td>1991-1995</td>
<td>18</td>
<td>156</td>
</tr>
<tr>
<td>Total</td>
<td>39</td>
<td>214</td>
</tr>
</tbody>
</table>

5. ENVIRONMENTAL ISSUES

5.1 Geotechnical Hazards

The primary concern with geotechnical hazards in Electoral Area "D" is related to the steep mountain slopes of the Cascade Mountains, south of the Official Community Plan area. The majority of the lands within the community plan boundary are physiographically part of the Fraser Lowland lying at an elevation of 30 metres above sea level. However, south of the community plan boundary, the relief rises sharply to the top of Cheam Peak at 2107 metres (6913 feet).

The area south of Highway 1 is gently sloping for some 300-500 metres with numerous alluvial fans and debris flows formed where fast-flowing mountain streams discharge on to the lowlands. There is a considerable steep-faced escarpment parallel to and about 700-800 metres south of, the highway. The escarpment is more prominent toward the west where numerous waterfalls, including Bridal Falls, exist.

Given this topography and the known history of slide activity in the Popkum area, the Regional Board, as part of the community plan process, contracted the
services of Golder Associates, Consulting Geotechnical and Mining Engineers, to study the area south of Highway 1 within the community plan boundary and to prepare a preliminary report on potential geotechnical hazards.

In their report, Golder Associates identified three primary areas of concern: debris flows, snow avalanches and rock falls, and identified their general locations in the study area. The report stated that the predominant and most serious geotechnical hazard to development in the study area was debris flow slides.

There is a particular problem with debris flows in predicting their path and extent. During periods of high run-off, creeks can suddenly change direction and discharge water, and possible debris, on to properties not previously affected. Analyzing the example of Anderson Creek during the January 1984 torrential rain, they explained that a blockage in the 'normal' channel of the creek, about 400 metres south of the highway, resulted in a rapid diversion of the creek to the west, causing considerable damage to properties adjacent to Popkum Road. In carrying out the study, the engineers attempted to identify areas within the private lands south of the highway which would not be at risk from such potential geotechnical hazards. They concluded, however, that the Regional District should "...require detailed site specific geotechnical investigations for all properties within the study area" at the time that new developments or expansions of existing developments are proposed to be undertaken. This would provide an opportunity for possible remedial measures to be taken or special siting considerations to be made which would protect investment in new construction. The reasons for this recommendation were as follows:

- The study area is located at the foot of very steep slopes.
- There is a significant historical record of geotechnical hazards in the area.
- Periods of high intensity rainfall are not uncommon in the study area and the numerous creeks respond quickly to such precipitation events.
- The risk of debris flow slides and avalanches occurring, and the path they will follow, is difficult to predict without detailed site specific study.
- The risk to a given property can change with time as the topography and vegetation cover is altered by alluvial action, flow slides and human activities.
- The risk to a given property can change with time as the topography and vegetation cover is altered by alluvial action, flow slides and human activities.
However, the report also stresses that this requirement should not be viewed as a comment on the development potential of these lands. In fact, while there is potential for some areas to be affected by geotechnical hazards, the report points out that there are lands where minor modifications in proposed layout of a development or some consideration for remedial work can significantly decrease the hazard potential.

In response to the recommendations contained in the Golder Report the community plan introduces a number of Regional Board initiatives. Development Permit Area 1-D and 3-D was established to identify areas where the Regional Board will attempt to secure additional geotechnical information either during the development approvals process or through liaison with Provincial Ministries. In terms of provincial liaison, the Regional Board will recommend to the agencies having jurisdiction (primarily the Ministry of Forests) that any plans for resource extraction in areas of Crown land south of the Trans Canada Highway has to be in accordance with the Forest Practices Code of British Columbia Act. The Regional District also strongly recommends that geotechnical reports by professional soils and engineering specialists be undertaken in association with any plans for resource extraction in areas of Crown land south of the Trans Canada Highway. In addition, through the referrals process the Board will emphasize that reforestation should occur after resource extraction or logging. Subsequent to the Golder report, a number of geotechnical reports for both individual lots and broad sub-areas of the Plan area have been completed. In the fall of 1997, the Ministry of Forests established, under the Watershed Restoration Program, the “Bridal Falls / Four Brothers Mountain Watershed Restoration Project”. Currently, the Ministry is in the process of conducting an overview assessment of the area. However, the project will eventually address the geotechnical hazards that have occurred as result of previous logging practises in the area. All these reports add to the base of geotechnical information for the Bridal Falls area.

For areas of private land, the Board will attempt to secure geotechnical studies before new development takes place. In practice, a geotechnical study could be requested at various stages during the development process. The Bridal Falls tourist area is already within a development permit area, and applications for new development permits and new building permits accompanied by development permits, could involve the requirement that a geotechnical investigation be completed. Under other circumstances a geotechnical study could provide needed background information to the regional Board in the process of considering a rezoning application. The Approving Officer, also, may require that a geotechnical investigation be completed in association with a subdivision application. By these means, the Regional Board will attempt to encourage an environmentally safe and suitable land use pattern in these areas where extra precautions are recommended.
Specific policies concerning potential geotechnical hazards, and the areas and conditions under which studies shall be required, are dealt with in Part III, Section 5 and 7 of the official plan.

5.2 Watershed Protection

The community plan area includes the water catchment areas of Dunville and Nevin Creeks which are sources for the District of Chilliwack water system. Together the creeks are licensed for a quantity of 1.7 mgd; however, they are estimated to have a present capacity of 1.0 mgd. The drainage areas of the creeks are located below the mountain slopes of the Thurston-Cheam Ridge at the south-western extent of the community plan area. Their drainage areas are as follows:

- Dunville Creek 2.2 sq. miles
- Nevin Creek 1.9 sq. miles
- TOTAL 4.1 sq. miles of watershed area

The District of Chilliwack has a water licence for these creeks for the purposes of providing a water source for the municipal water utility; however, they have no jurisdiction beyond the point source. Watersheds used as drinking water supply are protected under the Forest Practice Code. The Ministries of Forests and Environment require that when a certain degree of development is occurs in a designated watershed, a “watershed assessment” must be undertaken.

The Forest Practises Code of British Columbia Act and the draft Community Water Shed Guidebook, contains a set of useful guidelines for management of community water supply areas. In this report Dunville and Nevin Creeks are classed as Category 1 watersheds. From a planning perspective this implies that a series of management and protective measures should be taken to assure the continuance of a safe long-term water supply source. Category 1 (watersheds up to 6 sq. miles in size) identifies watersheds with the smallest catchment areas in the provincial system and contains those watersheds designated for maximum protective measures. The report recommends maximum restrictions on land uses in these areas to protect the water sources. As smaller watershed areas, Category 1 watersheds are limited in the potential water volumes they can supply. However, the report stresses the significance of Category 1 watersheds to the province, as follows:

- The largest number of community water supplies in the province are based on Category 1 watersheds.
- The largest proportion of the province’s population outside Greater Vancouver and Victoria is served by Category 1 watersheds.

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6 District of Chilliwack, Water Supply Study: footnote based on comments on pg. 5.5
• Community water sources based on Category 1 watersheds are most likely to become long term sources.
• Category 1 watersheds are the easiest to protect from pollution.
• Category 1 watersheds generally produce a safer and better quality water.

In the absence of a designation, policy and program by the province to protect the catchment areas for community water use purposes, the plan recommends that a joint planning exercise be undertaken to review policies for the areas of crown land in the water catchment areas of Dunville and Neville Creeks. The major challenge for the community plan remains, however, to establish effective policies to protect the areas from conflicting development. The policies of the plan concerned with watershed protection primarily address those lands privately held within the watershed boundaries. However, at a more general level, the plan contains policies for the management and protection of the entire watershed area which are designed to provide a basis for ongoing liaison and co-operation with the Ministry of Environment. Specific policies concerning watershed protection are contained in PART III, Section 7.5 of the official plan.

5.3 Stream and Watershed Protection

Stream and water quality protection is also a major concern in the Community Plan process for Area "D". Water resources have long been an important asset to the Plan area, as can be seen in the early development of the Dunville/Nevin Creek area as a tourist attraction area. Moreover, water licences have been issued for a variety of uses on most of the area's creeks, including Popkum Creek, Bridal Creek, Rose Creek, Karr Creek and Cheam Creek. The expanding tourist commercial interest in the area and the establishment of the Cheam Lake Regional Park, all point to the significance of stream and water quality protection. In fact, Plan policies to provide for maintaining the quality of the environment and water resources in the Community Plan area are also policies which will protect the long term tourist, residential and economic potential of the area as well.

Water courses in the Province are protected by the Ministry of Environment under the Fisheries Act and the Water Act. The rights to use or divert (which includes altering stream channels, etc.) water in a stream, are vested in the Crown and may only be acquired through the licencing process administered by the Water Management Branch, Ministry of Environment. The Plan area also possesses significant fish and wildlife values and has an impact on such values outside the Plan boundaries. The downstream reaches of Dunville and Nevin Creeks have populations of sea-run cutthroat trout, resident cut-throat trout and Cohoe salmon. These streams suffer from low flows during summer months, partly as a result of extraction for water supply purposes. Bridal Creek also has populations of resident and sea-run cutthroat trout.
The water quality in the Community Plan area has a direct impact on all these wildlife resources and upon the spawning and rearing habitat along the side channels of the Fraser River. The Regional board supports the provincial objectives in maintaining high water quality through environmental protection measures. The most important Regional District contribution to these measures lies in control and regulation of development. The policies of the Plan provide for special protection measures where development is proposed adjacent to streams and water bodies. For example, in the vicinity of significant water bodies the Regional District will recommend to the Regional Approving Officer for Subdivisions that a 7-metre wide leave strip be dedicated to the Crown. The Plan encourages the use of the Ministry of Environment reports, "Guidelines for Land Development and Protection of the Aquatic Environment" and "A Review and Resolution of Fish Passage Problems at Culvert Sites", as guidelines in all development proposals within the planning area. In approving new development submissions, the Regional Board will give special attention to measures which maintain streams in as natural a condition as possible and to prohibiting uses which require the placement of fill in river channels. Specific policies concerning stream and water quality protection are contained in Section 7.5.7 of the Plan.

5.4 Mineral Resources

The history of land development in Electoral Area "D", as illustrated earlier in the Plan, may be described as having gone through a sequence of land uses: from resource extraction, to agricultural and rural, and then to country residential, commercial and industrial development. This sequence has proven beneficial in allowing for the extraction of raw materials and concurrent benefits in employment to the local economy. Some areas within the Community Plan boundary still have potential for mineral extraction and exploration. The southern portion of the Plan area in particular is part of the Hozameen group of carboniferous and younger rocks. This group includes argillite, slate, phyllite, crystalline limestone, and inter calated volcanic rock. Major sand and gravel deposits also exist in the northern portion of the planning area associated with its classification as valley drift.

The Community Plan area lies within the New Westminster Mining Division. Historically there were two industrial mineral quarries with production records within the area, namely, the Fraser Valley Lime Supplies and Cheam Marl Products Ltd. Fraser Valley Lime Supplies, a rock lime quarry south of the Trans-Canada Highway, ceased operation in 1970. Cheam Marl Products Ltd. and its predecessors extracted soft marl lime from the Cheam Lakebed area. The company ceased operation in the area in the mid 1980s. The land was subsequently reclaimed during the establishment of the Cheam Lake Wetlands Regional Park.
In other areas within the Community Plan boundary, Plan policies provide for the conservation and utilization of mineral resources while protecting surrounding lands. For lands within the Agricultural Land Reserve, top soil removal and extraction is regulated by the Soil Conservation Officer under the Soil Conservation Act and the Agricultural Land Commission Act. The Plan also provides for resource extraction uses outside ALR areas where such uses will not adversely affect surrounding lands and are compatible with the development policies and objectives of the Plan. Resource extraction uses within the official Community Plan boundary also require a permit pursuant to Fraser Valley Regional District Electoral Area Soil Removal and Deposit Bylaw No. 0023, 1996.
PART III

Schedule D1
Official Community Plan for Electoral Area “D”

Schedule D1 of Bylaw No. 0200, the Official Community Plan for Electoral Area “D”. The objectives and policies in the Plan provide a framework for establishing the specific regulations and for formulating land use decisions and recommendations of the board. This part of the Plan is organized into the following sections:

1. Introduction
2. Community Plan Objectives and General Development Concept
3. General Policies
4. Land Area Designations
5. Development Permit Areas
6. Temporary Use Permits
7. Other Policies, including Transportation, Services, Boundaries and Administration, Social Policies and Conservation and Environmental Policies
8. Interpretation

The Official Community Plan maps which form an integral and legal part of the plan are available from the Regional District under separate cover, and are marked as:

Schedule D2-Boundary and Area Designation Plan Map
Schedule D3-Transportation Uses Map
Schedule D4-Environmentally Sensitive Areas Map
Schedule D5-Development Permit Areas Map

1. INTRODUCTION

In accordance with Section 876, 877, 878, 879, 880 and 881 of the Municipal Act, the Official Community Plan identifies the general pattern of existing and future land use, the appropriate level of services and the conditions under which land may be developed or altered. Within the area designations, specific zoning bylaws will prescribe the form and character of development. Some areas may be designated in anticipation of long term land use change to accommodate future growth.

The General Policies Section describes the effect of the Plan, provides an index to permitted uses, describes special circumstance procedures for nonconforming uses and presents the policies regarding review and amendment of the Plan. This is followed by specific Area Designation policies in conjunction with the map of Schedule D2. Detailed policies are then presented for Development Services, Roads and Transportation, Environmental Protection, and Community Parks and Social Services. This is followed by the rationale, designation and guidelines for
Development Permit Areas. Finally, policies are established regarding Temporary Use Permits.

Particular attention should be given to the wording of the Regional Board policies contained in the Plan:

“shall” describes an imperative course of action which is within the scope of the Regional Board’s powers to provide, enact, regulate or enforce;

“should” describes a desirable course of action to be taken by the Regional Board or other body or person;

“may” describes a permitted course of action which is available to the Regional Board or other bodies or persons; and

“will” describes a result to be expected on the basis of present information.

The land area designations and policies apply to areas shown on the map of Schedule D2. Each area designation contains the following:

DESCRIPTION is a brief outline and general summary of the purpose and rationale for the designation. The formal statements of Regional Board policy are grouped under the four following sub-headings.

GENERAL POLICIES are the policies of the Regional Board regarding the amount and location of land to be designated and the local and regional development policies in a particular land area designation.

DESIGNATION POLICIES state the type of land placed in a particular designation and the conditions for extending existing areas or creating new areas in the designation as provided for through Plan amendment.

USE POLICIES list the uses that may be permitted on lands within a designation and, in some cases, state the standards under which a given permitted land use must be developed.

SUBDIVISION POLICIES specify the minimum lot size permitted for new subdivisions within a designation under various servicing and other conditions.

Many policies in PART III of the plan are followed by a brief statement of how they will be implemented. The statements on implementation are included to place general plan policies in the context of Regional Board powers and jurisdiction and to assist readers of the plan in understanding the ways in which particular policies will be acted upon.
2. **COMMUNITY PLAN OBJECTIVES AND DEVELOPMENT CONCEPT**

The Official Community Plan objectives for Electoral Area “D” are displayed on FIGURE III.1. These objectives guide the formulation of policies and the implementation of the Plan. They are derived from a review of land use problems, from the comments of local property owners and from the policies of Provincial and Federal government agencies. Achieving these general objectives will require a careful balancing of priorities in specific situations.

The designations and policies which are presented in Part III support and enhance the development of two well-located residential communities and a district highway tourist commercial area surrounded and complemented by small farms, protected Crown resource area and a natural wildlife reserve area.

This overview is illustrated in the Electoral Area "D" Concept Map [FIGURE III.2] which shows the general location of the residential, highway tourist, farming and resource areas within the plan area.

From a regional perspective, the development concept also complements the uses and growth of surrounding areas. For example, the plan does not permit uses such as major non-tourist oriented retail uses, or a major convention hotel in Popkum, based on the assumption that such uses should be located in an adjacent municipal centre such as Chilliwack or the District of Kent. On the other hand, the plan seeks to encourage the consolidation of a high quality highway tourist area, to promote the protection of Cheam Lake, and to provide for the establishment of stable, well-serviced residential areas. In achieving these development goals, Popkum-Bridal Falls will contribute to the development of the Region as a whole, as well as providing direct benefits to the local area.
FIGURE III.1

Official Community Plan Objectives:

There are 11 interconnected development and land use objectives:

1. **DIRECT DEVELOPMENT AWAY FROM FARMLAND IN THE AGRICULTURAL LAND RESERVE, FLOODPLAIN, COMMUNITY WATERSHED AREAS, AND LANDS POTENTIALLY SUSCEPTIBLE TO NATURAL (GEOTECHNICAL) HAZARDS.**

2. **PROTECT COMMUNITY VALUES AND LIFESTYLES BY ENHANCING LOCAL IDENTITIES AND SEPARATING AND ORGANIZING CONFLICTING LAND USES.**


4. **PROVIDE FOR AN ADEQUATE LEVEL OF ALL COMMUNITY SERVICES AND FACILITIES INCLUDING POLICE, AMBULANCE, AND FIRE PROTECTION, ROADS, PARKS AND REFUSE DISPOSAL.**

5. **ENSURE THAT ALL NEW DEVELOPMENT PROCEEDS IN RELATION TO AN ADEQUATE LEVEL AND STANDARD OF WATER AND SEWAGE DISPOSAL SERVICES, AND IN A PATTERN WHICH WILL MINIMIZE THE COST OF PROVIDING THESE SERVICES.**

6. **PROTECT THE LONG TERM DEVELOPMENT POTENTIAL OF THE AREA BY ENCOURAGING NEW DEVELOPMENT WHICH MAKES AN EFFICIENT USE OF THE LAND BASE, IS PROVIDED WITH A FULL LEVEL OF SERVICES, AND WILL NOT POLLUTE THE NATURAL ENVIRONMENT.**

7. **PROVIDE AN EFFICIENT AND SAFE TRANSPORTATION/ROAD NETWORK FOR THE AREA AND MAINTAIN AN ADEQUATE LEVEL OF HIGHWAY SERVICE USES FOR THE MOTORING PUBLIC.**

8. **CONSERVE, ENHANCE AND PROMOTE THE AREA’S OUTDOOR RECREATION POTENTIAL INCLUDING CHEAM LAKE, MOUNT CHEAM TRAILS AND BRIDAL VEIL FALLS.**

9. **ENCourage THE GROWTH AND DEVELOPMENT OF THE AREA IN A WAY WHICH WILL COMPLEMENT AND ENHANCE THE WIDER REGION.**

10. **ESTABLISH A NEW BASIS FOR LAND USE REGULATIONS WHICH WILL PROVIDE AN ADEQUATE SUPPLY OF LAND FOR COMMUNITY DEVELOPMENT, ENCOURAGE COOPERATION BETWEEN ALL PUBLIC AGENCIES AND PRIVATE DEVELOPERS IN PLANNING LOCAL DEVELOPMENT, AND CLARIFY AND SIMPLIFY DEVELOPMENT APPROVAL AND APPLICATION PROCEDURES.**

11. **PROTECT AGRICULTURAL LAND USES AND TO ENSURE COMPATIBILITY BETWEEN ADJOINING RESIDENTIAL AND AGRICULTURAL LAND USES.**
Figure III.2, Development Concept Plan

"Two well-located residential communities and a distinct highway tourist commercial area surrounded and complemented by small farms, protected crown resource areas and a natural wildlife reserve area."

A Bridal Falls Tourist Recreation Area
The focus of a growing area of tourist attractions and commercial uses located along the south side of the Trans Canada Highway.

B Bridal Veil Falls park
A class "A" provincial park area with additional land set aside for future park expansion and public recreation use.

C Highway No. 9/Yale Road
An area for highway commercial and tourist accommodation growth around a regionally significant intersection of highway routes.

D Cheam Lake
A wildlife reserve and natural wetland area
3. **GENERAL POLICIES**

3.1 **Effect of the Plan**

3.1.1 In accordance with the provisions of the *Municipal Act*, the Regional Board is required to comply with the policies of this Official Community Plan as follows:

(a) A zoning bylaw enacted prior to the effective date of this Plan is not altered by this Plan. Where such a bylaw is amended, the amending bylaw must be consistent with the provisions of the Official Community Plan.

(b) In accordance with Section 884 of the *Municipal Act*, the adoption of this Plan does not commit the Regional Board of any other governmental body to undertake any project outlined herein, nor authorize the Regional Board or any other governmental body to proceed with a project except in accordance with the procedures and restrictions laid down by any Act.

(c) In accordance with Section 884 of the *Municipal Act*, all bylaws enacted and works undertaken by the Regional Board shall be consistent with the Official Community Plan.

3.1.2 A legally established land use which does not conform to the zoning bylaws may be rezoned to render it conforming regardless of the use policy for the land area designation in which it is located, provided that rezoning applies only to that portion of the parcel in which the nonconforming use is situated.

3.1.3 The area designations and policies of this Plan do not apply or may not be binding on lands or resources owned and administered by federal and provincial governments or on Indian Reserves. However, the provisions of the Plan should be taken into account by those bodies as an expression of Regional Board objectives and a basis for co-operation between different levels of government.

Should a government ministry or agency propose a development which is contrary to the policies of this Plan, then the Responsible Authorities are encouraged to make application for plan amendment as outlined in this Plan. Not only would the application allow the Board to express its interest in the proposed development and provide for public input at a local level, but this procedure will enable the Regional Board to adjust its policies for adjacent lands over which it has jurisdiction thereby securing integrated and compatible development throughout the Plan area.

3.2. **Permitted Uses**
The area designations provide for a range of land uses and the conditions of use. The permitted land uses and the conditions of use. The permitted land uses are identified within the policies for each area designation, and in greater detail in the zoning bylaw. Specific conditions of such uses may apply, as prescribed in zoning bylaws and other regulations.

It is the Regional Board’s policy that:

3.2.1 New land uses shall accord with the Area Designation use policies and the permitted land uses policies, subject to policies of 3.2.2.

3.2.2 Where an existing legally established use is at variance with the use policies of the area designation, an extension of that use into an adjacent portion of the same parcel may be permitted by rezoning up to a maximum of 50% of the area of the existing use, provided that it does not conflict with surrounding land uses, natural hazards or environmental sensitivities.

3.2.3 Single family residential uses shall be permitted in all area designations with the exception of Park designations where allowance is made for employee residence. Second dwellings shall be permitted for full time farm workers and campground assistants and for care of a relative. Zoning regulations may also be established to permit second dwellings, under certain conditions, on large parcels greater than the minimum parcel size for subdivision, in areas designated Rural and Limited Use.

The land uses outlined in this section are as follows:

- RESIDENTIAL LAND USE
- ASSOCIATED RESIDENTIAL USES
- AGRICULTURAL LAND USE
- COMMERCIAL LAND USES
- INDUSTRIAL AND RESOURCE EXTRACTION LAND USES

For a precise definition of many of the terms contained in this section, see Section 8: Interpretation of the plan.

3.3 **Residential Land Use**

It is the Regional Board's policy that:

- Single family residential uses shall be permitted in all designations with the exception of the PARK and NATURAL RESOURCE designations. These uses include single-family dwellings, mobile homes, modular homes and pre manufactured homes which meet the National Building Code standards and which are constructed on a foundation which meets the National Building Code.
Code standards. In some commercial zones, new residential uses will be allowed only as an accessory use to an established commercial use.

- New Mobile Home Parks should be established only in areas serviced by community sewer and water systems and in areas accessible to other community services such as schools, parks, hospitals and libraries. The Official Community Plan for Popkum and Bridal Falls, makes no provision at present for new mobile home parks. The existing parks may continue and may even be expanded if the zoning provisions allow.

- Multiple-family residential dwellings shall be located close to urban centres where an appropriate range of services are available. The plan makes no provisions for multiple-family residential dwellings to be located within the plan area.

3.4 Associated Residential Use

It is the Regional Board's policy that:

- In keeping with the variety of rural lifestyles in the Popkum area, provisions for a broad range of uses, associated with country residential land use, shall be expanded wherever possible. A broad range of uses, including artisan craft workshops, hobby greenhouses and home occupations shall be permitted in all designations, with the exception of the PARK and NATURAL RESOURCE AREAS designation, and are referred to in this plan as ASSOCIATED COUNTRY RESIDENTIAL USES. In AGRICULTURAL AREAS, non-agricultural uses will require the approval of the Provincial Agricultural Land Commission. In addition, the Board may be prepared to consider restricting the range of uses permitted in areas of existing or proposed small-lot subdivision where residents indicate that certain uses may be inappropriate for their area.

- The opportunities for part-time occupations and small-scale enterprises traditional in the OCP area should be supported by allowing a range of uses including COTTAGE INDUSTRIES, OUTSIDE STORAGE AND COMMERCIAL SALES OF FIREWOOD, GOLF COURSES, in association with rural residential use, in the RURAL RESIDENTIAL, LIMITED USE and AGRICULTURAL AREAS designations of the plan. In this plan these uses will be referred to as ASSOCIATED RURAL RESIDENTIAL USES. In the AGRICULTURAL AREAS designations, located in the Agricultural Land Reserve, such uses will require the approval of the Provincial Agricultural Land Commission, and the range of uses approvable in this designation may be more restricted as a result.
3.5 **Agricultural Land Use**

It is the Regional Board's policy that:

- All uses of Agricultural Land Reserve land shall be in accordance with the provisions of the Agricultural Land Commission Act, Regulations thereto, and Orders of the Commission.

- In keeping with the traditional rural lifestyle of the Popkum area, the Regional Board will work closely with the Provincial Agricultural Land Commission to provide for a range of opportunities and land uses in AGRICULTURAL AREAS which are supplementary and ancillary to farm use and will not jeopardize the long term productivity of farmland.

- Potential conflicts between intensive agricultural operations and other land uses should be minimized by the use of buffering, building setbacks, no building covenants and other appropriate devices on both sides of the interface.

- Additional dwellings for farm help on land within the Agricultural Land Reserve which is designated AGRICULTURAL shall be permitted pursuant to the provisions of Section 18(1) of the Agricultural Land Commission Act and on the basis of the following Board policy:

  - On farms of less than 8.0 hectares (20 acres), one temporary home shall be permitted subject to the approval of the Provincial Agricultural Land Commission. On farms of greater than 8.0 hectares (20 acres), the type and number of homes will be controlled by Regional District zoning, as follows:

    - On farms of 8.0 - 16.0 hectares (20.0 - 39.9 acres), one additional dwelling for farm help shall be permitted on a temporary (i.e. no concrete slab or basement blocking or excavation) foundation.

    - On farms of 16.1 - 40.4 hectares (40.0 - 100.0 acres), one additional dwelling for farm help shall be permitted on either a permanent or temporary foundation.

    - On farms of greater than 40.5 hectares (100.0+ acres) two additional dwellings for farm help shall be permitted on either permanent or temporary foundations.

    - The refurbishing of an existing legally constructed dwelling unit shall qualify to provide a dwelling for farm help.
- Standards for the construction and design of building foundations will be interpreted from the Building Bylaw and/or the National Building Code as the case may be.

3.6 **Commercial Land Use**

It is the Regional Board's policy that:

- Wherever possible, all new COMMERCIAL LAND USES within the HIGHWAY TOURIST RECREATION COMMERCIAL designation shall be buffered or separated from incompatible uses through the zoning and development permit process.

- New COMMERCIAL LAND USES shall be accessed either from a collector or arterial road subject to the approval of the Ministry of Transportation and Highways, but in no case shall they be accessed directly from a controlled access highway.

- All new COMMERCIAL LAND USES shall be provided with adequate off-street parking on-site, except that, where parking for exceptional peak weekend accommodation is required, up to 30% of the parking required may be provided on a neighbouring site where such arrangements are secured for the long term by appropriate legal instruments and are approved by the Ministry of Transportation and Highways.

- For new COMMERCIAL LAND USES the developer may be required to demonstrate through an engineering study signed and sealed by an engineer licensed in the Province of British Columbia that the proposed sewage disposal, water supply and site drainage facilities are adequate and will not lead to environmental problems in the long term; that the site is free from geotechnical hazard; and that the load-bearing capacity of the ground is suitable for the use intended. As outlined earlier in the plan, this may occur at various stages in development process and will be implemented through the zoning development permit, and subdivision processes.

- For all new COMMERCIAL LAND USE sewage disposal systems shall be approved by the Medical Health Officer pursuant to the Health Act for uses generating up to 22,730 litres (5,000 gallons) effluent per day, and by the Ministry of Environment for uses generating more than 22,730 litres (5,000 gallons) effluent per day;

All new HIGHWAY COMMERCIAL uses, HIGHWAY TOURIST RECREATION COMMERCIAL uses, COMMERCIAL CAMPGROUNDS and R.V. PARK uses larger than 80 sites, NEIGHBOURHOOD PUB uses, and other commercial uses as required by the Responsible Authority, shall be
provided with two separate points of legal vehicular access, subject to Ministry of Transportation and Highways approval.

“• Notwithstanding the above described policy, in the event that a new approved community sewer system is developed by the Regional District in the plan area, COMMERCIAL LAND USES may be served by the community sewer system, subject to the following requirements:

(a) The connection to the sewer system may be permitted only if adequate capacity exists in the system to serve the COMMERCIAL LAND USE;

(b) The landowner must petition the property into a local service area for operation and maintenance of the sewer system;

(c) All costs for the connection to the sewer system shall be borne by the COMMERCIAL LAND USE;

(d) Applicable development cost charges pertaining to off-site capital improvements on the sewer system shall be paid by the landowner in the event that such charges are implemented for the community sewer system.” [Bylaw 0588, 2003]

• All commercial campgrounds and R.V. parks will require:

- That the water system shall be approved by the Medical Health Officer and the Fraser Valley Regional District for uses having less than five sites or units, and by the Ministry of Environment and the Medical Health Officer for five sites/units or more; and
- That adequate land, the amount of which may vary with each development but which will never be less than 10% of the lands to be developed, is designated for buffer and landscape areas and outdoor recreation facilities.

• In the Bridal Falls Development Permit Area, all new commercial land uses may be required to be serviced by an approved community water supply system.

• CONVENIENCE STORES may be permitted, provided the land is zoned for the use intended, in the SUBURBAN RESIDENTIAL designation, and within the HIGHWAY TOURIST RECREATION COMMERCIAL designation in the Highway 9/Yale Road area. In the Bridal Falls HIGHWAY TOURIST RECREATION COMMERCIAL AREA CONVENIENCE STORES may be permitted, where such uses are located within, and designed to serve, a commercial campground or R.V. park and are limited to small outlets not exceeding 140 m² of commercial floor space.
Neighbourhood pub use will be permitted in areas designated SUBURBAN RESIDENTIAL provided that the area is zoned for the use intended and has been the subject of a plan amendment which demonstrates:

- Such use will not adversely affect adjoining lands;
- Such use is in keeping with the general policies for SUBURBAN RESIDENTIAL AREAS in this plan;
- Such use will be accessed via a collector or arterial road.

LOCAL COMMERCIAL uses may be permitted in the SUBURBAN RESIDENTIAL and HIGHWAY TOURIST RECREATION COMMERCIAL designations provided the land is zoned for the use intended but MAJOR RETAIL USES not specifically related to tourism should be located in or near an urban centre, and shall not be permitted in the Official Community Plan area.

### 3.7 Industrial and Resource Extraction Land Use

It is the Regional Board's policy that:

- New industrial and resource extraction uses shall only be permitted where the area is rezoned and has been the subject of a plan amendment supported by studies which demonstrate that:

  - Such uses will not adversely affect surrounding lands and are compatible with the predominantly residential, agricultural and tourist recreational character of the area;
  
  - Such uses will not adversely affect the geological stability of adjoining lands;
  
  - Such uses are provided with a level of legal access and with approved community services suitable for the use intended; and
  
  - Such uses are in keeping with the development objectives and policies of this plan.

- The integrity of the Land Use Contracts on lands in the Official Community Plan area shall be maintained.
3.8 **Review and Amendment**

The Official Community Plan will require review and amendment to take account of major changes in land use objectives and policies and development pressures.

A major review of the Plan should occur every 5 years. This involves a reconsideration of objectives and policies. Population and development forecasts will be updated, issues will be reviewed, and the Plan will be examined in light of new regional growth demands and trends.

From time to time, the Plan may also be amended to allow for a development or project of major significance or a series of development proposals which warrant revision of the policies within the Plan. The Official Community Plan may be amended through two procedures.

First, applications for rezoning to permit developments which do not comply with the Plan will be accompanied by applications for amendment of the Plan. The Board may reject the application or initiate Plan review and amendment procedures, in accordance with the provisions of the *Municipal Act* and the Regional District Development Procedures Bylaw.

Secondly, the Board may periodically initiate a review and amendment of the Plan where warranted by development trends or new information regarding natural hazards, or at the request of local, provincial or federal governments. Such reviews should be substantially justified by new circumstances and provide ample opportunity for public input.

It is the Regional Board’s policy that:

- The Official Community Plan should be reviewed at intervals not exceeding five years and this review should be followed by appropriate amendments to guide development and land use for the following five years.

- The Official Community Plan may be reviewed and amended where deemed necessary by the Board and only after a public hearing and in accordance with the provisions of the *Municipal Act*.

- All rezoning applications which are inconsistent with the Official Community Plan shall be accompanied by applications for amendment to the Plan. Rezoning applications pursuant to Sections 3.1.2 and 3.2.2 shall not require Plan amendments.

- Applications for amendments to the Plan may be made to the Regional Board, in accordance with the provisions of the *Municipal Act* and the Regional District’s Development Procedures Bylaw.
3.9 Public Consultation

Implementation of the Official Community Plan and the related Economic Development Strategy depends upon community support and co-operation. The Regional Board will endeavor to maintain and improve the opportunities for public consultation on planning and development matters. Property owners and residents are encouraged to consult with Regional District staff and Board members on issues which affect the community. The policies reinforce the commitment to open discussion and local involvement in community development.

Is the Regional Board's policy that:

• Property owners and residents are invited to meet privately or in groups with Regional District staff and the Planning and Development Committee of the Board to discuss individual or local concerns.

• Regional District staff will, where requested, assist in co-coordinating discussions between property owners and residents and Provincial agencies on matters of land use, roads and services.
4. **LAND AREA DESIGNATIONS**

The land area designations and policies contained in this part of the plan set the framework for preparing and amending the zoning, subdivision, and other regulatory bylaws which will follow the plan. The land area designations are listed in the following order:

- NATURAL RESOURCE AREAS
- AGRICULTURAL AREAS
- SUBURBAN RESIDENTIAL AREAS
- RURAL RESIDENTIAL AREAS
- HIGHWAY TOURIST RECREATION COMMERCIAL AREAS
- LIMITED USE AREAS
- PARK AREAS

The land area designations and policies apply to areas shown on the plan maps. Each designation contains the following sub-headings:

- **DESCRIPTION** is a brief outline and general summary of the purpose and rationale for the designation. The legally exact statements of Regional Board policy are contained in the four following sub-headings. On questions of interpretation these should be consulted as the statement of Regional Board policy.

- **GENERAL POLICIES** are the policies of the Regional Board regarding the amount and location of land to be designated and the local and regional development policies in a particular land area designation.

- **DESIGNATION POLICIES** state the type of land placed in a particular designation and the conditions for extending existing areas or creating new areas in the designation as provided for in Part III, Section 4 of the plan.

- **USE POLICIES** list the uses that may be permitted on lands within a designation and, in some cases, state the standards under which a given permitted land use must be developed.

- **SUBDIVISION POLICIES** specify the minimum lot size permitted within a designation under various servicing and other conditions.

4.1 **NATURAL RESOURCE AREAS**

**Description**

The NATURAL RESOURCE policies of the plan recognize that extensive areas of Crown land in Electoral Area "D" have potential for the growth and...
management of timber resources and the extraction of mineral resources. Most of the area in the vicinity of the Official Community Plan boundary has seen considerable logging activity over the past century. At present, the majority of the forest land is in immature hemlock, fir and balsam. While there was extensive commercial logging in the area during the 1960's and 1970's, it is expected that logging activity will be sporadic and smaller in scale for the next 20 years.

As described earlier in the plan, the area also has potential for mining and resource extraction use. The Regional Board strongly supports the protection of Crown lands for forest production and resource extraction and the long-term maintenance programs of the Ministry of Forests.

However, given the geotechnical limitations along the lower slopes of the Cheam Ridge, some special considerations should be given where logging or resource extraction uses may have an environmental impact on adjacent commercial or rural residential development. In such situations, the Regional Board will recommend to the provincial agencies having jurisdiction that environmental impact studies by professional soils and engineering specialists be undertaken in association with any plans for resource extraction. Geotechnical studies should also be conducted if deemed to be required. It should be ensured that reforestation by artificial or natural means occurs after logging.

Public recreation on Crown forest lands is the responsibility of the Ministry of Forests. In the Community Plan area the network of trails leading to the Cheam Ridge is a recreational resource of regional significance, and an important asset to the greater Bridal Falls tourist recreation area. In their liaison with the Ministry of Forests, through interagency referrals and technical liaison, the Regional Board will strongly support the maintenance and protection of this resource.

The land use and subdivision policies for NATURAL RESOURCE AREAS reflect the interests of responsible resource management.

It is the Regional Board's policy that:

**General Policies**

4.1.1 Forestry, fishing, mining and other natural resource development issues will be a primary consideration in the formulation of all Regional District land use policies for Electoral Area "D".

Implementation: Interagency referrals, technical liaison.

4.1.2 Wherever possible, the resource and mineral potential of lands in the OCP area should be utilized before their alienation to other non-compatible uses.
Implementation: Zoning, interagency referrals, technical liaison.

4.1.3 Crown lease applications and development schemes involving land uses not compatible with resource extraction in NATURAL RESOURCE areas, and not contiguous with existing Community areas, will not be supported or encouraged by the Regional District.

Implementation: Interagency referrals, technical liaison.

4.1.4 The integrity of the Provincial Forest boundaries should be preserved in the long-term economic interests of the region and in recognition of the area's high quality forest production.

Implementation: Zoning, technical liaison.

4.1.5 The processing of the Plan area’s extracted natural resources should occur close to their point of origin wherever possible.

Implementation: Regional Board liaison with Ministry of Forests and Ministry of Employment and Investments, Mines Branch.

4.1.6 Depleted resource extraction sites should be reclaimed and rehabilitated.

Implementation: Administration of Soil Conservation Act for ALR lands, Soil Removal and Deposit permits, technical liaison.

4.1.7 The concept of multiple use management techniques for Provincial Forest lands adjacent to the planning area, as pursued by the Ministry of Forests, should be supported.

Implementation: Technical liaison.

4.1.8 Resource extraction uses should not be undertaken on lands within the OCP area which are subject to or likely to be subject to geotechnical or environmental hazards unless the owner has provided a report certified by a Registered Professional stating that the land may be used safely for the use intended and that the use will not negatively impact adjacent uses.

Implementation: Technical liaison, development permits.

4.1.9 The Ministry of Forests should be encouraged to continue to refer forest and recreation management plans to the Regional District for comments respecting potential consequences or affects for private land and existing Community areas.

Implementation: Interagency referrals, technical liaison.
Designation Policies

4.1.10 The plan map designates as NATURAL RESOURCE lands within a Provincial Forest Reserve, and Crown lands outside parks suitable for resource development.

4.1.11 NATURAL RESOURCE areas may be extended or created through plan amendments when new areas having resource potential are identified.

Use Policies

4.1.12 NATURAL RESOURCE areas may be used only for resource extraction, public, and semi-public uses.

Subdivision Policies

4.1.13 Land in NATURAL RESOURCE areas shall only be subdivided when subdivision is required in the interests of responsible resource management. In any case, the land shall not be subdivided into lots of less than 35 hectares.

4.2 AGRICULTURAL AREAS

Description

The preservation and continuing use of agricultural land are major concerns of an Official Community Plan, reflected in Section 879 of the Municipal Act, the policies of the Ministry of Agriculture and Food, and the Provincial Agricultural Land Commission. The AGRICULTURAL AREAS policies in this Plan extend beyond reserving land for farming uses to an active support of agriculture and existing farms in the Official Community Plan area. Since the early 1980s official plan policies have recognized the problem of potential conflicts between intensive agricultural operations and other land uses in the Plan area. Regional Board policy is to protect investment in non-soil-bound agricultural endeavours from land use conflicts for the long term. The provisions of the Official Community Plan, encourage a separation between new intensive agricultural operations and existing commercial and residential development.

In 1996, amendments to the Municipal Act were adopted to provide for the preparation of “Farm bylaws” which provide for the adoption of regulations respecting the conduct of farm operations, types of farm buildings, and equipment to be used, the siting of stored materials, waste facilities, and stationary equipment. These new provisions await the adoption of provincial regulations before they can be implemented in local areas. It is Regional Board policy that such provisions be introduced in the zoning and other bylaws of the Region pertaining to Electoral Area “D” when the provincial regulations have
been enacted. The Regional District intends to work with the Ministry of Agriculture, Fisheries and Foods and the Agricultural Land Commission in drafting up such regulations.

In the meantime, the plan recognizes a distinction in the AGRICULTURAL areas based on the range of existing parcel sizes and uses. The policies of the plan and the plan designation maps therefore distinguish between AG-L (AGRICULTURAL LARGE HOLDING) and AG-S (AGRICULTURAL SMALL HOLDING) AREAS. In both areas it is the policy of the Regional Board to preserve, encourage and stabilize agricultural activities. There are, however, different provisions in the plan for subdivision and land use in these areas.

All lands in the AGRICULTURAL AREAS (AG-L and AG-S) designations of the plan are located within the Agricultural Land Reserve. The Agricultural Land Commission Act, regulations thereto and Orders of the Commission take precedence in matters of land use and subdivision for land in Agricultural Land Reserve.

The Regional Board assists in the administration of the Agricultural Land Reserve by commenting on applications for subdivision of land within and exclusion of land from the Reserve. The AGRICULTURAL policies established in this plan will provide a guide for future Regional Board comments on these applications.

Many of the restrictions under the Agricultural Land Commission Act do not apply to land in the Agricultural Land Reserve which is in parcels of less than .8 hectare (2 acres). The use and subdivision policies established in this plan ensure that these areas will remain rural in character. Large parcel sizes and uses compatible with farming are to be maintained wherever possible. To encourage the consolidation of smaller parcels of agricultural land into larger units, Regional District policy is to actively support subdivisions, in AGRICULTURAL designated areas, which involve boundary adjustments that will allow for the more efficient use of agricultural land, and do not result in an increase in the number of land registry parcels or create parcels of less than 0.8 hectares (2 acres) in area.

In review of the Official Community Plan the Regional Board recognised the need to fine-tune the boundary between the SUBURBAN RESIDENTIAL areas and the AGRICULTURAL areas. A joint study undertaken by the Provincial Agricultural Land Commission and the Regional District in 1997 determined that with adequate servicing and an appropriate forward development plan a portion of agricultural land might be considered for exclusion from the ALR. The Plan consequently redesignates this land Suburban Residential. The Land Commission will entertain individual applications to exclude land in this area from the ALR, provided that such applications are supported by a forward
development plan, applicable engineering studies and other requirements of the joint study.

It is the Regional Board's policy that:

**General Policies**

All uses and subdivision of Agricultural Land Reserve land in the Community Plan area shall be in accordance with the provisions of the Agricultural Land Commission Act, Regulations thereto, and Orders of the Commission.

Notwithstanding that the Provincial Agricultural Land Commission may have indicated approval or no objection to this plan, the Commission is obliged to consider individual applications on their own merit under the mandate of the Agricultural Land Commission Act and is not obliged to approve applications that comply or, alternatively, refuse applications that do not comply, with the minimum lot size or density of this land-use designation.

4.2.1 The preservation and enhancement of existing agricultural operations in AGRICULTURAL designated areas shall have priority over newly proposed non-farm uses.

Implementation: The Regional Board will not make applications for exclusions under Section 14(1), nor support applications under Section 15(1), of the Agricultural Land Commission Act, or applications for rezoning in areas of contiguous farmland designated AGRICULTURAL.

4.2.2 Areas of major non-farm growth shall be directed to lands outside the AGRICULTURAL designation.

Implementation: Policy and zoning.

4.2.3 Potential conflicts between intensive agricultural operations and other land uses shall be reduced by introducing, where appropriate, zoning and other regulations pursuant to Section 917(1) of the Municipal Act.

In addition it is Regional Board policy that where land being developed for new residential use, other than one of 3 or less self-contained dwelling units adjoins an existing large scale agricultural operation it shall be separated and buffered through the establishment of a 30 metre setback from the property boundary of an adjacent large scale agricultural use.

Implementation: Zoning and Development Permits

4.2.4 Intensive agricultural operations should be discouraged in AG-S, AGRICULTURAL SMALL HOLDING AREAS unless the potential for conflict
between the existing and future uses can be eliminated by establishing adequate measures on both sides of the interface to prevent such conflicts.

Implementation: Zoning, Farm bylaws

4.2.5 The variety of rural lifestyles in the AGRICULTURAL AREAS of the Plan area should be protected and enhanced by providing for a variety of uses, supplementary and ancillary to farm use, which will support farm incomes without jeopardizing the long term viability of farmland.

Implementation: Zoning bylaw.

4.2.6 Applications for exclusion of the Agricultural Land Reserve lands in the Thompson Road area of West Popkum, designated SUBURBAN RESIDENTIAL in this plan, will be supported by the Regional Board provided that the applications meet the requirements set out in the joint study.

Implementation: ALR application process

Designation Policies

4.2.7 The plan map designates as AGRICULTURAL those areas best suited to farm production including all lands within the Agricultural Land Reserve.

4.2.8 Where land presently within an Agricultural Land Reserve is, pursuant to the Agricultural Land Commission Act, Regulations thereto, or Orders of the Commission, excluded from an Agricultural Land Reserve, exempted by the Agricultural Land Commission Act, or exempted by Regulations or an Order of the Commission, the provisions of this Community Plan shall be binding, and the land shall remain in the AGRICULTURAL designation unless and until the lands are redesignated by bylaw amendment.

4.2.9 AGRICULTURAL areas may be extended or created through plan amendment where additional areas suited to farm production are identified pursuant to Sections 13(4) or 13(6) of the Agricultural Land Commission Act.

Use Policies

4.2.10 AGRICULTURAL areas in the Agricultural Land Reserve shall be used in accordance with the Agricultural Land Commission Act, Regulations thereto, and Orders of the Commission. New non-farm uses on land within the Agricultural Land Reserve which are not exempted under Section 21 from the provisions of the Agricultural Land Commission Act:

- must be approved by the Provincial Agricultural Land Commission; and
shall be in accordance with the standards of the Responsible Authority except that AGRICULTURAL areas may be only used for agricultural, rural residential, associated rural residential, resource extraction, public and semi-public uses.

4.2.11 AGRICULTURAL areas not within the Agricultural Land Reserve or land within the Agricultural Land Reserve that is exempted under Section 21 from the provisions of the Agricultural Land Commission Act or exempted pursuant to Order 168/74 of the Agricultural Land Commission may be used only for agricultural, rural residential, associated rural residential, resource extraction, public, and semi-public uses.

Subdivision Policies

4.2.12 Land in AGRICULTURAL AREAS which is not in the Agricultural Land Reserve shall only be subdivided in accordance with the provisions of the Responsible Authority except that where the land is designated AGRICULTURAL LARGE HOLDINGS (AG-L) the minimum parcel size shall not be less than 8 hectares (20 acres) in the floodplain and 4 hectares (10 acres) outside the floodplain; and where the land is designated AGRICULTURAL SMALL HOLDING (AG-S) the minimum parcel size shall not be less than 2 hectares (5 acres).

4.2.13 Land in AGRICULTURAL areas which is in the Agricultural Land Reserve shall only be subdivided in accordance with the provisions of the Agricultural Land Commission Act, regulations thereto, and Orders of the Commission.

4.2.14 Where land is in AGRICULTURAL LARGE HOLDING (AG-L) AREAS and in the Agricultural Land Reserve, the minimum parcel size of 8 hectares (20 acres) in the floodplain and 4 hectares (10 acres) outside the floodplain shall only apply where the land is:

- excluded from the Agricultural Land Reserve,
- approved for subdivision within the Agricultural Land Reserve pursuant to the Agricultural Land Commission Act, Regulations thereto, or Orders of the Commission, or
- exempted by the Agricultural Land Commission Act, Regulations thereto, or Orders of the Commission.

4.2.15 Where land is in AGRICULTURAL SMALL HOLDING (AG-S) AREAS and in the Agricultural Land Reserve, the minimum parcel size of 2 hectares (5 acres) shall only apply where the land is:

- excluded from the Agricultural Land Reserve,
- approved for subdivision within the Agricultural Land Reserve pursuant to the Agricultural land Commission Act, Regulations thereto, or Orders of the Commission, or
4.3 **SUBURBAN RESIDENTIAL AREAS**

Description

The purpose of the SUBURBAN RESIDENTIAL AREAS designation is to encourage an orderly growth of residential areas in the Plan area at country residential densities while protecting the long-term potential for higher density development of these lands. The SUBURBAN RESIDENTIAL designation includes areas which are already developed at various densities as well as sufficient suitable land to accommodate at least five years of future development.

During the life of this plan it is expected that most of the Suburban Residential areas will be developed to the density and servicing levels anticipated and detailed in this plan. The plan provides for a basic minimum parcel size, without the provision of servicing improvements, of 2 hectares (5 acres). Primarily, the purpose of establishing this minimum is to protect the tax base of the area from premature or haphazard development which could result in the need for emergency public servicing schemes and other such expenditures. "However, with adequate forward planning, including a servicing plan to connect to the approved community water system and to provide storm drainage facilities, and park, street lighting, underground wiring, and other amenities upon subdivision, and subject to approval of the Responsible Authority for on-site sewage disposal, the minimum lot size is 1100 m² in West Popkum and East Popkum, except in the areas west of Highway No. 9 where a smaller parcel size may be considered subject to rezoning and the subdivision policies of this plan (see Sections 4.3.9 and 4.3.10 for subdivision policies and Part III, Section 7.2 for a more detailed statement of servicing standards).” [Bylaw 0588, 2003]

The emphasis of these policies is to offer flexibility and a broad range of residential development types to private developers, while maintaining the incentive to develop the area to its full potential in the long term. Moreover, with the emphasis upon private initiative in the staging of development, the policies also afford strong protection to the local taxpayer.

A moderate range of uses is permitted in these areas including residential uses, hobby farms (on larger lots), utilities and local public and semi-public uses. New residential developments will be provided with an appropriate range of services and will be established on the basis of one dwelling unit per parcel of land. Special attention will be given, in the approvals process, for incorporating protection for significant natural assets into development proposals. This may involve the dedication of buffer strips near streams, provision for footpaths, and preservation of access to and view of important natural features.
It is the Regional Board's policy that:

**General Policies**

4.3.1 **SUBURBAN RESIDENTIAL AREAS** should be encouraged to achieve their maximum development potential in the long term because of the limited supply of suitable land in the wider region and the need to reduce pressures on agricultural and environmentally sensitive areas.

Implementation: Zoning, development permits, advance subdivision plans, building-siting regulations.

4.3.2 Community servicing systems, when developed for new subdivisions in **SUBURBAN RESIDENTIAL** areas should be made available wherever possible to adjacent, existing residential areas.

Implementation: Subdivision control process, technical liaison.

4.3.3 In the design and layout of new developments in **SUBURBAN RESIDENTIAL AREAS** special consideration should be given to the following:

- the character, scale and layout of existing adjacent residential areas
- updating and improving servicing facilities of existing areas
- the traffic flow on existing residential streets
- conservation of areas of natural, scientific, historical or archaeological significance
- orderly growth of residential communities

Implementation: Subdivision control process.

4.3.4 Applications for exclusion of the Agricultural Land Reserve lands in the Thompson Road area of West Popkum, designated **SUBURBAN RESIDENTIAL** in this plan, will be supported by the Regional Board provided that the applications meet the requirements set out in the joint study as per ALC Resolution No. 631/97.

**Designation Policies**

4.3.5 The plan map designates as **SUBURBAN RESIDENTIAL** those areas:

- partially subdivided into small parcels with potential for future urban and suburban development
- above the floodplain and generally free from geologic hazard, with suitable foundation and drainage characteristics
- easily accessible to public roads
- located outside the Agricultural Land Reserve and generally unsuitable for productive agriculture
- suitable for on-site servicing on relatively small lots.

4.3.6 SUBURBAN RESIDENTIAL AREAS may only be extended or created through plan amendment provided:

- additional lands that meet the designation policy above are identified
- development trends warrant such an extension or creation
- the creation or extension does not contravene the Community plan objectives and policies

Use Policies

4.3.7 SUBURBAN RESIDENTIAL AREAS may only be used for country residential, associated country residential, rural residential, local commercial, neighbourhood pub, agricultural, public and semi-public uses.

4.3.8 Notwithstanding number one above, resource extraction uses will be permitted provided that the area is zoned for the use intended and has been the subject of a plan amendment supported by studies which demonstrate that:

- such uses will not adversely affect surrounding lands
- such uses will not adversely affect the geological stability of adjoining lands
- such uses are in keeping with the development objectives and policies of this plan

Subdivision Policies

4.3.9 Land in SUBURBAN RESIDENTIAL AREAS shall only be subdivided in accordance with the standards of the Responsible Authorities except that the minimum parcel size shall not be less than:

- 2 hectares where there is no approved community water system;
- 1100 square metres in East Popkum and West Popkum, provided that the proposed development is to be serviced by an approved community water system, and complies with the servicing policies outlined in Part III, Section “7.2.2” Sewage Disposal of the plan. [Bylaw 0588, 2003]

4.3.10 Notwithstanding the above, land in SUBURBAN RESIDENTIAL AREAS located west of Highway No. 9 may be considered for rezoning to a zone that would permit parcels of less than 1100 square metres, provided that:

(a) In no case shall the parcel size permitted by the rezoning be less than 750 square metres.
(b) All lots in the proposed development shall be serviced by both an approved community water system and an approved community sewer system.

c) The water and sewer services shall comply with the servicing policies for community water and sewer systems, as described in Part III, Sections 7.2.1 and 7.2.2.

d) As part of the rezoning process the developer shall submit a detailed development plan with information including lot layouts, building sites, lot grading and drainage, and the location of community or linear parks.” [Bylaw 0588, 2003]

4.3.11 Where land in SUBURBAN RESIDENTIAL AREAS is proposed to be developed on the basis of on-site sewage disposal, land shall only be subdivided in accordance with the standards of the Responsible Authorities where: [deletion of first words of paragraph and number change - Bylaw 0588, 2003]

- provision has been made for a “back-up” tile field on each lot; and
- an engineering study and related documentation has demonstrated that the proposed development is suitable for long term on-site sewage disposal and that no danger exists for ground water pollution which could lead to environmental problems.

4.4 RURAL RESIDENTIAL AREAS

Description

The general emphasis of this plan is to direct the majority of development toward suburban residential and tourist commercial areas and to provide for a gradual improvement of standards and amenities in these areas. However, there is land outside these areas which is suitable for residential development, although at much lower densities because of access, foundation, servicing and/or topographic considerations. Such areas are designated RURAL RESIDENTIAL AREAS in this plan and will remain, during the life of the plan, in larger size parcels to maintain a low density, rural character for the area and to limit the demand for community services.

The plan provides for a variety of uses in RURAL RESIDENTIAL AREAS generally limited to low density activities with on-site water and sewage disposal. Such development is not permitted on lands susceptible to flooding or potentially subject to geological hazards. However, it is implicit in this designation that a broader range of uses are permitted than in the areas designated for more concentrated residential development. Provision is made for cottage industries,
uses associated with residential uses, and a range of other uses compatible with the area's rural character.

In general RURAL RESIDENTIAL areas are intended to maintain a lower density character; however, the plan does provide, through plan amendment, for smaller parcel sizes in strata-title subdivisions of a specialized character for retirement, recreational or seasonal use purposes. These would only be permitted where the development will not jeopardize the long term rural future of the area and does not impede the overall development strategy of the plan. A major consideration in the approval of any such development will be the protection of the tax base of the area from growing demands for public involvement in the costs of servicing schemes. In these areas the costs of providing servicing systems, such as shared water supply systems and sewage disposal systems, are to be borne by the developer and not the general taxpayer.

It is the Regional Board's policy that:

**General Policies**

4.4.1 RURAL RESIDENTIAL areas are established in the Community plan area to provide for a variety of lifestyles, to maintain a rural character, and to limit the demand for public services.

Implementation: Zoning, subdivision control process.

4.4.2 RURAL RESIDENTIAL AREAS shall be maintained on the basis of on-site services for the long term.

Implementation: Zoning, subdivision control process.

4.4.3 Where development proposals impact land adjacent to or bordering upon the Cheam Lake Wetlands Regional Park, the Board may impose conditions respecting the timing of construction, or vary or supplement the siting, size and dimensions provisions of the zoning and other bylaws to protect the natural environment of the park.

Implementation: Zoning, subdivision control process, development permits

**Designation Policies**

4.4.4 The plan map designates as RURAL RESIDENTIAL those areas:

- predominantly in large parcels
- largely unsuitable for soil-bound farm production
- suitable to support on-site servicing
- generally free of geological hazard
- not susceptible to flooding
- not intended for servicing improvement schemes

4.4.5 RURAL RESIDENTIAL AREAS may be extended or created through plan amendment provided:

- additional lands that meet the designation policy above are identified;
- the creation or extension does not contravene the Community plan objectives and policies and will not impede the realization of the development strategy;
- the area is not subject to potential geological hazard or flooding.

Use Policies

4.4.6 RURAL RESIDENTIAL AREAS may be used only for rural residential, associated rural residential uses, agricultural, public, and semi-public uses.

4.4.7 Notwithstanding Section 4.4.6 above, resource extraction uses will be permitted provided that the area is zoned for the use intended and has been the subject of a plan amendment supported by studies which demonstrate that:

- such uses will not adversely affect surrounding lands
- such uses will not adversely affect the geological stability of adjoining lands
- such uses are in keeping with the development objectives and policies of this plan

4.4.8 Notwithstanding Section 4.4.6 above, RURAL RESIDENTIAL AREAS may also be used for self-contained, planned unit developments provided that:

- such uses are in a special zone in the zoning bylaw or subject to other special regulatory bylaws respecting location and development;
- the area to which this provision applies has been the subject of a zoning amendment supported by a feasibility study signed and sealed by an engineer licensed in the Province of British Columbia which demonstrates that the proposed development will be viable with on-site sewage disposal in the long term and that no danger exists for ground water pollution which could lead to environmental problems; and
- such uses are in keeping with the development objectives and general policies of this plan.

Subdivision Policies

4.4.9 Land in RURAL RESIDENTIAL AREAS shall only be subdivided in accordance with the standards of the Responsible Authority except that the minimum parcel size shall not be less than 2 hectares.
4.4.10 Notwithstanding the above, land in RURAL RESIDENTIAL AREAS may also be subdivided for self-contained, planned unit developments in accordance with a bare land strata plan approved by the Responsible Authority, provided that:

- an approved community water system or equivalent is provided upon subdivision;
- the method of sewage disposal is approved by the Medical Health Officer;
- the development of and location of the proposed subdivision complies with the use policies of this designation; and
- the minimum lot size under this provision shall not be less than 0.4 hectare (1 acre) or the equivalent net dwelling unit density.

4.5 **HIGHWAY TOURIST RECREATION COMMERCIAL AREAS**

**Description**

The purpose of the HIGHWAY TOURIST RECREATION COMMERCIAL AREAS designation is to provide for the establishment of two distinct and consolidated highway commercial areas in the Plan area: the Bridal Falls tourist recreation area and the Highway 9/Yale Road area. The designation identifies land in these areas which, because of its proximity to regionally significant tourist commercial areas and location with respect to development highway networks, is suitable for major tourist, retail accommodation and for entertainment facilities.

Several distinctions exist between the two tourist recreation commercial areas. The Bridal Falls area is located away from areas designated for future concentrations of residential growth and is less suitable for this type of year-round use. Moreover, the area has already developed a number of both large and small scale seasonal tourist commercial and retail attractions. The campgrounds and commercial tourist developments are appropriate uses in this area, for example, because they concentrate tourist traffic away from the agricultural, residential and other uses in the plan area. The plan policies also address the need for geotechnical engineering work for new developments and expansion of existing uses in the Bridal Falls area.

The Highway 9/Yale Road area, on the other hand, presents a considerably different picture. The Minter Gardens development was the first commercial attraction in the area, and the intersection now has potential for further highway commercial development in the future. However, the area is located closer to residential and agricultural areas than the Bridal Falls tourist commercial area and thus is better suited for uses more compatible with these areas such as: a service station, motor hotel, restaurant, etc. Campgrounds, for example, would not be appropriate in this immediate area.
The emphasis of all these policies is to establish adequate controls for the protection of the environmental amenities and character of HIGHWAY TOURIST RECREATION COMMERCIAL AREAS and to protect their long term viability as tourist commercial concentrations of regional significance. Also, in this context, the SERVICES policies in Part III, Section 7.2 of the plan have particular significance to the Bridal Falls area.

It is the Regional Board's policy that:

**General**

4.5.1 New private tourist commercial development should not create an adverse environmental impact on the local area, nor a tax burden for the general resident population.

Implementation: Zoning, subdivision control process.

4.5.2 For new HIGHWAY TOURIST RECREATION COMMERCIAL USES in the Bridal Falls tourist area, the Regional Board may require that they shall be serviced by an approved community water system and, where the drainage conditions on the site dictate, by drainage facilities in accordance with zoning and development permit area requirements.

Implementation: Development permits.

4.5.3 In approving new HIGHWAY TOURIST RECREATION COMMERCIAL developments, consideration shall be given to the following:

- the use does not reduce public access to Crown lands and significant natural assets in the area,
- the use is in keeping with the character of the area in which it is located and compatible with adjacent land uses,
- the use does not bring traffic through residential areas; and off-street parking is provided in accordance with zoning and regulatory bylaws.

Implementation: Zoning, subdivision control process.

4.5.4 The zoning bylaw for Electoral Area "D" will contain detailed regulations which aim to render mutually compatible HIGHWAY TOURIST RECREATION COMMERCIAL and other adjacent uses.

Implementation: Zoning.

**Designation Policies**
4.5.5 The plan map designates as HIGHWAY TOURIST RECREATION COMMERCIAL those areas:

- now used or zoned for tourist commercial developments which are compatible with other plan policies
- having direct access to an arterial or collector road
- not having a detrimental impact on surrounding land uses and environment
- having suitable slope, drainage and soil conditions for highway tourist commercial development
- not environmentally sensitive, and not comprising significant fish, wildlife or waterfowl habitat

4.5.6 HIGHWAY TOURIST RECREATION COMMERCIAL AREAS may be extended or created provided:

- additional lands that meet the designation policy criteria above are identified;
- regional recreation development trends warrant such an extension or creation;
- servicing appropriate to the intended use is available.

**Use Policies**

4.5.7 HIGHWAY TOURIST RECREATION COMMERCIAL AREAS may be used only for major tourist recreation commercial, commercial campgrounds and R.V. parks (Bridal Falls area only), holiday parks (Bridal Falls area only), local tourist commercial, highway commercial, local commercial, country residential, associated country residential, public and semi-public uses.

4.5.8 All new HIGHWAY TOURIST RECREATION COMMERCIAL uses, other than public, semi-public, country residential, and associated country residential uses shall be subject to the following special considerations:

- that suitable buffer area or setback distances are maintained around tourist commercial developments;
- that suitable facilities can be provided for safe public access from an arterial and collector road and parking areas;
- that services suitable for the use intended are available or provided for;
- that the levels of development are compatible with the natural environment and do not impact negatively on natural resources.

**Subdivision Policies**

4.5.9 Land in HIGHWAY TOURIST RECREATION COMMERCIAL AREAS shall only be subdivided in accordance with the standards of the Responsible Authority, except that the minimum parcel sizes required for specific land uses shall not be less than 2 hectare where on-site services are provided.
4.5.10 Notwithstanding the above, where a community water system is provided, land in HIGHWAY TOURIST RECREATION COMMERCIAL AREAS shall only be subdivided in accordance with the standards of the Responsible Authority, except that the minimum parcel size required for specific land uses shall not be less than 0.2 hectare.

4.5.11 Notwithstanding the above, for Holiday Parks where an approved community water system is provided and an approved community sewer system is provided, parcels greater than 6 ha in HIGHWAY TOURIST RECREATION COMMERCIAL AREAS may be subdivided according to a bare land strata plan approved by the Responsible Authority, provided that the minimum area permitted for Holiday Park lots shall be:

- 130 m² for strata title recreational vehicle lots,
- 250 m² for strata title park model trailer lots,
- 560 m² for strata title holiday home lots,
- 560 m² for strata title holiday park operator lots.

4.6 **LIMITED USE AREAS**

**Description**

LIMITED USE policies are intended to restrict intensive development in environmentally sensitive or geological hazards areas in areas with limited access and in areas isolated from community services and development. The land use and subdivision policies in this designation are intended to minimize detrimental impacts on land and water in these areas. If future studies show that an area can accommodate a broader range of uses without environmental damage, it may be redesignated through plan amendment.

The Regional Board may also, however, impose further restrictions on LIMITED USE AREAS which are located in environmentally sensitive or geological hazards areas. For example, watersheds servicing community water supplies, and reservoir areas should be protected from incompatible land uses and development in the interests of public health and safety. Where such areas are located on Crown land, the Regional Board supports in principle, the completion of integrated resource management plans undertaken by Provincial Agencies. On adjacent private plans the Board will endeavour, through the zoning, subdivision, and development permit process, to maintain appropriate land use controls to protect the watershed or other resource. Further Regional Board policies respecting these areas are contained in Part III, Section 7.5 of the plan, in policies for environmentally sensitive and geological hazards areas, and in Schedules D3 and D4.
LIMITED USE areas are inappropriate for concentrated developments; however, they may be suitable for many outdoor recreational uses including church camps, dude ranches, and some kinds of campground development. These uses will be controlled and regulated in the zoning bylaw. Nonetheless, the general policy of this plan respecting LIMITED USE areas is to prevent isolated development, to protect the environment, and to preserve and buffer areas of environmental sensitivity.

It is the Regional Board's policy that:

General Policies

4.6.1 LIMITED USE areas shall remain in a low density rural character.

Implementation: Zoning, subdivision control process, policy.

4.6.2 Except where specifically prohibited, forestry, mining and recreation will be permitted in LIMITED USE areas.

Implementation: Policy and zoning.

4.6.3 Special consideration may be given to the design and siting of new development in LIMITED USE areas in environmentally-sensitive and watershed areas.

Implementation: Policy and development permits.

Designation Policies

4.6.4 The plan map designates as LIMITED USE:

- areas with difficult site features
- areas isolated from community services and development
- areas having limited access
- areas suited, because of their location and site characteristics, for multiple uses at low densities, including limited outdoor recreational developments
- private land in community watersheds

4.6.5 LIMITED USE areas may be extended or created through plan amendment when new areas with any of the above characteristics are identified.

Use Policies

4.6.6 LIMITED USE areas may be used only for rural residential, associated rural residential, agricultural, resource extraction, low density commercial recreation, public, and semi-public uses.
Subdivision Policies

4.6.7 Land in LIMITED USE areas shall only be subdivided in accordance with the standards of the Responsible Authority, except that the parcel size shall not be less than 8 hectares (20 acres).

4.7 PARK AREAS

Description

The PARK AREAS designation identifies publicly-owned parkland which is of provincial, regional or local significance. The designation includes provincial and regional parks, wildlife conservation reserves and areas identified for expansion of existing parks. Development with these parks is limited to that related to recreation uses.

Specific policies related to the dedication of community parks in small lot subdivisions are presented in Part III, Section 7.4 of the Plan.

It is the Regional Board's policy that:

General Policies

4.7.1 Areas of significant recreation or conservation potential should be reserved for future park development.

Implementation: Technical liaison, zoning, subdivision process.

4.7.2 The acquisition and maintenance of park land and recreational access to Cheam Lake and the Fraser River will be encouraged and supported by the Regional Board.

Implementation: Subdivision and development process, zoning and development permits

4.7.3 Lands lying adjacent to Cheam Lake shall be the subject of a Development Permit Area regulation for the protection of the natural environment of the lakebed, the wildlife habitat, and local environment.

Implementation: Development permits.

4.7.4 An active land acquisition policy shall be maintained to add to the land base of the Cheam Lake Wetlands Regional Park to provide additional wildlife habitat,
recreational land, or buffer areas for the lakebed where such lands become available for purchase or dedication.

Implementation: Land acquisition policy, subdivision and development process.

4.7.5 In order to:

i) provide for walking and cycling access to park and recreation areas and facilities in the area and to provide enhanced opportunities to enjoy the natural environment of the area,

ii) promote public health, and

iii) encourage developments that are economically beneficial and appropriate to the recreational amenities of the area,

subdivision development will provide appropriate and required linear parkland in combination with sidewalk and roadway to establish an effective, useable and circuitous pedestrian and cycling parkway/boulevard system to link subdivision development with neighbourhood parks, Cheam Lake Wetlands Regional Park and Minter Gardens in the Highway 9/Old Yale Road area in a manner consistent with, or equivalent to, the intent outlined in Figure III.4

Implementation: Subdivision process and parkland dedication policy.

**Designation Policies**

4.7.6 The plan map designates as PARK those areas owned or under long-term lease by a Responsible Authority for public recreation use of regional or local significance including provincial parks and recreation reserves, existing community parks, and land of significant recreation potential which is suitable to reserve for future public and park use.

4.7.7 PARK AREAS may be extended or created through plan amendment provided that additional lands that meet the designation policy above are identified.

**Use Policies**

4.7.8 PARK AREAS may be used only for recreation, conservation and ancillary uses, except as otherwise provided by the Responsible Authority. Land located within the Agricultural Land Reserve may be used for agricultural uses.

**Subdivision Policies**

4.7.9 Land in PARK AREAS shall only be subdivided under circumstances where subdivision is required in the interests of responsible park management.
5. **DEVELOPMENT PERMIT AREAS**

5.1 **Development Permit Area No. 1-D:**

Development Permit Area No. 1-D which shall be known as "Bridal Falls Development Permit Area 1-D" is designated pursuant to Section 879(1) of the *Municipal Act*.

**Category of Designation:**

(a) protection of the natural environment; and  
(b) form and character of commercial development.

**Area of Application:**

Development Permit Area No. 1-D, as shown on Schedule D5.

**Justification:**

The following conditions and objectives apply to Development Permit Area No. 1-D:

**Conditions:**

(a) groundwater constraints to permitted highway commercial uses;  
(b) surface water quality subject to degradation;  
(c) mutual interdependence of tourist commercial developments.

**Objectives:**

(a) to prevent contamination of groundwater;  
(b) to protect surface water quality for downstream users;  
(c) to ensure adequate long-term servicing in relation to the siting and scale of development;  
(d) to ensure compatibility in the siting and form of development.

**Guidelines:**

In issuing development permits in this area the following guidelines will apply:

5.1.1 Land within 15 m of the natural boundary of Popkum Creek, Bridal Creek, Rose Creek, Karr Creek, should remain free of development except where a development plan has the written support of Ministry of Environment, and includes appropriate vegetation to maintain water quality and shoreline and streambank integrity.
5.1.2 In areas where water is subject to degradation, on-site sewage disposal, water supply and drainage systems may be prohibited.

5.1.3 Proposed developments may be required to demonstrate through an engineering study, signed and sealed by an engineer licensed in British Columbia, that the proposed sewage disposal, water supply and site drainage facilities are adequate and will not lead to environmental problems in the long term.

5.1.4 Developments should be designed to comply with the Land Development Guidelines for the Protection of Aquatic Habitat.

5.1.5 Conditions may be imposed with respect to the sequence and timing of construction, so as to protect water quality and fish resources, to minimize disruption to local businesses during the tourist season and to ensure that construction is completed within a defined period.

5.1.6 The natural setting of development sites should be disturbed as little as possible and landscaping should be provided to reflect the rural character of the area and complement the Provincial Park.

5.1.7 All buildings and structures should be compatible with the area and with existing uses in terms of character, scale and form of development.

5.1.8 In order to protect existing rural residential uses, natural buffer areas of 15 m from property boundaries should be maintained and view-obstructing screening should be provided in any developments involving commercial use which abuts a property of less than .4 ha zoned Residential, Country Residential or Rural.

5.1.9 A development permit shall not be required for construction of, addition to, or alteration of a single-family residential building or accessory residential building except where the development proposal relates to or is affected by conditions 6.1.1 to 9.1.8 above, provided that the proposal complies in all respects with the policies of the Plan, the Zoning regulations, and all other bylaws of the Regional District.

5.2 Development Permit Area No. 2-D

Development Permit Area 2-D, which shall be known as "Cheam Lake Development Permit Area 2-D" is established pursuant to Section 879(1) of the Municipal Act.

Category of Designation:

(a) protection of the natural environment.
Area of Application:

Development Permit Area No. 2-D, shown on Schedule D5.

Justification:

The following conditions and objectives apply to the Development Permit Area No. 2-D:

Conditions:

(a) significant wildlife habitat and populations;
(b) Cheam Lake reclamation project.

Objectives:

(a) to protect Cheam Lake waterfowl and other wildlife resource values;
(b) to control land use so as to facilitate reclamation of the lakeside and future conservation;
(c) to prevent degradation of surface and groundwater.

Guidelines:

In issuing development permits in this area the following guidelines will apply:

5.2.1 Land below 37.5 m elevation geodetic and land within 30 m of the surveyed lakeside boundary shall remain free of development.

5.2.2 Development shall be screened from the lakeshore through the use of natural vegetation.

5.2.3 The dedication of natural watercourses or the construction of works to preserve or enhance natural watercourses, may be required for the purposes of environmental protection.

5.2.4 On-site sewage disposal, water supply and drainage systems may be prohibited in areas below 37.5 m elevation geodetic, and within 30 m of the surveyed lakeside boundary.

5.2.5 The sequence and timing of construction shall be controlled so as to avoid conflict with fish and wildlife resources.

5.2.6 Construction activities should include appropriate controls to minimize the discharge of sediment into waterbodies.
5.2.7 A development permit shall not be required for construction of, addition to, or alteration of a single-family residential building or accessory residential building except where the development proposal relates to or is affected by conditions 6.2.1 to 6.2.6 above, provided that the proposal complies in all respects with the policies of the Plan, the Zoning regulations, and all other bylaws of the Regional District.

5.3 Development Permit Area No. 3-D

Development Permit Area No. 3-D, which shall be known as "Geological Hazard Development Permit Area 3-D" is designated pursuant to Section 879(1) of the Municipal Act.

Category of Designation:

(a) protection of the natural environment; and
(b) protection of development from hazardous conditions.

Area of Application:

Development Permit Area No. 3-D as shown on Schedule D5.

Justification:

The following conditions and objectives apply to Development Permit Area No. 3-D:

Conditions:

(a) high potential for geological hazards;
(b) groundwater recharge area; and
(c) surface water quality subject to degradation.

Objectives:

(a) to direct development away from geological hazards;
(b) to ensure adequate assessment and mitigation of geological hazards;
(c) to allow for land use suitable under hazardous conditions, in accordance with geotechnical studies.
(d) to prevent contamination of the groundwater resource;
(e) to protect surface water quality for downstream users; and
(f) to ensure adequate long-term servicing in relation to the siting and scale of development.

Guidelines:
In issuing development permits in this area, the following guidelines apply:

5.3.1 A site specific geotechnical study may be required pursuant to Section 920(11) of the *Municipal Act*, in order to determine the use, and the conditions or requirements of use and density as they relate to health and safety of persons or the protection of property.

5.3.2 Development permits for specific land uses and densities should accord with the recommendations of site specific geotechnical studies.

5.3.3 Areas of land above and from the natural boundary of watercourses should remain free of development, except in accordance with the conditions recommended in site specific geotechnical studies.

5.3.4 Specific work may be required to preserve and stabilize natural watercourses.

5.3.5 On-site sewage disposal, water supply and drainage systems may be prohibited in areas of unstable soil and areas where water is subject to degradation, except as otherwise recommended in engineering studies.

5.3.6 Vegetation shall be planted or retained in order to protect watercourses and fisheries, as requested by the Ministry of Environment.

5.3.7 Proposed developments may be required to demonstrate through an engineering study, signed and sealed by an engineer licensed in British Columbia, that the proposed sewage disposal, water supply and site drainage facilities are adequate and will not lead to environmental problems in the long term.

5.3.8 Developments should be designed to comply with the Land Development Guidelines for the Protection of Aquatic Habitat.

5.3.9 Conditions may be imposed with respect to the sequence and timing of construction, so as to protect water quality and fish resources, to minimize disruption to local businesses during the tourist season and to ensure that construction is completed within a defined period.

5.3.10 A development permit shall not be required for construction of, addition to, or alteration of a single family residential building, or accessory residential building where: (a) a site-specific geotechnical report determines that the site may be used safely for the use intended, or (b) the type of construction, addition, or alteration does not affect or relate to matters of health, safety, or the protection of property from damage; and, the development proposal complies in all respects with the policies of the Plan, the Zoning regulations, and all other bylaws of the Regional District.
5.4 Development Permit Area No.4-D

Development Permit Area No.4-D, which shall be known as “Agricultural Protection Development Permit Area 4-D is designated pursuant to Section 879(1) of the Municipal Act.

Category of Designation:

(a) protection of farming

Area of Application:

Development Permit Area No. 4-D as shown on Schedule D5.

Justification:

The following conditions and objectives apply to Development Permit Area No. 4-D:

Conditions:

(a) potential for land use and other conflicts related to residential development adjacent to agricultural land

Objectives:

(a) to ensure compatible development between adjoining residential and agricultural land uses

(b) to provide guidelines for residential subdivision abutting agricultural land and to avoid potential conflict between agricultural and urban conflicts.

Guidelines:

In issuing a development permit in this area, the following guidelines apply:

5.4.1 Residential subdivision proposals should have regard for adjoining agricultural land uses and be designed to minimize land use conflicts.

5.4.2 Any subdivision of land adjacent to agricultural land should be designed to include a buffer along the agricultural land. The densities and the intensity of uses towards the boundary with the Agricultural designated area should be gradually reduced. In order to reduce the opportunities for encroachment into farming areas, road ends or road frontages next to agricultural land should be avoided, except as may be necessary for access by farm vehicles or public safety.
5.4.3 Any building envelope in a proposed subdivision should be located a minimum of 25 meters (82 feet) from the edge of the agricultural land. For lots abutting the agricultural land having no further subdivision potential or having site constraints, the Regional Board may consider reducing this distance to the greater of 7.5 meters (15 feet) or minimum setback required by the Zoning Bylaw, provided that the principal building is located and designed to reduce impact from the activities associated with farm operations (e.g. avoiding or reducing the number of doors, windows and outdoor patios facing the agricultural land).

5.4.4 A continuous minimum 3 meter (10 feet) wide landscaped buffer between any new development and the agricultural land shall be provided and maintained in accordance with the Agricultural Land Commission’s report “Landscape Buffer Specifications, Schedule A, A.1”. Specific work may be required to preserve and stabilize the natural buffer area. Simple vegetative screens incorporating fencing and planting to screen noise, view, dust, sprays and trespass prevention may be required as a condition of the development permit. Any existing mature trees within the buffer area are to be preserved. A majority of the plant material selected should be low maintenance, indigenous vegetation and should be able to survive with little or no fertilization. No building or structure shall be built within the buffer area. A restrictive covenant to maintain the buffer is required. The owner or the applicant shall be required to execute and register against the title a covenant in favour of the Regional District and the Agricultural Land Commission addressing the protection and maintenance issues of the buffer zone. A sample covenant is attached to the Agricultural Land Commission’s report “Landscape Buffer Specifications”.

5.4.5 A development permit is only required for land which is subject to a subdivision application of two or more lots. A development permit is not required for development taking place on land which is located more than 30.00 meters from an agricultural land designation.
5.5 **Development Permit Area No. 5-D**

Development Permit Area 5-D, known as the West Popkum Commercial Development Permit Area, is established pursuant to section 919.1 and 920 of the Local Government Act.

**Category Designation:**

Development Permit Area 5-D is designated for the following purposes:

(a) the establishment of objectives and the provision of guidelines for the form and character of commercial development; and,

(b) the protection of the natural environment, its ecosystems and biological diversity.

**Area of Application:**

Development Permit Area No. 5-D, as shown on Schedule D5.

**Justification:**

This plan designates the lands immediately surrounding the intersection of Highway No. 9 and Yale Road East as HIGHWAY TOURIST RECREATION COMMERCIAL (HTRC) to provide for tourist oriented uses which complement existing recreational developments in Bridal Falls yet are compatible with, and enhance, the suburban residential focus of West Popkum.

In order to successfully fulfil these dual roles, development on HTRC lands in West Popkum must be integrated into the local community in terms of design, finishing, landscaping, pedestrian connections and other site development features. The negative impacts of much highway commercial strip development must be avoided. These impacts often include a lack of buffering from adjacent uses and a form and character that homogenizes places and contributes little to, or detracts from, the aesthetics, liveability, and sense of place of the community. The form and character guidelines below are intended to protect the community from these undesirable aspects of highway commercial development.

The guidelines reflect a vision of the West Popkum commercial mode which includes high quality buildings accented with attractive landscaping, buffered from surrounding residential uses, and connected to the community by pathways and other linkages; commercial buildings that are finished with natural colours and materials such as wood and stone, and make minimal use of vinyl, plastic and pastel colours; and architecture takes cues from the surrounding rural
landscape and reflects the agricultural and/or resource-based traditions and economy of Popkum.

The importance of the West Popkum commercial node to the community makes it particularly sensitive to incompatible development. Residents have expressed concern that commercial uses should not detract from the surrounding residential uses or the natural environment. The aesthetic quality and integrity of the environment is vital to the appeal and success of the community.

The Yale Road/Highway No. 9 intersection services as both the focus of surrounding residential neighbourhoods and as the entryway to the community for most visitors. It is a high visibility commercial node which contributes significantly to the overall character and appearance of the community. It is critical, then, that development at this intersection provides a distinct sense of arrival and reflects the environmental and cultural context of Popkum.

It is also critical for tourist recreation commercial developments. Increasingly, tourists are motivated by a desire to experience places, landscapes, and cultures. Development that reflects and enhances the natural and cultural landscape will be well positioned to capitalize on this trend towards cultural and eco tourism. As a result, developers may also wish for guidance with respect to form and character of their projects in this area.

To protect the natural environment, new commercial uses should be served, where possible, by connection to the community water system. On-site disposal of sanitary waste produced on site must also be adequate as no community sewer system is anticipated in the immediate future.

The boundaries of Development Permit Area 5-D may be amended from time to time to include areas of new commercial development designated HIGHWAY TOURIST RECREATION COMMERCIAL in the West Popkum area.

The following objectives and guidelines apply to Development Permit Area 5-D:

Objectives:

(a) to ensure compatibility in the siting and form of adjacent and nearby commercial developments;

(b) to enhance new commercial development by providing for planned landscaping, screening, access, lighting and signage standards.

(c) to ensure commercial development demonstrate a high level of design and are integrated into both the surrounding commercial uses and residential neighbourhoods;
(d) to ensure the form and character, including building materials and colour schemes, of commercial development reflects the environmental and cultural context of the community;

(e) to protect the amenities, including views, of existing residential areas by co-ordinating the character, form, and scale of new commercial development;

(f) to maintain visual values, including views to mountains and sky, and an open feeling along the rural highway;

(g) to ensure that all new commercial uses are adequately served by the community water system; and,

(h) to ensure that all waste produced on site (sanitary sewage and storm drainage) are disposed of through community systems where provided for in this Plan or, elsewhere, through on-site systems which reflect the sensitivity of the local environment and the need to protect the ground water regime.

Guidelines:

In issuing development permits in this area, the following guidelines shall apply:

Pedestrian Linkages

5.5.1 Pedestrian linkages shall be provided between adjacent and opposite compatible commercial developments. In this instance, compatible developments are those a person might wish to visit on the same trip, i.e. a motel, restaurant or major tourist attraction.

5.5.2 Where commercial services can be expected to be used by local residents, and where such services are adjacent to pedestrian routes or bikeways, services shall be accessible from these pathways.

5.5.3 For developments in which there is more than one building, pedestrian walkways between buildings shall be provided. Covered walks, arcades, landscaping and special paving are encouraged to connect buildings with pedestrian pathways, parking areas and roadways.

5.5.4 Pedestrian routes shall be constructed of a uniform and complementary material used throughout the development to link all pedestrian routes and bikeways, and shall be buffered where feasible from roadways, vehicular traffic, and parking areas.

Borders, Landscaping and Screening
5.5.5 The character of development, including landscaping and the form and character of buildings, shall provide for an attractive, safe, and distinct edge along the property frontages on Bunker, Cray, Caryks, Thompson and Yale Roads and Highway No. 9. Landscaping along these roadways shall provide visual continuity.

5.5.6 Landscape screening shall define and buffer surface parking, storage and service areas from adjacent residential uses, pedestrian corridors and roadside views. Landscaping and/or screening shall be used to provide visual privacy to any adjacent residential properties.

5.5.7 Landscaping should give preference to native species found locally and shall, where feasible, retain existing vegetation. In any case, all landscaping and screening shall meet or exceed the British Columbia Society of Landscape Architects and British Columbia Nursery Trades Association standards.

Parking Areas

5.5.8 Parking areas shall be setback three (3) metres from any lot line adjoining a residential use. Screening and/or landscaping shall be provided to buffer parking areas from adjacent residential uses.

5.5.9 Parking areas shall be screened from public roadways with landscaping or a combination of landscaping and earth berms.

5.5.10 Where parking areas abut a commercial building, a one (1) metre landscaped buffer strip shall be provided between the parking spaces and the building. Where appropriate, the use of walkways to separate parking spaces from buildings and to provide orderly and attractive pedestrian circulation, is encouraged.

5.5.11 Parking areas shall be designed to avoid large, unbroken expanses. Landscaping elements such as parking islands or medians shall be used to break up large parking areas into smaller cells. One shade tree shall be provided for every 10 parking spaces.

5.5.12 Parking areas shall be paved. All parking spaces shall be clearly delineated and provided with curbs or wheel stops.

5.5.13 Porous paving, paving stones, French drains and similar techniques are encouraged to facilitate exfiltration of storm water. Landscaped areas can further be used for retention and exfiltration of storm water.

Signs and Lighting
5.5.14 The size, location and design of free-standing commercial signs and other advertising structures not attached to buildings shall be compatible with uses and structures on adjacent properties. Fascia signage recessed into the facade of the building is strongly encouraged. The use, form and character of signage shall be consistent throughout the development.

5.5.15 The form and character of structures supporting free-standing signs, including architecture, materials, and colours, shall be consistent with and of comparable quality to that of the principal buildings. The use of natural materials, including exposed aggregate, is encouraged for structures supporting signs. Architectural sign supports are encouraged. Single pole sign supports are strongly discouraged.

5.5.16 Site lighting shall be designed to minimize “light spill” onto adjacent residential or agricultural lands.

Siting, Design and Finishing of Buildings

5.5.17 New commercial developments shall be compatible with access, servicing, and signage conditions and constraints on adjacent lands.

5.5.18 Buildings shall be designed to complement a pedestrian scale and focus.

5.5.19 New commercial uses shall not be of a height and scale which negatively impact surrounding residential amenities, including views and sunlight penetration. New commercial developments shall not exceed one storey in height. However, the Regional District Board may consider a multi-story motel or hotel if the development will be a landmark or focal point of the commercial node and of high quality design, materials and architecture. The Regional District Board may also consider a small two story development on an individual lot with a single unit commercial space on the main floor and one dwelling unit for the owner/proprietor on the second floor provided that no other dwelling exists on the property, adequate residential amenities for the dwelling unit, including a rear yard with screening for privacy, are provided, and all other guidelines of the permit area are met.

5.5.20 New commercial buildings shall be designed to address all adjacent public roads or highways. Where a building face, other than the front of a building, is visible from a road or highway, a visually attractive appearance shall be provided by a combination of landscaping, finishing and fenestration of the structure to a similar standard as the front of the building.

5.5.21 Blank and monotonous facades shall be avoided. Building surfaces two stories high, where permitted, or exceeding fifteen (15) metres in length shall be relieved with changes of wall plane or differentiation that provides strong shadow or visual interest.
5.5.22 For developments in which there is more than one building, a cohesive visual relationship between buildings and structures, including structures supporting signs, shall be evident. Architectural consistency among all buildings and structures in a development shall be maintained through the use of similar roof pitches, proportion, height, materials, fenestration and design theme.

5.5.23 The primary building entrance shall be clearly defined and provide a sense of entry.

5.5.24 The architecture, including materials and colour schemes, of new developments should acknowledge the traditional agricultural and resource based economy and culture of the area, and should incorporate a clear and well articulated design concept. Buildings shall not be stylized in an attempt to use the building itself as advertising, particularly where the proposed architecture is the result of a corporate or franchise style.

5.5.25 Colour schemes used in new commercial developments should be based substantially on colours already found in the surrounding natural and cultural landscape and should not utilize pastel colours except possibly as accents. The use of natural finishing materials, such as well and stone, is strongly encouraged.

5.5.26 New commercial buildings and structures shall have pitched roofs to reflect the surrounding mountains, to preserve a feeling of openness along the highway and roads and to provide broad sightlines to mountains and the sky. Roofs shall have not less than a 4 in 12 pitch. All buildings and structures in a proposed development should have similarly pitched roofs.

5.5.27 New buildings shall be designed to maximize sunlight penetration to open areas and pedestrian areas.

5.5.28 New development and on-site services should be located so as not to preclude future uses of adjacent properties.

Protection of the Environment

5.5.29 All new commercial uses should be adequately served by the community water system and, where required by Plan policies, community storm drainage services.

5.5.30 Where on-site disposal of storm and/or sanitary sewage is proposed, an engineering study, certified by a Professional Engineer registered in the Province of British Columbia, shall be provided which demonstrates that the proposed methods of on-site disposal are adequate and will not lead to degradation of the ground water regime or other environmental problems in the long term.
5.5.31 On-site sewage disposal and drainage systems should be prohibited in areas where water is subject to degradation, except as otherwise recommended in engineering studies.

Information for Review and Approval

5.5.32 In order to assist with the review and approval of development permit applications, the Regional District Board may require:

(a) a site schematic showing vehicular and pedestrian circulation, and the design and layout of pathways and linkages;
(b) a landscaping plan;
(c) a scaled plan showing the layout and design of parking areas, storm water infrastructure, and lighting;
(d) scaled drawings showing the design, materials and colour scheme of proposed free-standing signs and sign supports;
(e) scaled architectural elevations of proposed buildings and structures showing finishing materials and colour schemes, and colour architectural renderings of the proposed development;
(f) a scaled site plan showing the siting of all proposed buildings and structures; and
(g) other information required to demonstrate that the proposed development meets the development permit area guidelines.

Exclusion

5.5.33 A development permit shall not be required for the subdivision of land.

5.5.34 A development permit shall not be required for the construction of, addition to, or alteration of a single-family dwelling or accessory residential building where no commercial component is present.

5.5.35 A development permit shall not be required for interior renovations.

5.5.36 A development permit shall not be required for exterior maintenance of repairs which do not involve substantial changes in the exterior finish, colour scheme, or size of the building” [Byl # 0387, 2000].
5.6 **Development Permit Area No. 6-D [Byl # 1263, 2014]**

**Category of Designation:**

“Riparian Areas Development Permit Area 6-D” is designated pursuant to Section 919.1 (1)(a) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity.

**Area of Application:**

Development Permit Area 6-D consists of all those parcels of land:

a. within the area of this Official Community Plan; and,

b. entirely or partially within a Riparian Assessment Area, which is:

   i. for a stream, the 30 metre strip on both sides of the stream, measured from the high water mark;

   ii. for a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 metres beyond the top of the ravine bank; and,

   iii. for a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 metres beyond the top of the ravine bank.

For convenience, mapped streams are generally shown on Schedule D5, Map 2 of 2. Note that Riparian Areas Development Permit Area 6-D includes the Riparian Assessment Areas associated with all streams within the Plan area, whether mapped or unmapped, including but not limited to the streams shown on Schedule D5, Map 2 of 2.

**Justification:**

Electoral Area D contains streams and riparian areas that directly or indirectly provide natural features, functions and conditions that support fish life processes. The Fish Protection Act and the Riparian Areas Regulation require local governments to protect these streams and riparian areas when exercising powers with respect to residential, commercial and industrial development. In the opinion of the Regional Board, this development permit area provides a level of protection that is comparable to the Fish Protection Act and the Riparian Areas Regulation.

**Objectives**

The objective of Development Permit Area 6-D is to protect the natural environment, its ecosystems and biological diversity. More specifically, this DPA will protect streams and riparian habitat primarily through the involvement of qualified environmental professionals and the identification of Streamside...
Protection and Enhancement Areas (SPEAs) that should remain free of development, including the disturbance of soils and vegetation.

Activities Requiring a Permit

5.6.1 A development permit must be obtained prior to:
   a. the subdivision of land;
   b. residential, commercial, institutional or industrial development including:
      i. the alteration of land;
      ii. the disturbance of soil or vegetation; or
      iii. construction of or addition to a building or structure;
   within a riparian assessment area.

Exemptions

5.6.2 Notwithstanding Section 5.6.1, a development permit is not required for the following:

   a. development that does not involve residential, commercial, institutional or industrial uses;
   b. residential, commercial, institutional and industrial development that is demonstrated to be outside of a Riparian Assessment Area;
   c. residential, commercial, institutional and industrial development within a riparian assessment area where the development is separated from the stream by a dedicated and developed public road right-of-way;
   d. renovations or repair of a permanent structure on an existing foundation to an extent which does not alter or increase the building footprint area;
   e. minor additions to an existing building or structure, such as an increase in floor area up to 25% of the existing footprint, provided that the addition is located on the side or part of the building or structure most distant from the stream;
   f. development in accordance with a registered covenant or approved development permit that pertains directly and explicitly to riparian habitat protection, which:
      i. is registered in favour of the Fraser Valley Regional District and/or Provincial or Federal interests; and
      ii. establishes a riparian buffer;
   g. routine maintenance of existing landscaping or lawn and garden areas;
   h. removal of trees determined by a Certified Arborist or Registered Professional Forester (who is qualified to do tree risk assessment) to represent an imminent risk to safety of life and buildings;
   i. forestry activities on Crown land undertaken under an approved Forest Stewardship Plan approved by the Ministry of Natural Resource Operations in accordance with the Forest & Range Practices Act;
   j. riparian habitat enhancement or restoration works under the guidance of Provincial and Federal agencies;
k. installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;
l. paths for personal use by the parcel owners, provided they do not exceed approximately 1.0 metre in width; are constructed of pervious natural materials with no concrete, asphalt, pavers or treated wood; do not involve structural stairs; require no removal of streamside vegetation; and do not impair stream bank stability;
m. local and regional park facilities;
n. emergency actions necessary to prevent, control or reduce immediate and substantial threats to life or property during flood, debris flood/flow, erosion, landslide, avalanche, stream avulsion and other geohazards events;
o. repair, maintenance and improvement of flood protection infrastructure and all related ancillary or accessory works, regulated and approved by Federal or Provincial agencies;
p. the development of an approved community water or sanitary sewer system that is not ancillary to residential, commercial or industrial development;
q. Federal and Provincial regulated utilities, including railways, transmission lines or pipelines;
r. public road or highway works;
s. repair or replacement of an existing driveway, culvert or bridge and,
t. the construction of a single storey, detached residential accessory building or structure which is not intended to be used for any “residential occupancy” and which had a floor area not exceeding 20 square metres (215 square feet) and where:

i. the building or structure is located as far from the stream as possible and in the location on the parcel that minimizes impacts to riparian habitat; and,

ii. it is not possible to construct the building, structure or deck outside the riparian assessment area.

5.6.3 Where there is uncertainty regarding the location of development in relation to a Riparian Assessment Area or the nature of a stream, the Regional District may require:

a. a plan prepared by a BC Land Surveyor or Qualified Environmental Professional to confirm whether the planned disturbance is within the Riparian Assessment Area; or
b. a report prepared by a Qualified Environmental Professional to determine if the stream satisfies the definition criteria.

Guidelines

In order to achieve the objectives of Development Permit Area 6-D, the following Guidelines shall apply to the issuance of Development Permits:
Issuance of Development Permits

5.6.4 Each development permit application should, as a minimum, be accompanied by:
   a. where applicable, an Assessment Report prepared by a QEP in accordance with the Assessment Methods and Development Permit Area 6-D guidelines for the purpose of determining the applicable SPEA and other measures necessary for the protection of riparian areas;
   b. a scaled siting proposal clearly and accurately identifying all streams and water features, high water mark, top of bank, top of ravine bank, edge of wetland, riparian assessment area and the SPEA boundary in relation to existing and proposed property lines and existing and proposed development, as well as the locations of works and activities recommended in the Assessment Report; and,
   c. written certification that the proposed development is consistent with the Guidelines of Development Permit Area 6-D and the Riparian Areas Regulation, and identifying any mitigation or compensation measures that are consistent with the Guidelines, including measures that may be specified as Development Permit conditions.

5.6.5 Pursuant to the Riparian Area Regulation and the Local Government Act, the Assessment Report prepared by a QEP should specifically consider and make recommendations respecting:
   a. the siting of buildings, structures or uses of land;
   b. areas to remain free of development;
   c. the preservation, protection, restoration or enhancement of any specified natural feature or area;
   d. works to preserve, protect, or enhance a natural watercourse or other
   e. specified environmental feature;
   f. protection measures to be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage, or control erosion or protect the banks of watercourses; and,
   g. timing of construction to avoid or mitigate impacts.

5.6.6 Where a development permit relates to the subdivision of land, an Assessment Report prepared by a QEP should:
   a. identify adequate building sites - including but not limited to building locations; front, rear and side yard areas; site services including sewage disposal facilities and water supplies; access; and, parking - on each proposed lot;
   b. identify streams that may be impacted by the proposed development; and
c. consider whether any natural watercourses should be dedicated pursuant to Section 920(7)(c) of the Local Government Act.

5.6.7 The Regional District is authorized to issue a Development Permit after receiving:

a. notification by the Ministry of Environment that Fisheries & Oceans Canada and the Ministry have been:
   i. notified of the development proposal; and,
   ii. provided with a copy of an assessment report which meets the requirements of the Riparian Areas Regulation; or,

b. documentation demonstrating that Fisheries & Oceans Canada has, with respect to the proposed development, authorized the “harmful alteration, disruption or destruction” of fish habitat pursuant to Section 35 of the Fisheries Act or amendments thereto.

5.6.8 A development permit may include as a term or condition any recommendation made by QEP in an Assessment Report respecting:

a. the siting of buildings, structures or uses of land;

b. areas to remain free of development;

c. the preservation, protection, restoration or enhancement of any specified natural feature or area;

d. dedication of natural water courses to the Crown;

e. works to preserve, protect, or enhance a natural watercourse or other specified environmental feature; and,

f. protection measures to be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage, or control erosion or protect the banks of watercourses.

5.6.9 A development permit may impose terms and conditions respecting the:

a. sequence and timing of construction including but not limited to timelines for completion of the works identified in the permit;

b. co-ordination of geotechnical recommendations by a Qualified Environmental Professional or Professional Engineer licensed in Province of British Columbia;

c. minor modification of a SPEA as generally described in the Riparian Area Regulation Implementation Guidebook where no impacts to fish habitat occur and as recommended in an Assessment Report by a Qualified Environmental Professional.

5.6.10 A development permit may vary or supplement a bylaw under Division 7 or 11 of the Local Government Act provided that the variance or supplement is in accordance with the objectives and guidelines of Development Permit Area 6-D.
Measures to Protect the Streamside Protection and Enhancement Area

5.6.11 Land shall be developed strictly in accordance with the development permit issued.

5.6.12 No building or structure of any kind should be located, no vegetation should be disturbed, and no soils should be removed or deposited within a Streamside Protection and Enhancement Area except in accordance with the development permit and Assessment Report.

5.6.13 The SPEA boundary should be clearly flagged, staked or otherwise marked during all development phases to avoid encroachment into the Streamside Protection and Enhancement Area.

Geotechnical Hazards

5.6.14 Where a proposed development requires geotechnical evaluation pursuant to a geotechnical hazard development permit area or Section 25 of the Community Charter, the riparian assessment should be coordinated with the geotechnical evaluation in order to provide a comprehensive development permit application.

Permit Security

5.6.15 The Regional District may require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit in cases where:
   a. security for the performance of conditions respecting landscaping is necessary;
   b. the Regional District considers that damage to the natural environment could result as a consequence of a contravention of a condition in a development permit;
   c. the Regional District considers that unsafe conditions could result as a consequence of a contravention of a condition in a development permit; or,
   d. the permit holder is required to retain, restore or replace native vegetation.

5.6.16 The amount of the security should be sufficient to cover the cost of any work that may be undertaken by the Regional District to correct deficient landscaping conditions, an unsafe condition, and damage to the natural environment that could reasonably be expected to result from the contravention of the permit.

5.6.17 A Letter of Undertaking signed and sealed by a Qualified Environmental Professional may be accepted in lieu of security where:
a. the nature of required works, such as landscaping, are minor and the risk of damage to the natural environment is low;
b. the Letter of Undertaking is signed and sealed by a Qualified Environmental Professional; and, the Qualified Environmental Professional will undertake the works and provide to the Regional District a post-construction certification and inspection report as outlined in Section 5.6.18.

Post-Construction Certification and Inspection

5.6.18 Upon completion of the works authorized by a development permit - and for certainty upon expiry of any timeline for completion of works established as a term or condition of a development permit - the holder of the permit must submit to the Regional District and the Ministry of Environment post-construction certification from a QEP which:
   a. certifies that the development has been carried out in accordance with the Assessment Report and that terms and conditions set out in the assessment report and the development permit have been properly implemented; or,
   b. identifies and documents all instances of non-compliance with the assessment report and the development permit and any measures necessary to correct deficiencies, including any works that should be undertaken by the Regional District as contemplated by Section 5.6.16.

5.6.19 The requirement for post-construction certification and inspection may be waived by a condition in a development permit.

Offence

5.6.20 Failure to:
   a. obtain a development permit where one is duly required; or,
   b. develop land strictly in accordance with a development permit issued;
are offences under the Local Government Act and are contrary to the bylaws, regulations or policies of the Regional District. Upon summary conviction, penalties for offences may be up to the maximum set out in the Local Government Act.

5.6.21 Employees, officers and agents of the Regional District may enter, at all reasonable times, a property to inspect and determine whether the requirements of Development Permit Area 6-D and the terms and conditions of a development are being met.

Definitions

5.6.22 In DPA 6-D, the following terms have the meanings described below:
“Assessment Methods” means the assessment methods set out in the Schedule to the Riparian Areas Regulation.

“Assessment Report” means a report certified by a Qualified Environmental Professional and prepared in accordance with the Riparian Areas Regulation Assessment Methods and the guidelines of Development Permit Area 6-D to assess the potential impact of a proposed development in a riparian assessment area.

“development” includes the alteration of land, the disturbance of soil or vegetation, and construction of or addition to buildings and structures.

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

“Qualified Environmental Professional” and “QEP” mean a qualified environmental professional as defined in the Riparian Areas Regulation.

“ravine” means a narrow valley with an average grade on either side greater than 3:1 measured between the high water mark of the watercourse contained in the valley and the top of the valley bank, being the point nearest the watercourse beyond which the average grade is less than 3:1 over a horizontal distance of at least 15 metres measured perpendicularly to the watercourse.

“Riparian Assessment Area” means
a. for a stream, the 30 metre strip on both sides of the stream, measured from the high water mark;
b. for a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 metres beyond the top of the ravine bank; and,
c. for a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 metres beyond the top of the ravine bank.

“Riparian Areas Regulation” means B.C. Reg. 376/2004 and amendments thereto.

“Streamside Protection and Enhancement Area” and “SPEA” mean an area:
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 in accordance with the Riparian Areas Regulation on the basis of an Assessment Report provided by a Qualified Environmental Professional.

“stream” 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 or brook; or,
c. a ditch, spring or wetland that is connected by surface flow to
something referred to in paragraph (a) or (b)
6. **TEMPORARY USE PERMITS**

Section 921 of the *Municipal Act* allows for the issuance of permits for temporary commercial or industrial uses in areas designated within an Official Community Plan. Temporary Use Permits may be issued for a period of up to 2 years, and may be renewed once. Table III.1 summarizes the types of uses which may be permitted by Temporary Use Permits within the community plan area.

It is the Regional Board's policy that:

6.1 The Official Community Plan area, as shown on Schedule D2, is designated for the issuance of Temporary Commercial or Industrial Use Permits.

6.2 A Temporary Commercial or Industrial Use Permit may be issued for the following commercial or industrial uses:

(a) special events of a commercial nature which are of limited duration and which will not preclude or compromise future permitted uses on the proposed site of the temporary use;

(b) short-term industrial activity such as portable asphalt plants, portable sawmills, heavy equipment storage and construction yards related to specific industrial projects of limited duration;

(c) temporary sand and gravel extraction;

(d) industrial or commercial uses which comply with the area designation policies but where appropriate zoning does not presently allow for such uses. To provide for temporary approval of transitional uses or uses where uncertainty exists as to their appropriateness or viability and where it is premature to decide upon rezoning and long-term land use rights, a temporary use permit may be issued for a limited period.

6.3 A Temporary Commercial or Industrial Use Permit may be issued for other temporary commercial or industrial uses but only within the Areas designated HIGHWAY TOURIST RECREATION COMMERCIAL on Schedule D2.
### TABLE III.1: TEMPORARY USE PERMITS

<table>
<thead>
<tr>
<th>Type of Use Which May be Permitted</th>
<th>Area Where Permit May Be Issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Special commercial events</td>
<td>All designations</td>
</tr>
<tr>
<td>(b) Temporary sand and gravel operations</td>
<td>All designations</td>
</tr>
<tr>
<td>(c) Short-term industrial and construction uses</td>
<td>All designations</td>
</tr>
<tr>
<td>(d) Transitional industrial/commercial uses which comply with area designation policies but where appropriate zoning is not available.</td>
<td>All designations</td>
</tr>
<tr>
<td>(e) Other industrial or commercial uses</td>
<td>Highway Tourist Rec. Commercial areas</td>
</tr>
</tbody>
</table>
7. OTHER POLICIES OF THE PLAN

In addition to the land use and land area designations policies, the plan contains Regional Board policies respecting:

- Transportation;
- Services;
- Boundaries and Administration;
- Social Services Policies;
- Conservation and Environmental Policies; and

These policies are broad in scope, usually affecting the entire area within the plan boundary or dealing with the relationship between settled areas and Crown lands. Often the policies deal with aspects of regional change and development not directly under the jurisdiction of the Regional Board. The implementation of many such policies involves technical liaison with provincial agencies and a referral process for thorough communication on all development and land use issues. Through these policies, the Plan attempts to exercise a positive influence on provincial policies and programs, to provide a cooperative regional/provincial basis for planning in the area and to streamline and clarify decision-making respecting land use and development.

7.1 TRANSPORTATION AND SERVICES

7.1.1 Transportation Network

When the original settlement plan for the area was prepared in the mid-1980s, the transportation issues of the time centered on the continued upgrading of the Trans-Canada Highway, development of a new grade-separated interchange on the east side of Bridal Falls, and provision of adequate access to tourist commercial development in Bridal Falls. Most of the improvements proposed in the original community plan have now been completed. Current transportation issues reflect the changes in the character of the plan area that have occurred with new suburban residential development in recent years.

Generally, transportation issues in the plan area pertain to the local travel needs of the growing suburban residential developments, and the relationship between these local demands with the regional and provincial road facilities that traverse the plan area. One potential local problem recognized by the plan is the tendency for road access to new subdivisions along Yale Road to develop in a “fish-bone” pattern, with dead end roads extending southward or northward off of Yale Road. This type of road pattern is undesirable for local traffic movements and does not encourage a sense of neighbourhood. It discourages pedestrian traffic and makes emergency vehicle access, utility and road maintenance
activities more prone to problems. Consequently, the plan encourages the
development of minor, east-west connector roads within the new subdivision
areas.

Some unused local road right of ways have been closed in recent years at
locations where road access is not practical or will not be needed in the future.
Additional minor unused road right of way closures are possible, especially in the
area of the Yale Road and Highway 9 intersection, to create a more orderly and
efficient access and land use pattern. These changes are indicated on Schedule
D3, the Transportation Uses Map of this plan.

Two important provincial highway corridors traverse the plan area: the Trans-
Canada Highway No. 1, and Highway No. 9, connecting Highway No. 1 with
Agassiz, the Lougheed Highway No. 7, and surrounding areas across the Fraser
River. As mentioned earlier, most of the improvements needed along Highway 1
have been completed over the last ten years or so. More pressure is being
placed on the Highway 9 corridor, which runs through the developing Popkum
suburban area north of Highway 1. Certainly, problems can arise when a
regional, arterial highway crosses an area with developing suburban housing and
tourist commercial attractions.

Some of these problems occur when new development is located adjacent to, or
needs access onto, the regional road network. For example, future
improvements to Highway 9 may require additional right of way to contain the
roadway facility and to provide an acceptable level of traffic safety.
Consequently, new development may need to be set back slightly further from
the road right of way than the zoning bylaw currently requires, to provide for
future right of way widening.

With increased development of course comes an increase in traffic. This effect is
already being seen at the Yale Road and Highway 9 intersection. Traffic impact
studies prepared for two different development proposals on the east side of the
highway suggest that traffic signals are already required at the intersection, and
that the need for signals will become more pressing as development proceeds.
The studies do not suggest that additional traffic lanes or channelization are
needed right now, but such improvements may become necessary in the future if
significant traffic-generating development proceeds. The plan supports
signalization of the intersection, to be financed by new development which places
the increased demand on the intersection. As well, the plan supports a moderate
design speed, urban cross-section Highway 9 configuration, with one or more at-
grade intersections accessible by pedestrians, especially in the area of the Yale
Road crossing; the plan does not provide for or anticipate a higher design speed,
more intrusive highway configuration in this already developing setting.

Aside from the Yale Road intersection, the location of one or more additional at-
grade intersections on the Highway 9 corridor is under review by the Ministry of
Transportation and Highways, in conjunction with the Regional District. The Ministry will be restricting access to new developments to these designated intersection locations; new, additional direct access onto Highway 9 will not be permitted in the future.

In addition to conventional vehicular transportation, it is important to provide for alternate modes such as cycling and walking. Cycling and walking have become more popular in recent years, for both recreation and transportation purposes, and the plan anticipates that these activities will become even more significant in coming years. Consequently, the plan supports the development of a non-vehicular transportation network in the area by means of a linear park system, as discussed in Part III, Section 7.4 of the plan. The plan also encourages the provision of designated bicycle routes adjacent to arterial roads or as dedicated bikeways, to serve local and regional transportation needs, in addition to their traditional use of such facilities for recreational purposes. As well, the plan supports and encourages the construction of a pedestrian underpass under Highway 9, serving as a portion of the linear park network connecting East and West Popkum. Construction of an underpass should be a required component of any significant commercial development on the east side of Highway 9 that is intended to provide local commercial services to West Popkum residents, at least as a portion of its market area.

POLICIES

It is the Regional Board's policy that:

1. The Regional District supports the closure of unused, unconstructed road right of ways, where such closures result in traffic pattern improvements and are not detrimental to the use of adjoining lands.

2. Minor connecting roads should be established within suburban residential subdivisions to provide for neighbourhood road patterns.

3. Significant development of lands immediately east of Highway 9 warrants the installation of traffic signals at the Yale Road intersection. The development resulting in the need for this improvement should finance the installation of signals. Additional lanes or channelization may be needed in the future.

4. Access to new developments along Highway 9 should be controlled and restricted to two or more planned intersection locations, including one at Yale Road.

5. The Regional District supports the Ministry of Transportation and Highways initiative to establish a long-term corridor plan for Highway 9.
6. The Regional District supports, where possible, the establishment of bicycle lanes adjacent to arterial roads, for transportation purposes in addition to recreation.

7. A pedestrian underpass under Highway 9 or an acceptable alternative crossing should be required for any significant commercial development on the lands identified on Figure III.6. The development of a pedestrian crossing may be through phased development agreements or similar arrangements.

Implementation of Transportation Network Policies will be via the zoning and subdivision process, issuance development permits, and liaison with Ministry of Transportation and Highways.

Figure III.6 - Highway 9 Pedestrian Crossing Commercial Development Lands
7.1.2 Transportation Schedule

The Transportation Uses Map, Schedule D3 of the plan, shows in graphic form some of the key transportation policies of the plan, and will help shape the road network in the developing parts of the plan area. The policies contained in the plan and shown on these maps, together with the necessary controls to keep land areas required for future roads and development free from conflicting uses, will be implemented by various means, including zoning bylaws, covenants, agreements, and/or development permits.

Five classes of roads are recognized in this plan, as follows:

CONTROLLED ACCESS HIGHWAY: A highway designated, pursuant to Part 6 of the Highway Act, R.S.B.C.,1996, Ch. 188, as a "controlled access highway" for through traffic. No new direct accesses to such highways are permitted where there exists, or can be created, alternate means of access. In Electoral Area "D", Highways 9 and Trans Canada Highway No.1 are designated as controlled access highways.

ARTERIAL: A street providing a continuous route primarily for through traffic with land access a secondary consideration. Arterial streets will usually be fed by 2 or more collectors.

COLLECTOR: A street performing the dual function of land access and distribution of traffic between local and arterial streets.

LOCAL: A street primarily designed for and providing land access with little or no provision for through traffic. Direct access is allowed to all abutting properties. The maximum length of a local street is 450 metres.

CUL-DE-SAC: A local street with an opening only at one end with a minimum turning radius of 15 metres at the other end. Generally, the maximum right-of-way length of a cul-de-sac is 150 metres; the minimum permitted is 15 metres.

7.1.3 Roadway and Right-of-Way Widths

Road standards in Electoral Area "D" are under the jurisdiction of the Ministry of Transportation and Highways. Standards for new roads must be established in the context of local site conditions and engineering requirements. However, the following classifications may be viewed as general guidelines for right-of-way and roadway widths in the community plan area.
Table III.2
GUIDELINES FOR ROADWAYS WITH CURBS

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>R/W WIDTH**</th>
<th>ROADWAY WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTERIAL</td>
<td>30m</td>
<td>+11.0m</td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>20m</td>
<td>11.0m</td>
</tr>
<tr>
<td>LOCAL</td>
<td>18m</td>
<td>8.6m</td>
</tr>
<tr>
<td>CUL-DE-SAC</td>
<td>15m</td>
<td>8.6m</td>
</tr>
</tbody>
</table>

* Standards for roadway and right-of-way widths may vary with local conditions and engineering requirements, and requirements for underground services. Also, Ministry of Transportation and Highways' policy for any roadway designated as a "significant network element" on Ministry plans is that it shall have a minimum pavement width of 14 metres, curb to curb.

** In hillside locations, and wherever necessary, the minimum road right-of-way width will be increased to contain cut and fill slopes at stable angles of repose.

Table III.3
GUIDELINES FOR ROADWAYS WITHOUT CURBS

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>R/W WIDTH*</th>
<th>ROADWAY WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTERIAL</td>
<td>30m</td>
<td>10.0m</td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>25m</td>
<td>8.6m</td>
</tr>
<tr>
<td>LOCAL</td>
<td>20m</td>
<td>7.5m</td>
</tr>
<tr>
<td>CUL-DE-SAC</td>
<td>20m</td>
<td>7.5m</td>
</tr>
</tbody>
</table>

*In hillside locations, and wherever possible, the minimum road right-of-way width will be increased to contain cut and fill slopes at stable angles of repose.

Implementation: Zoning, subdivision control process, technical liaison.

Where existing roads have deficient right-of-way widths, the Ministry of Transportation and Highways may secure, wherever possible, additional land to remove all or part of the deficiency.

7.1.4 Access

Under the provisions of the Land Title Act, the Subdivision and Development Control Bylaw, and the zoning bylaw, each new parcel must be provided with adequate legal access and vehicle parking. In the case of high traffic generating commercial and other uses, the policies of the plan recognize the need for more than one legal access, especially for emergency vehicles and situations.
POLICIES

It is the Regional Board's policy that:

1. Land uses in the Plan area shall be provided with adequate and safe access commensurate with the level of traffic generated and need for emergency vehicle access.

Implementation: Zoning, subdivision process, development permits, liaison with Ministry of Transportation and Highways.

2. New development of or extensions to existing high density recreation, campground and mobile home park uses shall be provided with two legal accesses, subject to Ministry of Transportation and Highways approval.

Implementation: Zoning, subdivision process, development permits.

7.1.5 Other Transportation Policies

Problems associated with pedestrian and other non-vehicular movements between residential and park areas, and between the tourist attractions in the Bridal Falls area, have been raised in various forums such as public hearings on development proposals over the past several years. There are several ways of providing for improved pedestrian access, the most important being the construction of a linear park system as outlined in Part III, Section 7.4 of the plan. The Regional District will also work with the District Highways staff to request local road changes and improvements to facilitate safer pedestrian access. One example of this kind of work is the widened paved shoulders in the Bridal Falls area. The Regional Board will investigate requests for improvements as they arise from the community.

It is the Regional Board's policy that:

The various means of creating a pedestrian and other non-vehicular right-of-ways between established residential and park areas, and between tourist commercial developments within the plan area, shall be explored in cooperation with the Ministry of Transportation and Highways.

Implementation: Technical liaison
7.2 SERVICES

7.2.1 Establishment of Community Water Systems

New approved community water systems, within the meaning of the Health Act, may be established in three ways:

(1) Through the establishment of a community water system which is owned, operated or maintained by the Regional District pursuant to the Municipal Act; or

(2) Through the establishment of a community water system which is owned, operated or maintained by an Improvement District under the Municipal Act; or

(3) Through the establishment of a community water system which is regulated under the Water Utility Act.

A fourth alternative which may provide an equivalent for some kinds of development is through the establishment of a water system which is owned by a strata corporation.

Community Water Systems

Currently there are two separate community water systems owned and operated by the Regional District in the plan area; namely, the Bridal Falls Water Supply and Distribution system, and the West Popkum System Water Supply and Distribution system.

EAST POPKUM - BRIDAL FALLS

The Bridal Falls Water Supply and Distribution System was constructed during the late 1980s with strong support from local taxpayers. The Regional Board adopted the initial specified area taxation, loan authorization and development cost charge bylaws in 1985. The Development Cost Charge fund was established to ensure that new developments would contribute to the capital cost of the new water system and, since its introduction, all new commercial developments have paid into the fund.

In 1986, although not originally scheduled, major portions of the distribution system were constructed during the reconstruction of the Trans Canada Highway. Provincial grants covered a portion of the work.

Expansion of the water system in the future may occur based on local demand for community water services or sudden problems in existing water supplies. In the longer term, the system should be expanded to provide for a high elevation
reservoir for fire protection and domestic water storage. To facilitate this upgrade a variety of options will be pursued, including the possibility of connecting with the West Popkum system to provide one large water system for the Popkum-Bridal Falls area.

POLICIES

It is the Regional Board's policy that:

1. All new commercial uses in the Bridal Falls area shall be serviced by the community water system.

WEST POPKUM

An engineering study undertaken by Stanley Associates for the original planning process determined that the most effective and economical approach to provide water supply to West Popkum was to develop a separate system; extension of the District of Chilliwack water system was found to be a more expensive alternative. The original settlement plan therefore provided for establishment of a new community water system in West Popkum, drawing its supply from the area’s ample groundwater source, and developing in response to - and, for the most part, paid for by - new subdivision proposals in the suburban residential area.

In 1989 the Regional District agreed to assume ownership of the community water system constructed to serve the new Sussex Place subdivision. This system formed the nucleus of an area-wide system which eventually included a 102,000 gallon reservoir, constructed in 1992 at the eastern boundary of West Popkum on high ground near Highway No.9. Individual developers extended the water mains along Yale Road East and Thompson Road. A capital fund for reservoir construction, additional mains, and a second pumphouse and well source was established. The Regional District also implemented a Development Cost Charge Bylaw and established a Local Service Area for the West Popkum Water Supply and Distribution System, to help finance development of capital facilities for the utility and to cover the costs of ongoing system maintenance. The water system is currently debt-free.

In 1992, Cheam Lake Estates, a new bare land strata-title subdivision development, was approved just north of Yale Road and east of Highway 9. This development was located within a rural residential plan area designation, within which it was anticipated that subdivisions would be planned, strata-title developments, with self-contained sewer, water and other common facilities. Nevertheless, the developers of Cheam Lake Estates requested that the property be included within the West Popkum Water Supply Local Service Area, and they agreed to extend the water main at their expense across Highway 9 and
eastward to Gray Road, to serve the new subdivision. In extending the water system service across Highway No. 9, the lands between Cheam Lake and the highway have effectively become part of the West Popkum area, although their topography and drainage characteristics render them more difficult for development than land west of the highway.

Another factor which has significantly altered the situation for water supply in the area is the relatively rapid rate of growth of new housing development proposals on both sides of Highway 9, which is occurring somewhat faster than originally anticipated. As this new community plan process is underway it is already possible to envision the construction of one larger unified water system, with a large new reservoir located at an elevation providing full gravity flow capability to serve both the Popkum and Bridal Falls areas. Obviously this cannot proceed without significant engineering and financial background work, and clear public support from both local service areas.

A primary benefit of such an integrated water system would be its economy of scale and consequent reduced capital costs and maintenance costs. Regional District staff have completed some studies of the integrated water system. The review suggests that it might become feasible to construct the needed interconnection under Highway 1 with a relatively modest amount of new development activity in the area (any water system integration should be essentially self-financed by new development). The possible need for extending the water system under Highway 1 was anticipated and provided for during the reconstruction work on the highway in the 1980s.

The plan anticipates that additional engineering review will be carried out in order to establish future development policies and up-to-date development cost charges, based on the integrated system design and including a new supplemental water supply and reservoir on the mountainside at Bridal Falls. In any case, it has been a number of years since the initial development cost charges were calculated and it is now appropriate to update the Development Cost Charge Bylaw, even if system integration does not prove feasible.

POLICIES

It is the Regional Board's policy that:

1. Where new developments are proposed in West Popkum which require the installation of an approved community water system, they shall be serviced by an extension to the Regional District system.

   Implementation: Subdivision regulation process.

2. Extensions to the West Popkum Water System shall be paid for by developers who shall also contribute to the cost of off-site works in
accordance with the schedule of charges prescribed in the Development Cost Charge Bylaw.

Implementation: Subdivision process and Development Cost Charge Bylaw.

3. Where a proposed development:
   (i) cannot be adequately served by the existing water system, and
   (ii) is, in the opinion of the Board, premature because:

   a) there are insufficient funds in the Development Cost Charge Reserve to pay for the off-site works required to upgrade the system, or

   b) the Development Cost Charge Reserve funds are required to construct a component of the system which is required for public safety or for securing the orderly development of the service area, or

   c) cannot proceed because the developer is unwilling or unable to pay for the works required to upgrade the system

rezoning and subdivision applications will not be approved until the cash financing is available.

Implementation: Zoning and subdivision process.

4. Where a right-of-way is required for possible future extension of, or future looping of, the network of water lines, the Regional District shall require registration of a statutory right-of-way for this purpose at the time of approval of the development.

Implementation: Zoning and subdivision process.

5. Where the developer constructs, at his expense, components of the water system which are included in the development cost charge bylaw schedule of costs, or where the developer, at the request of the Regional Board, oversizes system components beyond the capacity required for his development alone, the Regional District will offset credits against the development cost charges payable, or establish a latecomers agreement, as the case may be.

Implementation: Bylaws pursuant to Sections 933 and 939 of the Municipal Act.
6. In order to protect the quality of the ground water table which supplies West Popkum, the Regional Board will not rezone lands in the recharge area to permit uses which could be expected to threaten ground water quality. Liaison will be maintained with Ministry of Environment to ensure that Provincial statutes and regulations are upheld for the same reason.

Implementation: Regulatory bylaws; agency liaison.

7. The Regional District will undertake an engineering review of the current water system status and the feasibility of integrating the Bridal Falls and West Popkum water systems into a single entity.

Implementation: Board Policy

8. The Regional District will update the West Popkum and Bridal Falls water supply development cost charge bylaws in accordance with the findings of the engineering review of the water systems and the feasibility of integration.

Implementation: Amend development cost charge bylaws upon completion of engineering study.

7.2.2 Sewage Disposal

“Neither the original settlement plan for the area, completed in 1984, nor the current plan, as adopted in 1997, anticipated the development of a community sanitary sewer system in the plan area. A considerable amount of development has occurred with on-site septic sewage disposal, in accordance with the applicable policies of the settlement plan and community plan. The current plan continues to provide for on-site septic systems as an acceptable method of sewage disposal, subject to the policies of this plan, and subject to approval of the authorities having jurisdiction.

In 2003, the Fraser Health Authority began implementing new policies regarding on-site septic disposal which create difficulties for developments proposed at the maximum densities provided for by this plan. The Health Authority advised the Regional District that it is unlikely to support the creation of, or approve the development of, new subdivision lots smaller than 2000 m² in area with on-site septic disposal. This change in Provincial policy had a significant effect on the development potential of certain lands in the plan area, affecting the threshold population upon which the design of the community water system was based, and making it less economical for developers to provide a full range of services such as street lighting, underground wiring, and storm drainage in new subdivisions.
The Regional District was subsequently approached by landowners with a proposal to establish a new community sewer system in the plan area, in order that they might continue with the development of their subdivisions at the density provided for by the community plan and zoning bylaw. The Regional District recognized that it is necessary to optimize the density of subdivisions – subject to the goals and objectives of the community plan – in order to support the development and future maintenance of utilities and services. Furthermore, the establishment of a new sewer system in the plan area could be of considerable benefit to the community if it could be carried out in an effective and economical manner.

Consequently, this plan provides for the possibility of the creation of a new community sewer system in the plan area. While the plan provides for such a system, it does not commit the Regional Board to establish a sewer system, and, in any case, any such sewer service shall be subject to the policies described in this plan.” [Bylaw 0588, 2003]

POLICIES

It is the Regional Board's policy that:

1. The method, cost and environmental impact of proposed methods of sewage disposal will be a major consideration in all development approvals.

   Implementation: Zoning, subdivision control process.

2. Compact development will be encouraged wherever possible to minimize the costs of providing community services.

   Implementation: Zoning, subdivision control process, development permits.

3. The settlement area shall develop in a pattern so as to avoid the expenditure of public and private capital in premature or scattered development.

   Implementation: Zoning.

4. Where on-site sewage disposal is permitted, provision for “back-up” tile fields will be required of new development, and both individual septic tank systems and other innovative forms of sewage disposal shall be considered where the Responsible Authority has certified in writing that the proposed waste disposal facilities are sufficient to meet the requirements of regulations governing sewage disposal.
Implementation: Technical liaison.

5. Applications for new SUBURBAN RESIDENTIAL development involving lots smaller than 2 hectares in size shall be supported by engineering studies and related documentation which demonstrate that the proposed development is stable for the long term for on-site sewage disposal and that no danger exists for groundwater pollution which could lead to environmental problems. In addition, at the subdivision design stage, developers may be required to provide for alternative means of sewage disposal including standby tile fields, shared tile fields, septic tank management areas and/or other forms of new technology, in developments where on-site disposal is proposed.

Implementation: Zoning and subdivision control process

6. This plan provides for the creation of a new community sewer system to be operated by the Regional District in the plan area, subject to the following conditions:

(a) Development of the sewer system shall be on the basis of an engineering feasibility study in order to ensure that the policies of the plan can be addressed.

(b) The feasibility study will investigate options for overall system design capacity, configuration, and staging, in accordance with the policies of this plan. As well, the study must demonstrate that the sewer system technology will be sound, producing effluent meeting or exceeding Provincial standards. Furthermore, the study must demonstrate that the sewer system will result in no odour, noise or other adverse impacts upon the community.

(c) The sewer system must be of benefit to the greater community and must have the capacity and/or be expandable in order to provide service to lands other the subdivision developments that may initiate the sewer development.

(d) The sewer system shall be financially self-supporting, and costs for the establishment, construction and maintenance of the sewer system shall be borne by new developments and future connections to the system.

(e) The sewer system may be operated as a single system or with two or more self-contained “nodes”, but in any case the overall operation of the system shall be under one service area and must be economically sustainable over the long term.
(f) The Regional District must establish by bylaw a sewer service area for the Popkum-Bridal Falls area prior to creation of the sewer system.

Implementation: Service area bylaw, zoning and subdivision control process.” [Bylaw 0588, 2003]

Figure III.4

Proposed Linear Park/Boulevard Plan for West Popkum
7.2.3 Solid Waste Management

In September 1997, the Popkum Recycling Depot was closed by request of the local residents and the Popkum Market. The closure was the result of several complaints about misuse of the recycling depot by residents outside the Plan area. At present, several privately-owned disposal companies provide pickup...
service within the plan area. However, the Regional District is currently conducting a feasibility study for curb side collection of recyclables and garbage. As part of this program, a new Local Service Area may be established in order to achieve this.

In terms of ensuring that garbage collection is maintained throughout the area, the Regional District is reviewing the alternative of establishing one company to collect and dispose of garbage for all properties in the area always exists. A contract may be established on a competitive bidding basis, through the Regional District, to provide this service. Such action would only be taken in response to public demand, and after a referendum of all those who would be involved. Since the rapid development in the Plan area and increased need for waste disposal, this may occur in 1998.

In the long term, the Official Community Plan recommends that a Regional Garbage Disposal function be established for greater Chilliwack and vicinity, including the Plan area, to address this ongoing problem.

7.2.4 Storm Drainage, West Popkum

In order to provide for adequate storm drainage to permit development west of Highway 9, the Regional District planned and implemented the construction of an integrated storm drainage system which, in periods of heavy rain or rapid run-off, will discharge into the Everett Ditch in the District of Chilliwack and thence into Hope Slough. Based on an original report by Urban Systems Ltd., consulting engineers, and a detailed design by Wedler Engineering, a Local Service Area was established to provide for a system designed to be constructed in stages as development spreads from south-west to north-east across West Popkum (see Figure III.3). It is intended only to concentrate the peak flows into the main discharge system. Lesser flows and smaller storms will be discharged to ground through exfiltration facilities. Likewise, roof and perimeter drainage from new buildings will be discharged to ground through engineer-approved rock pits on site. Despite these precautions, which are designed to minimize the downstream environmental impact of development and to reduce the size and cost of the major drainage facilities to which all developers will contribute financially, the storm drainage system represents a significant capital cost. Like the extensions to mains for the West Popkum water system, the Regional Board intends to finance these works out of development cost charge revenues and is not intending to debt-finance the system. At the same time, the Board is aware that the storm drainage system, as planned, will effectively drain provincial highways and Yale Road East (which is currently undrained); the Regional District will continue to seek provincial cost-sharing in recognition of this fact.
POLICIES

It is the Regional Board policy that:

1. All new development shall be served by, or shall be capable of being served by, the West Popkum Storm Drainage Local Service Area.

2. Where applications for subdivision are made for lands fronting existing highways which are constructed on rights-of-way of insufficient width to accommodate storm drainage facilities, the Regional District will recommend that the approving officer acquire additional road dedication for this purpose or that a statutory right-of-way be registered in the name of the Regional District.

   Implementation: Subdivision regulation process.

3. In all other cases, where a right-of-way is required for possible future extension of the network of ditches or drainage pipes, the Regional District shall require registration of a right-of-way at least 5 metres in width, at the time of approval of the development.

   Implementation: Zoning and subdivision regulation process.

4. The Regional District will make representations to the Ministry of Transportation and Highways to discuss the possibility of cost-sharing with MOTH where Regional District facilities are installed to drain provincial roads or to channel drainage water away from provincial roads into open ditches or pipes.

   Implementation: Liaison.

5. Development Cost Charges will be maintained to secure capital cost contributions from developers for the major off-site drainage facilities of the integrated storm drainage system.

   Implementation: Development Cost Charge Bylaw.

6. New development in West Popkum should provide for on-site discharge of storm water through exfiltration facilities. The exfiltration facility should be designed to handle the 1:100 year return period peak storm. Each subdivision should also provide for overflow from these on-site facilities into the integrated storm drainage system operated by the Regional District.

   Implementation: Subdivision regulation process.
7. Where a proposed development cannot be connected to the integrated storm drainage system operated by the Regional District because:

(i) the Development Cost Charge Reserve funds are insufficient to construct the required link, or

(ii) where the Development Cost Charge Reserve funds are required for other system components which, in the opinion of the Regional Board, have a higher priority:

a) in terms of securing the orderly development of the service area, or

b) for the protection of existing development,

the Regional District may be prepared to accept a statutory right-of-way and covenant for a temporary overflow surface retention system on site to contain runoff from the 1:200 year return period peak storm, provided that:

(i) a professional engineer competent in the area of storm water engineering and registered in the Province of British Columbia, certifies that the design of the overflow surface retention system is adequate for the flows anticipated, and

(ii) the future connection to the integrated storm drainage system operated by the Regional District is pre-planned.

Implementation: Subdivision regulation; Section 219 Covenant, Statutory right-of-way.

8. Where the developer constructs, at his expense, components the storm drainage system which are included in the development cost charge bylaw schedule of costs, or where the developer, at the request of the Regional District, over-sizes system components beyond the capacity required for his development alone, the Region will offset credits against the development cost charges payable, or establish a latecomers agreement, as the case may be.

Implementation: Bylaws pursuant to Sections 933 and 939 of the Municipal Act.

9. To ensure that new residential construction is not vulnerable to flooding from failure of the minor storm drainage system components, the Regional District will require, as a condition of assuming ownership and maintenance of the storm drains, that every developer register a covenant
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against the title of each lot to regulate the minimum elevation of basement and other floor areas.

Implementation: Subdivision regulation; Section 219 Covenant.

10. In order to minimize the demand on the major storm drainage system components, and the downstream environmental impact of development, new buildings in West Popkum shall be provided with engineer-approved rock pits for on-site discharge of roof and perimeter drainage.

Implementation: Subdivision regulation; Section 219 Covenant.

7.2.5 Storm Drainage, East Popkum

Drainage in the portion of West Popkum on the east side of Highway No.9 and west of Cheam Lake is somewhat more complex, as a result of the natural topography of the area. Runoff from this area tends to flow north or east, or to dissipate in localised areas; it will not be feasible to direct storm water overflows from this area westward into the proposed Everett Ditch system.

Drainage in the area on the east side of Cheam Lake is similar to the area west of the lake, in that the natural drainage is generally toward Cheam Lake and Cheam Creek. In 1997 the Regional District engaged Wedler and Associates to carry out an overview drainage study of the area east of the lake. The study determined that development of the suburban residential area can be served by exfiltration facilities and/or retention ponds. Generally, each development in this area will be able to establish its own drainage system, with allowance for overflow - controlled in terms of both quantity and quality - into the Cheam Lake marsh or into Cheam Creek.

In order, then, to deal with storm water management in the area east of highway No. 9, it will be necessary to review drainage proposals for new developments on a site-specific basis. Generally, the engineering standards for drainage and runoff in this area will be essentially the same as for the area west of Highway No. 9, except that excess runoff may flow toward Cheam Lake or Cheam Creek rather than into the integrated Everett Ditch system. Any such runoff will need to be controlled in terms of both quantity and quality. Measures to accomplish this objective include engineered design, impoundment and exfiltration and/or controlled release rates, “soak-away” systems for roof and foundation drainage on individual lots, and quality control (eg/ for any discharges that may enter Cheam Lake or Cheam Creek or any other environmentally sensitive area. In effect, drainage from new developments east of Highway No. 9 should fully replicate, to the extent practically possible, the natural drainage regime existing prior to development.
POLICIES

It is the Regional Board's policy that:

1. For developments in the area east of Highway No. 9, all of the storm drainage policies described in Section 7.2.5 shall apply, with the exemption of these policies (or portions of policies) that pertain to connection to the Everett Ditch integrated drainage system and the relevant Development Cost Charges and Local Service Area Bylaws.

7.2.6 Other Utilities and Services

POLICIES

It is the Regional Board's policy that:

1. All development should be coordinated with, and provision will be made for, essential community services such as electrical, natural gas and telephone and cablevision servicing, at levels appropriate to the proposed development.

   Implementation: Subdivision control process.

2. Provisions should be made for the siting of facilities for fire and police protection and other relevant utilities in order to ensure adequate levels of servicing.

   Implementation: Subdivision control process.

3. All new SUBURBAN RESIDENTIAL developments, commercial development, and Campground and R.V. Park uses shall be provided with adequate street lighting for safe traffic and pedestrian movement.

   Implementation: Technical liaison, subdivision control process, development permits.

7.3 Boundaries and Administration

Most policies of the plan relate directly to the confined area within the Official Community Plan boundary. The focus of this plan is upon the areas of Electoral Area "D" which have experienced the most pressure for development and which require short-term planning solutions. However, some Regional Board policies relate to a wider area, based on the interrelationship of the Official Community Plan area and the surrounding region.
Strong community sentiment exists in Popkum /Bridal Falls despite the proximity of the area to the adjacent municipalities of Chilliwack and Kent. The area is somewhat unique in that the areas to the west and north are primarily productive farmland located in the Agricultural Land Reserve. Throughout the official plan processes strong feelings have been expressed to maintain the current administrative boundaries as they are.

POLICIES

It is the Regional Board's policy that:

1. The current administrative boundaries between Electoral Area “D” and adjacent municipalities shall remain unchanged for the life of this official plan.

   Implementation: Board policy.

2. Provincial Forest boundaries should be maintained in perpetuity to conserve productive forest land, to protect the natural environment, and to promote the orderly development of adjacent settled lands.

   Implementation: Board policy.

7.4 Social Services Policies

- **Schools** - At present the Community Plan area is served by Rosedale Elementary, Rosedale Junior Secondary and Chilliwack Senior Secondary Schools. School bus service is provided for the entire area and no problems have been identified with the present system. During the original community plan process School District No. 33 reported that no problems were anticipated in continuing to serve the community plan area with the existing schools for the long term.

  In response to recent referrals of proposed new development, the School District informed the Regional District that significant new housing developments may affect the demands on its facilities because of the potential for relatively large influx of new students over a short period of time.

- **Library** - Electoral Area "D" participates in the Regional Library function.

- **Emergency Services** - The entire community plan area is served by ambulance, police and emergency search-and-rescue services. The need for improved Emergency Response in the plan area has been addressed by the establishment of the Regional E9-1-1 service. This service has provided for greatly improved mapping of the rural areas of the Region. Emergency
services and planning remain priority concern in Electoral Area “D”, as in other rural parts of the Province.

The Regional District remains concerned about public perception of emergency services in the area and will assist local people, where possible, in achieving the best service available for Electoral Area "D".

• **Fire Protection** - The community plan area is currently served by the Popkum Volunteer Fire Department. The department, which was created through local initiative, underwent a major hall reconstruction and refitting program in 1980 with Regional Board assistance and support.

It is the Regional Board's policy that servicing improvements in the community plan area should be coordinated with improvements in fire protection facilities. Wherever possible, servicing schemes will be discussed with local Fire Departments before the construction stage, for comments regarding water quantities available for fire-fighting, fire hydrant placement and fire truck access.

• **Community Hall** - The original Popkum Community Hall, established in the 1930's, was demolished in 1996. The sale of the original Hall site is planned to support provision of new community hall facilities at the Popkum Fire hall site at Yale Road East and Popkum Road. The Regional Board and the Regional District staff will assist the Community Hall Society in achieving the necessary approvals to secure the new site, and in determining appropriate ways of financing the relocation project.

• **Community and Regional Parks** - The Plan area has significant potential for suburban residential subdivision. In order to provide for existing and future residents, the plan provides for community park dedication and development in accordance with local demand and residential growth.

As housing development progressed in the early 1990s, it became apparent that a linear park system, providing walking or cycling routes located off roadways as much as possible could be a considerable recreational amenity to the community. The Woodland Heights subdivision development included a landscaped walkway system, offset and separated from roadways to afford a safe and enjoyable route for walking and cycling within the neighbourhood. Because of the presence of wide hydro right-of-ways and other open space areas, there is the potential to develop an integrated network of linear park routes in the plan area. These routes can connect residential areas with Cheam Lake Wetlands Regional Park, future community parks, local commercial services and other community amenities. New developments should provide for and incorporate linear park facilities, in accordance with Figure III.4 and Bylaw No. 982, showing the general location of the proposed linear park network.
The major community park objectives are displayed on Figure III.5

While community parks are intended primarily to serve local area residents, regional parks serve residents from outside the area in addition to local area residents. The Regional District, in conjunction with Ducks Unlimited, established Cheam Lake Wetlands Regional Park in the East Popkum area. The Cheam Marl quarry site, which had been drained decades ago in order for marl to be excavated, was restored to an essentially “natural” state, by means of the construction of a small dam and overflow structure at the north end of the quarry area. The Regional District, with the assistance of the Chilliwack Canadian Forces Base and a variety of volunteer groups, has subsequently constructed a day use area, displays, a floating boardwalk, and a number of trails at the park. While this development has been undertaken to provide public access to, and enjoyment of, the regional park, the emphasis on the park’s development has been and will continue to be the preservation of natural wetland habitat.

The Regional District has also initiated the expansion of regional park land south of Bridal Falls Road, between the golf course and Bridal Falls Provincial Park. The goals of this park development are to protect the natural wetland adjacent to the golf course, to provide for modest day use facilities such as picnicking, and to establish recreational trails connecting the provincial park, wetland, and surrounding area. Administratively, the park may be developed as a “sub-unit” of the Cheam Lake Wetlands Regional Park.

It is the Regional Board’s policy that:

1. All new subdivisions involving 3 or more lots where the smallest lot is less than 2 ha, shall be required to provide parkland in an amount up to 5 percent of the land being subdivided, and in a location which facilitates the community parks objectives described below.

2. Park lands and buffer areas should be established within strata subdivisions.

3. In the Popkum area, the major park objectives are:

   (a) to secure and encourage development of a community park in association with a future site for a community hall;
   (b) to protect and control access to Cheam Lake and to develop public conservation and recreational use of lands in that vicinity; and
   (c) to provide a neighbourhood park in conjunction with future residential development in West Popkum.
   (d) to implement a linear park system interconnecting the developing suburban residential areas.
4. In determining the percentage requirement for park land dedication, the Board may provide for reductions below the 5% maximum by allowing "developed" park land to count for double the amount of raw land park dedication where improvements are made to provide for recreation, pedestrian activities or aesthetics.

5. Where a developer wishes to dedicate an amount of park land in excess of 5 percent of the land proposed for subdivision, the Board may allow a reduction in the minimum subdivision parcel size by an equal proportion up to a total of 10 percent, subject to the approval of the Responsible Authorities.

6. Community groups will be encouraged to develop and maintain community parks. Where petitioned by local residents and in accordance with the Municipal Act the Regional Board is prepared to assist park development by organizing specified areas for financing park acquisition and facility and program development.

7. The Regional District will pursue the development of a regional park south of Bridal Falls Road, between the golf course and Bridal Falls Provincial Park to protect the existing wetland, to offer minor day use facilities, and to provide a recreational trail system.

7.5 Conservation and Environmental Policies

7.5.1 In undertaking an Official Community Plan, the Regional Board deals primarily with local land use and development issues. However the Regional Board also recognizes the need to cooperate with the provincial government by acknowledging the provincial agencies' statutory responsibilities for particular land use matters and by implementing policies which recognize provincial concerns in local areas. The following policies deal with many of these issues of mutual concern and largely depend, for their implementation, on technical liaison and cooperation between provincial agencies and the Regional District.

It is the Regional Board's policy that:

Stream, River and Lake Protection

1. Where new development is to take place, a protective leave strip remaining naturally vegetated should be maintained adjacent to all fish-bearing watercourses and to the lakeside of Cheam Lake. The width of the leave strip should be determined on a site-specific basis, in cooperation with the Ministry of Environment and the Regional Approving Officer.
Note: A leave strip may be provided by some of the following measures: return to Crown of stream bed; return to Crown of a 7 metre leave strip; restrictive covenants; building and fill setbacks; designation of development permit areas along watercourses; strata title subdivision.

2. Watercourses which support viable fish populations should be maintained in as natural a condition as possible by:

- maintaining, where new development is to take place, natural vegetation along watercourses; and
- prohibiting uses requiring the placement of fill in river channels.\(^7\)

Implementation: Zoning, subdivision control process, technical liaison.

3. New development should comply with the Land Development Guidelines for the Protection of Aquatic Habitat.

Implementation: Technical liaison, development permits, subdivision control process.

4. Effluents, whether domestic, agricultural or industrial, should not be permitted to enter any watercourse in the community plan area if they will impair the quality of the water.

Implementation: Technical liaison with the Fraser Valley Health Board and the Ministry of Environment.

5. Waste material should not be placed adjacent to a natural watercourse in such a way as to result in leachate or silt introduction to the watercourse via surface drainage or groundwater contamination.

Implementation: Technical liaison with the Fraser Valley Health Board and Ministry of Environment.

7.5.2 Rehabilitation of Resource Extraction Sites

a) Upon abandonment or termination of resource extraction operations, redevelopment and reclamation of the site should begin immediately and should be carried out in co-operation with the Ministry of Employment and Investment, Mines Branch and as required by the Regional District’s Soil Removal and Deposit Bylaw No. 0023. These areas should revert back to as natural a state as possible through slope levelling, landscaping and reforestation.

\(^7\) All alterations to and withdrawals from natural watercourses require an Approval under the Water Act from the Water Management Branch, Ministry of Environment.
7.5.3 Development Standards and Practices

a) Development permits (including industrial, residential and resource extraction) will be referred to Fish and Wildlife Branch, Ministry of Environment for input and recommendations regarding concerns which might affect resources under their jurisdiction.

Implementation: Technical liaison, development permits.

b) Storm drainage shall be handled in a comprehensive fashion where new development is to take place near watercourses which support viable fish populations, as follows:

- The density and design of residential subdivisions will be controlled so that extensive storm drainage measures are not required.

- Storm sewerage facilities shall be designed to limit the post-development 1:2 year off-site runoff to the predevelopment 1:2 year rate and to maintain, as closely as possible, the natural predevelopment flow pattern and water quality in receiving watercourses.

- Storm sewerage standards will require the use of combined detention settling and oil interceptor basins.

- Foundation and roof drainage for residences will be handled on site, and not connected to collector systems for roads and parking areas.

Implementation: Development permits, subdivision control process.

c) New local roads should be constructed, wherever possible, so as to follow contours, have minimum side casts, and have gentle slopes on cutbacks capable of revegetation.

Implementation: Technical liaison, subdivision control process, development permits.

d) All sewage disposal should be via ground disposal systems. Designation of the land best suited for ground disposal of sewage will be a first priority in all development proposals.

Implementation: Subdivision control process, feasibility studies, development permits.
e) To protect groundwater supplies where planned development or disposal of wastes is to take place, density and siting standards, as specified in zoning regulations and development permits, will be determined on the basis of engineering studies signed and sealed by an engineer licensed in the province of British Columbia, which demonstrate that the proposed densities will be viable with on-site sewage disposal in the long term, and that no danger exists for groundwater pollution which could lead to environmental problems.

Implementation: Subdivision control process, technical liaison, feasibility studies, development permits.

7.5.4. Floodproofing Measures

a) Lands potentially subject to flooding should be designated, wherever possible, for parks, open space recreation, and agricultural uses.

Implementation: Zoning, designation policies.

b) Land shall not rezoned, subdivided or otherwise developed unless all new development is floodproofed in accordance with the zoning and other bylaws of the Regional Board which will be based upon the following standards:

(1) buildings used for habitation, business or the storage of goods damageable by floodwaters shall have a building elevation such that the underside of the floor system is elevated as follows:

i) where 200 year flood levels are established, not less than 0.6 m above the 200 year Designated Flood Level of the Fraser River;

ii) where 200 year flood levels are not known, not less than 3 m above the natural boundary of any watercourse determined to be within a flood hazard area, nor 1.5 m above the natural boundary of any other watercourse or lake, except as otherwise approved by Development Variance Permit;

iii) in alluvial fan areas, geotechnical and hydrological studies will be required, and minimum building elevations will be established in consultation with the Ministry of Environment and Parks and will normally require an elevation not less than 0.6 m above the natural ground measured at the perimeter of the building.
(2) notwithstanding (a) above, buildings used for farm purposes should not require elevation floodproofing for open-sided livestock structures. Floodproofing to less than full requirements in (a) above may be permitted for farm dwellings on parcels which are greater than 8 ha and for close-sided livestock structures within the Agricultural Land Reserve, but the underside of the floor system should be elevated at least 1 m above natural ground.

(3) notwithstanding (a) above, buildings used for industrial purposes shall have a building elevation such that the underside of the floor system is not less than the Designated Flood Level as recommended by Ministry of Environment.

c) To protect against erosion and floodway hazards, land should not be used for development unless all new buildings greater than 18 sq.m. are set back 30 m from watercourses except as otherwise approved by development permit or development variance permit.

7.5.5 Natural Assets Protection

a) Trails, key angler access points and popular recreation sites should be buffered from the encroachment of future development.

Implementation: Development permits, zoning, technical liaison.

b) Protection of the lakeside of Cheam Lake shall be a major consideration in all development approvals in the vicinity of the lakeside.

Implementation: Development permits, technical liaison.

7.5.6 Protection from Geotechnical and Other Hazards.

a) Residential development shall be directed away from lands susceptible to mass movement (stability) hazard, and from lands with severe building or road foundation limitations.

Implementation: technical liaison, zoning, subdivision control process, feasibility and engineering studies, land area designations, plan amendment process.

b) Areas of private land that are considered to be subject to flooding, erosion, land slip or avalanche, may be designated by bylaw to regulate or prohibit the cutting down of trees. Where such areas are designated, the owner will be required to obtain a permit before cutting down trees, and may be required to provide a report by a qualified person, which certifies that the
proposed tree cutting will not create a danger from flooding or erosion. Applications for woodlot licences, referred to the Regional District, will be reviewed to ensure that impacts of forest harvesting are minimized.

Implementation: Board action, regulatory bylaws.

c) New development proposals for private lands located within Development Permit Area 3-D, Schedule D5, may require the completion of detailed site-specific geotechnical investigations carrying the stamp and seal of a professional engineer registered in the Province of British Columbia, as recommended in the Golder and Associates report.

Implementation: Development permits, subdivision process, building permits.

d) New resource extraction plans for public lands located within or adjacent to Development Permit Area 2-D and 3-D, as shown on Schedule D5, should be accompanied by an environmental impact study undertaken by a professional soils and/or engineering specialist, or by a geotechnical engineer when deemed to be necessary.

Implementation: Liaison with provincial regulatory agencies.

7.5.7 Watershed and Water Supply Protection

a) Applications for the alienation of Crown lands within the community watershed areas of Elk, Dunville and Nevin Creeks will not be supported or encouraged by the Regional District.

Implementation: Interagency referrals, technical liaison.

b) Land use regulations which ensure responsible forest and watershed management in the Elk, Dunville and Nevin Creeks will be supported.

Implementation: Zoning, technical liaison.

c) All forest harvesting plans within the Elk, Dunville and Nevin Creeks community watershed areas should be referred to the District of Chilliwack.

Implementation: Interagency referrals, technical liaison.
d) All proposals to withdraw water from watercourses in the community plan area should ensure that an adequate quantity of water is available at all times of the year to maintain the fish-bearing capacity of the watercourse.\(^8\)

Implementation: Technical liaison.

e) Stream diversions or in-stream activities which alter fish habitat or are harmful to fish populations will not be supported.\(^9\)

Implementation: Technical liaison, development permits.

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\(^8\) All alterations to and withdrawals from natural watercourses require an Approval under the Water Act from the Water Management Branch, Ministry of Environment.

\(^9\) All alterations to and withdrawals from natural watercourses require an Approval under the Water Act from the Water Management Branch, Ministry of Environment.
8. **INTERPRETATION**

Terms not defined in this part carry the same meaning as in Provincial Statutes (the Municipal Act, the Land Title Act and the Interpretation Act) and the bylaws of the Regional District. The following terms used in this plan shall have the meaning stated:

**ACCESS** means the access permitted and specified in a Highways Access Permit issued by the Ministry of Highways; see also PUBLIC ACCESS;

**ADVISORY PLANNING COMMISSION** means a commission established under Section 955 of the Municipal Act which is responsible for advising the Regional Board on planning concerns of the local community referred to it by the Board;

**AGRICULTURAL LAND RESERVE** means land that is designated as such under Section 8 of the Agricultural Land Commission Act by Order-in-Council and is subject to the provisions of the Agricultural Land Commission Act of the Province of British Columbia and regulations thereto;

**AGRICULTURAL USE** means the use of land for the growing, rearing, producing, and harvesting of agricultural products; includes the storing and complete processing on an individual farm of the products harvested, reared or produced on that farm only; and includes farming, forestry, fishing, greenhouse, kennels, and nurseries uses;

**APPROVAL** means approval in writing;

**APPROVED COMMUNITY WATER AND SEWER SYSTEMS OR EQUIVALENT** means systems built to the same standard and approved under most circumstances by the same agencies as in the case of an "approved community water system" and an "approved community sewer system", but may be owned, operated and maintained by a corporation, strata corporation or cooperative;

**ASSOCIATED COUNTRY RESIDENTIAL USES** means a variety of uses clearly ancillary or accessory to a country or rural residential use including greenhouses, artisan craft workshops, and home occupations;

**ASSOCIATED RURAL RESIDENTIAL USE** means a variety of uses associated with, but clearly ancillary or accessory to, a rural residential use; includes associated country residential uses, cottage industries, outside storage of firewood for sale, kennels, and golf courses;

**BOARD ACTION** means any resolution or undertaking of the Regional Board;

**BUILDING BYLAW** means any building bylaw applicable to Electoral Area "D" of the Regional District enacted pursuant to the Municipal Act;
COMMERCIAL CAMPGROUND AND R.V. PARK USE means a commercial use of land for the purpose of providing two or more recreational camping spaces for tents, recreational trailers, or motor homes, together with all supporting, common leisure and services facilities for the exclusive use of, and occupancy for part of the year only by, holiday-makers who are renting, leasing, or own the said spaces or sites; may include: strata R.V. sites under the Condominium Act, a cooperative ownership recreational camping club incorporated under the Society Act; but does not include a social club, mobile home park, motel, campground or camp licensed under the Community Care Facility Act;

CONSERVATION USE means the preservation and protection of natural resources and assets in their natural state, including the habitat of birds, fish and other wildlife;

CONTIGUOUS, when applied in two areas of development, means that they abut or touch each other;

COUNTRY RESIDENTIAL USE means the use of land for residences on the basis of one principal dwelling unit per parcel at a maximum density for new subdivisions with community water and sewer services, of up to eight (8) lots per hectare;

CREATE means the enlarging of a land area designation by adding non-contiguous areas to it;

DESIGNATION means the area of land to which the land-area policies of PART 4 apply;

DEVELOPMENT APPLICATION means an application pursuant to an enacted provision of a Responsible Authority which affects the development of any land within the area covered by this plan;

DEVELOPMENT TRENDS means the rate, location, type, pattern and course of urban or industrial development and the social, economic, fiscal and environmental impacts of such development on a community or region;

EXTEND means the enlarging of a land-area designation by adding contiguous areas to it;

FEASIBILITY STUDY means a study or studies prepared by a professional engineer licensed in the Province of British Columbia concerned with:

- the effect on soil stability of disturbing natural grades or natural growth, or changing the moisture content of the soil by developing, using or occupying the land;
- groundwater levels and conditions;
- the depth and extent of flooding and likely frequency of its occurring;
FISHING means commercial fishing, and includes a fish farm other than one operated as a tourist recreation facility;

FLOODPLAIN means an area of land, whether floodproofed or not, which is susceptible to flooding by a watercourse, lake, ocean or other body of water; it includes some areas shown on Schedule D4 of this plan;

FORESTRY USE means the cutting and preliminary grading of forest products for shipment; includes temporary or portable sawmills or shake mills processing materials cut in the local area;

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

HIGHWAY COMMERCIAL means a commercial use located adjacent, or nearly adjacent, to routes of travel of regional significance which is intended to serve the needs of an itinerant motoring population; includes service stations, gas bars, restaurants and tourist information booths, but excludes major tourist recreation commercial uses, local and local tourist commercial uses;

HOLIDAY HOME LOT in a holiday park means a strata lot with a building site for one holiday home; does not include a strata lot for recreational vehicle camping or for park model trailers;

HOLIDAY PARK means any lot or parcel operated and maintained for the sole purpose of providing two or more recreational camping sites or lots, park model sites or lots, or holiday home sites or lots, together with all common leisure, service and supporting facilities for the exclusive use of and occupancy for part of the year only by holiday-makers who are the owners or lessees of the said sites or lots; may include bare land strata lots under the Condominium Act of the Province of British Columbia, or a cooperative ownership recreational club incorporated under the Society Act of the Province of British Columbia or under similar legislation, but does not include a social club, mobile home park, motel, campground, natural camping ground or a camp licensed under the Community Care Facilities Act of the Province of British Columbia;

HOLIDAY PARK OPERATOR LOT in a holiday park means a strata lot with a building site for one residence for the accommodation of a person directly involved in the operation of the holiday park;
| LOCAL COMMERCIAL USE | means a commercial use intended to serve the day-to-day needs of the local population residing in the vicinity of the local commercial use; includes general stores, convenience stores, small personal service establishments and artisan-craft workshop uses; |
| LOCAL TOURIST COMMERCIAL USE | means the use of land for commercial establishments intended primarily to serve the day-to-day needs and leisure time activities of a visitor population temporarily accommodated in the vicinity of the local tourist commercial use; includes local tourist attraction uses and artisan craft workshop uses, but excludes major tourist recreation commercial uses; |
| LOCAL TRANSPORTATION USE | means a use of land providing for the movement of people and goods within the vicinity of the local transportation use; |
| LOW DENSITY COMMERCIAL RECREATION USE | means a low-density group recreation use carried out on a seasonal or temporary basis, including ranches, lodges, recreation camps and private recreational, institutional or cultural facilities; includes outdoor recreation use but excludes natural camping ground use; |
| MAJOR TOURIST RECREATION COMMERCIAL USE | means a commercial use involving, though not limited to, extensive open air commercial recreation facilities for active physical participation, which is intended to serve the regional population and which would have transportation requirements of regional significance; it includes amusement parks, marinas, display gardens and golf courses, but excludes low-density commercial recreation uses and natural camping ground use; |
| NATURAL CAMPING GROUND USE | means a use of land for camping sites, on an overnight rental basis, which involves no buildings, structures or service connections except as provided for in the zoning and regulatory bylaws of the Regional District; excludes commercial campgrounds and R.V. parks, sites owned or leased under the Condominium Act, and camps licensed under the Community Care Facility Act of the Province of British Columbia; |
| OFFICIAL COMMUNITY PLAN | means a plan prepared and adopted by a regional board by bylaw pursuant to Sections 875 and 876, 877, 878, 879, 800 and 881 of the Municipal Act which applies to all or parts of the electoral areas of a regional district. It forms the basis for preparing development bylaws in an electoral area; |
| ON-SITE SERVICES | means the provision of an individual water supply and an on-site sewage disposal system in accordance with the standards of the Responsible Authority pursuant to the requirements of the Health Act, Waste Management Act, and bylaws of the Regional District; |
| PARK MODEL TRAILER | means a recreational unit built on a single chassis mounted on wheels, intended to be towed on a highway from time to time, designed to provide temporary living quarters for seasonal camping use, having a gross trailer area not |
Part III Interpretation

exceeding 50 square metres, with a width greater than 2.6 metres and less than 3.8 metres in the transit mode, certified by the manufacturer as complying with CSA Z-241 Standard; does not include a mobile home or recreational vehicle;

PARK MODEL TRAILER LOT in a holiday park means a strata lot for the use of holiday makers as temporary accommodation for part of the year only in one park model trailer; does not include a strata lot for recreational camping or for holiday homes;

PLAN AMENDMENT means a bylaw amending a schedule of this Plan prepared and adopted pursuant to the Municipal Act and Part 3 of this Plan;

PLAN MAPS means the set of maps forming part of this plan, marked as Schedules D2, D3, D4, D5, and D6;

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

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

RECREATION USE means public park, conservation, recreation, and other ancillary uses as permitted by the Responsible Authority; excludes commercial recreation uses;

RECREATIONAL VEHICLE means a vehicular unit designed as temporary living quarters for recreational camping, travel, or seasonal use that either has its own motive power or is mounted on or towed by another vehicle, with an overall length not exceeding 12.5 metres and overall width not exceeding 2.6 metres in the transit mode; includes motor homes, travel trailers and truck campers, but excludes park model trailers and mobile homes;

RECREATIONAL VEHICLE LOT in a holiday park means a strata lot for the use of campers as temporary accommodation overnight of for part of the year only, in one recreational vehicle, tent, travel trailer or truck camper; does not include strata lot for park model trailers or strata lot for holiday homes;

RESPONSIBLE AUTHORITY means a governmental and/or administrative body, operating in part or in total within the region, which is charged with or capable of enacting government provisions affecting the development of land or the construction of public works within the region; includes a member municipality, a regional district, the Province of British Columbia, the Government of Canada and their agencies;

RESOURCE EXTRACTION USE means mining and the extraction of aggregate materials; and includes mining, forestry, fishing and associated local transportation uses;
RURAL RESIDENTIAL USE means the use of land for single-family residences at a maximum density for new subdivisions with on-site services, of up to one (1) lot per two (2) hectares;

SELF-CONTAINED PLANNED UNIT DEVELOPMENT means a strata title development, pursuant to the Condominium Act, consisting of two or more lots or sites for residential use of a retirement, seasonal or recreational character; excludes a mobile home park, motel and campground;

SEMI-PUBLIC USE means the use of land by a religious organization, club, lodge, fraternal organization, society or association intended to serve the needs of the population residing in the vicinity of the semi-public use; includes churches, day-care facilities, meeting halls and club uses;

SUBDIVISION CONTROL PROCESS means the division of land into two or more parcels, or the consolidation of two or more parcels, whether by plan, apt descriptive words, or otherwise; and includes land parcels registered under the Condominium Act and Crown leases;

TECHNICAL LIAISON means the participation and co-operation between the Regional Board and the federal and provincial governments and their agencies toward the successful implementation of the plan’s policies;

UTILITY USE means a use of land for major electrical, gas and oil transmission lines, major communication facilities and trunk water, sewer and storm drainage lines.
Official Community Plan
for Popkum-Bridal Falls
part of Electoral Area “D”
Bylaw No. 200, 1997
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Official Community Plan
for Electoral Area “D”

Preface

This is the Official Community Plan for Popkum - Bridal Falls Area, part of Electoral Area “D”, located within the Fraser Valley Regional District.

The Plan is organized into two parts, a Background Report, which serves as an appendix to the Plan, and the Official Community Plan, which is adopted by bylaw. The Background Report provides an overview of the major land uses, the physical and social characteristics of the Plan area and the principal issues of the Plan. The Official Community Plan, presented in the second part of this document, provides the specific objectives and policies of the Regional Board. This forms Schedule D1 of Bylaw No. 0200, and along with the maps in Schedules D2, D3, D4 and D5 fulfills the requirements of Section 876, 877, 878, 879, 880 and 881 of the Municipal Act.

The Plan was prepared with the assistance of local residents, Advisory Planning Commissions and representatives from various government agencies. Their contribution and cooperation is gratefully acknowledged.
1. INTRODUCTION

1.1 Purpose of the Plan

This is the Background Report to the Official Community Plan for Popkum-Bridal Falls, part of Electoral Area “D”, Fraser Valley Regional District. The Plan serves as a statement of the broad objectives and policies of the Regional board regarding the form and character of existing and future land use and servicing in the Plan area. The purpose of the Plan is as follows:

- to establish objectives and policies for encouraging and directing settlement growth and development;
- to establish coordinated and consistent objectives and policies between the Regional board, Provincial and Federal agencies and local citizens;
- to provide guidelines and procedures for the use of land, the provision of public services and the protection of the environment;
- to provide a policy framework for revising and implementing zoning and other bylaws in accordance with local conditions and community needs and preferences.

1.2 Plan Area Boundaries

The Official Community Plan area is located east of the District of Chilliwack in Popkum-Bridal Falls. Schedule D2 of the official plan shows the legal plan boundaries.

The Plan area is located at the physiographic boundary between the Cascade and Coast Mountains, adjacent to the Fraser River. The predominant physical feature of the area is Mount Cheam which rises 2107 metres above the Fraser River. Popkum-Bridal Falls is situated well above (about 30 metres) the floodplain of the Fraser River. The southern portion of the plan area is gently sloping with numerous alluvial fans and debris flows formed where fast flowing mountain streams discharge onto the lowlands. South of the privately owned land the slope increases sharply into a steep-faced escarpment rising to Cheam Ridge with numerous waterfalls, including the Bridal Veil Falls.
North of the Trans Canada Highway, the plan area is relatively flat, hummocky terrain thought to be the runout of ancient slide debris from the Cheam Ridge. Since the 1970s the area has been a moderately slow growing rural residential and farming community. In recent years, new suburban residential development has been the predominant development form. The two settlement areas: East Popkum and West Popkum are divided by the Cheam Lake Wetlands Regional Park, a 93 hectare lake and marsh, wildlife reserve area owned and operated by Fraser Valley Regional District.

Popkum-Bridal Falls is an area of striking natural beauty. Most of the steep terrain above the settled areas was logged in the distant past, and there is currently minimal active logging in the area. Second growth trees cover most of the slopes, except for the steep upper slopes of the Cheam Ridge.

1.3 Planning Process

This Official Community Plan is the second plan completed for Popkum-Bridal Falls. The first plan, the “Official Settlement Plan for portions of Electoral Area “D”, was completed in 1984, and though the plan was amended several times during the late 1980s and early 1990s, primarily to take into account changing Provincial legislation and the need for current development standards as suburban residential and other growth was added to the plan area, there is much that is retained of the original plan’s development concept and Board objectives in this plan. Many of the goals set out in the original plan were achieved in the establishment of the Cheam Lake Wetlands Regional Park, and its conversion from a disused mine site to a natural wetland and wildlife area, and in the growth of well-serviced suburban development particularly in the West Popkum area of the plan.

This plan carries on from the objectives and development concept of the Official Settlement plan. There is a need to consolidate the plan amendments of the last decade into a more readable document, to review and confirm high development standards, to protect the resident taxpayer from paying the costs of new development, and to expand the vision for the park and recreation potential in the plan area. This plan contains, for example, policies for a projected expanded Cheam Lake Wetlands Regional Park and recreation area both north and south of the Trans Canada Highway. In addition, it provides for the establishment of a linear park/trail system to link the park and natural recreation areas in the plan with the residential and commercial development.

Other improvements include new development permit area (DPA) provisions, refinement of standards for new development, and expansion of the community water, storm drainage, and other community service systems.
The plan has been developed in the context of an ongoing public liaison process which started with the preparation of the first official settlement plan and has continued through a series of community improvement projects, including the development of the community water systems in Bridal Falls and West Popkum, introduction of development cost charges, the creation of the Regional park, and various other community projects. Meetings held to discuss these specific development projects have been well attended, and good community participation has been evident throughout the period.

A public information meeting was held on January 6, 1997 in order to encourage dialogue between the public and planning staff and to review the draft Plan. Following that, a public hearing was held on February 16, 1998. All property owners within the Plan area were mailed an invitation to the public information meeting and a notice of the public hearing.

1.4 Legal Status

The Official Community Plan is adopted by the Regional Board under Section 875 of the Municipal Act as a general statement of broad objectives and policies. Section 884 of the Act states that the Plan does not commit or authorize the board to proceed with any project specific in the Plan. However, all bylaws enacted and works undertaken by the Board must be consistent with the policies and designations of the Plan.

The Plan serves as a series of policy statements to guide day-to-day decision making of the Regional Board, private citizens and public agencies. It also provides the framework for preparing and adopting new zoning and regulatory bylaws within the Plan area. All rezonings must be consistent with the Plan.

The plan boundary has been expanded to cover the private properties in the Julseth Road area, which was excluded from the first settlement plan.

As a forward looking plan, the Official Community Plan for Electoral Area "D" is intended to be general in scope, and flexible in guiding the future course of the area's development. More detailed regulations and provisions are contained in the zoning and other bylaws for Electoral Area "D".

2. HISTORY OF DEVELOPMENT

It is only possible to give a very brief overview of the local history of Electoral Area "D" in the context of an Official Community Plan. The following section which outlines this history begins with the first signs of settlement in the 1860's. An attempt is made to provide a few "snapshot" descriptions of old "Popcum", and of the development of transportation, highway tourist commercial uses, and
resource extraction uses, in the Community plan area. Present planning challenges and problems are in every sense a legacy of this past, and it is through an understanding of the history of development that policies and solutions can be discovered.

2.1 EARLY "POPCUM"

The first interest in establishing land holdings in the Popcum area was in the early 1860's. Two lots, Lot 447 G.2 and Lot 446 G.2 C.G., lying adjacent to the Fraser River and northeast of Cheam Lake, were surveyed under the Royal Engineers' District Lot System which was employed in the Province between 1859 and 1863. Despite this early activity, however, the earliest record of development in the area dates to the mid 1870's. No doubt the development was associated with the building of the Yale and New Westminster Wagon Road in 1874, a route which paralleled the South Bank of the Fraser River in the Popcum area. Shortly thereafter, in 1875, a sawmill was established by D. Airth and H. Cooper near the mouth of Popcum Creek, the stream flowing from Cheam Lake to the Fraser River.

The 1870's were a comparatively stagnant period in the Province's economic history. The population of the Province had dwindled to about 10,000 people from a peak of approximately 60,000 people during the height of the Gold Rush in the 1850's. Nonetheless, it was during the 1870's that many of those who had been involved in the gold rushes decided to settle in the Province and establish permanent land holdings and enterprises. Such was the experience of William Knight who had been active in the gold discoveries at Cassiar in 1874, and then settled at Popcum in 1878. He purchased a partnership in the sawmill constructed by Cooper and Airth, eventually bought out all other interests, and together with his brother who came from Renfrew, Ontario, established the Knight Bros. Sawmill.

The mill at Popcum was the first and most diversified operation in the Chilliwack Valley area. It produced lumber and shingles for many of the first homes in the Chilliwack area, and lumber for ties and construction of the CP Railway.

The mill became the focus of a small village community. During the 1870's and 1880's, four permanent homes, workers' accommodation, and a mill store, dairy, office, tannery, and blacksmith's workshop were built around the mill site area. There was also 25 acres of cultivated gardens and orchards. The business expanded as well, perhaps associated with the economic boom period in the early 1880's and the construction of the Canadian Pacific Railroad (on the north shore). In 1890, an excelsior mill was added to the sawmill operation. It was constructed on a site near the mouth of Popcum Creek, likely on an alluvial fan.

L. Macken, “A Brief Review of the Forest Industry as Carried on in the Chilliwack District”, Chilliwack Museum Local History Notes
The new mill was locally reported to have been the first of its kind on the West Coast of Canada. Its machines were steam powered.

The expansion of the company into the production of excelsior brought with it the need for a wider area of operation - for a more established supply of raw materials, and a wider market area for the finished product.

Originally the sawmill had been supplied with lumber from the surrounding lands. Oxen teams were used to skid lumber to a booming area in Cheam Lake where the logs were directed towards an elevated flume at the north end of the lake. Logs were moved along the flume into the sawmill, and then removed via a narrow gauge trolley. When the excelsior mill was constructed, both mills were connected by trolley and a further track was built to a docking facility on the Fraser. A steam powered boat, the "Popcum", was built and used to bring raw material to the mills and finished product to local markets in the Chilliwack area. Excelsior, which was marketed in New Westminster, was transported by larger Fraser River steam boats which were used extensively in the New Westminster/Hope corridor.

The potential of this early village seemed to peak around the late 1880's to early 1890's. In 1887, for example, a rail line was planned and gazetted under the "Delta Railway Company" to be constructed from Ladner to the sawmill at Popcum. The railroad plans, the expansion of the mills in 1890 and the development of a river transportation link, were all indicators of the area's potential to become a more significant and larger centre.

Looking at the more general development of the Region during this time, the relative advantages of the village's location become clear. Further west, the Chilliwack area was affected by repeated flooding of the Fraser River. The dyke building program did not begin until 1876 and its success was marginal at best for a considerable period of time. In 1894, for example, the entire Chilliwack area was affected by a major flood. Many people were evacuated to the Popcum area; indeed, the steam boat "Popcum", built to service the mills, was used extensively to rescue people and livestock from the floodplain lands to the higher ground at Popcum and Shannon Mountain.

None the less, the proposal for the Delta Railway Company did not proceed beyond the planning stage. The plans remained active, with several backers, until 1926-7 and the passing of the Defunct Railway Act. However, the construction of the Vancouver, Fraser Valley and Southern Railway (later the B.C. Electric Railway) to Chilliwack in 1910 seemed to pre-empt further work on a rail link to the mills.

In 1890, Popcum was described as follows, in Henderson's B.C. Gazette and Directory, as "A small village, a few miles from Hope. A large saw mill is located..."
The short list of residents belies the village area’s potential for growth and advantageous location in the region.

By the turn of the Century, many small places in the Province were in decline. Regional shifts in resource extraction left many small Communities as relics of earlier resource development. Also, the tendency towards a consolidation of population in more viable, larger centres resulted in a growing difficulty for small villages to compete for population and development.

Shortly after 1900, the Knight family sold their interests in the mills and property in Popcum to establish homes and businesses in Chilliwack. What followed was an almost total transformation of the mills’ sites and area. A member of the Knight family, describing the changes in the area, writes:

"Little remains of the old Popcum. The Point where the excelsior mill stood and all the land directly in front was washed away during a spring flood. All the homes have been moved or torn down, also the mills, the flume, the Indian huts, and, with one exception the barns have disappeared. The historic trail, the orchards and gardens have reverted to the wild...”

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2 Notes of Edna Street, daughter of William and Jenny Knight
The changes occurred quickly, amounting within a few years, to a new phase in the area's development. The area was evolving into a rural-agricultural community with its primary focus in the village of Rosedale. By 1931, even the word "Popcum" was changed in spelling and the residents of the area were listed under Rosedale in directories and other sources [See Figure I.2]

However, in the meantime, during the early decades of the twentieth century, significant changes in transportation occurred which brought about a new potential and the development of a wider spectrum of land uses in the Popkum area.

### 2.2 SETTLEMENT EXPANDED

Although the Yale and New Westminster Wagon Road was built through Popkum in 1874, there was no reliable road access to the area until well after the turn of the century. River access via the riverboat landing built during the 1890's provided an important economic linkage for the Knight's Mill but this was not a route which developed significant new community potential. It was not until the Wagon Road was upgraded in 1913 to service new railroad construction that

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3 Some say misspelled "Popcum".
proper road access was developed. The Canadian Northern Pacific Railroad was completed through the Popkum area in 1915.4

Popkum became a flag station on the new line and this seemed to open up a range of new development in the area. Farms were established and the station became a pick up and delivery point for milk and cream produced by members of the Fraser Valley Milk Producers’ Association. In 1917, a rock lime quarry was established by the Western Canada Lime Company on lands adjacent to the toe of the mountain slopes.

Rock lime from the quarry was extracted and then crushed in a large steam-powered plant which was established on site. The finished product was shipped to Ladner, at first via a spur rail link to the main line at Popkum station and then later by truck transport. The plant was in continuous operation between 1917 and 1973 with a major refit undertaken during the 1950's when the company changed ownership. From 1917 to the 1950's, the company was owned and operated by the Sullivan family who also secured the lease and rights to develop the Cheam Lakebed area for marl lime extraction. After 1950, the company was purchased by Mairs Transport.

The lime quarry and plant provided another link in a continuous chain of resource extraction uses which have formed a major part of the economic base of the area during the past century. The list of extractive and associated uses includes six sawmilling operations and various shingle mills, three logging operations (Coast, Brett, Cattermole), a green granite quarry, rock lime quarry and plant, two marl lime extraction companies, a pole preserving plant, and various rock and gravel extraction uses. At present the area has less resource extraction uses than at almost any time during the recent past.

These resource extraction uses, however, contrasted with another form of development, namely tourist-recreation development, which became a prominent land use in the 1920's. As with the extraction uses, tourist development was associated with improvements in transportation.

In 1923, the first highway link between Chilliwack-Rosedale and Hope was completed, opening the area to a large broader cross-section of travellers. Commercial recreation development began shortly thereafter with the opening of the Bridal Falls Chalet by J. Warneboldt in the late 1920's.

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4 The Canadian Northern Pacific Railroad became Canadian National Railways in 1922
Figure I.2
Extract from Wrigley's British Columbia Directory, 1931, Wrigley Directories Ltd., Vancouver 1931.
In fact, the natural beauty of the area had been important since earliest settlement. In the 1870’s the area had been a point of interest and recreation area for travellers. The Knight family described their home as a “stop over” place on the New Westminster and Yale Wagon Road and family records outlined the popularity of mountain climbing and recreation on Cheam Lake as a pastime for visitors.

The development of the road system in 1923 improved access to the area and the significance of its location emerged as a stop-off point on the travel corridor between the coast and the interior. The Bridal Falls Chalet, the first attempt to establish a commercial recreation facility, was focused on the interest generated by Bridal Veil Falls and Cheam Lake. It was an attempt to create a more or less self-contained destination resort with a full range of recreation facilities which would appeal primarily to the Vancouver market. The Chalet also became a focus for the local area, developing a number of related uses, including a general store, post office and service station, so much so that the Popkum area became known for some time to non-residents and in directories, etc., as "Bridal Falls". [See Figure I.3]
2.3 **A NEW COMMUNITY FOCUS**

The changing routes of the new roads through Popkum had a significant impact on the location of development. As the highway alignment changed, so the focus of the area seemed to move away from its original river front location near the site of the mills to a highway location near Bridal Veil Falls. A new community was emerging as well, signalled by the establishment of a community hall society and the construction in 1936 of a new community hall near the highway.

During the 1940's, a second recreation facility, the Blue Ridge Guest Ranch, was developed in the vicinity of the present Cattermole property. This once again was an attempt to establish a destination resort based on the physical attributes of the area. However, resource extraction activity remained important as well. During the late 1940's, marl lime extraction began in the vicinity of the Cheam Lakebed.

Cheam Lake was drained during 1949-50 to allow for the recovery of a layer of marl lime which is deposited across the lakebed and on some adjacent lands. Marl lime is a soil additive (calcium carbonate), significant in intensively-used agricultural areas with high rainfall. The product from the Cheam Lake area has been marketed across the Fraser Valley since mining of the deposit began.

The first company to extract marl lime in the vicinity of the lakebed was operated by the Munroe family, long-time residents of Popkum. They began the extraction process on lands south-east of the lake, operating between 1949 and 1961. Cheam Marl Products (owned by the Davidson family) was in operation during the same period extracting marl north of Elgey Road and then moving towards the Cheam Lakebed as the water level declined. Major improvements were carried out on the drainage channel in 1961 and both companies were merged into the present Cheam Marl Products Ltd.

Marl extraction is a two-step process, involving first a dragline and shovel operation to excavate the marl deposit, and then a drying stage. At first an attempt was made to dry the marl in kilns built on site for the purpose but later it was found to be more profitable and functional to pile and air-dry the excavated marl across a well-drained drying area.

During the 1960's, as much as approximately 34,000 tons of marl lime were extracted annually from the lakebed area. The working crew involved about 15 men employed on a seasonal basis. In 1980 the action of marl lime from Cheam Lake ceased. Studies and policies were drafted in order to reclaim Cheam Lake. In 1990, Cheam Lake Wetlands Regional Park was established. Currently, the park protects approximately 250 acres of lake, marsh and uplands.
2.4 A NEW BASIS FOR GROWTH

Throughout its history, development trends in the Popkum area have moved in two directions: towards resource extraction on the one hand and tourist recreation uses on the other. These uses usually coexisted and neither kind of development appeared to have a clear advantage over the other until after the construction of the Trans-Canada Highway during 1959-60. The 1960-84 period has been typified by dwindling significance of extraction uses and an acceleration and consolidation of recreation growth. During this time, several regionally important recreation developments have been established in Popkum, based primarily on the growing demands of the Lower Mainland population for easily accessible, high quality recreation areas.

The nature of recreation development has changed as well from the designation-type resorts which were built during the 1920's to 1940's, to day/overnight uses which are directly related to the highway.

The new development began with the establishment of the gas stations and roadside service facilities. In the 1970's and 1980's, these were followed by several tourist recreation commercial uses which attract a large group of visitors to the area. The Flintstones development (now Dinotown) was the first roadside attraction to be developed, followed by Minter Gardens, Taams' Enchanted Animal Farm (now closed), Camperland and Trans-Canada Waterslides. These facilities were expanded more recently by the development of a Bumper Boat Amusement Park, and Bridal Falls Golf and Country club, an executive 9 hole golf course and clubhouse development. For more than a decade these developments have attracted greater than a third of a million visitors per year to the Popkum area.

In addition to these private recreational developments, the Bridal Veil Falls Provincial Park provides day-picnicking facilities and hiking for ±32,000 visitors annually. The park is 32 hectares in size and has parking facilities for 60 vehicles.

The reclamation of Cheam Lake through the establishment of Cheam Lake Wetlands Regional Park during the late 1980s, a wildlife recreational reserve area, is perhaps the most significant achievement in confirming the future character of the area as a natural recreation tourist area.

The growth of the local community has occurred as well during this time. The establishment of a new community volunteer fire department and hall in 1981 was an important step for the local residents. More recently, there has been considerable support for the establishment of a community park and sports field, with a site for a potential new community hall. In 1996, the old community hall located in Bridal Falls was demolished and plans were set in motion to improve the fire hall site as a new community focus. These developments, together with
the opening up of new residential areas, point to a new basis for the growth of the local community.
PART II

COMMUNITY PROFILE

1. POPULATION

According to the 1996 Census data, Popkum-Bridal Falls is a community of approximately 1065 persons. The area has shown a steady growth rate of between 4% and 6.6% per annum since 1971, with the exception of the 1981-1986 period of recession in the Provincial economy.

The 1996 Census data portrays a relatively young population with approximately 12% of the population 65 or more years of age, approximately 29% less than 19 years of age, and the remaining approximate 59%, 20-64 years of age.

The 1991 population was characterized as 180 families living in private households, with 65 families with children living at home. Of the total 1991 population, 62% per cent over 15 years of age were in the labour force, and 37% of the population was retired or otherwise out of labour force. This figure is low when compared to the entire Lower Mainland of B.C. but comparable to participation levels in Chilliwack and surrounding areas.

Table II.1: POPULATION OF ELECTORAL AREA "D", 1971 - 1996*

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Population for Electoral Area &quot;D&quot;</th>
<th>Annual % growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1971</td>
<td>375</td>
<td>4.4%</td>
</tr>
<tr>
<td>1976</td>
<td>465</td>
<td>5.0%</td>
</tr>
<tr>
<td>1981</td>
<td>594</td>
<td>0.5%</td>
</tr>
<tr>
<td>1986</td>
<td>608</td>
<td>6.6%</td>
</tr>
<tr>
<td>1991</td>
<td>835</td>
<td>5.0%</td>
</tr>
<tr>
<td>1996</td>
<td>1,065</td>
<td></td>
</tr>
</tbody>
</table>


Growth predictions, in demographic terms, are not reliable when dealing with the small area and population of Electoral Area "D". In every sense the growth of Electoral Area "D" is part of the growth of the larger regional area, and will depend upon the ability of the larger Chilliwack - District of Kent area to attract new population and development, and the capacity of the area to accommodate new lots.

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51996 Census data not yet available
Taking this view, the Community Plan focuses upon the capacity of the land in Electoral Area "D" to accommodate housing and upon providing for a character of growth and development which will complement and enhance the wider region. Table II.2 outlines the present distribution of population in Electoral Area "D" and provides an estimate of future population if the area were to achieve its maximum potential under the objectives and policies outlined in the Plan.

**Table II.2. ESTIMATED POPULATION INCREASE BY AREA**

<table>
<thead>
<tr>
<th></th>
<th>1996</th>
<th>Estimated Population Increase based on O.C.P.*</th>
<th>Potential Area Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Popkum***</td>
<td>360</td>
<td>796**</td>
<td>1156**</td>
</tr>
<tr>
<td>West Popkum***</td>
<td>679</td>
<td>663</td>
<td>1342</td>
</tr>
<tr>
<td>Bridal Falls</td>
<td>26</td>
<td>0</td>
<td>26</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>1065</strong></td>
<td><strong>1459</strong></td>
<td><strong>2524</strong></td>
</tr>
</tbody>
</table>

* Estimate based on a household size of 2.62 persons
** Potential Population increase on Cheam I.R. not included
*** For the purpose of Table II.2, Highway No. 9 divides East and West Popkum

These estimates are based on the achievement and construction of servicing levels anticipated in the plan. Actual growth in the plan area has been steady and incremental and will not likely reach those levels within the next decade.

Over the long term, there may be a possibility for growth beyond the projections contained here, but this would involve a considerable change in the density of development and therefore the provision of an increased level of community services to the land available for development.

In the meantime, the Plan envisages a medium density, rural-residential type of development for most of the residential areas (excluding mobile home park areas, for example). This will help achieve a major objective of the plan which is to safeguard community values and to provide for a smooth transition to the time when the general level of land development pressures may increase in the region as a whole. Also, it may have the effect of concentrating development in larger centres first, where, as densities increase and services improve, a greater proportion of the region's growth might be accommodated.
2. **BUILDING STATISTICS**

The number of building permits issued in Electoral Area “D” during 1996 was the same as in 1991, although the value of the construction has increased by approximately 67% (see Table II.3). In 1993, 1994 and 1995, the value of building construction was relatively low, which was the result of a lower number of single family dwellings being constructed during that period.

Trends in the type of construction have changed significantly. In residential construction (1981-1985) 34 mobile homes were placed in Electoral Area “D”, compared to 21 single family dwellings. During the period 1986-1990, there were 36 permits issued for single family dwellings and 18 for mobile home placements. Most recently, from 1991-1996, the balance changed even more, with 124 permits being issued for single family dwellings and only 5 for mobile home placements. As Table II.3 illustrates this change from predominance of mobile home placements to single family dwelling starts. In the early 1980, mobile home parks were being developed or expanded in the area; residential, “site-built” dwelling construction was largely limited to infill housing on existing lots. The initiation of the West Popkum Community water system and other community services in the late 1980s made possible the development of several suburban residential subdivisions, significantly increasing the numbers of building lots, resulting in the change in dwelling type.

A second trend of significance is the change in relationship between residential and commercial-industrial permits. Residential permits as a whole have significantly increased when compared with commercial-industrial permits. Since 1981, the number and the value of commercial-industrial permits have declined as a result of the saturation of commercial development in the Bridal Falls area. However, the Highway 9/Yale Road area has potential for further highway commercial development. Furthermore, it would be expected that the increase in residential development and highway tourist activity will ensure that the commercial activity will continue to be an important part of the overall development in the Plan area.
### Table II.3, Building Permit Statistics for Electoral Area “D”

<table>
<thead>
<tr>
<th>Year</th>
<th>Single Family Dwellings</th>
<th>Mobile Homes</th>
<th>Residential Improvements</th>
<th>Total No.</th>
<th>Total Value</th>
<th>Commercial/Industrial</th>
<th>Total Permit</th>
<th>Total Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1981-85</td>
<td>21</td>
<td>34</td>
<td>122</td>
<td>177</td>
<td>$2,300,000.00</td>
<td>24</td>
<td>201</td>
<td>$3,900,000.00</td>
</tr>
<tr>
<td>1986-90</td>
<td>36</td>
<td>18</td>
<td>49</td>
<td>103</td>
<td>$3,600,000.00</td>
<td>15</td>
<td>118</td>
<td>$4,600,000.00</td>
</tr>
<tr>
<td>1991-95</td>
<td>98</td>
<td>5</td>
<td>63</td>
<td>166</td>
<td>$11,000,000.00</td>
<td>10</td>
<td>176</td>
<td>$11,500,000.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year</th>
<th>Single Family Dwellings</th>
<th>Mobile Homes</th>
<th>Commercial/Industrial</th>
<th>Total Permit</th>
<th>Total Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991</td>
<td>22</td>
<td>9</td>
<td>3</td>
<td>34</td>
<td>$1,943,000.00</td>
</tr>
<tr>
<td>1992</td>
<td>32</td>
<td>13</td>
<td>3</td>
<td>49</td>
<td>$3,515,000.00</td>
</tr>
<tr>
<td>1993</td>
<td>17</td>
<td>20</td>
<td>1</td>
<td>41</td>
<td>$2,472,000.00</td>
</tr>
<tr>
<td>1994</td>
<td>9</td>
<td>12</td>
<td>3</td>
<td>25</td>
<td>$1,377,000.00</td>
</tr>
<tr>
<td>1995</td>
<td>18</td>
<td>9</td>
<td>27</td>
<td>27</td>
<td>$2,226,000.00</td>
</tr>
<tr>
<td>1996</td>
<td>26</td>
<td>7</td>
<td>1</td>
<td>34</td>
<td>$3,254,000.00</td>
</tr>
</tbody>
</table>
3. **LAND USE AND SERVICES**

3.1 **Existing Land Use**

The Popkum-Bridal Falls Community Plan area is comprised of two residential areas, agricultural (ALR) areas, a natural wetland park area, and a major tourist commercial area. Although the Minter Gardens development lies to the north, the Trans-Canada Highway effectively divides the plan area with a focus on tourist activities south of the freeway, and on residential development to the north. The area around the intersection of Yale and Highway #9 is also designated for commercial growth in the plan. However, growth in the Yale Rd./Highway #9 area is not projected to include campground, holiday park, or similar overnight tourist uses.

The numbers in Table II.4 demonstrates the difference between the residential area located north of the Trans Canada Highway (West and East Popkum) and the commercial areas located south of the Highway (Bridal Falls). Furthermore, it also indicates a higher degree of both developed and vacant residential lots in the West Popkum area than in East Popkum. There are 66 developed and 10 undeveloped residential lots in East Popkum and 186 developed and 48 undeveloped residential lots in West Popkum. In the Bridal Falls area, the number of residential lots are significantly lower.

There is one mobile home park in East Popkum and three in West Popkum, comprising approximately 98 mobile homes. The majority of the industrial and commercial properties are located in the Bridal Falls area while the number of agricultural lots is higher for the area located north of the Trans Canada Highway.

The major tourist recreation area south of the Trans-Canada highway is comprised of a range of tourist commercial uses and facilities. Two campgrounds -- the Camperland recreational development and the Rainbow Ranch RV park currently exist in the area. Two amusement parks, a motel, a gas station and two tourist commercial complexes are also located in the area. Cheam Lake Wetlands Regional Park, and Ferry Island and Bridal Veil Falls Provincial Parks are the major public parkland areas in the plan area.
Table II.4, General Land Use

<table>
<thead>
<tr>
<th>Land Use Category</th>
<th>Number of Properties</th>
<th>Bridal Falls</th>
<th>East Popkum**</th>
<th>West Popkum**</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>Developed MHP</td>
<td>9</td>
<td>66</td>
<td>186</td>
<td>261</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
<td>10</td>
<td>10</td>
<td>48</td>
<td>68</td>
</tr>
<tr>
<td></td>
<td></td>
<td>0</td>
<td>1(9*)</td>
<td>3(89*)</td>
<td>4(98*)</td>
</tr>
<tr>
<td>Agricultural</td>
<td>Developed</td>
<td>2</td>
<td>6</td>
<td>6</td>
<td>14</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
<td>4</td>
<td>3</td>
<td>1</td>
<td>8</td>
</tr>
<tr>
<td>Commercial</td>
<td>Developed</td>
<td>11</td>
<td>0</td>
<td>4</td>
<td>15</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Industrial</td>
<td>Developed</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Transportation</td>
<td></td>
<td>1</td>
<td>4</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Civic</td>
<td>Developed</td>
<td>5</td>
<td>8</td>
<td>3</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>Vacant</td>
<td>6</td>
<td>28</td>
<td>6</td>
<td>40</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>52</td>
<td>128(136*)</td>
<td>261(347*)</td>
<td>441(535*)</td>
</tr>
</tbody>
</table>

* Number of Mobile Homes
** For the purpose of Table II.4, Highway No. 9 divides East and West Popkum

Based on B.C. Assessment’s data, a relatively low number of the properties located within the Agricultural Land Reserve are listed as being used for farming. As Table II.5 illustrates, only 14 of the 50 properties located within the Agricultural Land Reserve are listed as being used for farming. Eighteen properties are used for residential purposes and eight properties are vacant (no improvements).

Table II.5, Land Use for Properties located within ALR:

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>No. of Properties</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential</td>
<td>18</td>
</tr>
<tr>
<td>Farm</td>
<td>14</td>
</tr>
<tr>
<td>Commercial</td>
<td>5</td>
</tr>
<tr>
<td>Civic, Institutional and Recreational</td>
<td>2</td>
</tr>
<tr>
<td>Transportation, Communication and Utility Improvements</td>
<td>2</td>
</tr>
<tr>
<td>Industrial</td>
<td>1</td>
</tr>
<tr>
<td>Vacant</td>
<td>8</td>
</tr>
<tr>
<td>Total</td>
<td>50</td>
</tr>
</tbody>
</table>
3.2 Developable Land

East Popkum:
There are two areas in East Popkum which could potentially provide for new housing development beyond the existing supply of available properties: (1) a 34.7 hectare (85.7 acre) area located east of Cheam Lake; and (2) a 32.0 hectare (79 acre) area located in the north east part of the intersection of Yale Road and Highway 9. Some of the developable land in East Popkum is constrained by drainage concerns and topographic limitations. However, extensive engineering studies have been conducted for the majority of the developable land. Based on the results of the studies and Plan policies, 1100 square meters has been established as an appropriate property size for East Popkum, provided that a detailed hydrogeological assessment is carried out for individual developments and confirms that on-site septic sewage disposal is viable. Therefore, approximately 304 lots may be developed on the 66.7 hectares (165 acre), based on a parcel size of 1100 square meters, with on-site sewage disposal (See Table II.6).

Table II.6, Existing and Potential Residential Lots:

<table>
<thead>
<tr>
<th></th>
<th>No. of Existing Legal Parcels</th>
<th>No. of Potential Undeveloped Lots</th>
</tr>
</thead>
<tbody>
<tr>
<td>East Popkum*</td>
<td>128</td>
<td>304</td>
</tr>
<tr>
<td>West Popkum*</td>
<td>261</td>
<td>253</td>
</tr>
</tbody>
</table>

* For the purpose of Table II.6, Highway No. 9 divides East and West Popkum

East Popkum has 10 lots which are designated for highway commercial development. Two (1.26 hectares) of the 10 parcels are currently used for residential development, while the 7 remaining parcels (5.1 hectares) are currently not developed. Consequently, there is a fairly large portion of land located to the east of Highway No.9 available for commercial development.

West Popkum:
As Table II.3 illustrates, West Popkum has experienced a significant residential development the recent years. Approximately 53.4 hectares of undeveloped land are designated for future residential use. This amounts to approximately 253 potential residential lots, based on a 1100 square meter parcel size and with an Approved Community Water System and on-site sewage disposal. Included in these numbers is a 6 hectare area of land, at the south end of Parkwood Drive, which is currently located within the Agricultural Land Reserve. However, the Agricultural Land Commission’s resolution No. 631/97 stated that the Commission is prepared to consider an ALR exclusion proposal for the subject land. If pursued by the applicable property owners, such an exclusion would
“free-up” 6 hectares for residential development. This would amount to approximately 31 residential lots, based on parcel size of 1100 square meters, with an Approved Community Water System and on-site sewage disposal. West Popkum has 11 parcels (22 hectares) designated for highway commercial use, whereof only three are currently used for commercial activity (11 hectares) and four for residential use (6 hectares). This leaves four undeveloped properties for commercial use (5 hectares).

4. DEVELOPMENT POTENTIAL

Physically the land in the Community plan area has considerable development potential. There are significant tracts of land which lie above the floodplain, outside the Agricultural Land Reserve, which are relatively free of geotechnical hazard and which are flat or gently sloped. These are unusual attributes in the upper Fraser Valley and it is important to make the most effective use of such land and to ensure that its full development potential can be achieved in the long term.

The Plan confirms a development strategy and a series of land use and land area designation policies which are designed to assist in achieving this end without at the same time causing disruption to the existing lifestyle. Therefore, while the plan provides for development in both the short and long term, it will neither cause nor force it to happen.

Since the mid-1980s there has been a consistent trend in new development applications, both for residential subdivisions and highway tourist commercial developments. Perhaps it is an indicator of the area’s future potential that so much activity has been generated during a time when the Provincial economy has been so uncertain. Beginning in 1983, two major tourist commercial developments were completed, an existing commercial use expanded, and several applications and proposals made for further commercial expansion in the development area south of the Trans-Canada Highway. These developments are in response to an increasing demand for easily accessed, high quality recreation areas in the Lower Mainland. The growing Lower Mainland demand for recreational opportunities indicates a continued and growing demand for the area’s tourist commercial development. This is paralleled by a growing interest in campground, hotel and other types of tourist recreation development in the plan area.

Residential development followed the growth in the tourist commercial activity in Electoral Area “D”. As Table II.7 indicates, there has been a steady increase in subdivision applications since 1981. Between 1991-1995, 18 subdivision applications were approved, providing for 156 new residential lots in Electoral Area “D”. By comparison, between 1981-1985 and 1986-1990, 9 and 43 new lots were created, respectively. Residential development in the area was delayed
by the need for work on servicing constraints and thresholds. The completion of the
many servicing requirements contained in the Official Community Plan has
allowed new residential development to take place.

On the 156 new lots created between 1991-1995, the Regional District has
received 103 building permit applications for residential development (See Table
II.3). For the last 5 years, there has been an oversupply of vacant residential
lots. This gap was mainly due to the approval of the 60 lots Woodland Heights
subdivision which was approved in 1994. However, most of these surplus
building lots have now been used up, and additional subdivision development is
likely to meet the steady demand for housing in the Plan area.

Table II.7; Subdivision Activity in Electoral Area “D”

<table>
<thead>
<tr>
<th></th>
<th>No. of Subdiv. Applications</th>
<th>No. of Lots Created</th>
</tr>
</thead>
<tbody>
<tr>
<td>1979-1981</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>1981-1985</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>1986-1990</td>
<td>10</td>
<td>43</td>
</tr>
<tr>
<td>1991-1995</td>
<td>18</td>
<td>156</td>
</tr>
<tr>
<td>Total</td>
<td>39</td>
<td>214</td>
</tr>
</tbody>
</table>

5. ENVIRONMENTAL ISSUES

5.1 Geotechnical Hazards

The primary concern with geotechnical hazards in Electoral Area "D" is related to
the steep mountain slopes of the Cascade Mountains, south of the Official
Community Plan area. The majority of the lands within the community plan
boundary are physiographically part of the Fraser Lowland lying at an elevation
of 30 metres above sea level. However, south of the community plan boundary,
the relief rises sharply to the top of Cheam Peak at 2107 metres (6913 feet).

The area south of Highway 1 is gently sloping for some 300-500 metres with
numerous alluvial fans and debris flows formed where fast-flowing mountain
streams discharge on to the lowlands. There is a considerable steep-faced
escarpment parallel to and about 700-800 metres south of, the highway. The
escarpment is more prominent toward the west where numerous waterfalls,
including Bridal Falls, exist.

Given this topography and the known history of slide activity in the Popkum area,
the Regional Board, as part of the community plan process, contracted the
services of Golder Associates, Consulting Geotechnical and Mining Engineers, to study the area south of Highway 1 within the community plan boundary and to prepare a preliminary report on potential geotechnical hazards.

In their report, Golder Associates identified three primary areas of concern: debris flows, snow avalanches and rock falls, and identified their general locations in the study area. The report stated that the predominant and most serious geotechnical hazard to development in the study area was debris flow slides.

There is a particular problem with debris flows in predicting their path and extent. During periods of high run-off, creeks can suddenly change direction and discharge water, and possible debris, on to properties not previously affected. Analyzing the example of Anderson Creek during the January 1984 torrential rain, they explained that a blockage in the 'normal' channel of the creek, about 400 metres south of the highway, resulted in a rapid diversion of the creek to the west, causing considerable damage to properties adjacent to Popkum Road.

In carrying out the study, the engineers attempted to identify areas within the private lands south of the highway which would not be at risk from such potential geotechnical hazards. They concluded, however, that the Regional District should "...require detailed site specific geotechnical investigations for all properties within the study area" at the time that new developments or expansions of existing developments are proposed to be undertaken. This would provide an opportunity for possible remedial measures to be taken or special siting considerations to be made which would protect investment in new construction. The reasons for this recommendation were as follows:

- The study area is located at the foot of very steep slopes.
- There is a significant historical record of geotechnical hazards in the area.
- Periods of high intensity rainfall are not uncommon in the study area and the numerous creeks respond quickly to such precipitation events.
- The risk of debris flow slides and avalanches occurring, and the path they will follow, is difficult to predict without detailed site specific study.
- The risk to a given property can change with time as the topography and vegetation cover is altered by alluvial action, flow slides and human activities.
- The risk to a given property can change with time as the topography and vegetation cover is altered by alluvial action, flow slides and human activities.
However, the report also stresses that this requirement should not be viewed as a comment on the development potential of these lands. In fact, while there is potential for some areas to be affected by geotechnical hazards, the report points out that there are lands where minor modifications in proposed layout of a development or some consideration for remedial work can significantly decrease the hazard potential.

In response to the recommendations contained in the Golder Report the community plan introduces a number of Regional Board initiatives. Development Permit Area 1-D and 3-D was established to identify areas where the Regional Board will attempt to secure additional geotechnical information either during the development approvals process or through liaison with Provincial Ministries. In terms of provincial liaison, the Regional Board will recommend to the agencies having jurisdiction (primarily the Ministry of Forests) that any plans for resource extraction in areas of Crown land south of the Trans Canada Highway has to be in accordance with the Forest Practices Code of British Columbia Act. The Regional District also strongly recommends that geotechnical reports by professional soils and engineering specialists be undertaken in association with any plans for resource extraction in areas of Crown land south of the Trans Canada Highway. In addition, through the referrals process the Board will emphasize that reforestation should occur after resource extraction or logging.

Subsequent to the Golder report, a number of geotechnical reports for both individual lots and broad sub-areas of the Plan area have been completed. In the fall of 1997, the Ministry of Forests established, under the Watershed Restoration Program, the “Bridal Falls / Four Brothers Mountain Watershed Restoration Project”. Currently, the Ministry is in the process of conducting an overview assessment of the area. However, the project will eventually address the geotechnical hazards that have occurred as result of previous logging practises in the area. All these reports add to the base of geotechnical information for the Bridal Falls area.

For areas of private land, the Board will attempt to secure geotechnical studies before new development takes place. In practice, a geotechnical study could be requested at various stages during the development process. The Bridal Falls tourist area is already within a development permit area, and applications for new development permits and new building permits accompanied by development permits, could involve the requirement that a geotechnical investigation be completed. Under other circumstances a geotechnical study could provide needed background information to the regional Board in the process of considering a rezoning application. The Approving Officer, also, may require that a geotechnical investigation be completed in association with a subdivision application. By these means, the Regional Board will attempt to encourage an environmentally safe and suitable land use pattern in these areas where extra precautions are recommended.
Specific policies concerning potential geotechnical hazards, and the areas and conditions under which studies shall be required, are dealt with in Part III, Section 5 and 7 of the official plan.

5.2 **Watershed Protection**

The community plan area includes the water catchment areas of Dunville and Nevin Creeks which are sources for the District of Chilliwack water system. Together the creeks are licensed for a quantity of 1.7 mgd; however, they are estimated to have a present capacity of 1.0 mgd.\(^6\) The drainage areas of the creeks are located below the mountain slopes of the Thurston-Cheam Ridge at the south-western extent of the community plan area. Their drainage areas are as follows:

<table>
<thead>
<tr>
<th>Creek</th>
<th>Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dunville Creek</td>
<td>2.2 sq. miles</td>
</tr>
<tr>
<td>Nevin Creek</td>
<td>1.9 sq. miles</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>4.1 sq. miles of watershed area</td>
</tr>
</tbody>
</table>

The District of Chilliwack has a water licence for these creeks for the purposes of providing a water source for the municipal water utility; however, they have no jurisdiction beyond the point source. Watersheds used as drinking water supply are protected under the Forest Practice Code. The Ministries of Forests and Environment require that when a certain degree of development is occurs in a designated watershed, a “watershed assessment” must be undertaken.

The Forest Practises Code of British Columbia Act and the draft Community Water Shed Guidebook, contains a set of useful guidelines for management of community water supply areas. In this report Dunville and Nevin Creeks are classed as Category 1 watersheds. From a planning perspective this implies that a series of management and protective measures should be taken to assure the continuance of a safe long-term water supply source. Category 1 (watersheds up to 6 sq. miles in size) identifies watersheds with the smallest catchment areas in the provincial system and contains those watersheds designated for maximum protective measures. The report recommends maximum restrictions on land uses in these areas to protect the water sources. As smaller watershed areas, Category 1 watersheds are limited in the potential water volumes they can supply. However, the report stresses the significance of Category 1 watersheds to the province, as follows:

- The largest number of community water supplies in the province are based on Category 1 watersheds.
- The largest proportion of the province’s population outside Greater Vancouver and Victoria is served by Category 1 watersheds.

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\(^6\) District of Chilliwack, Water Supply Study: footnote based on comments on pg. 5.5
Community water sources based on Category 1 watersheds are most likely to become long term sources. Category 1 watersheds are the easiest to protect from pollution. Category 1 watersheds generally produce a safer and better quality water.

In the absence of a designation, policy and program by the province to protect the catchment areas for community water use purposes, the plan recommends that a joint planning exercise be undertaken to review policies for the areas of crown land in the water catchment areas of Dunville and Neville Creeks. The major challenge for the community plan remains, however, to establish effective policies to protect the areas from conflicting development. The policies of the plan concerned with watershed protection primarily address those lands privately held within the watershed boundaries. However, at a more general level, the plan contains policies for the management and protection of the entire watershed area which are designed to provide a basis for ongoing liaison and co-operation with the Ministry of Environment. Specific policies concerning watershed protection are contained in PART III, Section 7.5 of the official plan.

5.3 Stream and Watershed Protection

Stream and water quality protection is also a major concern in the Community Plan process for Area "D". Water resources have long been an important asset to the Plan area, as can be seen in the early development of the Dunville/Nevin Creek area as a tourist attraction area. Moreover, water licences have been issued for a variety of uses on most of the area's creeks, including Popkum Creek, Bridal Creek, Rose Creek, Karr Creek and Cheam Creek. The expanding tourist commercial interest in the area and the establishment of the Cheam Lake Regional Park, all point to the significance of stream and water quality protection. In fact, Plan policies to provide for maintaining the quality of the environment and water resources in the Community Plan area are also policies which will protect the long term tourist, residential and economic potential of the area as well.

Water courses in the Province are protected by the Ministry of Environment under the Fisheries Act and the Water Act. The rights to use or divert (which includes altering stream channels, etc.) water in a stream, are vested in the Crown and may only be acquired through the licencing process administered by the Water Management Branch, Ministry of Environment. The Plan area also possesses significant fish and wildlife values and has an impact on such values outside the Plan boundaries. The downstream reaches of Dunville and Nevin Creeks have populations of sea-run cutthroat trout, resident cut-throat trout and Cohoe salmon. These streams suffer from low flows during summer months, partly as a result of extraction for water supply purposes. Bridal Creek also has populations of resident and sea-run cutthroat trout.
The water quality in the Community Plan area has a direct impact on all these wildlife resources and upon the spawning and rearing habitat along the side channels of the Fraser River. The Regional board supports the provincial objectives in maintaining high water quality through environmental protection measures. The most important Regional District contribution to these measures lies in control and regulation of development. The policies of the Plan provide for special protection measures where development is proposed adjacent to streams and water bodies. For example, in the vicinity of significant water bodies the Regional District will recommend to the Regional Approving Officer for Subdivisions that a 7-metre wide leave strip be dedicated to the Crown. The Plan encourages the use of the Ministry of Environment reports, "Guidelines for Land Development and Protection of the Aquatic Environment" and "A Review and Resolution of Fish Passage Problems at Culvert Sites", as guidelines in all development proposals within the planning area. In approving new development submissions, the Regional Board will give special attention to measures which maintain streams in as natural a condition as possible and to prohibiting uses which require the placement of fill in river channels. Specific policies concerning stream and water quality protection are contained in Section 7.5.7 of the Plan.

5.4 Mineral Resources

The history of land development in Electoral Area "D", as illustrated earlier in the Plan, may be described as having gone through a sequence of land uses: from resource extraction, to agricultural and rural, and then to country residential, commercial and industrial development. This sequence has proven beneficial in allowing for the extraction of raw materials and concurrent benefits in employment to the local economy. Some areas within the Community Plan boundary still have potential for mineral extraction and exploration. The southern portion of the Plan area in particular is part of the Hozameen group of carboniferous and younger rocks. This group includes argillite, slate, phyllite, crystalline limestone, and intercalated volcanic rock. Major sand and gravel deposits also exist in the northern portion of the planning area associated with its classification as valley drift.

The Community Plan area lies within the New Westminster Mining Division. Historically there were two industrial mineral quarries with production records within the area, namely, the Fraser Valley Lime Supplies and Cheam Marl Products Ltd. Fraser Valley Lime Supplies, a rock lime quarry south of the Trans-Canada Highway, ceased operation in 1970. Cheam Marl Products Ltd. and its predecessors extracted soft marl lime from the Cheam Lakebed area. The company ceased operation in the area in the mid 1980s. The land was subsequently reclaimed during the establishment of the Cheam Lake Wetlands Regional Park.
In other areas within the Community Plan boundary, Plan policies provide for the conservation and utilization of mineral resources while protecting surrounding lands. For lands within the Agricultural Land Reserve, top soil removal and extraction is regulated by the Soil Conservation Officer under the Soil Conservation Act and the Agricultural Land Commission Act. The Plan also provides for resource extraction uses outside ALR areas where such uses will not adversely affect surrounding lands and are compatible with the development policies and objectives of the Plan. Resource extraction uses within the official Community Plan boundary also require a permit pursuant to Fraser Valley Regional District Electoral Area Soil Removal and Deposit Bylaw No. 0023, 1996.
PART III

Schedule D1
Official Community Plan for Electoral Area “D”

Schedule D1 of Bylaw No. 0200, the Official Community Plan for Electoral Area “D”. The objectives and policies in the Plan provide a framework for establishing the specific regulations and for formulating land use decisions and recommendations of the board. This part of the Plan is organized into the following sections:

1. Introduction  
2. Community Plan Objectives and General Development Concept  
3. General Policies  
4. Land Area Designations  
5. Development Permit Areas  
6. Temporary Use Permits  
7. Other Policies, including Transportation, Services, Boundaries and Administration, Social Policies and Conservation and Environmental Policies  
8. Interpretation

The Official Community Plan maps which form an integral and legal part of the plan are available from the Regional District under separate cover, and are marked as:

Schedule D2-Boundary and Area Designation Plan Map
Schedule D3-Transportation Uses Map
Schedule D4-Environmentally Sensitive Areas Map
Schedule D5-Development Permit Areas Map

1. INTRODUCTION

In accordance with Section 876, 877, 878, 879, 880 and 881 of the Municipal Act, the Official Community Plan identifies the general pattern of existing and future land use, the appropriate level of services and the conditions under which land may be developed or altered. Within the area designations, specific zoning bylaws will prescribe the form and character of development. Some areas may be designated in anticipation of long term land use change to accommodate future growth.

The General Policies Section describes the effect of the Plan, provides an index to permitted uses, describes special circumstance procedures for nonconforming uses and presents the policies regarding review and amendment of the Plan. This is followed by specific Area Designation policies in conjunction with the map of Schedule D2. Detailed policies are then presented for Development Services, Roads and Transportation, Environmental Protection, and Community Parks and Social Services. This is followed by the rationale, designation and guidelines for
Development Permit Areas. Finally, policies are established regarding Temporary Use Permits.

Particular attention should be given to the wording of the Regional Board policies contained in the Plan:

“shall” describes an imperative course of action which is within the scope of the Regional Board’s powers to provide, enact, regulate or enforce;

“should” describes a desirable course of action to be taken by the Regional Board or other body or person;

“may” describes a permitted course of action which is available to the Regional Board or other bodies or persons; and

“will” describes a result to be expected on the basis of present information.

The land area designations and policies apply to areas shown on the map of Schedule D2. Each area designation contains the following:

**DESCRIPTION** is a brief outline and general summary of the purpose and rationale for the designation. The formal statements of Regional Board policy are grouped under the four following sub-headings.

**GENERAL POLICIES** are the policies of the Regional Board regarding the amount and location of land to be designated and the local and regional development policies in a particular land area designation.

**DESIGNATION POLICIES** state the type of land placed in a particular designation and the conditions for extending existing areas or creating new areas in the designation as provided for through Plan amendment.

**USE POLICIES** list the uses that may be permitted on lands within a designation and, in some cases, state the standards under which a given permitted land use must be developed.

**SUBDIVISION POLICIES** specify the minimum lot size permitted for new subdivisions within a designation under various servicing and other conditions.

Many policies in PART III of the plan are followed by a brief statement of how they will be implemented. The statements on implementation are included to place general plan policies in the context of Regional Board powers and jurisdiction and to assist readers of the plan in understanding the ways in which particular policies will be acted upon.
2. **COMMUNITY PLAN OBJECTIVES AND DEVELOPMENT CONCEPT**

The Official Community Plan objectives for Electoral Area “D” are displayed on FIGURE III.1. These objectives guide the formulation of policies and the implementation of the Plan. They are derived from a review of land use problems, from the comments of local property owners and from the policies of Provincial and Federal government agencies. Achieving these general objectives will require a careful balancing of priorities in specific situations.

The designations and policies which are presented in Part III support and enhance the development of two well-located residential communities and a district highway tourist commercial area surrounded and complemented by small farms, protected Crown resource area and a natural wildlife reserve area.

This overview is illustrated in the Electoral Area "D" Concept Map [FIGURE III.2] which shows the general location of the residential, highway tourist, farming and resource areas within the plan area.

From a regional perspective, the development concept also complements the uses and growth of surrounding areas. For example, the plan does not permit uses such as major non-tourist oriented retail uses, or a major convention hotel in Popkum, based on the assumption that such uses should be located in an adjacent municipal centre such as Chilliwack or the District of Kent. On the other hand, the plan seeks to encourage the consolidation of a high quality highway tourist area, to promote the protection of Cheam Lake, and to provide for the establishment of stable, well-serviced residential areas. In achieving these development goals, Popkum-Bridal Falls will contribute to the development of the Region as a whole, as well as providing direct benefits to the local area.
FIGURE III.1

Official Community Plan Objectives:

There are 11 interconnected development and land use objectives:

1. DIRECT DEVELOPMENT AWAY FROM FARMLAND IN THE AGRICULTURAL LAND RESERVE, FLOODPLAIN, COMMUNITY WATERSHED AREAS, AND LANDS POTENTIALLY SUSCEPTIBLE TO NATURAL (GEOTECHNICAL) HAZARDS.

2. PROTECT COMMUNITY VALUES AND LIFESTYLES BY ENHANCING LOCAL IDENTITIES AND SEPARATING AND ORGANIZING CONFLICTING LAND USES.

3. FOCUS NEW HIGHWAY TOURIST RECREATION COMMERCIAL GROWTH WITHIN TWO WELL-DEFINED, EASILY ACCESSED RECREATION AREAS: SOUTH OF THE TRANS-CANADA HIGHWAY, AND AT THE INTERSECTION OF HIGHWAY 9 AND YALE ROAD.

4. PROVIDE FOR AN ADEQUATE LEVEL OF ALL COMMUNITY SERVICES AND FACILITIES INCLUDING POLICE, AMBULANCE, AND FIRE PROTECTION, ROADS, PARKS AND REFUSE DISPOSAL.

5. ENSURE THAT ALL NEW DEVELOPMENT PROCEEDS IN RELATION TO AN ADEQUATE LEVEL AND STANDARD OF WATER AND SEWAGE DISPOSAL SERVICES, AND IN A PATTERN WHICH WILL MINIMIZE THE COST OF PROVIDING THESE SERVICES.

6. PROTECT THE LONG TERM DEVELOPMENT POTENTIAL OF THE AREA BY ENCOURAGING NEW DEVELOPMENT WHICH MAKES AN EFFICIENT USE OF THE LAND BASE, IS PROVIDED WITH A FULL LEVEL OF SERVICES, AND WILL NOT POLLUTE THE NATURAL ENVIRONMENT.

7. PROVIDE AN EFFICIENT AND SAFE TRANSPORTATION/ROAD NETWORK FOR THE AREA AND MAINTAIN AN ADEQUATE LEVEL OF HIGHWAY SERVICE USES FOR THE MOTORING PUBLIC.

8. CONSERVE, ENHANCE AND PROMOTE THE AREA’S OUTDOOR RECREATION POTENTIAL INCLUDING CHEAM LAKE, MOUNT CHEAM TRAILS AND BRIDAL VEIL FALLS.

9. ENCOURAGE THE GROWTH AND DEVELOPMENT OF THE AREA IN A WAY WHICH WILL COMPLEMENT AND ENHANCE THE WIDER REGION.

10. ESTABLISH A NEW BASIS FOR LAND USE REGULATIONS WHICH WILL PROVIDE AN ADEQUATE SUPPLY OF LAND FOR COMMUNITY DEVELOPMENT, ENCOURAGE COOPERATION BETWEEN ALL PUBLIC AGENCIES AND PRIVATE DEVELOPERS IN PLANNING LOCAL DEVELOPMENT, AND CLARIFY AND SIMPLIFY DEVELOPMENT APPROVAL AND APPLICATION PROCEDURES.

11. PROTECT AGRICULTURAL LAND USES AND TO ENSURE COMPATIBILITY BETWEEN ADJOINING RESIDENTIAL AND AGRICULTURAL LAND USES.
Figure III.2, Development Concept Plan

"Two well-located residential communities and a distinct highway tourist commercial area surrounded and complemented by small farms, protected crown resource areas and a natural wildlife reserve area."

A  Bridal Falls Tourist Recreation Area
    The focus of a growing area of tourist attractions and commercial uses located along the south side of the Trans Canada Highway.

B  Bridal Veil Falls park
    A class "A" provincial park area with additional land set aside for future park expansion and public recreation use.

C  Highway No.9/Yale Road.
    An area for highway commercial and tourist accommodation growth around a regionally significant intersection of highway routes.

D  Cheam Lake
    A wildlife reserve and natural wetland area.
3. GENERAL POLICIES

3.1 Effect of the Plan

3.1.1 In accordance with the provisions of the Municipal Act, the Regional Board is required to comply with the policies of this Official Community Plan as follows:

(a) A zoning bylaw enacted prior to the effective date of this Plan is not altered by this Plan. Where such a bylaw is amended, the amending bylaw must be consistent with the provisions of the Official Community Plan.

(b) In accordance with Section 884 of the Municipal Act, the adoption of this Plan does not commit the Regional Board of any other governmental body to undertake any project outlined herein, nor authorize the Regional Board or any other governmental body to proceed with a project except in accordance with the procedures and restrictions laid down by any Act.

(c) In accordance with Section 884 of the Municipal Act, all bylaws enacted and works undertaken by the Regional Board shall be consistent with the Official Community Plan.

3.1.2 A legally established land use which does not conform to the zoning bylaws may be rezoned to render it conforming regardless of the use policy for the land area designation in which it is located, provided that rezoning applies only to that portion of the parcel in which the nonconforming use is situated.

3.1.3 The area designations and policies of this Plan do not apply or may not be binding on lands or resources owned and administered by federal and provincial governments or on Indian Reserves. However, the provisions of the Plan should be taken into account by those bodies as an expression of Regional Board objectives and a basis for co-operation between different levels of government.

Should a government ministry or agency propose a development which is contrary to the policies of this Plan, then the Responsible Authorities are encouraged to make application for plan amendment as outlined in this Plan. Not only would the application allow the Board to express its interest in the proposed development and provide for public input at a local level, but this procedure will enable the Regional Board to adjust its policies for adjacent lands over which it has jurisdiction thereby securing integrated and compatible development throughout the Plan area.

3.2 Permitted Uses
The area designations provide for a range of land uses and the conditions of use. The permitted land uses and the conditions of use. The permitted land uses are identified within the policies for each area designation, and in greater detail in the zoning bylaw. Specific conditions of such uses may apply, as prescribed in zoning bylaws and other regulations.

It is the Regional Board’s policy that:

3.2.1 New land uses shall accord with the Area Designation use policies and the permitted land uses policies, subject to policies of 3.2.2.

3.2.2 Where an existing legally established use is at variance with the use policies of the area designation, an extension of that use into an adjacent portion of the same parcel may be permitted by rezoning up to a maximum of 50% of the area of the existing use, provided that it does not conflict with surrounding land uses, natural hazards or environmental sensitivities.

3.2.3 Single family residential uses shall be permitted in all area designations with the exception of Park designations where allowance is made for employee residence. Second dwellings shall be permitted for full time farm workers and campground assistants and for care of a relative. Zoning regulations may also be established to permit second dwellings, under certain conditions, on large parcels greater than the minimum parcel size for subdivision, in areas designated Rural and Limited Use.

The land uses outlined in this section are as follows:

- RESIDENTIAL LAND USE
- ASSOCIATED RESIDENTIAL USES
- AGRICULTURAL LAND USE
- COMMERCIAL LAND USES
- INDUSTRIAL AND RESOURCE EXTRACTION LAND USES

For a precise definition of many of the terms contained in this section, see Section 8: Interpretation of the plan.

3.3 Residential Land Use

It is the Regional Board's policy that:

- Single family residential uses shall be permitted in all designations with the exception of the PARK and NATURAL RESOURCE designations. These uses include single-family dwellings, mobile homes, modular homes and pre-manufactured homes which meet the National Building Code standards and which are constructed on a foundation which meets the National Building Code standards.
Code standards. In some commercial zones, new residential uses will be allowed only as an accessory use to an established commercial use.

- New Mobile Home Parks should be established only in areas serviced by community sewer and water systems and in areas accessible to other community services such as schools, parks, hospitals and libraries. The Official Community Plan for Popkum and Bridal Falls, makes no provision at present for new mobile home parks. The existing parks may continue and may even be expanded if the zoning provisions allow.

- Multiple-family residential dwellings shall be located close to urban centres where an appropriate range of services are available. The plan makes no provisions for multiple-family residential dwellings to be located within the plan area.

3.4 Associated Residential Use

It is the Regional Board's policy that:

- In keeping with the variety of rural lifestyles in the Popkum area, provisions for a broad range of uses, associated with country residential land use, shall be expanded wherever possible. A broad range of uses, including artisan craft workshops, hobby greenhouses and home occupations shall be permitted in all designations, with the exception of the PARK and NATURAL RESOURCE AREAS designation, and are referred to in this plan as ASSOCIATED COUNTRY RESIDENTIAL USES. In AGRICULTURAL AREAS, non-agricultural uses will require the approval of the Provincial Agricultural Land Commission. In addition, the Board may be prepared to consider restricting the range of uses permitted in areas of existing or proposed small-lot subdivision where residents indicate that certain uses may be inappropriate for their area.

- The opportunities for part-time occupations and small-scale enterprises traditional in the OCP area should be supported by allowing a range of uses including COTTAGE INDUSTRIES, OUTSIDE STORAGE AND COMMERCIAL SALES OF FIREWOOD, GOLF COURSES, in association with rural residential use, in the RURAL RESIDENTIAL, LIMITED USE and AGRICULTURAL AREAS designations of the plan. In this plan these uses will be referred to as ASSOCIATED RURAL RESIDENTIAL USES. In the AGRICULTURAL AREAS designations, located in the Agricultural Land Reserve, such uses will require the approval of the Provincial Agricultural Land Commission, and the range of uses approvable in this designation may be more restricted as a result.
3.5 **Agricultural Land Use**

It is the Regional Board's policy that:

- All uses of Agricultural Land Reserve land shall be in accordance with the provisions of the Agricultural Land Commission Act, Regulations thereto, and Orders of the Commission.

- In keeping with the traditional rural lifestyle of the Popkum area, the Regional Board will work closely with the Provincial Agricultural Land Commission to provide for a range of opportunities and land uses in AGRICULTURAL AREAS which are supplementary and ancillary to farm use and will not jeopardize the long term productivity of farmland.

- Potential conflicts between intensive agricultural operations and other land uses should be minimized by the use of buffering, building setbacks, no building covenants and other appropriate devices on both sides of the interface.

- Additional dwellings for farm help on land within the Agricultural Land Reserve which is designated AGRICULTURAL shall be permitted pursuant to the provisions of Section 18(1) of the Agricultural Land Commission Act and on the basis of the following Board policy:
  
  - On farms of less than 8.0 hectares (20 acres), one temporary home shall be permitted subject to the approval of the Provincial Agricultural Land Commission. On farms of greater than 8.0 hectares (20 acres), the type and number of homes will be controlled by Regional District zoning, as follows:

    - On farms of 8.0 - 16.0 hectares (20.0 - 39.9 acres), one additional dwelling for farm help shall be permitted on a temporary (i.e. no concrete slab or basement blocking or excavation) foundation.

    - On farms of 16.1 - 40.4 hectares (40.0 - 100.0 acres), one additional dwelling for farm help shall be permitted on either a permanent or temporary foundation.

    - On farms of greater than 40.5 hectares (100.0+ acres) two additional dwellings for farm help shall be permitted on either permanent or temporary foundations.

    - The refurbishing of an existing legally constructed dwelling unit shall qualify to provide a dwelling for farm help.
3.6 **Commercial Land Use**

It is the Regional Board’s policy that:

- Wherever possible, all new COMMERCIAL LAND USES within the HIGHWAY TOURIST RECREATION COMMERCIAL designation shall be buffered or separated from incompatible uses through the zoning and development permit process.

- New COMMERCIAL LAND USES shall be accessed either from a collector or arterial road subject to the approval of the Ministry of Transportation and Highways, but in no case shall they be accessed directly from a controlled access highway.

- All new COMMERCIAL LAND USES shall be provided with adequate off-street parking on-site, except that, where parking for exceptional peak weekend accommodation is required, up to 30% of the parking required may be provided on a neighbouring site where such arrangements are secured for the long term by appropriate legal instruments and are approved by the Ministry of Transportation and Highways.

- For new COMMERCIAL LAND uses the developer may be required to demonstrate through an engineering study signed and sealed by an engineer licensed in the Province of British Columbia that the proposed sewage disposal, water supply and site drainage facilities are adequate and will not lead to environmental problems in the long term; that the site is free from geotechnical hazard; and that the load-bearing capacity of the ground is suitable for the use intended. As outlined earlier in the plan, this may occur at various stages in development process and will be implemented through the zoning development permit, and subdivision processes.

- For all new COMMERCIAL LAND USE sewage disposal systems shall be approved by the Medical Health Officer pursuant to the Health Act for uses generating up to 22,730 litres (5,000 gallons) effluent per day, and by the Ministry of Environment for uses generating more than 22,730 litres (5,000 gallons) effluent per day;

All new HIGHWAY COMMERCIAL uses, HIGHWAY TOURIST RECREATION COMMERCIAL uses, COMMERCIAL CAMPGROUNDS and R.V. PARK uses larger than 80 sites, NEIGHBOURHOOD PUB uses, and other commercial uses as required by the Responsible Authority, shall be
provided with two separate points of legal vehicular access, subject to Ministry of Transportation and Highways approval.

"• Notwithstanding the above described policy, in the event that a new approved community sewer system is developed by the Regional District in the plan area, COMMERCIAL LAND USES may be served by the community sewer system, subject to the following requirements:

(a) The connection to the sewer system may be permitted only if adequate capacity exists in the system to serve the COMMERCIAL LAND USE;

(b) The landowner must petition the property into a local service area for operation and maintenance of the sewer system;

(c) All costs for the connection to the sewer system shall be borne by the COMMERCIAL LAND USE;

(d) Applicable development cost charges pertaining to off-site capital improvements on the sewer system shall be paid by the landowner in the event that such charges are implemented for the community sewer system.” [Bylaw 0588, 2003]

• All commercial campgrounds and R.V. parks will require:

- That the water system shall be approved by the Medical Health Officer and the Fraser Valley Regional District for uses having less than five sites or units, and by the Ministry of Environment and the Medical Health Officer for five sites/units or more; and
- That adequate land, the amount of which may vary with each development but which will never be less than 10% of the lands to be developed, is designated for buffer and landscape areas and outdoor recreation facilities.

• In the Bridal Falls Development Permit Area, all new commercial land uses may be required to be serviced by an approved community water supply system.

• CONVENIENCE STORES may be permitted, provided the land is zoned for the use intended, in the SUBURBAN RESIDENTIAL designation, and within the HIGHWAY TOURIST RECREATION COMMERCIAL designation in the Highway 9/Yale Road area. In the Bridal Falls HIGHWAY TOURIST RECREATION COMMERCIAL AREA CONVENIENCE STORES may be permitted, where such uses are located within, and designed to serve, a commercial campground or R.V. park and are limited to small outlets not exceeding 140 m$^2$ of commercial floor space.
• Neighbourhood pub use will be permitted in areas designated SUBURBAN RESIDENTIAL provided that the area is zoned for the use intended and has been the subject of a plan amendment which demonstrates:
  - Such use will not adversely affect adjoining lands;
  - Such use is in keeping with the general policies for SUBURBAN RESIDENTIAL AREAS in this plan;
  - Such use will be accessed via a collector or arterial road.

• LOCAL COMMERCIAL uses may be permitted in the SUBURBAN RESIDENTIAL and HIGHWAY TOURIST RECREATION COMMERCIAL designations provided the land is zoned for the use intended but MAJOR RETAIL USES not specifically related to tourism should be located in or near an urban centre, and shall not be permitted in the Official Community Plan area.

3.7 Industrial and Resource Extraction Land Use

It is the Regional Board's policy that:

• New industrial and resource extraction uses shall only be permitted where the area is rezoned and has been the subject of a plan amendment supported by studies which demonstrate that:
  - Such uses will not adversely affect surrounding lands and are compatible with the predominantly residential, agricultural and tourist recreational character of the area;
  - Such uses will not adversely affect the geological stability of adjoining lands;
  - Such uses are provided with a level of legal access and with approved community services suitable for the use intended; and
  - Such uses are in keeping with the development objectives and policies of this plan.

• The integrity of the Land Use Contracts on lands in the Official Community Plan area shall be maintained.
3.8 **Review and Amendment**

The Official Community Plan will require review and amendment to take account of major changes in land use objectives and policies and development pressures.

A major review of the Plan should occur every 5 years. This involves a reconsideration of objectives and policies. Population and development forecasts will be updated, issues will be reviewed, and the Plan will be examined in light of new regional growth demands and trends.

From time to time, the Plan may also be amended to allow for a development or project of major significance or a series of development proposals which warrant revision of the policies within the Plan. The Official Community Plan may be amended through two procedures.

First, applications for rezoning to permit developments which do not comply with the Plan will be accompanied by applications for amendment of the Plan. The Board may reject the application or initiate Plan review and amendment procedures, in accordance with the provisions of the *Municipal Act* and the Regional District Development Procedures Bylaw.

Secondly, the Board may periodically initiate a review and amendment of the Plan where warranted by development trends or new information regarding natural hazards, or at the request of local, provincial or federal governments. Such reviews should be substantially justified by new circumstances and provide ample opportunity for public input.

It is the Regional Board’s policy that:

- The Official Community Plan should be reviewed at intervals not exceeding five years and this review should be followed by appropriate amendments to guide development and land use for the following five years.

- The Official Community Plan may be reviewed and amended where deemed necessary by the Board and only after a public hearing and in accordance with the provisions of the *Municipal Act*.

- All rezoning applications which are inconsistent with the Official Community Plan shall be accompanied by applications for amendment to the Plan. Rezoning applications pursuant to Sections 3.1.2 and 3.2.2 shall not require Plan amendments.

- Applications for amendments to the Plan may be made to the Regional Board, in accordance with the provisions of the *Municipal Act* and the Regional District’s Development Procedures Bylaw.
3.9 **Public Consultation**

Implementation of the Official Community Plan and the related Economic Development Strategy depends upon community support and co-operation. The Regional Board will endeavor to maintain and improve the opportunities for public consultation on planning and development matters. Property owners and residents are encouraged to consult with Regional District staff and Board members on issues which affect the community. The policies reinforce the commitment to open discussion and local involvement in community development.

Is the Regional Board's policy that:

- Property owners and residents are invited to meet privately or in groups with Regional District staff and the Planning and Development Committee of the Board to discuss individual or local concerns.

- Regional District staff will, where requested, assist in co-coordinating discussions between property owners and residents and Provincial agencies on matters of land use, roads and services.
4. LAND AREA DESIGNATIONS

The land area designations and policies contained in this part of the plan set the framework for preparing and amending the zoning, subdivision, and other regulatory bylaws which will follow the plan. The land area designations are listed in the following order:

NATURAL RESOURCE AREAS
AGRICULTURAL AREAS
SUBURBAN RESIDENTIAL AREAS
RURAL RESIDENTIAL AREAS
HIGHWAY TOURIST RECREATION COMMERCIAL AREAS
LIMITED USE AREAS
PARK AREAS

The land area designations and policies apply to areas shown on the plan maps. Each designation contains the following sub-headings:

DESCRIPTION is a brief outline and general summary of the purpose and rationale for the designation. The legally exact statements of Regional Board policy are contained in the four following sub-headings. On questions of interpretation these should be consulted as the statement of Regional Board policy.

GENERAL POLICIES are the policies of the Regional Board regarding the amount and location of land to be designated and the local and regional development policies in a particular land area designation.

DESIGNATION POLICIES state the type of land placed in a particular designation and the conditions for extending existing areas or creating new areas in the designation as provided for in Part III, Section 4 of the plan.

USE POLICIES list the uses that may be permitted on lands within a designation and, in some cases, state the standards under which a given permitted land use must be developed.

SUBDIVISION POLICIES specify the minimum lot size permitted within a designation under various servicing and other conditions.

4.1 NATURAL RESOURCE AREAS

Description

The NATURAL RESOURCE policies of the plan recognize that extensive areas of Crown land in Electoral Area "D" have potential for the growth and
management of timber resources and the extraction of mineral resources. Most of the area in the vicinity of the Official Community Plan boundary has seen considerable logging activity over the past century. At present, the majority of the forest land is in immature hemlock, fir and balsam. While there was extensive commercial logging in the area during the 1960's and 1970's, it is expected that logging activity will be sporadic and smaller in scale for the next 20 years.

As described earlier in the plan, the area also has potential for mining and resource extraction use. The Regional Board strongly supports the protection of Crown lands for forest production and resource extraction and the long-term maintenance programs of the Ministry of Forests.

However, given the geotechnical limitations along the lower slopes of the Cheam Ridge, some special considerations should be given where logging or resource extraction uses may have an environmental impact on adjacent commercial or rural residential development. In such situations, the Regional Board will recommend to the provincial agencies having jurisdiction that environmental impact studies by professional soils and engineering specialists be undertaken in association with any plans for resource extraction. Geotechnical studies should also be conducted if deemed to be required. It should be ensured that reforestation by artificial or natural means occurs after logging.

Public recreation on Crown forest lands is the responsibility of the Ministry of Forests. In the Community Plan area the network of trails leading to the Cheam Ridge is a recreational resource of regional significance, and an important asset to the greater Bridal Falls tourist recreation area. In their liaison with the Ministry of Forests, through interagency referrals and technical liaison, the Regional Board will strongly support the maintenance and protection of this resource.

The land use and subdivision policies for NATURAL RESOURCE AREAS reflect the interests of responsible resource management.

It is the Regional Board's policy that:

**General Policies**

4.1.1 Forestry, fishing, mining and other natural resource development issues will be a primary consideration in the formulation of all Regional District land use policies for Electoral Area "D".

Implementation: Interagency referrals, technical liaison.

4.1.2 Wherever possible, the resource and mineral potential of lands in the OCP area should be utilized before their alienation to other non-compatible uses.
Part III Land Area Designations

Implementation: Zoning, interagency referrals, technical liaison.

4.1.3 Crown lease applications and development schemes involving land uses not compatible with resource extraction in NATURAL RESOURCE areas, and not contiguous with existing Community areas, will not be supported or encouraged by the Regional District.

Implementation: Interagency referrals, technical liaison.

4.1.4 The integrity of the Provincial Forest boundaries should be preserved in the long-term economic interests of the region and in recognition of the area's high quality forest production.

Implementation: Zoning, technical liaison.

4.1.5 The processing of the Plan area’s extracted natural resources should occur close to their point of origin wherever possible.

Implementation: Regional Board liaison with Ministry of Forests and Ministry of Employment and Investments, Mines Branch.

4.1.6 Depleted resource extraction sites should be reclaimed and rehabilitated.

Implementation: Administration of Soil Conservation Act for ALR lands, Soil Removal and Deposit permits, technical liaison.

4.1.7 The concept of multiple use management techniques for Provincial Forest lands adjacent to the planning area, as pursued by the Ministry of Forests, should be supported.

Implementation: Technical liaison.

4.1.8 Resource extraction uses should not be undertaken on lands within the OCP area which are subject to or likely to be subject to geotechnical or environmental hazards unless the owner has provided a report certified by a Registered Professional stating that the land may be used safely for the use intended and that the use will not negatively impact adjacent uses.

Implementation: Technical liaison, development permits.

4.1.9 The Ministry of Forests should be encouraged to continue to refer forest and recreation management plans to the Regional District for comments respecting potential consequences or affects for private land and existing Community areas.

Implementation: Interagency referrals, technical liaison.
Part III  Land Area Designations

Designation Policies

4.1.10 The plan map designates as NATURAL RESOURCE lands within a Provincial Forest Reserve, and Crown lands outside parks suitable for resource development.

4.1.11 NATURAL RESOURCE areas may be extended or created through plan amendments when new areas having resource potential are identified.

Use Policies

4.1.12 NATURAL RESOURCE areas may be used only for resource extraction, public, and semi-public uses.

Subdivision Policies

4.1.13 Land in NATURAL RESOURCE areas shall only be subdivided when subdivision is required in the interests of responsible resource management. In any case, the land shall not be subdivided into lots of less than 35 hectares.

4.2 AGRICULTURAL AREAS

Description

The preservation and continuing use of agricultural land are major concerns of an Official Community Plan, reflected in Section 879 of the Municipal Act, the policies of the Ministry of Agriculture and Food, and the Provincial Agricultural Land Commission. The AGRICULTURAL AREAS policies in this Plan extend beyond reserving land for farming uses to an active support of agriculture and existing farms in the Official Community Plan area. Since the early 1980s official plan policies have recognized the problem of potential conflicts between intensive agricultural operations and other land uses in the Plan area. Regional Board policy is to protect investment in non-soil-bound agricultural endeavours from land use conflicts for the long term. The provisions of the Official Community Plan, encourage a separation between new intensive agricultural operations and existing commercial and residential development.

In 1996, amendments to the Municipal Act were adopted to provide for the preparation of “Farm bylaws” which provide for the adoption of regulations respecting the conduct of farm operations, types of farm buildings, and equipment to be used, the siting of stored materials, waste facilities, and stationary equipment. These new provisions await the adoption of provincial regulations before they can be implemented in local areas. It is Regional Board policy that such provisions be introduced in the zoning and other bylaws of the Region pertaining to Electoral Area “D” when the provincial regulations have
been enacted. The Regional District intends to work with the Ministry of Agriculture, Fisheries and Foods and the Agricultural Land Commission in drafting up such regulations.

In the meantime, the plan recognizes a distinction in the AGRICULTURAL areas based on the range of existing parcel sizes and uses. The policies of the plan and the plan designation maps therefore distinguish between AG-L (AGRICULTURAL LARGE HOLDING) and AG-S (AGRICULTURAL SMALL HOLDING) AREAS. In both areas it is the policy of the Regional Board to preserve, encourage and stabilize agricultural activities. There are, however, different provisions in the plan for subdivision and land use in these areas.

All lands in the AGRICULTURAL AREAS (AG-L and AG-S) designations of the plan are located within the Agricultural Land Reserve. The Agricultural Land Commission Act, regulations thereto and Orders of the Commission take precedence in matters of land use and subdivision for land in Agricultural Land Reserve.

The Regional Board assists in the administration of the Agricultural Land Reserve by commenting on applications for subdivision of land within and exclusion of land from the Reserve. The AGRICULTURAL policies established in this plan will provide a guide for future Regional Board comments on these applications.

Many of the restrictions under the Agricultural Land Commission Act do not apply to land in the Agricultural Land Reserve which is in parcels of less than .8 hectare (2 acres). The use and subdivision policies established in this plan ensure that these areas will remain rural in character. Large parcel sizes and uses compatible with farming are to be maintained wherever possible. To encourage the consolidation of smaller parcels of agricultural land into larger units, Regional District policy is to actively support subdivisions, in AGRICULTURAL designated areas, which involve boundary adjustments that will allow for the more efficient use of agricultural land, and do not result in an increase in the number of land registry parcels or create parcels of less than 0.8 hectares (2 acres) in area.

In review of the Official Community Plan the Regional Board recognised the need to fine-tune the boundary between the SUBURBAN RESIDENTIAL areas and the AGRICULTURAL areas. A joint study undertaken by the Provincial Agricultural Land Commission and the Regional District in 1997 determined that with adequate servicing and an appropriate forward development plan a portion of agricultural land might be considered for exclusion from the ALR. The Plan consequently redesignates this land Suburban Residential. The Land Commission will entertain individual applications to exclude land in this area from the ALR, provided that such applications are supported by a forward
development plan, applicable engineering studies and other requirements of the joint study.

It is the Regional Board's policy that:

**General Policies**

All uses and subdivision of Agricultural Land Reserve land in the Community Plan area shall be in accordance with the provisions of the Agricultural Land Commission Act, Regulations thereto, and Orders of the Commission.

Notwithstanding that the Provincial Agricultural Land Commission may have indicated approval or no objection to this plan, the Commission is obliged to consider individual applications on their own merit under the mandate of the Agricultural Land Commission Act and is not obliged to approve applications that comply or, alternatively, refuse applications that do not comply, with the minimum lot size or density of this land-use designation.

4.2.1 The preservation and enhancement of existing agricultural operations in AGRICULTURAL designated areas shall have priority over newly proposed non-farm uses.

Implementation:  The Regional Board will not make applications for exclusions under Section 14(1), nor support applications under Section 15(1), of the Agricultural Land Commission Act, or applications for rezoning in areas of contiguous farmland designated AGRICULTURAL.

4.2.2 Areas of major non-farm growth shall be directed to lands outside the AGRICULTURAL designation.

Implementation: Policy and zoning.

4.2.3 Potential conflicts between intensive agricultural operations and other land uses shall be reduced by introducing, where appropriate, zoning and other regulations pursuant to Section 917(1) of the Municipal Act.

In addition it is Regional Board policy that where land being developed for new residential use, other than one of 3 or less self-contained dwelling units adjoins an existing large scale agricultural operation it shall be separated and buffered through the establishment of a 30 metre setback from the property boundary of an adjacent large scale agricultural use.

Implementation: Zoning and Development Permits

4.2.4 Intensive agricultural operations should be discouraged in AG-S, AGRICULTURAL SMALL HOLDING AREAS unless the potential for conflict
between the existing and future uses can be eliminated by establishing adequate measures on both sides of the interface to prevent such conflicts.

Implementation: Zoning, Farm bylaws

4.2.5 The variety of rural lifestyles in the AGRICULTURAL AREAS of the Plan area should be protected and enhanced by providing for a variety of uses, supplementary and ancillary to farm use, which will support farm incomes without jeopardizing the long term viability of farmland.

Implementation: Zoning bylaw.

4.2.6 Applications for exclusion of the Agricultural Land Reserve lands in the Thompson Road area of West Popkum, designated SUBURBAN RESIDENTIAL in this plan, will be supported by the Regional Board provided that the applications meet the requirements set out in the joint study.

Implementation: ALR application process

Designation Policies

4.2.7 The plan map designates as AGRICULTURAL those areas best suited to farm production including all lands within the Agricultural Land Reserve.

4.2.8 Where land presently within an Agricultural Land Reserve is, pursuant to the Agricultural Land Commission Act, Regulations thereto, or Orders of the Commission, excluded from an Agricultural Land Reserve, exempted by the Agricultural Land Commission Act, or exempted by Regulations or an Order of the Commission, the provisions of this Community Plan shall be binding, and the land shall remain in the AGRICULTURAL designation unless and until the lands are redesignated by bylaw amendment.

4.2.9 AGRICULTURAL areas may be extended or created through plan amendment where additional areas suited to farm production are identified pursuant to Sections 13(4) or 13(6) of the Agricultural Land Commission Act.

Use Policies

4.2.10 AGRICULTURAL areas in the Agricultural Land Reserve shall be used in accordance with the Agricultural Land Commission Act, Regulations thereto, and Orders of the Commission. New non-farm uses on land within the Agricultural Land Reserve which are not exempted under Section 21 from the provisions of the Agricultural Land Commission Act:

- must be approved by the Provincial Agricultural Land Commission; and
shall be in accordance with the standards of the Responsible Authority except that AGRICULTURAL areas may be only used for agricultural, rural residential, associated rural residential, resource extraction, public and semi-public uses.

4.2.11 AGRICULTURAL areas not within the Agricultural Land Reserve or land within the Agricultural Land Reserve that is exempted under Section 21 from the provisions of the Agricultural Land Commission Act or exempted pursuant to Order 168/74 of the Agricultural Land Commission may be used only for agricultural, rural residential, associated rural residential, resource extraction, public, and semi-public uses.

Subdivision Policies

4.2.12 Land in AGRICULTURAL AREAS which is not in the Agricultural Land Reserve shall only be subdivided in accordance with the provisions of the Responsible Authority except that where the land is designated AGRICULTURAL LARGE HOLDINGS (AG-L) the minimum parcel size shall not be less than 8 hectares (20 acres) in the floodplain and 4 hectares (10 acres) outside the floodplain; and where the land is designated AGRICULTURAL SMALL HOLDING (AG-S) the minimum parcel size shall not be less than 2 hectares (5 acres).

4.2.13 Land in AGRICULTURAL areas which is in the Agricultural Land Reserve shall only be subdivided in accordance with the provisions of the Agricultural Land Commission Act, regulations thereto, and Orders of the Commission.

4.2.14 Where land is in AGRICULTURAL LARGE HOLDING (AG-L) AREAS and in the Agricultural Land Reserve, the minimum parcel size of 8 hectares (20 acres) in the floodplain and 4 hectares (10 acres) outside the floodplain shall only apply where the land is:

- excluded from the Agricultural Land Reserve,
- approved for subdivision within the Agricultural Land Reserve pursuant to the Agricultural Land Commission Act, Regulations thereto, or Orders of the Commission, or
- exempted by the Agricultural Land Commission Act, Regulations thereto, or Orders of the Commission.

4.2.15 Where land is in AGRICULTURAL SMALL HOLDING (AG-S) AREAS and in the Agricultural Land Reserve, the minimum parcel size of 2 hectares (5 acres) shall only apply where the land is:

- excluded from the Agricultural Land Reserve,
- approved for subdivision within the Agricultural Land Reserve pursuant to the Agricultural land Commission Act, Regulations thereto, or Orders of the Commission, or
exempted by the Agricultural Land Commission Act, Regulations thereto, or Orders of the Commission.

4.3 **SUBURBAN RESIDENTIAL AREAS**

**Description**

The purpose of the SUBURBAN RESIDENTIAL AREAS designation is to encourage an orderly growth of residential areas in the Plan area at country residential densities while protecting the long-term potential for higher density development of these lands. The SUBURBAN RESIDENTIAL designation includes areas which are already developed at various densities as well as sufficient suitable land to accommodate at least five years of future development.

During the life of this plan it is expected that most of the Suburban Residential areas will be developed to the density and servicing levels anticipated and detailed in this plan. The plan provides for a basic minimum parcel size, without the provision of servicing improvements, of 2 hectares (5 acres). Primarily, the purpose of establishing this minimum is to protect the tax base of the area from premature or haphazard development which could result in the need for emergency public servicing schemes and other such expenditures. "However, with adequate forward planning, including a servicing plan to connect to the approved community water system and to provide storm drainage facilities, and park, street lighting, underground wiring, and other amenities upon subdivision, and subject to approval of the Responsible Authority for on-site sewage disposal, the minimum lot size is 1100 m² in West Popkum and East Popkum, except in the areas west of Highway No. 9 where a smaller parcel size may be considered subject to rezoning and the subdivision policies of this plan (see Sections 4.3.9 and 4.3.10 for subdivision policies and Part III, Section 7.2 for a more detailed statement of servicing standards)." [Bylaw 0588, 2003]

The emphasis of these policies is to offer flexibility and a broad range of residential development types to private developers, while maintaining the incentive to develop the area to its full potential in the long term. Moreover, with the emphasis upon private initiative in the staging of development, the policies also afford strong protection to the local taxpayer.

A moderate range of uses is permitted in these areas including residential uses, hobby farms (on larger lots), utilities and local public and semi-public uses. New residential developments will be provided with an appropriate range of services and will be established on the basis of one dwelling unit per parcel of land. Special attention will be given, in the approvals process, for incorporating protection for significant natural assets into development proposals. This may involve the dedication of buffer strips near streams, provision for footpaths, and preservation of access to and view of important natural features.
It is the Regional Board's policy that:

**General Policies**

4.3.1 **SUBURBAN RESIDENTIAL AREAS** should be encouraged to achieve their maximum development potential in the long term because of the limited supply of suitable land in the wider region and the need to reduce pressures on agricultural and environmentally sensitive areas.

Implementation: Zoning, development permits, advance subdivision plans, building-siting regulations.

4.3.2 Community servicing systems, when developed for new subdivisions in **SUBURBAN RESIDENTIAL** areas should be made available wherever possible to adjacent, existing residential areas.

Implementation: Subdivision control process, technical liaison.

4.3.3 In the design and layout of new developments in **SUBURBAN RESIDENTIAL AREAS** special consideration should be given to the following:

- the character, scale and layout of existing adjacent residential areas
- updating and improving servicing facilities of existing areas
- the traffic flow on existing residential streets
- conservation of areas of natural, scientific, historical or archaeological significance
- orderly growth of residential communities

Implementation: Subdivision control process.

4.3.4 Applications for exclusion of the Agricultural Land Reserve lands in the Thompson Road area of West Popkum, designated **SUBURBAN RESIDENTIAL** in this plan, will be supported by the Regional Board provided that the applications meet the requirements set out in the joint study as per ALC Resolution No. 631/97.

**Designation Policies**

4.3.5 The plan map designates as **SUBURBAN RESIDENTIAL** those areas:

- partially subdivided into small parcels with potential for future urban and suburban development
- above the floodplain and generally free from geologic hazard, with suitable foundation and drainage characteristics
- easily accessible to public roads
- located outside the Agricultural Land Reserve and generally unsuitable for productive agriculture
- suitable for on-site servicing on relatively small lots.

4.3.6 SUBURBAN RESIDENTIAL AREAS may only be extended or created through plan amendment provided:

- additional lands that meet the designation policy above are identified
- development trends warrant such an extension or creation
- the creation or extension does not contravene the Community plan objectives and policies

Use Policies

4.3.7 SUBURBAN RESIDENTIAL AREAS may only be used for country residential, associated country residential, rural residential, local commercial, neighbourhood pub, agricultural, public and semi-public uses.

4.3.8 Notwithstanding number one above, resource extraction uses will be permitted provided that the area is zoned for the use intended and has been the subject of a plan amendment supported by studies which demonstrate that:

- such uses will not adversely affect surrounding lands
- such uses will not adversely affect the geological stability of adjoining lands
- such uses are in keeping with the development objectives and policies of this plan

Subdivision Policies

4.3.9 Land in SUBURBAN RESIDENTIAL AREAS shall only be subdivided in accordance with the standards of the Responsible Authorities except that the minimum parcel size shall not be less than:

- 2 hectares where there is no approved community water system;
- 1100 square metres in East Popkum and West Popkum, provided that the proposed development is to be serviced by an approved community water system, and complies with the servicing policies outlined in Part III, Section “7.2.2” Sewage Disposal of the plan. [Bylaw 0588, 2003]

4.3.10 Notwithstanding the above, land in SUBURBAN RESIDENTIAL AREAS located west of Highway No. 9 may be considered for rezoning to a zone that would permit parcels of less than 1100 square metres, provided that:

(a) In no case shall the parcel size permitted by the rezoning be less than 750 square metres.
(b) All lots in the proposed development shall be serviced by both an approved community water system and an approved community sewer system.

(c) The water and sewer services shall comply with the servicing policies for community water and sewer systems, as described in Part III, Sections 7.2.1 and 7.2.2.

(d) As part of the rezoning process the developer shall submit a detailed development plan with information including lot layouts, building sites, lot grading and drainage, and the location of community or linear parks.” [Bylaw 0588, 2003]

4.3.11 Where land in SUBURBAN RESIDENTIAL AREAS is proposed to be developed on the basis of on-site sewage disposal, land shall only be subdivided in accordance with the standards of the Responsible Authorities where: [deletion of first words of paragraph and number change - Bylaw 0588, 2003]

- provision has been made for a “back-up” tile field on each lot; and
- an engineering study and related documentation has demonstrated that the proposed development is suitable for long term on-site sewage disposal and that no danger exists for ground water pollution which could lead to environmental problems.

4.4 RURAL RESIDENTIAL AREAS

Description

The general emphasis of this plan is to direct the majority of development toward suburban residential and tourist commercial areas and to provide for a gradual improvement of standards and amenities in these areas. However, there is land outside these areas which is suitable for residential development, although at much lower densities because of access, foundation, servicing and/or topographic considerations. Such areas are designated RURAL RESIDENTIAL AREAS in this plan and will remain, during the life of the plan, in larger size parcels to maintain a low density, rural character for the area and to limit the demand for community services.

The plan provides for a variety of uses in RURAL RESIDENTIAL AREAS generally limited to low density activities with on-site water and sewage disposal. Such development is not permitted on lands susceptible to flooding or potentially subject to geological hazards. However, it is implicit in this designation that a broader range of uses are permitted than in the areas designated for more concentrated residential development. Provision is made for cottage industries,
uses associated with residential uses, and a range of other uses compatible with the area's rural character.

In general RURAL RESIDENTIAL areas are intended to maintain a lower density character; however, the plan does provide, through plan amendment, for smaller parcel sizes in strata-title subdivisions of a specialized character for retirement, recreational or seasonal use purposes. These would only be permitted where the development will not jeopardize the long term rural future of the area and does not impede the overall development strategy of the plan. A major consideration in the approval of any such development will be the protection of the tax base of the area from growing demands for public involvement in the costs of servicing schemes. In these areas the costs of providing servicing systems, such as shared water supply systems and sewage disposal systems, are to be borne by the developer and not the general taxpayer.

It is the Regional Board's policy that:

**General Policies**

4.4.1 RURAL RESIDENTIAL areas are established in the Community plan area to provide for a variety of lifestyles, to maintain a rural character, and to limit the demand for public services.

Implementation: Zoning, subdivision control process.

4.4.2 RURAL RESIDENTIAL AREAS shall be maintained on the basis of on-site services for the long term.

Implementation: Zoning, subdivision control process.

4.4.3 Where development proposals impact land adjacent to or bordering upon the Cheam Lake Wetlands Regional Park, the Board may impose conditions respecting the timing of construction, or vary or supplement the siting, size and dimensions provisions of the zoning and other bylaws to protect the natural environment of the park.

Implementation: Zoning, subdivision control process, development permits

**Designation Policies**

4.4.4 The plan map designates as RURAL RESIDENTIAL those areas:

- predominantly in large parcels
- largely unsuitable for soil-bound farm production
- suitable to support on-site servicing
- generally free of geological hazard
- not susceptible to flooding
- not intended for servicing improvement schemes

4.4.5 RURAL RESIDENTIAL AREAS may be extended or created through plan amendment provided:

- additional lands that meet the designation policy above are identified;
- the creation or extension does not contravene the Community plan objectives and policies and will not impede the realization of the development strategy;
- the area is not subject to potential geological hazard or flooding.

Use Policies

4.4.6 RURAL RESIDENTIAL AREAS may be used only for rural residential, associated rural residential uses, agricultural, public, and semi-public uses.

4.4.7 Notwithstanding Section 4.4.6 above, resource extraction uses will be permitted provided that the area is zoned for the use intended and has been the subject of a plan amendment supported by studies which demonstrate that:

- such uses will not adversely affect surrounding lands
- such uses will not adversely affect the geological stability of adjoining lands
- such uses are in keeping with the development objectives and policies of this plan

4.4.8 Notwithstanding Section 4.4.6 above, RURAL RESIDENTIAL AREAS may also be used for self-contained, planned unit developments provided that:

- such uses are in a special zone in the zoning bylaw or subject to other special regulatory bylaws respecting location and development;
- the area to which this provision applies has been the subject of a zoning amendment supported by a feasibility study signed and sealed by an engineer licensed in the Province of British Columbia which demonstrates that the proposed development will be viable with on-site sewage disposal in the long term and that no danger exists for ground water pollution which could lead to environmental problems; and
- such uses are in keeping with the development objectives and general policies of this plan.

Subdivision Policies

4.4.9 Land in RURAL RESIDENTIAL AREAS shall only be subdivided in accordance with the standards of the Responsible Authority except that the minimum parcel size shall not be less than 2 hectares.
4.4.10 Notwithstanding the above, land in RURAL RESIDENTIAL AREAS may also be subdivided for self-contained, planned unit developments in accordance with a bare land strata plan approved by the Responsible Authority, provided that:

- an approved community water system or equivalent is provided upon subdivision;
- the method of sewage disposal is approved by the Medical Health Officer;
- the development of and location of the proposed subdivision complies with the use policies of this designation; and
- the minimum lot size under this provision shall not be less than 0.4 hectare (1 acre) or the equivalent net dwelling unit density.

4.5 HIGHWAY TOURIST RECREATION COMMERCIAL AREAS

Description

The purpose of the HIGHWAY TOURIST RECREATION COMMERCIAL AREAS designation is to provide for the establishment of two distinct and consolidated highway commercial areas in the Plan area: the Bridal Falls tourist recreation area and the Highway 9/Yale Road area. The designation identifies land in these areas which, because of its proximity to regionally significant tourist commercial areas and location with respect to development highway networks, is suitable for major tourist, retail accommodation and for entertainment facilities.

Several distinctions exist between the two tourist recreation commercial areas. The Bridal Falls area is located away from areas designated for future concentrations of residential growth and is less suitable for this type of year-round use. Moreover, the area has already developed a number of both large and small scale seasonal tourist commercial and retail attractions. The campgrounds and commercial tourist developments are appropriate uses in this area, for example, because they concentrate tourist traffic away from the agricultural, residential and other uses in the plan area. The plan policies also address the need for geotechnical engineering work for new developments and expansion of existing uses in the Bridal Falls area.

The Highway 9/Yale Road area, on the other hand, presents a considerably different picture. The Minter Gardens development was the first commercial attraction in the area, and the intersection now has potential for further highway commercial development in the future. However, the area is located closer to residential and agricultural areas than the Bridal Falls tourist commercial area and thus is better suited for uses more compatible with these areas such as: a service station, motor hotel, restaurant, etc. Campgrounds, for example, would not be appropriate in this immediate area.
The emphasis of all these policies is to establish adequate controls for the protection of the environmental amenities and character of HIGHWAY TOURIST RECREATION COMMERCIAL AREAS and to protect their long term viability as tourist commercial concentrations of regional significance. Also, in this context, the SERVICES policies in Part III, Section 7.2 of the plan have particular significance to the Bridal Falls area.

It is the Regional Board's policy that:

**General**

4.5.1 New private tourist commercial development should not create an adverse environmental impact on the local area, nor a tax burden for the general resident population.

Implementation: Zoning, subdivision control process.

4.5.2 For new HIGHWAY TOURIST RECREATION COMMERCIAL USES in the Bridal Falls tourist area, the Regional Board may require that they shall be serviced by an approved community water system and, where the drainage conditions on the site dictate, by drainage facilities in accordance with zoning and development permit area requirements.

Implementation: Development permits.

4.5.3 In approving new HIGHWAY TOURIST RECREATION COMMERCIAL developments, consideration shall be given to the following:

- the use does not reduce public access to Crown lands and significant natural assets in the area,
- the use is in keeping with the character of the area in which it is located and compatible with adjacent land uses,
- the use does not bring traffic through residential areas; and off-street parking is provided in accordance with zoning and regulatory bylaws.

Implementation: Zoning, subdivision control process.

4.5.4 The zoning bylaw for Electoral Area "D" will contain detailed regulations which aim to render mutually compatible HIGHWAY TOURIST RECREATION COMMERCIAL and other adjacent uses.

Implementation: Zoning.

**Designation Policies**
4.5.5 The plan map designates as HIGHWAY TOURIST RECREATION COMMERCIAL those areas:

- now used or zoned for tourist commercial developments which are compatible with other plan policies
- having direct access to an arterial or collector road
- not having a detrimental impact on surrounding land uses and environment
- having suitable slope, drainage and soil conditions for highway tourist commercial development
- not environmentally sensitive, and not comprising significant fish, wildlife or waterfowl habitat

4.5.6 HIGHWAY TOURIST RECREATION COMMERCIAL AREAS may be extended or created provided:

- additional lands that meet the designation policy criteria above are identified;
- regional recreation development trends warrant such an extension or creation;
- servicing appropriate to the intended use is available.

Use Policies

4.5.7 HIGHWAY TOURIST RECREATION COMMERCIAL AREAS may be used only for major tourist recreation commercial, commercial campgrounds and R.V. parks (Bridal Falls area only), holiday parks (Bridal Falls area only), local tourist commercial, highway commercial, local commercial, country residential, associated country residential, public and semi-public uses.

4.5.8 All new HIGHWAY TOURIST RECREATION COMMERCIAL uses, other than public, semi-public, country residential, and associated country residential uses shall be subject to the following special considerations:

- that suitable buffer area or setback distances are maintained around tourist commercial developments;
- that suitable facilities can be provided for safe public access from an arterial and collector road and parking areas;
- that services suitable for the use intended are available or provided for;
- that the levels of development are compatible with the natural environment and do not impact negatively on natural resources.

Subdivision Policies

4.5.9 Land in HIGHWAY TOURIST RECREATION COMMERCIAL AREAS shall only be subdivided in accordance with the standards of the Responsible Authority, except that the minimum parcel sizes required for specific land uses shall not be less than 2 hectare where on-site services are provided.
4.5.10 Notwithstanding the above, where a community water system is provided, land in HIGHWAY TOURIST RECREATION COMMERCIAL AREAS shall only be subdivided in accordance with the standards of the Responsible Authority, except that the minimum parcel size required for specific land uses shall not be less than 0.2 hectare.

4.5.11 Notwithstanding the above, for Holiday Parks where an approved community water system is provided and an approved community sewer system is provided, parcels greater than 6 ha in HIGHWAY TOURIST RECREATION COMMERCIAL AREAS may be subdivided according to a bare land strata plan approved by the Responsible Authority, provided that the minimum area permitted for Holiday Park lots shall be:

- 130 m² for strata title recreational vehicle lots,
- 250 m² for strata title park model trailer lots,
- 560 m² for strata title holiday home lots,
- 560 m² for strata title holiday park operator lots.

4.6 LIMITED USE AREAS

Description

LIMITED USE policies are intended to restrict intensive development in environmentally sensitive or geological hazards areas in areas with limited access and in areas isolated from community services and development. The land use and subdivision policies in this designation are intended to minimize detrimental impacts on land and water in these areas. If future studies show that an area can accommodate a broader range of uses without environmental damage, it may be redesignated through plan amendment.

The Regional Board may also, however, impose further restrictions on LIMITED USE AREAS which are located in environmentally sensitive or geological hazards areas. For example, watersheds servicing community water supplies, and reservoir areas should be protected from incompatible land uses and development in the interests of public health and safety. Where such areas are located on Crown land, the Regional Board supports in principle, the completion of integrated resource management plans undertaken by Provincial Agencies. On adjacent private plans the Board will endeavour, through the zoning, subdivision, and development permit process, to maintain appropriate land use controls to protect the watershed or other resource. Further Regional Board policies respecting these areas are contained in Part III, Section 7.5 of the plan, in policies for environmentally sensitive and geological hazards areas, and in Schedules D3 and D4.
LIMITED USE areas are inappropriate for concentrated developments; however, they may be suitable for many outdoor recreational uses including church camps, dude ranches, and some kinds of campground development. These uses will be controlled and regulated in the zoning bylaw. Nonetheless, the general policy of this plan respecting LIMITED USE areas is to prevent isolated development, to protect the environment, and to preserve and buffer areas of environmental sensitivity.

It is the Regional Board's policy that:

General Policies

4.6.1 LIMITED USE areas shall remain in a low density rural character.

Implementation: Zoning, subdivision control process, policy.

4.6.2 Except where specifically prohibited, forestry, mining and recreation will be permitted in LIMITED USE areas.

Implementation: Policy and zoning.

4.6.3 Special consideration may be given to the design and siting of new development in LIMITED USE areas in environmentally-sensitive and watershed areas.

Implementation: Policy and development permits.

Designation Policies

4.6.4 The plan map designates as LIMITED USE:

- areas with difficult site features
- areas isolated from community services and development
- areas having limited access
- areas suited, because of their location and site characteristics, for multiple uses at low densities, including limited outdoor recreational developments
- private land in community watersheds

4.6.5 LIMITED USE areas may be extended or created through plan amendment when new areas with any of the above characteristics are identified.

Use Policies

4.6.6 LIMITED USE areas may be used only for rural residential, associated rural residential, agricultural, resource extraction, low density commercial recreation, public, and semi-public uses.
Subdivision Policies

4.6.7 Land in LIMITED USE areas shall only be subdivided in accordance with the standards of the Responsible Authority, except that the parcel size shall not be less than 8 hectares (20 acres).

4.7 PARK AREAS

Description

The PARK AREAS designation identifies publicly-owned parkland which is of provincial, regional or local significance. The designation includes provincial and regional parks, wildlife conservation reserves and areas identified for expansion of existing parks. Development with these parks is limited to that related to recreation uses.

Specific policies related to the dedication of community parks in small lot subdivisions are presented in Part III, Section 7.4 of the Plan.

It is the Regional Board's policy that:

General Policies

4.7.1 Areas of significant recreation or conservation potential should be reserved for future park development.

Implementation: Technical liaison, zoning, subdivision process.

4.7.2 The acquisition and maintenance of park land and recreational access to Cheam Lake and the Fraser River will be encouraged and supported by the Regional Board.

Implementation: Subdivision and development process, zoning and development permits

4.7.3 Lands lying adjacent to Cheam Lake shall be the subject of a Development Permit Area regulation for the protection of the natural environment of the lakebed, the wildlife habitat, and local environment.

Implementation: Development permits.

4.7.4 An active land acquisition policy shall be maintained to add to the land base of the Cheam Lake Wetlands Regional Park to provide additional wildlife habitat,
recreational land, or buffer areas for the lakebed where such lands become available for purchase or dedication.

Implementation: Land acquisition policy, subdivision and development process.

4.7.5 In order to:

i) provide for walking and cycling access to park and recreation areas and facilities in the area and to provide enhanced opportunities to enjoy the natural environment of the area,

ii) promote public health, and

iii) encourage developments that are economically beneficial and appropriate to the recreational amenities of the area,

subdivision development will provide appropriate and required linear parkland in combination with sidewalk and roadway to establish an effective, useable and circuitous pedestrian and cycling parkway/boulevard system to link subdivision development with neighbourhood parks, Cheam Lake Wetlands Regional Park and Minter Gardens in the Highway 9/Old Yale Road area in a manner consistent with, or equivalent to, the intent outlined in Figure III.4

Implementation: Subdivision process and parkland dedication policy.

Designation Policies

4.7.6 The plan map designates as PARK those areas owned or under long-term lease by a Responsible Authority for public recreation use of regional or local significance including provincial parks and recreation reserves, existing community parks, and land of significant recreation potential which is suitable to reserve for future public and park use.

4.7.7 PARK AREAS may be extended or created through plan amendment provided that additional lands that meet the designation policy above are identified.

Use Policies

4.7.8 PARK AREAS may be used only for recreation, conservation and ancillary uses, except as otherwise provided by the Responsible Authority. Land located within the Agricultural Land Reserve may be used for agricultural uses.

Subdivision Policies

4.7.9 Land in PARK AREAS shall only be subdivided under circumstances where subdivision is required in the interests of responsible park management.
5. DEVELOPMENT PERMIT AREAS

5.1 Development Permit Area No. 1-D:

Development Permit Area No.1-D which shall be known as "Bridal Falls Development Permit Area 1-D" is designated pursuant to Section 879(1) of the Municipal Act.

Category of Designation:

(a) protection of the natural environment; and
(b) form and character of commercial development.

Area of Application:

Development Permit Area No. 1-D, as shown on Schedule D5.

Justification:

The following conditions and objectives apply to Development Permit Area No. 1-D:

Conditions:

(a) groundwater constraints to permitted highway commercial uses;
(b) surface water quality subject to degradation;
(c) mutual interdependence of tourist commercial developments.

Objectives:

(a) to prevent contamination of groundwater;
(b) to protect surface water quality for downstream users;
(c) to ensure adequate long-term servicing in relation to the siting and scale of development;
(d) to ensure compatibility in the siting and form of development.

Guidelines:

In issuing development permits in this area the following guidelines will apply:

5.1.1 Land within 15 m of the natural boundary of Popkum Creek, Bridal Creek, Rose Creek, Karr Creek, should remain free of development except where a development plan has the written support of Ministry of Environment, and includes appropriate vegetation to maintain water quality and shoreline and streambank integrity.
5.1.2 In areas where water is subject to degradation, on-site sewage disposal, water supply and drainage systems may be prohibited.

5.1.3 Proposed developments may be required to demonstrate through an engineering study, signed and sealed by an engineer licensed in British Columbia, that the proposed sewage disposal, water supply and site drainage facilities are adequate and will not lead to environmental problems in the long term.

5.1.4 Developments should be designed to comply with the Land Development Guidelines for the Protection of Aquatic Habitat.

5.1.5 Conditions may be imposed with respect to the sequence and timing of construction, so as to protect water quality and fish resources, to minimize disruption to local businesses during the tourist season and to ensure that construction is completed within a defined period.

5.1.6 The natural setting of development sites should be disturbed as little as possible and landscaping should be provided to reflect the rural character of the area and complement the Provincial Park.

5.1.7 All buildings and structures should be compatible with the area and with existing uses in terms of character, scale and form of development.

5.1.8 In order to protect existing rural residential uses, natural buffer areas of 15 m from property boundaries should be maintained and view-obstructing screening should be provided in any developments involving commercial use which abuts a property of less than .4 ha zoned Residential, Country Residential or Rural.

5.1.9 A development permit shall not be required for construction of, addition to, or alteration of a single-family residential building or accessory residential building except where the development proposal relates to or is affected by conditions 6.1.1 to 9.1.8 above, provided that the proposal complies in all respects with the policies of the Plan, the Zoning regulations, and all other bylaws of the Regional District.

5.2 Development Permit Area No. 2-D

Development Permit Area 2-D, which shall be known as "Cheam Lake Development Permit Area 2-D" is established pursuant to Section 879(1) of the Municipal Act.

Category of Designation:

(a) protection of the natural environment.
Area of Application:

Development Permit Area No. 2-D, shown on Schedule D5.

Justification:

The following conditions and objectives apply to the Development Permit Area No. 2-D:

Conditions:

(a) significant wildlife habitat and populations;
(b) Cheam Lake reclamation project.

Objectives:

(a) to protect Cheam Lake waterfowl and other wildlife resource values;
(b) to control land use so as to facilitate reclamation of the lakeside and future conservation;
(c) to prevent degradation of surface and groundwater.

Guidelines:

In issuing development permits in this area the following guidelines will apply:

5.2.1 Land below 37.5 m elevation geodetic and land within 30 m of the surveyed lakeside boundary shall remain free of development.

5.2.2 Development shall be screened from the lakeshore through the use of natural vegetation.

5.2.3 The dedication of natural watercourses or the construction of works to preserve or enhance natural watercourses, may be required for the purposes of environmental protection.

5.2.4 On-site sewage disposal, water supply and drainage systems may be prohibited in areas below 37.5 m elevation geodetic, and within 30 m of the surveyed lakeside boundary.

5.2.5 The sequence and timing of construction shall be controlled so as to avoid conflict with fish and wildlife resources.

5.2.6 Construction activities should include appropriate controls to minimize the discharge of sediment into waterbodies.
5.2.7 A development permit shall not be required for construction of, addition to, or alteration of a single-family residential building or accessory residential building except where the development proposal relates to or is affected by conditions 6.2.1 to 6.2.6 above, provided that the proposal complies in all respects with the policies of the Plan, the Zoning regulations, and all other bylaws of the Regional District.

5.3 Development Permit Area No. 3-D

Development Permit Area No. 3-D, which shall be known as "Geological Hazard Development Permit Area 3-D" is designated pursuant to Section 879(1) of the Municipal Act.

Category of Designation:

(a) protection of the natural environment; and
(b) protection of development from hazardous conditions.

Area of Application:

Development Permit Area No. 3-D as shown on Schedule D5.

Justification:

The following conditions and objectives apply to Development Permit Area No. 3-D:

Conditions:

(a) high potential for geological hazards;
(b) groundwater recharge area; and
(c) surface water quality subject to degradation.

Objectives:

(a) to direct development away from geological hazards;
(b) to ensure adequate assessment and mitigation of geological hazards;
(c) to allow for land use suitable under hazardous conditions, in accordance with geotechnical studies.
(d) to prevent contamination of the groundwater resource;
(e) to protect surface water quality for downstream users; and
(f) to ensure adequate long-term servicing in relation to the siting and scale of development.

Guidelines:
In issuing development permits in this area, the following guidelines apply:

5.3.1 A site specific geotechnical study may be required pursuant to Section 920(11) of the *Municipal Act*, in order to determine the use, and the conditions or requirements of use and density as they relate to health and safety of persons or the protection of property.

5.3.2 Development permits for specific land uses and densities should accord with the recommendations of site specific geotechnical studies.

5.3.3 Areas of land above and from the natural boundary of watercourses should remain free of development, except in accordance with the conditions recommended in site specific geotechnical studies.

5.3.4 Specific work may be required to preserve and stabilize natural watercourses.

5.3.5 On-site sewage disposal, water supply and drainage systems may be prohibited in areas of unstable soil and areas where water is subject to degradation, except as otherwise recommended in engineering studies.

5.3.6 Vegetation shall be planted or retained in order to protect watercourses and fisheries, as requested by the Ministry of Environment.

5.3.7 Proposed developments may be required to demonstrate through an engineering study, signed and sealed by an engineer licensed in British Columbia, that the proposed sewage disposal, water supply and site drainage facilities are adequate and will not lead to environmental problems in the long term.

5.3.8 Developments should be designed to comply with the Land Development Guidelines for the Protection of Aquatic Habitat.

5.3.9 Conditions may be imposed with respect to the sequence and timing of construction, so as to protect water quality and fish resources, to minimize disruption to local businesses during the tourist season and to ensure that construction is completed within a defined period.

5.3.10 A development permit shall not be required for construction of, addition to, or alteration of a single family residential building, or accessory residential building where: (a) a site-specific geotechnical report determines that the site may be used safely for the use intended, or (b) the type of construction, addition, or alteration does not affect or relate to matters of health, safety, or the protection of property from damage; and, the development proposal complies in all respects with the policies of the Plan, the Zoning regulations, and all other bylaws of the Regional District.
5.4 Development Permit Area No.4-D

Development Permit Area No.4-D, which shall be known as "Agricultural Protection Development Permit Area 4-D is designated pursuant to Section 879(1) of the Municipal Act.

Category of Designation:

(a) protection of farming

Area of Application:

Development Permit Area No. 4-D as shown on Schedule D5.

Justification:

The following conditions and objectives apply to Development Permit Area No. 4-D:

Conditions:

(a) potential for land use and other conflicts related to residential development adjacent to agricultural land

Objectives:

(a) to ensure compatible development between adjoining residential and agricultural land uses
(b) to provide guidelines for residential subdivision abutting agricultural land and to avoid potential conflict between agricultural and urban conflicts.

Guidelines:

In issuing a development permit in this area, the following guidelines apply:

5.4.1 Residential subdivision proposals should have regard for adjoining agricultural land uses and be designed to minimize land use conflicts.

5.4.2 Any subdivision of land adjacent to agricultural land should be designed to include a buffer along the agricultural land. The densities and the intensity of uses towards the boundary with the Agricultural designated area should be gradually reduced. In order to reduce the opportunities for encroachment into farming areas, road ends or road frontages next to agricultural land should be avoided, except as may be necessary for access by farm vehicles or public safety.
5.4.3 Any building envelope in a proposed subdivision should be located a minimum of 25 meters (82 feet) from the edge of the agricultural land. For lots abutting the agricultural land having no further subdivision potential or having site constraints, the Regional Board may consider reducing this distance to the greater of 7.5 meters (15 feet) or minimum setback required by the Zoning Bylaw, provided that the principal building is located and designed to reduce impact from the activities associated with farm operations (e.g. avoiding or reducing the number of doors, windows and outdoor patios facing the agricultural land).

5.4.4 A continuous minimum 3 meter (10 feet) wide landscaped buffer between any new development and the agricultural land shall be provided and maintained in accordance with the Agricultural Land Commission’s report “Landscape Buffer Specifications, Schedule A, A.1”. Specific work may be required to preserve and stabilize the natural buffer area. Simple vegetative screens incorporating fencing and planting to screen noise, view, dust, sprays and trespass prevention may be required as a condition of the development permit. Any existing mature trees within the buffer area are to be preserved. A majority of the plant material selected should be low maintenance, indigenous vegetation and should be able to survive with little or no fertilization. No building or structure shall be built within the buffer area. A restrictive covenant to maintain the buffer is required. The owner or the applicant shall be required to execute and register against the title a covenant in favour of the Regional District and the Agricultural Land Commission addressing the protection and maintenance issues of the buffer zone. A sample covenant is attached to the Agricultural Land Commission’s report “Landscape Buffer Specifications”.

5.4.5 A development permit is only required for land which is subject to a subdivision application of two or more lots. A development permit is not required for development taking place on land which is located more than 30.00 meters from an agricultural land designation.

5.5 Development Permit Area No. 5-D

Development Permit Area 5-D, known as the West Popkum Commercial Development Permit Area, is established pursuant to section 919.1 and 920 of the Local Government Act.

Category Designation:

Development Permit Area 5-D is designated for the following purposes:
(a) the establishment of objectives and the provision of guidelines for the form and character of commercial development; and,

(b) the protection of the natural environment, its ecosystems and biological diversity.

Area of Application:

Development Permit Area No. 5-D, as shown on Schedule D5.

Justification:

This plan designates the lands immediately surrounding the intersection of Highway No. 9 and Yale Road East as HIGHWAY TOURIST RECREATION COMMERCIAL (HTRC) to provide for tourist oriented uses which complement existing recreational developments in Bridal Falls yet are compatible with, and enhance, the suburban residential focus of West Popkum.

In order to successfully fulfil these dual roles, development on HTRC lands in West Popkum must be integrated into the local community in terms of design, finishing, landscaping, pedestrian connections and other site development features. The negative impacts of much highway commercial strip development must be avoided. These impacts often include a lack of buffering from adjacent uses and a form and character that homogenizes places and contributes little to, or detracts from, the aesthetics, liveability, and sense of place of the community. The form and character guidelines below are intended to protect the community from these undesirable aspects of highway commercial development.

The guidelines reflect a vision of the West Popkum commercial mode which includes high quality buildings accented with attractive landscaping, buffered from surrounding residential uses, and connected to the community by pathways and other linkages; commercial buildings that are finished with natural colours and materials such as wood and stone, and make minimal use of vinyl, plastic and pastel colours; and architecture takes cues from the surrounding rural landscape and reflects the agricultural and/or resource-based traditions and economy of Popkum.

The importance of the West Popkum commercial node to the community makes it particularly sensitive to incompatible development. Residents have expressed concern that commercial uses should not detract from the surrounding residential uses or the natural environment. The aesthetic quality and integrity of the environment is vital to the appeal and success of the community.

The Yale Road/Highway No. 9 intersection services as both the focus of surrounding residential neighbourhoods and as the entryway to the community for most visitors. It is a high visibility commercial node which contributes
significantly to the overall character and appearance of the community. It is critical, then, that development at this intersection provides a distinct sense of arrival and reflects the environmental and cultural context of Popkum.

It is also critical for tourist recreation commercial developments. Increasingly, tourists are motivated by a desire to experience places, landscapes, and cultures. Development that reflects and enhances the natural and cultural landscape will be well positioned to capitalize on this trend towards cultural and eco tourism. As a result, developers may also wish for guidance with respect to form and character of their projects in this area.

To protect the natural environment, new commercial uses should be served, where possible, by connection to the community water system. On-site disposal of sanitary waste produced on site must also be adequate as no community sewer system is anticipated in the immediate future.

The boundaries of Development Permit Area 5-D may be amended from time to time to include areas of new commercial development designated HIGHWAY TOURIST RECREATION COMMERCIAL in the West Popkum area.

The following objectives and guidelines apply to Development Permit Area 5-D:

Objectives:

(a) to ensure compatibility in the siting and form of adjacent and nearby commercial developments;

(b) to enhance new commercial development by providing for planned landscaping, screening, access, lighting and signage standards.

(c) to ensure commercial development demonstrate a high level of design and are integrated into both the surrounding commercial uses and residential neighbourhoods;

(d) to ensure the form and character, including building materials and colour schemes, of commercial development reflects the environmental and cultural context of the community;

(e) to protect the amenities, including views, of existing residential areas by co-ordinating the character, form, and scale of new commercial development;

(f) to maintain visual values, including views to mountains and sky, and an open feeling along the rural highway;
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(g) to ensure that all new commercial uses are adequately served by the community water system; and,

(h) to ensure that all waste produced on site (sanitary sewage and storm drainage) are disposed of through community systems where provided for in this Plan or, elsewhere, through on-site systems which reflect the sensitivity of the local environment and the need to protect the ground water regime.

Guidelines:

In issuing development permits in this area, the following guidelines shall apply:

Pedestrian Linkages

5.5.1 Pedestrian linkages shall be provided between adjacent and opposite compatible commercial developments. In this instance, compatible developments are those a person might wish to visit on the same trip, ie. a motel, restaurant or major tourist attraction.

5.5.2 Where commercial services can be expected to be used by local residents, and where such services are adjacent to pedestrian routes or bikeways, services shall be accessible from these pathways.

5.5.3 For developments in which there is more than one building, pedestrian walkways between buildings shall be provided. Covered walks, arcades, landscaping and special paving are encouraged to connect buildings with pedestrian pathways, parking areas and roadways.

5.5.4 Pedestrian routes shall be constructed of a uniform and complementary material used throughout the development to link all pedestrian routes and bikeways, and shall be buffered where feasible from roadways, vehicular traffic, and parking areas.

Borders, Landscaping and Screening

5.5.5 The character of development, including landscaping and the form and character of buildings, shall provide for an attractive, safe, and distinct edge along the property frontages on Bunker, Cray, Caryks, Thompson and Yale Roads and Highway No. 9. Landscaping along these roadways shall provide visual continuity.

5.5.6 Landscape screening shall define and buffer surface parking, storage and service areas from adjacent residential uses, pedestrian corridors and roadside views. Landscaping and/or screening shall be used to provide visual privacy to any adjacent residential properties.
5.5.7 Landscaping should give preference to native species found locally and shall, where feasible, retain existing vegetation. In any case, all landscaping and screening shall meet or exceed the British Columbia Society of Landscape Architects and British Columbia Nursery Trades Association standards.

Parking Areas

5.5.8 Parking areas shall be setback three (3) metres from any lot line adjoining a residential use. Screening and/or landscaping shall be provided to buffer parking areas from adjacent residential uses.

5.5.9 Parking areas shall be screened from public roadways with landscaping or a combination of landscaping and earth berms.

5.5.10 Where parking areas abut a commercial building, a one (1) metre landscaped buffer strip shall be provided between the parking spaces and the building. Where appropriate, the use of walkways to separate parking spaces from buildings and to provide orderly and attractive pedestrian circulation, is encouraged.

5.5.11 Parking areas shall be designed to avoid large, unbroken expanses. Landscaping elements such as parking islands or medians shall be used to break up large parking areas into smaller cells. One shade tree shall be provided for every 10 parking spaces.

5.5.12 Parking areas shall be paved. All parking spaces shall be clearly delineated and provided with curbs or wheel stops.

5.5.13 Porous paving, paving stones, French drains and similar techniques are encouraged to facilitate exfiltration of storm water. Landscaped areas can further be used for retention and exfiltration of storm water.

Signs and Lighting

5.5.14 The size, location and design of free-standing commercial signs and other advertising structures not attached to buildings shall be compatible with uses and structures on adjacent properties. Fascia signage recessed into the facade of the building is strongly encouraged. The use, form and character of signage shall be consistent throughout the development.

5.5.15 The form and character of structures supporting free-standing signs, including architecture, materials, and colours, shall be consistent with and of comparable quality to that of the principal buildings. The use of natural materials, including exposed aggregate, is encouraged for structures supporting signs. Architectural
sign supports are encouraged. Single pole sign supports are strongly discouraged.

5.5.16 Site lighting shall be designed to minimize “light spill” onto adjacent residential or agricultural lands.

Siting, Design and Finishing of Buildings

5.5.17 New commercial developments shall be compatible with access, servicing, and signage conditions and constraints on adjacent lands.

5.5.18 Buildings shall be designed to complement a pedestrian scale and focus.

5.5.19 New commercial uses shall not be of a height and scale which negatively impact surrounding residential amenities, including views and sunlight penetration. New commercial developments shall not exceed one storey in height. However, the Regional District Board may consider a multi-story motel or hotel if the development will be a landmark or focal point of the commercial node and of high quality design, materials and architecture. The Regional District Board may also consider a small two story development on an individual lot with a single unit commercial space on the main floor and one dwelling unit for the owner/proprietor on the second floor provided that no other dwelling exists on the property, adequate residential amenities for the dwelling unit, including a rear yard with screening for privacy, are provided, and all other guidelines of the permit area are met.

5.5.20 New commercial buildings shall be designed to address all adjacent public roads or highways. Where a building face, other than the front of a building, is visible from a road or highway, a visually attractive appearance shall be provided by a combination of landscaping, finishing and fenestration of the structure to a similar standard as the front of the building.

5.5.21 Blank and monotonous facades shall be avoided. Building surfaces two stories high, where permitted, or exceeding fifteen (15) metres in length shall be relieved with changes of wall plane or differentiation that provides strong shadow or visual interest.

5.5.22 For developments in which there is more than one building, a cohesive visual relationship between buildings and structures, including structures supporting signs, shall be evident. Architectural consistency among all buildings and structures in a development shall be maintained through the use of similar roof pitches, proportion, height, materials, fenestration and design theme.

5.5.23 The primary building entrance shall be clearly defined and provide a sense of entry.
5.5.24 The architecture, including materials and colour schemes, of new developments should acknowledge the traditional agricultural and resource based economy and culture of the area, and should incorporate a clear and well articulated design concept. Buildings shall not be stylized in an attempt to use the building itself as advertising, particularly where the proposed architecture is the result of a corporate or franchise style.

5.5.25 Colour schemes used in new commercial developments should be based substantially on colours already found in the surrounding natural and cultural landscape and should not utilize pastel colours except possibly as accents. The use of natural finishing materials, such as well and stone, is strongly encouraged.

5.5.26 New commercial buildings and structures shall have pitched roofs to reflect the surrounding mountains, to preserve a feeling of openness along the highway and roads and to provide broad sightlines to mountains and the sky. Roofs shall have not less than a 4 in 12 pitch. All buildings and structures in a proposed development should have similarly pitched roofs.

5.5.27 New buildings shall be designed to maximize sunlight penetration to open areas and pedestrian areas.

5.5.28 New development and on-site services should be located so as not to preclude future uses of adjacent properties.

Protection of the Environment

5.5.29 All new commercial uses should be adequately served by the community water system and, where required by Plan policies, community storm drainage services.

5.5.30 Where on-site disposal of storm and/or sanitary sewage is proposed, an engineering study, certified by a Professional Engineer registered in the Province of British Columbia, shall be provided which demonstrates that the proposed methods of on-site disposal are adequate and will not lead to degradation of the ground water regime or other environmental problems in the long term.

5.5.31 On-site sewage disposal and drainage systems should be prohibited in areas where water is subject to degradation, except as otherwise recommended in engineering studies.

Information for Review and Approval

5.5.32 In order to assist with the review and approval of development permit applications, the Regional District Board may require:
Part III Development Permit Areas

(a) a site schematic showing vehicular and pedestrian circulation, and the design and layout of pathways and linkages;
(b) a landscaping plan;
(c) a scaled plan showing the layout and design of parking areas, storm water infrastructure, and lighting;
(d) scaled drawings showing the design, materials and colour scheme of proposed free-standing signs and sign supports;
(e) scaled architectural elevations of proposed buildings and structures showing finishing materials and colour schemes, and colour architectural renderings of the proposed development;
(f) a scaled site plan showing the siting of all proposed buildings and structures; and
(g) other information required to demonstrate that the proposed development meets the development permit area guidelines.

Exclusion

5.5.33 A development permit shall not be required for the subdivision of land.

5.5.34 A development permit shall not be required for the construction of, addition to, or alteration of a single-family dwelling or accessory residential building where no commercial component is present.

5.5.35 A development permit shall not be required for interior renovations.

5.5.36 A development permit shall not be required for exterior maintenance of repairs which do not involve substantial changes in the exterior finish, colour scheme, or size of the building." [Addition, Bylaw 0387, 2000]
5.6 Development Permit Area No. 6-D [Byl # 1263, 2014]

Category of Designation:

“Riparian Areas Development Permit Area 6-D” is designated pursuant to Section 919.1 (1)(a) of the Local Government Act for the protection of the natural environment, its ecosystems and biological diversity.

Area of Application:

Development Permit Area 6-D consists of all those parcels of land:

a. within the area of this Official Community Plan; and,

b. entirely or partially within a Riparian Assessment Area, which is:

i. for a stream, the 30 metre strip on both sides of the stream, measured from the high water mark;

ii. for a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 metres beyond the top of the ravine bank; and,

iii. for a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 metres beyond the top of the ravine bank.

For convenience, mapped streams are generally shown on Schedule D5, Map 2 of 2. Note that Riparian Areas Development Permit Area 6-D includes the Riparian Assessment Areas associated with all streams within the Plan area, whether mapped or unmapped, including but not limited to the streams shown on Schedule D5, Map 2 of 2.

Justification:

Electoral Area D contains streams and riparian areas that directly or indirectly provide natural features, functions and conditions that support fish life processes. The Fish Protection Act and the Riparian Areas Regulation require local governments to protect these streams and riparian areas when exercising powers with respect to residential, commercial and industrial development. In the opinion of the Regional Board, this development permit area provides a level of protection that is comparable to the Fish Protection Act and the Riparian Areas Regulation.

Objectives

The objective of Development Permit Area 6-D is to protect the natural environment, its ecosystems and biological diversity. More specifically, this DPA will protect streams and riparian habitat primarily through the involvement of qualified environmental professionals and the identification of Streamside
Protection and Enhancement Areas (SPEAs) that should remain free of development, including the disturbance of soils and vegetation.

Activities Requiring a Permit

5.6.1 A development permit must be obtained prior to:
   a. the subdivision of land;
   b. residential, commercial, institutional or industrial development including:
      i. the alteration of land;
      ii. the disturbance of soil or vegetation; or
      iii. construction of or addition to a building or structure;
   within a riparian assessment area.

Exemptions

5.6.2 Notwithstanding Section 5.6.1, a development permit is not required for the following:

   a. development that does not involve residential, commercial, institutional or industrial uses;
   b. residential, commercial, institutional and industrial development that is demonstrated to be outside of a Riparian Assessment Area;
   c. residential, commercial, institutional and industrial development within a riparian assessment area where the development is separated from the stream by a dedicated and developed public road right-of-way;
   d. renovations or repair of a permanent structure on an existing foundation to an extent which does not alter or increase the building footprint area;
   e. minor additions to an existing building or structure, such as an increase in floor area up to 25% of the existing footprint, provided that the addition is located on the side or part of the building or structure most distant from the stream;
   f. development in accordance with a registered covenant or approved development permit that pertains directly and explicitly to riparian habitat protection, which:
      i. is registered in favour of the Fraser Valley Regional District and/or Provincial or Federal interests; and
      ii. establishes a riparian buffer;
   g. routine maintenance of existing landscaping or lawn and garden areas;
   h. removal of trees determined by a Certified Arborist or Registered Professional Forester (who is qualified to do tree risk assessment) to represent an imminent risk to safety of life and buildings;
   i. forestry activities on Crown land undertaken under an approved Forest Stewardship Plan approved by the Ministry of Natural Resource Operations in accordance with the Forest & Range Practices Act;
   j. riparian habitat enhancement or restoration works under the guidance of Provincial and Federal agencies;
k. installation of seasonal play or recreational equipment on existing yard/lawn areas, such as sandboxes or swing sets;
l. paths for personal use by the parcel owners, provided they do not exceed approximately 1.0 metre in width; are constructed of pervious natural materials with no concrete, asphalt, pavers or treated wood; do not involve structural stairs; require no removal of streamside vegetation; and do not impair stream bank stability;
m. local and regional park facilities;
n. emergency actions necessary to prevent, control or reduce immediate and substantial threats to life or property during flood, debris flood/flow, erosion, landslide, avalanche, stream avulsion and other geohazards events;
o. repair, maintenance and improvement of flood protection infrastructure and all related ancillary or accessory works, regulated and approved by Federal or Provincial agencies;
p. the development of an approved community water or sanitary sewer system that is not ancillary to residential, commercial or industrial development;
q. Federal and Provincial regulated utilities, including railways, transmission lines or pipelines;
r. public road or highway works;
s. repair or replacement of an existing driveway, culvert or bridge and,
t. the construction of a single storey, detached residential accessory building or structure which is not intended to be used for any "residential occupancy" and which had a floor area not exceeding 20 square metres (215 square feet) and where:
   i. the building or structure is located as far from the stream as possible and in the location on the parcel that minimizes impacts to riparian habitat; and,
   ii. it is not possible to construct the building, structure or deck outside the riparian assessment area.

5.6.3 Where there is uncertainty regarding the location of development in relation to a Riparian Assessment Area or the nature of a stream, the Regional District may require:
a. a plan prepared by a BC Land Surveyor or Qualified Environmental Professional to confirm whether the planned disturbance is within the Riparian Assessment Area; or
b. a report prepared by a Qualified Environmental Professional to determine if the stream satisfies the definition criteria.

Guidelines

In order to achieve the objectives of Development Permit Area 6-D, the following Guidelines shall apply to the issuance of Development Permits:
Issuance of Development Permits

5.6.4 Each development permit application should, as a minimum, be accompanied by:
   a. where applicable, an Assessment Report prepared by a QEP in accordance with the Assessment Methods and Development Permit Area 6-D guidelines for the purpose of determining the applicable SPEA and other measures necessary for the protection of riparian areas;
   b. a scaled siting proposal clearly and accurately identifying all streams and water features, high water mark, top of bank, top of ravine bank, edge of wetland, riparian assessment area and the SPEA boundary in relation to existing and proposed property lines and existing and proposed development, as well as the locations of works and activities recommended in the Assessment Report; and,
   c. written certification that the proposed development is consistent with the Guidelines of Development Permit Area 6-D and the Riparian Areas Regulation, and identifying any mitigation or compensation measures that are consistent with the Guidelines, including measures that may be specified as Development Permit conditions.

5.6.5 Pursuant to the Riparian Area Regulation and the Local Government Act, the Assessment Report prepared by a QEP should specifically consider and make recommendations respecting:
   a. the siting of buildings, structures or uses of land;
   b. areas to remain free of development;
   c. the preservation, protection, restoration or enhancement of any specified natural feature or area;
   d. works to preserve, protect, or enhance a natural watercourse or other specified environmental feature;
   e. protection measures to be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage, or control erosion or protect the banks of watercourses; and,
   f. timing of construction to avoid or mitigate impacts.

5.6.6 Where a development permit relates to the subdivision of land, an Assessment Report prepared by a QEP should:
   a. identify adequate building sites - including but not limited to building locations; front, rear and side yard areas; site services including sewage disposal facilities and water supplies; access; and, parking - on each proposed lot;
   b. identify streams that may be impacted by the proposed development; and
c. consider whether any natural watercourses should be dedicated pursuant to Section 920(7)(c) of the Local Government Act.

5.6.7 The Regional District is authorized to issue a Development Permit after receiving:
   a. notification by the Ministry of Environment that Fisheries & Oceans Canada and the Ministry have been:
      i. notified of the development proposal; and,
      ii. provided with a copy of an assessment report which meets the requirements of the Riparian Areas Regulation; or,
   b. documentation demonstrating that Fisheries & Oceans Canada has, with respect to the proposed development, authorized the “harmful alteration, disruption or destruction” of fish habitat pursuant to Section 35 of the Fisheries Act or amendments thereto.

5.6.8 A development permit may include as a term or condition any recommendation made by QEP in an Assessment Report respecting:
   a. the siting of buildings, structures or uses of land;
   b. areas to remain free of development;
   c. the preservation, protection, restoration or enhancement of any specified natural feature or area;
   d. dedication of natural water courses to the Crown;
   e. works to preserve, protect, or enhance a natural watercourse or other specified environmental feature; and,
   f. protection measures to be taken to preserve, protect, restore or enhance fish habitat or riparian areas, control drainage, or control erosion or protect the banks of watercourses.

5.6.9 A development permit may impose terms and conditions respecting the:
   a. sequence and timing of construction including but not limited to timelines for completion of the works identified in the permit;
   b. co-ordination of geotechnical recommendations by a Qualified Environmental Professional or Professional Engineer licensed in Province of British Columbia;
   c. minor modification of a SPEA as generally described in the Riparian Area Regulation Implementation Guidebook where no impacts to fish habitat occur and as recommended in an Assessment Report by a Qualified Environmental Professional.

5.6.10 A development permit may vary or supplement a bylaw under Division 7 or 11 of the Local Government Act provided that the variance or supplement is in accordance with the objectives and guidelines of Development Permit Area 6-D.
Measures to Protect the Streamside Protection and Enhancement Area

5.6.11 Land shall be developed strictly in accordance with the development permit issued.

5.6.12 No building or structure of any kind should be located, no vegetation should be disturbed, and no soils should be removed or deposited within a Streamside Protection and Enhancement Area except in accordance with the development permit and Assessment Report.

5.6.13 The SPEA boundary should be clearly flagged, staked or otherwise marked during all development phases to avoid encroachment into the Streamside Protection and Enhancement Area.

Geotechnical Hazards

5.6.14 Where a proposed development requires geotechnical evaluation pursuant to a geotechnical hazard development permit area or Section 25 of the Community Charter, the riparian assessment should be coordinated with the geotechnical evaluation in order to provide a comprehensive development permit application.

Permit Security

5.6.15 The Regional District may require the applicant to provide security in the form of cash or an unconditional, irrevocable and automatically renewing letter of credit in cases where:
   a. security for the performance of conditions respecting landscaping is necessary;
   b. the Regional District considers that damage to the natural environment could result as a consequence of a contravention of a condition in a development permit;
   c. the Regional District considers that unsafe conditions could result as a consequence of a contravention of a condition in a development permit; or,
   d. the permit holder is required to retain, restore or replace native vegetation.

5.6.16 The amount of the security should be sufficient to cover the cost of any work that may be undertaken by the Regional District to correct deficient landscaping conditions, an unsafe condition, and damage to the natural environment that could reasonably be expected to result from the contravention of the permit.

5.6.17 A Letter of Undertaking signed and sealed by a Qualified Environmental Professional may be accepted in lieu of security where:
Part III
Development Permit Areas

a. the nature of required works, such as landscaping, are minor and the risk of damage to the natural environment is low;
b. the Letter of Undertaking is signed and sealed by a Qualified Environmental Professional; and, the Qualified Environmental Professional will undertake the works and provide to the Regional District a post-construction certification and inspection report as outlined in Section 5.6.18.

Post-Construction Certification and Inspection

5.6.18 Upon completion of the works authorized by a development permit - and for certainty upon expiry of any timeline for completion of works established as a term or condition of a development permit - the holder of the permit must submit to the Regional District and the Ministry of Environment post-construction certification from a QEP which:

a. certifies that the development has been carried out in accordance with the Assessment Report and that terms and conditions set out in the assessment report and the development permit have been properly implemented; or,
b. identifies and documents all instances of non-compliance with the assessment report and the development permit and any measures necessary to correct deficiencies, including any works that should be undertaken by the Regional District as contemplated by Section 5.6.16.

5.6.19 The requirement for post-construction certification and inspection may be waived by a condition in a development permit.

Offence

5.6.20 Failure to:

a. obtain a development permit where one is duly required; or,
b. develop land strictly in accordance with a development permit issued;
are offences under the Local Government Act and are contrary to the bylaws, regulations or policies of the Regional District. Upon summary conviction, penalties for offences may be up to the maximum set out in the Local Government Act.

5.6.21 Employees, officers and agents of the Regional District may enter, at all reasonable times, a property to inspect and determine whether the requirements of Development Permit Area 6-D and the terms and conditions of a development are being met.

Definitions

5.6.22 In DPA 6-D, the following terms have the meanings described below:
“Assessment Methods” means the assessment methods set out in the Schedule to the Riparian Areas Regulation.

“Assessment Report” means a report certified by a Qualified Environmental Professional and prepared in accordance with the Riparian Areas Regulation Assessment Methods and the guidelines of Development Permit Area 6-D to assess the potential impact of a proposed development in a riparian assessment area.

“development” includes the alteration of land, the disturbance of soil or vegetation, and construction of or addition to buildings and structures.

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

“Qualified Environmental Professional” and “QEP” mean a qualified environmental professional as defined in the Riparian Areas Regulation.

“ravine” means a narrow valley with an average grade on either side greater than 3:1 measured between the high water mark of the watercourse contained in the valley and the top of the valley bank, being the point nearest the watercourse beyond which the average grade is less than 3:1 over a horizontal distance of at least 15 metres measured perpendicularly to the watercourse;

“Riparian Assessment Area” means
a. for a stream, the 30 metre strip on both sides of the stream, measured from the high water mark;

b. for a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 metres beyond the top of the ravine bank; and,

c. for a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 metres beyond the top of the ravine bank.

“Riparian Areas Regulation” means B.C. Reg. 376/2004 and amendments thereto.

“Streamside Protection and Enhancement Area” and “SPEA” mean an area:

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 in accordance with the Riparian Areas Regulation on the basis of an Assessment Report provided by a Qualified Environmental Professional.

“stream” 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 or brook; or,
c. a ditch, spring or wetland that is connected by surface flow to something referred to in paragraph (a) or (b)
6. **TEMPORARY USE PERMITS**

Section 921 of the *Municipal Act* allows for the issuance of permits for temporary commercial or industrial uses in areas designated within an Official Community Plan. Temporary Use Permits may be issued for a period of up to 2 years, and may be renewed once. Table III.1 summarizes the types of uses which may be permitted by Temporary Use Permits within the community plan area.

It is the Regional Board's policy that:

6.1 The Official Community Plan area, as shown on Schedule D2, is designated for the issuance of Temporary Commercial or Industrial Use Permits.

6.2 A Temporary Commercial or Industrial Use Permit may be issued for the following commercial or industrial uses:

   (a) special events of a commercial nature which are of limited duration and which will not preclude or compromise future permitted uses on the proposed site of the temporary use;

   (b) short-term industrial activity such as portable asphalt plants, portable sawmills, heavy equipment storage and construction yards related to specific industrial projects of limited duration;

   (c) temporary sand and gravel extraction;

   (d) industrial or commercial uses which comply with the area designation policies but where appropriate zoning does not presently allow for such uses. To provide for temporary approval of transitional uses or uses where uncertainty exists as to their appropriateness or viability and where it is premature to decide upon rezoning and long-term land use rights, a temporary use permit may be issued for a limited period.

6.3 A Temporary Commercial or Industrial Use Permit may be issued for other temporary commercial or industrial uses but only within the Areas designated HIGHWAY TOURIST RECREATION COMMERCIAL on Schedule D2.
TABLE III.1: TEMPORARY USE PERMITS

<table>
<thead>
<tr>
<th>Type of Use Which May be Permitted</th>
<th>Area Where Permit May Be Issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Special commercial events</td>
<td>All designations</td>
</tr>
<tr>
<td>(b) Temporary sand and gravel operations</td>
<td>All designations</td>
</tr>
<tr>
<td>(c) Short-term industrial and construction uses</td>
<td>All designations</td>
</tr>
<tr>
<td>(d) Transitional industrial/commercial uses which comply with area</td>
<td>All designations</td>
</tr>
<tr>
<td>designation policies but where appropriate zoning is not available.</td>
<td></td>
</tr>
<tr>
<td>(e) Other industrial or commercial uses</td>
<td>Highway Tourist Rec. Commercial areas</td>
</tr>
</tbody>
</table>
7. **OTHER POLICIES OF THE PLAN**

In addition to the land use and land area designations policies, the plan contains Regional Board policies respecting:

- Transportation;
- Services;
- Boundaries and Administration;
- Social Services Policies;
- Conservation and Environmental Policies; and

These policies are broad in scope, usually affecting the entire area within the plan boundary or dealing with the relationship between settled areas and Crown lands. Often the policies deal with aspects of regional change and development not directly under the jurisdiction of the Regional Board. The implementation of many such policies involves technical liaison with provincial agencies and a referral process for thorough communication on all development and land use issues. Through these policies, the Plan attempts to exercise a positive influence on provincial policies and programs, to provide a cooperative regional/provincial basis for planning in the area and to streamline and clarify decision-making respecting land use and development.

7.1 **TRANSPORTATION AND SERVICES**

7.1.1 **Transportation Network**

When the original settlement plan for the area was prepared in the mid-1980s, the transportation issues of the time centered on the continued upgrading of the Trans-Canada Highway, development of a new grade-separated interchange on the east side of Bridal Falls, and provision of adequate access to tourist commercial development in Bridal Falls. Most of the improvements proposed in the original community plan have now been completed. Current transportation issues reflect the changes in the character of the plan area that have occurred with new suburban residential development in recent years.

Generally, transportation issues in the plan area pertain to the local travel needs of the growing suburban residential developments, and the relationship between these local demands with the regional and provincial road facilities that traverse the plan area. One potential local problem recognized by the plan is the tendency for road access to new subdivisions along Yale Road to develop in a “fish-bone” pattern, with dead end roads extending southward or northward off of Yale Road. This type of road pattern is undesirable for local traffic movements and does not encourage a sense of neighbourhood. It discourages pedestrian traffic and makes emergency vehicle access, utility and road maintenance
activities more prone to problems. Consequently, the plan encourages the development of minor, east-west connector roads within the new subdivision areas.

Some unused local road right of ways have been closed in recent years at locations where road access is not practical or will not be needed in the future. Additional minor unused road right of way closures are possible, especially in the area of the Yale Road and Highway 9 intersection, to create a more orderly and efficient access and land use pattern. These changes are indicated on Schedule D3, the Transportation Uses Map of this plan.

Two important provincial highway corridors traverse the plan area: the Trans-Canada Highway No. 1, and Highway No. 9, connecting Highway No. 1 with Agassiz, the Lougheed Highway No. 7, and surrounding areas across the Fraser River. As mentioned earlier, most of the improvements needed along Highway 1 have been completed over the last ten years or so. More pressure is being placed on the Highway 9 corridor, which runs through the developing Popkum suburban area north of Highway 1. Certainly, problems can arise when a regional, arterial highway crosses an area with developing suburban housing and tourist commercial attractions.

Some of these problems occur when new development is located adjacent to, or needs access onto, the regional road network. For example, future improvements to Highway 9 may require additional right of way to contain the roadway facility and to provide an acceptable level of traffic safety. Consequently, new development may need to be set back slightly further from the road right of way than the zoning bylaw currently requires, to provide for future right of way widening.

With increased development of course comes an increase in traffic. This effect is already being seen at the Yale Road and Highway 9 intersection. Traffic impact studies prepared for two different development proposals on the east side of the highway suggest that traffic signals are already required at the intersection, and that the need for signals will become more pressing as development proceeds. The studies do not suggest that additional traffic lanes or channelization are needed right now, but such improvements may become necessary in the future if significant traffic-generating development proceeds. The plan supports signalization of the intersection, to be financed by new development which places the increased demand on the intersection. As well, the plan supports a moderate design speed, urban cross-section Highway 9 configuration, with one or more at-grade intersections accessible by pedestrians, especially in the area of the Yale Road crossing; the plan does not provide for or anticipate a higher design speed, more intrusive highway configuration in this already developing setting.

Aside from the Yale Road intersection, the location of one or more additional at-grade intersections on the Highway 9 corridor is under review by the Ministry of
Transportation and Highways, in conjunction with the Regional District. The Ministry will be restricting access to new developments to these designated intersection locations; new, additional direct access onto Highway 9 will not be permitted in the future.

In addition to conventional vehicular transportation, it is important to provide for alternate modes such as cycling and walking. Cycling and walking have become more popular in recent years, for both recreation and transportation purposes, and the plan anticipates that these activities will become even more significant in coming years. Consequently, the plan supports the development of a non-vehicular transportation network in the area by means of a linear park system, as discussed in Part III, Section 7.4 of the plan. The plan also encourages the provision of designated bicycle routes adjacent to arterial roads or as dedicated bikeways, to serve local and regional transportation needs, in addition to their traditional use of such facilities for recreational purposes. As well, the plan supports and encourages the construction of a pedestrian underpass under Highway 9, serving as a portion of the linear park network connecting East and West Popkum. Construction of an underpass should be a required component of any significant commercial development on the east side of Highway 9 that is intended to provide local commercial services to West Popkum residents, at least as a portion of its market area.

POLICIES

It is the Regional Board's policy that:

1. The Regional District supports the closure of unused, unconstructed road right of ways, where such closures result in traffic pattern improvements and are not detrimental to the use of adjoining lands.

2. Minor connecting roads should be established within suburban residential subdivisions to provide for neighbourhood road patterns.

3. Significant development of lands immediately east of Highway 9 warrants the installation of traffic signals at the Yale Road intersection. The development resulting in the need for this improvement should finance the installation of signals. Additional lanes or channelization may be needed in the future.

4. Access to new developments along Highway 9 should be controlled and restricted to two or more planned intersection locations, including one at Yale Road.

5. The Regional District supports the Ministry of Transportation and Highways initiative to establish a long-term corridor plan for Highway 9.
6. The Regional District supports, where possible, the establishment of bicycle lanes adjacent to arterial roads, for transportation purposes in addition to recreation.

7. A pedestrian underpass under Highway 9 or an acceptable alternative crossing should be required for any significant commercial development on the lands identified on Figure III.6. The development of a pedestrian crossing may be through phased development agreements or similar arrangements.

Implementation of Transportation Network Policies will be via the zoning and subdivision process, issuance development permits, and liaison with Ministry of Transportation and Highways.

Figure III.6 - Highway 9 Pedestrian Crossing Commercial Development Lands
7.1.2 Transportation Schedule

The Transportation Uses Map, Schedule D3 of the plan, shows in graphic form some of the key transportation policies of the plan, and will help shape the road network in the developing parts of the plan area. The policies contained in the plan and shown on these maps, together with the necessary controls to keep land areas required for future roads and development free from conflicting uses, will be implemented by various means, including zoning bylaws, covenants, agreements, and/or development permits.

Five classes of roads are recognized in this plan, as follows:

CONTROLLED ACCESS HIGHWAY: A highway designated, pursuant to Part 6 of the Highway Act, R.S.B.C., 1996, Ch. 188, as a "controlled access highway" for through traffic. No new direct accesses to such highways are permitted where there exists, or can be created, alternate means of access. In Electoral Area "D", Highways 9 and Trans Canada Highway No.1 are designated as controlled access highways.

ARTERIAL: A street providing a continuous route primarily for through traffic with land access a secondary consideration. Arterial streets will usually be fed by 2 or more collectors.

COLLECTOR: A street performing the dual function of land access and distribution of traffic between local and arterial streets.

LOCAL: A street primarily designed for and providing land access with little or no provision for through traffic. Direct access is allowed to all abutting properties. The maximum length of a local street is 450 metres.

CUL-DE-SAC: A local street with an opening only at one end with a minimum turning radius of 15 metres at the other end. Generally, the maximum right-of-way length of a cul-de-sac is 150 metres; the minimum permitted is 15 metres.

7.1.3 Roadway and Right-of-Way Widths

Road standards in Electoral Area "D" are under the jurisdiction of the Ministry of Transportation and Highways. Standards for new roads must be established in the context of local site conditions and engineering requirements. However, the following classifications may be viewed as general guidelines for right-of-way and roadway widths in the community plan area.
Table III.2

GUIDELINES FOR ROADWAYS WITH CURBS

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>R/W WIDTH**</th>
<th>ROADWAY WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTERIAL</td>
<td>30m</td>
<td>+11.0m</td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>20m</td>
<td>11.0m</td>
</tr>
<tr>
<td>LOCAL</td>
<td>18m</td>
<td>8.6m</td>
</tr>
<tr>
<td>CUL-DE-SAC</td>
<td>15m</td>
<td>8.6m</td>
</tr>
</tbody>
</table>

* Standards for roadway and right-of-way widths may vary with local conditions and engineering requirements, and requirements for underground services. Also, Ministry of Transportation and Highways' policy for any roadway designated as a "significant network element" on Ministry plans is that it shall have a minimum pavement width of 14 metres, curb to curb.

** In hillside locations, and wherever necessary, the minimum road right-of-way width will be increased to contain cut and fill slopes at stable angles of repose.

Table III.3

GUIDELINES FOR ROADWAYS WITHOUT CURBS

<table>
<thead>
<tr>
<th>CLASSIFICATION</th>
<th>R/W WIDTH*</th>
<th>ROADWAY WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARTERIAL</td>
<td>30m</td>
<td>10.0m</td>
</tr>
<tr>
<td>COLLECTOR</td>
<td>25m</td>
<td>8.6m</td>
</tr>
<tr>
<td>LOCAL</td>
<td>20m</td>
<td>7.5m</td>
</tr>
<tr>
<td>CUL-DE-SAC</td>
<td>20m</td>
<td>7.5m</td>
</tr>
</tbody>
</table>

* In hillside locations, and wherever possible, the minimum road right-of-way width will be increased to contain cut and fill slopes at stable angles of repose.

Implementation: Zoning, subdivision control process, technical liaison.

Where existing roads have deficient right-of-way widths, the Ministry of Transportation and Highways may secure, wherever possible, additional land to remove all or part of the deficiency.

7.1.4 Access

Under the provisions of the Land Title Act, the Subdivision and Development Control Bylaw, and the zoning bylaw, each new parcel must be provided with adequate legal access and vehicle parking. In the case of high traffic generating commercial and other uses, the policies of the plan recognize the need for more than one legal access, especially for emergency vehicles and situations.
POLICIES

It is the Regional Board's policy that:

1. Land uses in the Plan area shall be provided with adequate and safe access commensurate with the level of traffic generated and need for emergency vehicle access.

   Implementation: Zoning, subdivision process, development permits, liaison with Ministry of Transportation and Highways.

2. New development of or extensions to existing high density recreation, campground and mobile home park uses shall be provided with two legal accesses, subject to Ministry of Transportation and Highways approval.

   Implementation: Zoning, subdivision process, development permits.

7.1.5 Other Transportation Policies

Problems associated with pedestrian and other non-vehicular movements between residential and park areas, and between the tourist attractions in the Bridal Falls area, have been raised in various forums such as public hearings on development proposals over the past several years. There are several ways of providing for improved pedestrian access, the most important being the construction of a linear park system as outlined in Part III, Section 7.4 of the plan. The Regional District will also work with the District Highways staff to request local road changes and improvements to facilitate safer pedestrian access. One example of this kind of work is the widened paved shoulders in the Bridal Falls area. The Regional Board will investigate requests for improvements as they arise from the community.

It is the Regional Board's policy that:

The various means of creating a pedestrian and other non-vehicular right-of-ways between established residential and park areas, and between tourist commercial developments within the plan area, shall be explored in cooperation with the Ministry of Transportation and Highways.

Implementation: Technical liaison
7.2 SERVICES

7.2.1 Establishment of Community Water Systems

New approved community water systems, within the meaning of the Health Act, may be established in three ways:

(1) Through the establishment of a community water system which is owned, operated or maintained by the Regional District pursuant to the Municipal Act; or

(2) Through the establishment of a community water system which is owned, operated or maintained by an Improvement District under the Municipal Act; or

(3) Through the establishment of a community water system which is regulated under the Water Utility Act.

A fourth alternative which may provide an equivalent for some kinds of development is through the establishment of a water system which is owned by a strata corporation.

Community Water Systems

Currently there are two separate community water systems owned and operated by the Regional District in the plan area; namely, the Bridal Falls Water Supply and Distribution system, and the West Popkum System Water Supply and Distribution system.

EAST POPKUM - BRIDAL FALLS

The Bridal Falls Water Supply and Distribution System was constructed during the late 1980s with strong support from local taxpayers. The Regional Board adopted the initial specified area taxation, loan authorization and development cost charge bylaws in 1985. The Development Cost Charge fund was established to ensure that new developments would contribute to the capital cost of the new water system and, since its introduction, all new commercial developments have paid into the fund.

In 1986, although not originally scheduled, major portions of the distribution system were constructed during the reconstruction of the Trans Canada Highway. Provincial grants covered a portion of the work.

Expansion of the water system in the future may occur based on local demand for community water services or sudden problems in existing water supplies. In the longer term, the system should be expanded to provide for a high elevation
reservoir for fire protection and domestic water storage. To facilitate this upgrade a variety of options will be pursued, including the possibility of connecting with the West Popkum system to provide one large water system for the Popkum-Bridal Falls area.

POLICIES

It is the Regional Board's policy that:

1. All new commercial uses in the Bridal Falls area shall be serviced by the community water system.

WEST POPKUM

An engineering study undertaken by Stanley Associates for the original planning process determined that the most effective and economical approach to provide water supply to West Popkum was to develop a separate system; extension of the District of Chilliwack water system was found to be a more expensive alternative. The original settlement plan therefore provided for establishment of a new community water system in West Popkum, drawing its supply from the area’s ample groundwater source, and developing in response to - and, for the most part, paid for by - new subdivision proposals in the suburban residential area.

In 1989 the Regional District agreed to assume ownership of the community water system constructed to serve the new Sussex Place subdivision. This system formed the nucleus of an area-wide system which eventually included a 102,000 gallon reservoir, constructed in 1992 at the eastern boundary of West Popkum on high ground near Highway No.9. Individual developers extended the water mains along Yale Road East and Thompson Road. A capital fund for reservoir construction, additional mains, and a second pumphouse and well source was established. The Regional District also implemented a Development Cost Charge Bylaw and established a Local Service Area for the West Popkum Water Supply and Distribution System, to help finance development of capital facilities for the utility and to cover the costs of ongoing system maintenance. The water system is currently debt-free.

In 1992, Cheam Lake Estates, a new bare land strata-title subdivision development, was approved just north of Yale Road and east of Highway 9. This development was located within a rural residential plan area designation, within which it was anticipated that subdivisions would be planned, strata-title developments, with self-contained sewer, water and other common facilities. Nevertheless, the developers of Cheam Lake Estates requested that the property be included within the West Popkum Water Supply Local Service Area, and they agreed to extend the water main at their expense across Highway 9 and
eastward to Gray Road, to serve the new subdivision. In extending the water system service across Highway No. 9, the lands between Cheam Lake and the highway have effectively become part of the West Popkum area, although their topography and drainage characteristics render them more difficult for development than land west of the highway.

Another factor which has significantly altered the situation for water supply in the area is the relatively rapid rate of growth of new housing development proposals on both sides of Highway 9, which is occurring somewhat faster than originally anticipated. As this new community plan process is underway it is already possible to envision the construction of one larger unified water system, with a large new reservoir located at an elevation providing full gravity flow capability to serve both the Popkum and Bridal Falls areas. Obviously this cannot proceed without significant engineering and financial background work, and clear public support from both local service areas.

A primary benefit of such an integrated water system would be its economy of scale and consequent reduced capital costs and maintenance costs. Regional District staff have completed some studies of the integrated water system. The review suggests that it might become feasible to construct the needed interconnection under Highway 1 with a relatively modest amount of new development activity in the area (any water system integration should be essentially self-financed by new development). The possible need for extending the water system under Highway 1 was anticipated and provided for during the reconstruction work on the highway in the 1980s.

The plan anticipates that additional engineering review will be carried out in order to establish future development policies and up-to-date development cost charges, based on the integrated system design and including a new supplemental water supply and reservoir on the mountainside at Bridal Falls. In any case, it has been a number of years since the initial development cost charges were calculated and it is now appropriate to update the Development Cost Charge Bylaw, even if system integration does not prove feasible.

**POLICIES**

It is the Regional Board's policy that:

1. Where new developments are proposed in West Popkum which require the installation of an approved community water system, they shall be serviced by an extension to the Regional District system.
   
   Implementation: Subdivision regulation process.

2. Extensions to the West Popkum Water System shall be paid for by developers who shall also contribute to the cost of off-site works in
accordance with the schedule of charges prescribed in the Development Cost Charge Bylaw.

Implementation: Subdivision process and Development Cost Charge Bylaw.

3. Where a proposed development:
   (i) cannot be adequately served by the existing water system, and
   (ii) is, in the opinion of the Board, premature because:
       a) there are insufficient funds in the Development Cost Charge Reserve to pay for the off-site works required to upgrade the system, or
       b) the Development Cost Charge Reserve funds are required to construct a component of the system which is required for public safety or for securing the orderly development of the service area, or
       c) cannot proceed because the developer is unwilling or unable to pay for the works required to upgrade the system

rezoning and subdivision applications will not be approved until the cash financing is available.

Implementation: Zoning and subdivision process.

4. Where a right-of-way is required for possible future extension of, or future looping of, the network of water lines, the Regional District shall require registration of a statutory right-of-way for this purpose at the time of approval of the development.

Implementation: Zoning and subdivision process.

5. Where the developer constructs, at his expense, components of the water system which are included in the development cost charge bylaw schedule of costs, or where the developer, at the request of the Regional Board, oversizes system components beyond the capacity required for his development alone, the Regional District will offset credits against the development cost charges payable, or establish a latecomers agreement, as the case may be.

Implementation: Bylaws pursuant to Sections 933 and 939 of the Municipal Act.
6. In order to protect the quality of the ground water table which supplies West Popkum, the Regional Board will not rezone lands in the recharge area to permit uses which could be expected to threaten ground water quality. Liaison will be maintained with Ministry of Environment to ensure that Provincial statutes and regulations are upheld for the same reason.

Implementation: Regulatory bylaws; agency liaison.

7. The Regional District will undertake an engineering review of the current water system status and the feasibility of integrating the Bridal Falls and West Popkum water systems into a single entity.

Implementation: Board Policy

8. The Regional District will update the West Popkum and Bridal Falls water supply development cost charge bylaws in accordance with the findings of the engineering review of the water systems and the feasibility of integration.

Implementation: Amend development cost charge bylaws upon completion of engineering study.

7.2.2 Sewage Disposal

“Neither the original settlement plan for the area, completed in 1984, nor the current plan, as adopted in 1997, anticipated the development of a community sanitary sewer system in the plan area. A considerable amount of development has occurred with on-site septic sewage disposal, in accordance with the applicable policies of the settlement plan and community plan. The current plan continues to provide for on-site septic systems as an acceptable method of sewage disposal, subject to the policies of this plan, and subject to approval of the authorities having jurisdiction.

In 2003, the Fraser Health Authority began implementing new policies regarding on-site septic disposal which create difficulties for developments proposed at the maximum densities provided for by this plan. The Health Authority advised the Regional District that it is unlikely to support the creation of, or approve the development of, new subdivision lots smaller than 2000 m² in area with on-site septic disposal. This change in Provincial policy had a significant effect on the development potential of certain lands in the plan area, affecting the threshold population upon which the design of the community water system was based, and making it less economical for developers to provide a full range of services such as street lighting, underground wiring, and storm drainage in new subdivisions.
The Regional District was subsequently approached by landowners with a proposal to establish a new community sewer system in the plan area, in order that they might continue with the development of their subdivisions at the density provided for by the community plan and zoning bylaw. The Regional District recognized that it is necessary to optimize the density of subdivisions – subject to the goals and objectives of the community plan – in order to support the development and future maintenance of utilities and services. Furthermore, the establishment of a new sewer system in the plan area could be of considerable benefit to the community if it could be carried out in an effective and economical manner.

Consequently, this plan provides for the possibility of the creation of a new community sewer system in the plan area. While the plan provides for such a system, it does not commit the Regional Board to establish a sewer system, and, in any case, any such sewer service shall be subject to the policies described in this plan.” [Bylaw 0588, 2003]

POLICIES

It is the Regional Board's policy that:

1. The method, cost and environmental impact of proposed methods of sewage disposal will be a major consideration in all development approvals.

   Implementation: Zoning, subdivision control process.

2. Compact development will be encouraged wherever possible to minimize the costs of providing community services.

   Implementation: Zoning, subdivision control process, development permits.

3. The settlement area shall develop in a pattern so as to avoid the expenditure of public and private capital in premature or scattered development.

   Implementation: Zoning.

4. Where on-site sewage disposal is permitted, provision for “back-up” tile fields will be required of new development, and both individual septic tank systems and other innovative forms of sewage disposal shall be considered where the Responsible Authority has certified in writing that the proposed waste disposal facilities are sufficient to meet the requirements of regulations governing sewage disposal.
Implementation: Technical liaison.

5. Applications for new SUBURBAN RESIDENTIAL development involving lots smaller than 2 hectares in size shall be supported by engineering studies and related documentation which demonstrate that the proposed development is stable for the long term for on-site sewage disposal and that no danger exists for groundwater pollution which could lead to environmental problems. In addition, at the subdivision design stage, developers may be required to provide for alternative means of sewage disposal including standby tile fields, shared tile fields, septic tank management areas and/or other forms of new technology, in developments where on-site disposal is proposed.

Implementation: Zoning and subdivision control process

6. This plan provides for the creation of a new community sewer system to be operated by the Regional District in the plan area, subject to the following conditions:

(a) Development of the sewer system shall be on the basis of an engineering feasibility study in order to ensure that the policies of the plan can be addressed.

(b) The feasibility study will investigate options for overall system design capacity, configuration, and staging, in accordance with the policies of this plan. As well, the study must demonstrate that the sewer system technology will be sound, producing effluent meeting or exceeding Provincial standards. Furthermore, the study must demonstrate that the sewer system will result in no odour, noise or other adverse impacts upon the community.

(c) The sewer system must be of benefit to the greater community and must have the capacity and/or be expandable in order to provide service to lands other the subdivision developments that may initiate the sewer development.

(d) The sewer system shall be financially self-supporting, and costs for the establishment, construction and maintenance of the sewer system shall be borne by new developments and future connections to the system.

(e) The sewer system may be operated as a single system or with two or more self-contained “nodes”, but in any case the overall operation of the system shall be under one service area and must be economically sustainable over the long term.
(f) The Regional District must establish by bylaw a sewer service area for the Popkum-Bridal Falls area prior to creation of the sewer system.

Implementation: Service area bylaw, zoning and subdivision control process.” [Bylaw 0588, 2003]

Figure III.4

Proposed Linear Park/Boulevard Plan for West Popkum
7.2.3 Solid Waste Management

In September 1997, the Popkum Recycling Depot was closed by request of the local residents and the Popkum Market. The closure was the result of several complaints about misuse of the recycling depot by residents outside the Plan area. At present, several privately-owned disposal companies provide pickup...
service within the plan area. However, the Regional District is currently conducting a feasibility study for curb side collection of recyclables and garbage. As part of this program, a new Local Service Area may be established in order to achieve this.

In terms of ensuring that garbage collection is maintained throughout the area, the Regional District is reviewing the alternative of establishing one company to collect and dispose of garbage for all properties in the area always exists. A contract may be established on a competitive bidding basis, through the Regional District, to provide this service. Such action would only be taken in response to public demand, and after a referendum of all those who would be involved. Since the rapid development in the Plan area and increased need for waste disposal, this may occur in 1998.

In the long term, the Official Community Plan recommends that a Regional Garbage Disposal function be established for greater Chilliwack and vicinity, including the Plan area, to address this ongoing problem.

7.2.4 Storm Drainage, West Popkum

In order to provide for adequate storm drainage to permit development west of Highway 9, the Regional District planned and implemented the construction of an integrated storm drainage system which, in periods of heavy rain or rapid run-off, will discharge into the Everett Ditch in the District of Chilliwack and thence into Hope Slough. Based on an original report by Urban Systems Ltd., consulting engineers, and a detailed design by Wedler Engineering a Local Service Area was established to provide for a system designed to be constructed in stages as development spreads from south-west to north-east across West Popkum (see Figure III.3). It is intended only to concentrate the peak flows into the main discharge system. Lesser flows and smaller storms will be discharged to ground through exfiltration facilities. Likewise, roof and perimeter drainage from new buildings will be discharged to ground through engineer-approved rock pits on site. Despite these precautions, which are designed to minimize the downstream environmental impact of development and to reduce the size and cost of the major drainage facilities to which all developers will contribute financially, the storm drainage system represents a significant capital cost. Like the extensions to mains for the West Popkum water system, the Regional Board intends to finance these works out of development cost charge revenues and is not intending to debt-finance the system. At the same time, the Board is aware that the storm drainage system, as planned, will effectively drain provincial highways and Yale Road East (which is currently undrained); the Regional District will continue to seek provincial cost-sharing in recognition of this fact.
POLICIES

It is the Regional Board policy that:

1. All new development shall be served by, or shall be capable of being served by, the West Popkum Storm Drainage Local Service Area.

2. Where applications for subdivision are made for lands fronting existing highways which are constructed on rights-of-way of insufficient width to accommodate storm drainage facilities, the Regional District will recommend that the approving officer acquire additional road dedication for this purpose or that a statutory right-of-way be registered in the name of the Regional District.

   Implementation: Subdivision regulation process.

3. In all other cases, where a right-of-way is required for possible future extension of the network of ditches or drainage pipes, the Regional District shall require registration of a right-of-way at least 5 metres in width, at the time of approval of the development.

   Implementation: Zoning and subdivision regulation process.

4. The Regional District will make representations to the Ministry of Transportation and Highways to discuss the possibility of cost-sharing with MOTH where Regional District facilities are installed to drain provincial roads or to channel drainage water away from provincial roads into open ditches or pipes.

   Implementation: Liaison.

5. Development Cost Charges will be maintained to secure capital cost contributions from developers for the major off-site drainage facilities of the integrated storm drainage system.

   Implementation: Development Cost Charge Bylaw.

6. New development in West Popkum should provide for on-site discharge of storm water through exfiltration facilities. The exfiltration facility should be designed to handle the 1:100 year return period peak storm. Each subdivision should also provide for overflow from these on-site facilities into the integrated storm drainage system operated by the Regional District.

   Implementation: Subdivision regulation process.
7. Where a proposed development cannot be connected to the integrated storm drainage system operated by the Regional District because:

(i) the Development Cost Charge Reserve funds are insufficient to construct the required link, or

(ii) where the Development Cost Charge Reserve funds are required for other system components which, in the opinion of the Regional Board, have a higher priority:

a) in terms of securing the orderly development of the service area, or

b) for the protection of existing development,

the Regional District may be prepared to accept a statutory right-of-way and covenant for a temporary overflow surface retention system on site to contain runoff from the 1:200 year return period peak storm, provided that:

(i) a professional engineer competent in the area of storm water engineering and registered in the Province of British Columbia, certifies that the design of the overflow surface retention system is adequate for the flows anticipated, and

(ii) the future connection to the integrated storm drainage system operated by the Regional District is pre-planned.

Implementation: Subdivision regulation; Section 219 Covenant, Statutory right-of-way.

8. Where the developer constructs, at his expense, components the storm drainage system which are included in the development cost charge bylaw schedule of costs, or where the developer, at the request of the Regional District, over-sizes system components beyond the capacity required for his development alone, the Region will offset credits against the development cost charges payable, or establish a latecomers agreement, as the case may be.

Implementation: Bylaws pursuant to Sections 933 and 939 of the Municipal Act.

9. To ensure that new residential construction is not vulnerable to flooding from failure of the minor storm drainage system components, the Regional District will require, as a condition of assuming ownership and maintenance of the storm drains, that every developer register a covenant
against the title of each lot to regulate the minimum elevation of basement and other floor areas.

Implementation: Subdivision regulation; Section 219 Covenant.

10. In order to minimize the demand on the major storm drainage system components, and the downstream environmental impact of development, new buildings in West Popkum shall be provided with engineer-approved rock pits for on-site discharge of roof and perimeter drainage.

Implementation: Subdivision regulation; Section 219 Covenant.

7.2.5 Storm Drainage, East Popkum

Drainage in the portion of West Popkum on the east side of Highway No.9 and west of Cheam Lake is somewhat more complex, as a result of the natural topography of the area. Runoff from this area tends to flow north or east, or to dissipate in localised areas; it will not be feasible to direct storm water overflows from this area westward into the proposed Everett Ditch system.

Drainage in the area on the east side of Cheam Lake is similar to the area west of the lake, in that the natural drainage is generally toward Cheam Lake and Cheam Creek. In 1997 the Regional District engaged Wedler and Associates to carry out an overview drainage study of the area east of the lake. The study determined that development of the suburban residential area can be served by exfiltration facilities and/or retention ponds. Generally, each development in this area will be able to establish its own drainage system, with allowance for overflow - controlled in terms of both quantity and quality - into the Cheam Lake marsh or into Cheam Creek.

In order, then, to deal with storm water management in the area east of highway No. 9, it will be necessary to review drainage proposals for new developments on a site-specific basis. Generally, the engineering standards for drainage and runoff in this area will be essentially the same as for the area west of Highway No. 9, except that excess runoff may flow toward Cheam Lake or Cheam Creek rather than into the integrated Everett Ditch system. Any such runoff will need to be controlled in terms of both quantity and quality. Measures to accomplish this objective include engineered design, impoundment and exfiltration and/or controlled release rates, “soak-away” systems for roof and foundation drainage on individual lots, and quality control (eg/ for any discharges that may enter Cheam Lake or Cheam Creek or any other environmentally sensitive area. In effect, drainage from new developments east of Highway No. 9 should fully replicate, to the extent practically possible, the natural drainage regime existing prior to development.
POLICIES

It is the Regional Board's policy that:

1. For developments in the area east of Highway No. 9, all of the storm drainage policies described in Section 7.2.5 shall apply, with the exemption of these policies (or portions of policies) that pertain to connection to the Everett Ditch integrated drainage system and the relevant Development Cost Charges and Local Service Area Bylaws.

7.2.6 Other Utilities and Services

POLICIES

It is the Regional Board's policy that:

1. All development should be coordinated with, and provision will be made for, essential community services such as electrical, natural gas and telephone and cablevision servicing, at levels appropriate to the proposed development.

   Implementation: Subdivision control process.

2. Provisions should be made for the siting of facilities for fire and police protection and other relevant utilities in order to ensure adequate levels of servicing.

   Implementation: Subdivision control process.

3. All new SUBURBAN RESIDENTIAL developments, commercial development, and Campground and R.V. Park uses shall be provided with adequate street lighting for safe traffic and pedestrian movement.

   Implementation: Technical liaison, subdivision control process, development permits.

7.3 Boundaries and Administration

Most policies of the plan relate directly to the confined area within the Official Community Plan boundary. The focus of this plan is upon the areas of Electoral Area "D" which have experienced the most pressure for development and which require short-term planning solutions. However, some Regional Board policies relate to a wider area, based on the interrelationship of the Official Community Plan area and the surrounding region.
Strong community sentiment exists in Popkum /Bridal Falls despite the proximity of the area to the adjacent municipalities of Chilliwack and Kent. The area is somewhat unique in that the areas to the west and north are primarily productive farmland located in the Agricultural Land Reserve. Throughout the official plan processes strong feelings have been expressed to maintain the current administrative boundaries as they are.

POLICIES

It is the Regional Board's policy that:

1. The current administrative boundaries between Electoral Area "D" and adjacent municipalities shall remain unchanged for the life of this official plan.

   Implementation: Board policy.

2. Provincial Forest boundaries should be maintained in perpetuity to conserve productive forest land, to protect the natural environment, and to promote the orderly development of adjacent settled lands.

   Implementation: Board policy.

7.4 Social Services Policies

- **Schools** - At present the Community Plan area is served by Rosedale Elementary, Rosedale Junior Secondary and Chilliwack Senior Secondary Schools. School bus service is provided for the entire area and no problems have been identified with the present system. During the original community plan process School District No. 33 reported that no problems were anticipated in continuing to serve the community plan area with the existing schools for the long term.

   In response to recent referrals of proposed new development, the School District informed the Regional District that significant new housing developments may affect the demands on its facilities because of the potential for relatively large influx of new students over a short period of time.

- **Library** - Electoral Area "D" participates in the Regional Library function.

- **Emergency Services** - The entire community plan area is served by ambulance, police and emergency search-and-rescue services. The need for improved Emergency Response in the plan area has been addressed by the establishment of the Regional E9-1-1 service. This service has provided for greatly improved mapping of the rural areas of the Region. Emergency
services and planning remain priority concern in Electoral Area “D”, as in other rural parts of the Province.

The Regional District remains concerned about public perception of emergency services in the area and will assist local people, where possible, in achieving the best service available for Electoral Area "D".

- **Fire Protection** - The community plan area is currently served by the Popkum Volunteer Fire Department. The department, which was created through local initiative, underwent a major hall reconstruction and refitting program in 1980 with Regional Board assistance and support.

  It is the Regional Board's policy that servicing improvements in the community plan area should be coordinated with improvements in fire protection facilities. Wherever possible, servicing schemes will be discussed with local Fire Departments before the construction stage, for comments regarding water quantities available for fire-fighting, fire hydrant placement and fire truck access.

- **Community Hall** - The original Popkum Community Hall, established in the 1930's, was demolished in 1996. The sale of the original Hall site, is planned to support provision of new the community hall facilities at the Popkum Fire hall site at Yale Road East and Popkum Road. The Regional Board and the Regional District staff will assist the Community Hall Society in achieving the necessary approvals to secure the new site, and in determining appropriate ways of financing the relocation project.

- **Community and Regional Parks** - The Plan area has significant potential for suburban residential subdivision. In order to provide for existing and future residents, the plan provides for community park dedication and development in accordance with local demand and residential growth.

  As housing development progressed in the early 1990s, it became apparent that a linear park system, providing walking or cycling routes located off roadways as much as possible could be a considerable recreational amenity to the community. The Woodland Heights subdivision development included a landscaped walkway system, offset and separated from roadways to afford a safe and enjoyable route for walking and cycling within the neighbourhood.

  Because of the presence of wide hydro right-of-ways and other open space areas, there is the potential to develop an integrated network of linear park routes in the plan area. These routes can connect residential areas with Cheam Lake Wetlands Regional Park, future community parks, local commercial services and other community amenities. New developments should provide for and incorporate linear park facilities, in accordance with Figure III.4 and Bylaw No. 982, showing the general location of the proposed linear park network.
The major community park objectives are displayed on Figure III.5

While community parks are intended primarily to serve local area residents, regional parks serve residents from outside the area in addition to local area residents. The Regional District, in conjunction with Ducks Unlimited, established Cheam Lake Wetlands Regional Park in the East Popkum area. The Cheam Marl quarry site, which had been drained decades ago in order for marl to be excavated, was restored to an essentially “natural” state, by means of the construction of a small dam and overflow structure at the north end of the quarry area. The Regional District, with the assistance of the Chilliwack Canadian Forces Base and a variety of volunteer groups, has subsequently constructed a day use area, displays, a floating boardwalk, and a number of trails at the park. While this development has been undertaken to provide public access to, and enjoyment of, the regional park, the emphasis on the park’s development has been and will continue to be the preservation of natural wetland habitat.

The Regional District has also initiated the expansion of regional park land south of Bridal Falls Road, between the golf course and Bridal Falls Provincial Park. The goals of this park development are to protect the natural wetland adjacent to the golf course, to provide for modest day use facilities such as picnicking, and to establish recreational trails connecting the provincial park, wetland, and surrounding area. Administratively, the park may be developed as a “sub-unit” of the Cheam Lake Wetlands Regional Park.

It is the Regional Board's policy that:

1. All new subdivisions involving 3 or more lots where the smallest lot is less than 2 ha, shall be required to provide parkland in an amount up to 5 percent of the land being subdivided, and in a location which facilitates the community parks objectives described below.

2. Park lands and buffer areas should be established within strata subdivisions.

3. In the Popkum area, the major park objectives are:

   (a) to secure and encourage development of a community park in association with a future site for a community hall;
   (b) to protect and control access to Cheam Lake and to develop public conservation and recreational use of lands in that vicinity; and
   (c) to provide a neighbourhood park in conjunction with future residential development in West Popkum.
   (d) to implement a linear park system interconnecting the developing suburban residential areas.
4. In determining the percentage requirement for park land dedication, the Board may provide for reductions below the 5% maximum by allowing "developed" park land to count for double the amount of raw land park dedication where improvements are made to provide for recreation, pedestrian activities or aesthetics.

5. Where a developer wishes to dedicate an amount of park land in excess of 5 percent of the land proposed for subdivision, the Board may allow a reduction in the minimum subdivision parcel size by an equal proportion up to a total of 10 percent, subject to the approval of the Responsible Authorities.

6. Community groups will be encouraged to develop and maintain community parks. Where petitioned by local residents and in accordance with the Municipal Act the Regional Board is prepared to assist park development by organizing specified areas for financing park acquisition and facility and program development.

7. The Regional District will pursue the development of a regional park south of Bridal Falls Road, between the golf course and Bridal Falls Provincial Park to protect the existing wetland, to offer minor day use facilities, and to provide a recreational trail system.

7.5 Conservation and Environmental Policies

7.5.1 In undertaking an Official Community Plan, the Regional Board deals primarily with local land use and development issues. However the Regional Board also recognizes the need to cooperate with the provincial government by acknowledging the provincial agencies' statutory responsibilities for particular land use matters and by implementing policies which recognize provincial concerns in local areas. The following policies deal with many of these issues of mutual concern and largely depend, for their implementation, on technical liaison and cooperation between provincial agencies and the Regional District.

It is the Regional Board's policy that:

Stream, River and Lake Protection

1. Where new development is to take place, a protective leave strip remaining naturally vegetated should be maintained adjacent to all fish-bearing watercourses and to the lakeside of Cheam Lake. The width of the leave strip should be determined on a site-specific basis, in cooperation with the Ministry of Environment and the Regional Approving Officer.
Note: A leave strip may be provided by some of the following measures: return to Crown of stream bed; return to Crown of a 7 metre leave strip; restrictive covenants; building and fill setbacks; designation of development permit areas along watercourses; strata title subdivision.

2. Watercourses which support viable fish populations should be maintained in as natural a condition as possible by:

- maintaining, where new development is to take place, natural vegetation along watercourses; and
- prohibiting uses requiring the placement of fill in river channels.

Implementation: Zoning, subdivision control process, technical liaison.

3. New development should comply with the Land Development Guidelines for the Protection of Aquatic Habitat.

Implementation: Technical liaison, development permits, subdivision control process.

4. Effluents, whether domestic, agricultural or industrial, should not be permitted to enter any watercourse in the community plan area if they will impair the quality of the water.

Implementation: Technical liaison with the Fraser Valley Health Board and the Ministry of Environment.

5. Waste material should not be placed adjacent to a natural watercourse in such a way as to result in leachate or silt introduction to the watercourse via surface drainage or groundwater contamination.

Implementation: Technical liaison with the Fraser Valley Health Board and Ministry of Environment.

7.5.2 Rehabilitation of Resource Extraction Sites

a) Upon abandonment or termination of resource extraction operations, redevelopment and reclamation of the site should begin immediately and should be carried out in co-operation with the Ministry of Employment and Investment, Mines Branch and as required by the Regional District’s Soil Removal and Deposit Bylaw No. 0023. These areas should revert back to as natural a state as possible through slope levelling, landscaping and reforestation.

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All alterations to and withdrawals from natural watercourses require an Approval under the Water Act from the Water Management Branch, Ministry of Environment.
Implementation: Permit Process and Technical liaison.

7.5.3 Development Standards and Practices

a) Development permits (including industrial, residential and resource extraction) will be referred to Fish and Wildlife Branch, Ministry of Environment for input and recommendations regarding concerns which might affect resources under their jurisdiction.

Implementation: Technical liaison, development permits.

b) Storm drainage shall be handled in a comprehensive fashion where new development is to take place near watercourses which support viable fish populations, as follows:

- The density and design of residential subdivisions will be controlled so that extensive storm drainage measures are not required.

- Storm sewerage facilities shall be designed to limit the post-development 1:2 year off-site runoff to the predevelopment 1:2 year rate and to maintain, as closely as possible, the natural predevelopment flow pattern and water quality in receiving watercourses.

- Storm sewerage standards will require the use of combined detention settling and oil interceptor basins.

- Foundation and roof drainage for residences will be handled on site, and not connected to collector systems for roads and parking areas.

Implementation: Development permits, subdivision control process.

c) New local roads should be constructed, wherever possible, so as to follow contours, have minimum side casts, and have gentle slopes on cutbacks capable of revegetation.

Implementation: Technical liaison, subdivision control process, development permits.

d) All sewage disposal should be via ground disposal systems. Designation of the land best suited for ground disposal of sewage will be a first priority in all development proposals.

Implementation: Subdivision control process, feasibility studies, development permits.
e) To protect groundwater supplies where planned development or disposal of wastes is to take place, density and siting standards, as specified in zoning regulations and development permits, will be determined on the basis of engineering studies signed and sealed by an engineer licensed in the province of British Columbia, which demonstrate that the proposed densities will be viable with on-site sewage disposal in the long term, and that no danger exists for groundwater pollution which could lead to environmental problems.

Implementation: Subdivision control process, technical liaison, feasibility studies, development permits.

7.5.4. Floodproofing Measures

a) Lands potentially subject to flooding should be designated, wherever possible, for parks, open space recreation, and agricultural uses.

Implementation: Zoning, designation policies.

b) Land shall not rezoned, subdivided or otherwise developed unless all new development is floodproofed in accordance with the zoning and other bylaws of the Regional Board which will be based upon the following standards:

(1) buildings used for habitation, business or the storage of goods damageable by floodwaters shall have a building elevation such that the underside of the floor system is elevated as follows:

i) where 200 year flood levels are established, not less than 0.6 m above the 200 year Designated Flood Level of the Fraser River;

ii) where 200 year flood levels are not known, not less than 3 m above the natural boundary of any watercourse determined to be within a flood hazard area, nor 1.5 m above the natural boundary of any other watercourse or lake, except as otherwise approved by Development Variance Permit;

iii) in alluvial fan areas, geotechnical and hydrological studies will be required, and minimum building elevations will be established in consultation with the Ministry of Environment and Parks and will normally require an elevation not less than 0.6 m above the natural ground measured at the perimeter of the building.
(2) notwithstanding (a) above, buildings used for farm purposes should not require elevation floodproofing for open-sided livestock structures. Floodproofing to less than full requirements in (a) above may be permitted for farm dwellings on parcels which are greater than 8 ha and for close-sided livestock structures within the Agricultural Land Reserve, but the underside of the floor system should be elevated at least 1 m above natural ground.

(3) notwithstanding (a) above, buildings used for industrial purposes shall have a building elevation such that the underside of the floor system is not less than the Designated Flood Level as recommended by Ministry of Environment.

c) To protect against erosion and floodway hazards, land should not be used for development unless all new buildings greater than 18 sq.m. are set back 30 m from watercourses except as otherwise approved by development permit or development variance permit.

7.5.5 Natural Assets Protection

a) Trails, key angler access points and popular recreation sites should be buffered from the encroachment of future development.

Implementation: Development permits, zoning, technical liaison.

b) Protection of the lakeside of Cheam Lake shall be a major consideration in all development approvals in the vicinity of the lakeside.

Implementation: Development permits, technical liaison.

7.5.6 Protection from Geotechnical and Other Hazards.

a) Residential development shall be directed away from lands susceptible to mass movement (stability) hazard, and from lands with severe building or road foundation limitations.

Implementation: technical liaison, zoning, subdivision control process, feasibility and engineering studies, land area designations, plan amendment process.

b) Areas of private land that are considered to be subject to flooding, erosion, land slip or avalanche, may be designated by bylaw to regulate or prohibit the cutting down of trees. Where such areas are designated, the owner will be required to obtain a permit before cutting down trees, and may be required to provide a report by a qualified person, which certifies that the
proposed tree cutting will not create a danger from flooding or erosion. Applications for woodlot licences, referred to the Regional District, will be reviewed to ensure that impacts of forest harvesting are minimized.

Implementation: Board action, regulatory bylaws.

c) New development proposals for private lands located within Development Permit Area 3-D, Schedule D5, may require the completion of detailed site-specific geotechnical investigations carrying the stamp and seal of a professional engineer registered in the Province of British Columbia, as recommended in the Golder and Associates report.

Implementation: Development permits, subdivision process, building permits.

d) New resource extraction plans for public lands located within or adjacent to Development Permit Area 2-D and 3-D, as shown on Schedule D5, should be accompanied by an environmental impact study undertaken by a professional soils and/or engineering specialist, or by a geotechnical engineer when deemed to be necessary.

Implementation: Liaison with provincial regulatory agencies.

7.5.7 Watershed and Water Supply Protection

a) Applications for the alienation of Crown lands within the community watershed areas of Elk, Dunville and Nevin Creeks will not be supported or encouraged by the Regional District.

Implementation: Interagency referrals, technical liaison.

b) Land use regulations which ensure responsible forest and watershed management in the Elk, Dunville and Nevin Creeks will be supported.

Implementation: Zoning, technical liaison.

c) All forest harvesting plans within the Elk, Dunville and Nevin Creeks community watershed areas should be referred to the District of Chilliwack.

Implementation: Interagency referrals, technical liaison.
d) All proposals to withdraw water from watercourses in the community plan area should ensure that an adequate quantity of water is available at all times of the year to maintain the fish-bearing capacity of the watercourse.\textsuperscript{8}

Implementation: Technical liaison.

e) Stream diversions or in-stream activities which alter fish habitat or are harmful to fish populations will not be supported.\textsuperscript{9}

Implementation: Technical liaison, development permits.

\textsuperscript{8} All alterations to and withdrawals from natural watercourses require an Approval under the Water Act from the Water Management Branch, Ministry of Environment.

\textsuperscript{9} All alterations to and withdrawals from natural watercourses require an Approval under the Water Act from the Water Management Branch, Ministry of Environment.
8. **INTERPRETATION**

Terms not defined in this part carry the same meaning as in Provincial Statues (the Municipal Act, the Land Title Act and the Interpretation Act) and the bylaws of the Regional District. The following terms used in this plan shall have the meaning stated:

**ACCESS** means the access permitted and specified in a Highways Access Permit issued by the Ministry of Highways; see also PUBLIC ACCESS;

**ADVISORY PLANNING COMMISSION** means a commission established under Section 955 of the Municipal Act which is responsible for advising the Regional Board on planning concerns of the local community referred to it by the Board;

**AGRICULTURAL LAND RESERVE** means land that is designated as such under Section 8 of the Agricultural Land Commission Act by Order-in-Council and is subject to the provisions of the Agricultural Land Commission Act of the Province of British Columbia and regulations thereto;

**AGRICULTURAL USE** means the use of land for the growing, rearing, producing, and harvesting of agricultural products; includes the storing and complete processing on an individual farm of the products harvested, reared or produced on that farm only; and includes farming, forestry, fishing, greenhouse, kennels, and nurseries uses;

**APPROVAL** means approval in writing;

**APPROVED COMMUNITY WATER AND SEWER SYSTEMS OR EQUIVALENT** means systems built to the same standard and approved under most circumstances by the same agencies as in the case of an "approved community water system" and an "approved community sewer system", but may be owned, operated and maintained by a corporation, strata corporation or cooperative;

**ASSOCIATED COUNTRY RESIDENTIAL USES** means a variety of uses clearly ancillary or accessory to a country or rural residential use including greenhouses, artisan craft workshops, and home occupations;

**ASSOCIATED RURAL RESIDENTIAL USE** means a variety of uses associated with, but clearly ancillary or accessory to, a rural residential use; includes associated country residential uses, cottage industries, outside storage of firewood for sale, kennels, and golf courses;

**BOARD ACTION** means any resolution or undertaking of the Regional Board;

**BUILDING BYLAW** means any building bylaw applicable to Electoral Area "D" of the Regional District enacted pursuant to the Municipal Act;
COMMERCIAL CAMPGROUND AND R.V. PARK USE means a commercial use of land for the purpose of providing two or more recreational camping spaces for tents, recreational trailers, or motor homes, together with all supporting, common leisure and services facilities for the exclusive use of, and occupancy for part of the year only by, holiday-makers who are renting, leasing, or own the said spaces or sites; may include: strata R.V. sites under the Condominium Act, a cooperative ownership recreational camping club incorporated under the Society Act; but does not include a social club, mobile home park, motel, campground or camp licensed under the Community Care Facility Act;

CONSERVATION USE means the preservation and protection of natural resources and assets in their natural state, including the habitat of birds, fish and other wildlife;

CONTIGUOUS, when applied in two areas of development, means that they abut or touch each other;

COUNTRY RESIDENTIAL USE means the use of land for residences on the basis of one principal dwelling unit per parcel at a maximum density for new subdivisions with community water and sewer services, of up to eight (8) lots per hectare;

CREATE means the enlarging of a land area designation by adding non-contiguous areas to it;

DESIGNATION means the area of land to which the land-area policies of PART 4 apply;

DEVELOPMENT APPLICATION means an application pursuant to an enacted provision of a Responsible Authority which affects the development of any land within the area covered by this plan;

DEVELOPMENT TRENDS means the rate, location, type, pattern and course of urban or industrial development and the social, economic, fiscal and environmental impacts of such development on a community or region;

EXTEND means the enlarging of a land-area designation by adding contiguous areas to it;

FEASIBILITY STUDY means a study or studies prepared by a professional engineer licensed in the Province of British Columbia concerned with:

- the effect on soil stability of disturbing natural grades or natural growth, or changing the moisture content of the soil by developing, using or occupying the land;
- groundwater levels and conditions;
- the depth and extent of flooding and likely frequency of its occurring;
**FISHING** means commercial fishing, and includes a fish farm other than one operated as a tourist recreation facility;

**FLOODPLAIN** means an area of land, whether floodproofed or not, which is susceptible to flooding by a watercourse, lake, ocean or other body of water; it includes some areas shown on Schedule D4 of this plan;

**FORESTRY USE** means the cutting and preliminary grading of forest products for shipment; includes temporary or portable sawmills or shake mills processing materials cut in the local area;

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

**HIGHWAY COMMERCIAL** means a commercial use located adjacent, or nearly adjacent, to routes of travel of regional significance which is intended to serve the needs of an itinerant motoring population; includes service stations, gas bars, restaurants and tourist information booths, but excludes major tourist recreation commercial uses, local and local tourist commercial uses;

**HOLIDAY HOME LOT** in a holiday park means a strata lot with a building site for one holiday home; does not include a strata lot for recreational vehicle camping or for park model trailers;

**HOLIDAY PARK** means any lot or parcel operated and maintained for the sole purpose of providing two or more recreational camping sites or lots, park model sites or lots, or holiday home sites or lots, together with all common leisure, service and supporting facilities for the exclusive use of and occupancy for part of the year only by holiday-makers who are the owners or lessees of the said sites or lots; may include bare land strata lots under the Condominium Act of the Province of British Columbia, or a cooperative ownership recreational club incorporated under the Society Act of the Province of British Columbia or under similar legislation, but does not include a social club, mobile home park, motel, campground, natural camping ground or a camp licensed under the Community Care Facilities Act of the Province of British Columbia;

**HOLIDAY PARK OPERATOR LOT** in a holiday park means a strata lot with a building site for one residence for the accommodation of a person directly involved in the operation of the holiday park;
LOCAL COMMERCIAL USE means a commercial use intended to serve the day-to-day needs of the local population residing in the vicinity of the local commercial use; includes general stores, convenience stores, small personal service establishments and artisan-craft workshop uses;

LOCAL TOURIST COMMERCIAL USE means the use of land for commercial establishments intended primarily to serve the day-to-day needs and leisure time activities of a visitor population temporarily accommodated in the vicinity of the local tourist commercial use; includes local tourist attraction uses and artisan craft workshop uses, but excludes major tourist recreation commercial uses;

LOCAL TRANSPORTATION USE means a use of land providing for the movement of people and goods within the vicinity of the local transportation use;

LOW DENSITY COMMERCIAL RECREATION USE means a low-density group recreation use carried out on a seasonal or temporary basis, including ranches, lodges, recreation camps and private recreational, institutional or cultural facilities; includes outdoor recreation use but excludes natural camping ground use;

MAJOR TOURIST RECREATION COMMERCIAL USE means a commercial use involving, though not limited to, extensive open air commercial recreation facilities for active physical participation, which is intended to serve the regional population and which would have transportation requirements of regional significance; it includes amusement parks, marinas, display gardens and golf courses, but excludes low-density commercial recreation uses and natural camping ground use;

NATURAL CAMPING GROUND USE means a use of land for camping sites, on an overnight rental basis, which involves no buildings, structures or service connections except as provided for in the zoning and regulatory bylaws of the Regional District; excludes commercial campgrounds and R.V. parks, sites owned or leased under the Condominium Act, and camps licensed under the Community Care Facility Act of the Province of British Columbia;

OFFICIAL COMMUNITY PLAN means a plan prepared and adopted by a regional board by bylaw pursuant to Sections 875 and 876, 877, 878, 879, 800 and 881 of the Municipal Act which applies to all or parts of the electoral areas of a regional district. It forms the basis for preparing development bylaws in an electoral area;

ON-SITE SERVICES means the provision of an individual water supply and an on-site sewage disposal system in accordance with the standards of the Responsible Authority pursuant to the requirements of the Health Act, Waste Management Act, and bylaws of the Regional District;

PARK MODEL TRAILER means a recreational unit built on a single chassis mounted on wheels, intended to be towed on a highway from time to time, designed to provide temporary living quarters for seasonal camping use, having a gross trailer area not
exceeding 50 square metres, with a width greater than 2.6 metres and less than 3.8 metres in the transit mode, certified by the manufacturer as complying with CSA Z-241 Standard; does not include a mobile home or recreational vehicle;

**PARK MODEL TRAILER LOT** in a holiday park means a strata lot for the use of holiday makers as temporary accommodation for part of the year only in one park model trailer; does not include a strata lot for recreational camping or for holiday homes;

**PLAN AMENDMENT** means a bylaw amending a schedule of this Plan prepared and adopted pursuant to the *Municipal Act* and Part 3 of this Plan;

**PLAN MAPS** means the set of maps forming part of this plan, marked as Schedules D2, D3, D4, D5, and D6;

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

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

**RECREATION USE** means public park, conservation, recreation, and other ancillary uses as permitted by the Responsible Authority; excludes commercial recreation uses;

**RECREATIONAL VEHICLE** means a vehicular unit designed as temporary living quarters for recreational camping, travel, or seasonal use that either has its own motive power or is mounted on or towed by another vehicle, with an overall length not exceeding 12.5 metres and overall width not exceeding 2.6 metres in the transit mode; includes motor homes, travel trailers and truck campers, but excludes park model trailers and mobile homes;

**RECREATIONAL VEHICLE LOT** in a holiday park means a strata lot for the use of campers as temporary accommodation overnight of for part of the year only, in one recreational vehicle, tent, travel trailer or truck camper; does not include strata lot for park model trailers or strata lot for holiday homes;

**RESPONSIBLE AUTHORITY** means a governmental and/or administrative body, operating in part or in total within the region, which is charged with or capable of enacting government provisions affecting the development of land or the construction of public works within the region; includes a member municipality, a regional district, the Province of British Columbia, the Government of Canada and their agencies;

**RESOURCE EXTRACTION USE** means mining and the extraction of aggregate materials; and includes mining, forestry, fishing and associated local transportation uses;
RURAL RESIDENTIAL USE means the use of land for single-family residences at a maximum density for new subdivisions with on-site services, of up to one (1) lot per two (2) hectares;

SELF-CONTAINED PLANNED UNIT DEVELOPMENT means a strata title development, pursuant to the Condominium Act, consisting of two or more lots or sites for residential use of a retirement, seasonal or recreational character; excludes a mobile home park, motel and campground;

SEMI-PUBLIC USE means the use of land by a religious organization, club, lodge, fraternal organization, society or association intended to serve the needs of the population residing in the vicinity of the semi-public use; includes churches, day-care facilities, meeting halls and club uses;

SUBDIVISION CONTROL PROCESS means the division of land into two or more parcels, or the consolidation of two or more parcels, whether by plan, apt descriptive words, or otherwise; and includes land parcels registered under the Condominium Act and Crown leases;

TECHNICAL LIAISON means the participation and co-operation between the Regional Board and the federal and provincial governments and their agencies toward the successful implementation of the plan’s policies;

UTILITY USE means a use of land for major electrical, gas and oil transmission lines, major communication facilities and trunk water, sewer and storm drainage lines.
LEGEND:

- OFFICIAL COMMUNITY PLAN BOUNDARY
- 200 YEAR FLOODPLAIN OF THE FRASER RIVER
- ENVIRONMENTALLY SENSITIVE AREAS
- COMMUNITY WATER SUPPLY AREA
- KNOWN SAND AND GRAVEL DEPOSITS

FRASER VALLEY REGIONAL DISTRICT
OFFICIAL COMMUNITY PLAN FOR POPKUM BRIDAL FALLS
PART OF ELECTORAL AREA "D", BYLAW No.0200

SCHEDULE D4: FLOODPLAIN AND ENVIRONMENTAL FEATURES MAP