

Town of Ladysmith

HOLLAND CREEK

LOCAL AREA PLAN

SCHEDULE C OF THE TOWN OF LADYSMITH OFFICIAL COMMUNITY PLAN



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1.0 Introduction

The first Holland Creek Area Plan was developed in 2000 to guide a future growth area of the Town. Since that time, new residential lots have been created by subdivision on the edges of the original plan area and some lands have been rezoned for higher densities, but not yet developed.

In 2008, the Town undertook the Community Visioning Initiative including a workshop that looked at the community's vision for the Holland Creek Area. As well, the Provincial scheme that protects riparian areas changed since the adoption of the original plan. The Holland Creek vision, updated riparian information and recent work with the owners of the three large land holdings included in the current Plan Area form the basis of this updated plan. The Plan Area is shown in Map 1 – Location Map.

"Design a community that blends into the natural landscape and topography."

"Walkable places include street trees, sidewalks and interesting places for kids to congregate and play (not just neglected places or carbon-copy playgrounds places)."

Quotes from the Holland Creek Vision Workshop, 2008.

2.0 Local Area Plan Context

Located west of the Holland Creek trail system, the Plan Area is approximately 1 km south of the centre of Downtown and 0.5 km west of the Island Highway. The Plan Area includes the 53 hectare (130 acres) Holland Creek Trail and three large parcels containing 90.4 hectares (223 acres) of land. The area is bordered by the Holland Creek trail system, a BC Hydro right-of-way, single family residential development and a small linear park system to the east. Significant natural features within the Plan Area are Holland Creek, the Heart Creek ravine and the area known as Arbutus Hump. A BC Hydro corridor (right-of-way) bisects the area and may provide a future recreation corridor through the Plan Area co-located with the hydro infrastructure. The area contains varied terrain, rising to 170 metres - 195 metres at Arbutus Hump and falling to 25 metres in the Holland Creek basin to the northeast, and to 95 metres in the Heart Creek basin to the east.

While two of the large land holdings are currently zoned to permit single unit residential development, this Plan lays out planning and design principles and policies should a zoning change be considered for these lands. The third parcel has been part of the Provincial woodlot system managed by the Stz'uminus First Nation. A rezoning application for that parcel prompted this update to the original plan. This parcel contains significant riparian features including Heart Creek, a fish-bearing watercourse, and tributaries that flow into Holland Creek. The feature known as Arbutus Hump straddles the parcels.

3.0 Purpose of the Plan

The Holland Creek Local Area Plan (HCLAP) provides planning and design principles, land use, transportation and servicing policies and development financing mechanisms for a predominantly residential neighbourhood located within a rich natural setting of the Holland Creek trail, Heart Creek

and its tributaries and the Arbutus Hump hillside. The HCLAP shall be used in the consideration of development proposals in the Plan area, such as rezoning applications and at the time of subdivision. The Plan provides the vision for this new neighbourhood as identified by the community and land owners.

4.0 Planning and Design Principles

The planning and design principles provide a framework for development in the Plan Area.

4.1 Planning Principles

- 4.1.1 The Holland Creek area is proposed as a future residential neighbourhood in Ladysmith and shall accommodate a portion of the community's future residential growth.
- 4.1.2 It is expected the plan area shall provide housing opportunities for 2,000 to 3,000 residents (approximately 1090 units) over the next 20 to 30 years.
- 4.1.3 It has the potential to provide a model in terms of responsible, sustainable and attractive development that other areas can emulate.
- 4.1.4 Elements of a future residential neighbourhood should include:
 - a) Principally housing with a mix of densities and dwelling types;
 - b) A single family/multi-family mix in the 50/50 percent range;
 - c) A neighbourhood centre, including a school/park;
 - d) Limited local commercial uses;
 - e) Aging in place facilities; and
 - f) Park and open spaces.

4.2 Design Principles

- 4.2.1 Focus development on land with slopes ranging from 0% - 30% as shown on Map 2 – Slope Analysis.
- 4.2.2 Provide a mix of housing sizes and housing types.
- 4.2.3 Encourage a neighbourhood centre supported with aging in place facilities.
- 4.2.4 Reduce the visual impact of hillside development and protect views to and from the site by establishing view corridors.
- 4.2.5 Create a connected green space network and habitat friendly landscapes.
- 4.2.6 Minimize rainwater drainage impacts to environmentally sensitive and riparian areas.
- 4.2.7 Support multi-modal transportation.
- 4.2.8 Support a bridge design over the Holland Creek ravine and trail that fits with the aesthetics and use of the trail.
- 4.2.9 Incorporate alternative development standards (roads, drainage).
- 4.2.10 Give special consideration to Arbutus Hump by protecting the top of Arbutus Hump, encouraging recreational uses, and limiting development.

- 4.2.11 Maintain the area’s special environmental, social and cultural relationship for the community.

5.0 Park, Open Space and the Environment

The landscape in the Plan Area provides support for healthy local ecosystems and habitat, opportunities for recreation and to grow food, and to celebrate the artistic and heritage values of the broad Ladysmith community.

Significant natural features within the Plan area are Holland Creek, the Heart Creek ravine and the area known as Arbutus Hump. This new neighbourhood is located in a wildland residential urban interface area. FireSmart strategies to reduce the wildland interface / wildfire threat levels are required as part of land development phasing and building construction. FireSmart practices by future home owners are a long term commitment.

5.1 Park, Open Space and Environment Objectives

- 5.1.1 Integrate natural areas so that the natural environment is a defining feature of the neighbourhoods in the plan area.
- 5.1.2 Provide for a system of trails, including a continuous linear trail along Holland Creek and Heart Creek, linking to the perimeter electrical power line corridor and other parks and trails.
- 5.1.3 Preserve and protect environmentally sensitive areas, steep slopes and sensitive viewsapes from negative development impacts.
- 5.1.4 Protect Arbutus Hump as a special natural feature and viewscape.
- 5.1.4 Partner with community groups to enhance park, open space and natural areas.



5.2 Park and Open Space Policies

- 5.2.1 Provide natural areas, active parks and a continuous linear trail system for residents and visitors by developing the Park and Open Space system as shown in Map 3 – Land Use.
- 5.2.2 Support the development of a linear trail system within the Heart Creek riparian corridor with park amenities such as benches and parking, similar to the Holland Creek Trail.
- 5.2.3 Work together with BC Hydro, land owners and community partners to improve the Hydro right-of-



way for recreational purposes, including removal of invasive species and consideration of FireSmart guidelines.

- 5.2.4 Provide a neighbourhood park in a central location to support neighbourhood activities and gatherings.
- 5.2.5 Work with School District 68 to determine the potential for a future school site in this neighbourhood.
- 5.2.6 Examine potential linkages between neighbourhood services and trail systems.
- 5.2.7 Retain natural areas within the Park and Open Space designation to allow for the protection of environmentally sensitive areas, steep slopes, and scenic views.
- 5.2.8 Arbutus Hump has been identified as Park and Open Space to protect its sensitive ecosystem, as well as the significant view exposure from other parts of the community.
- 5.2.9 Community amenity contributions, park land dedication, density transfer and conservation covenants are mechanisms that may be used to acquire and protect environmentally sensitive areas.
- 5.2.10 Zoning of Park and Open Space should support active parks and natural parks.

"Consider areas of green space, supporting wildlife while addressing recreational needs of residents."

Quote from the Holland Creek Vision Workshop, 2008

5.3 Environment Policies

- 5.3.1 Fish bearing and non-fish bearing riparian areas shall be protected through conservation tools such as public ownership, covenants, and the guidelines of Development Permit Area 6 – Riparian (DPA 6).
- 5.3.2 Lands with slopes greater than 30% as shown on Map 2 – Slope Analysis should be included within Development Permit Area 7 – Hazards Lands (DPA 7).
- 5.3.3 A Stormwater Management Plan and construction Environmental Management Plan should be developed prior to any physical development of the lands.
- 5.3.4 Attention should be paid to vegetation management along the interior and exterior perimeters of the development parcels.
- 5.3.5 Land clearing activities undertaken during the period of April 15 to July 31 should be preceded by a bird nest site survey. Active nest sites should be identified and flagged so that nest sites can be left undisturbed until the young birds have fledged and left the nest.
- 5.3.6 Developers should utilize the available environmental impact assessments to identify and safely retain large diameter snags with significant wildlife use and ensure that trees retained around structures and along road access routes are wind firm.

- 5.3.7 FireSmart Interface Priority Zones shall be used to determine appropriate vegetation (fuel) management areas from structures and along access routes.
- 5.3.8 Wildfire interface practices are encouraged to reduce fire hazards:
- a) Manage fuel vegetation along the perimeters of the development lands,
 - b) Follow the BC Wildfire Act and local bylaw requirements for land clearing, and
 - c) Provide sufficient vehicle access for adequate fire protection as part of development phasing.
- 5.3.9 Land development practices that improve the water quality of fish-bearing streams are supported.
- 5.3.10 Fencing and signing of rear parcel lines is encouraged to separate streamside protection and enhancement areas from residential backyards to reduce human/wildlife conflicts, erosion, vegetation removal or dumping and other intrusions into riparian areas.
- 5.3.11 Trail networks shall be designed and located so that they do not create slope instability, erosion or undue stress or disturbance to wildlife. Trails should avoid areas of dense bush to allow for use of these areas by wildlife for its security, thermal or nesting cover.
- 5.3.12 A fish hatchery is supported on Holland Creek in partnership with the Stz'uminus First Nation, community organizations, and Department of Fisheries and Oceans.

"Do not disturb Holland Creek."

"Public areas should in the most desirable places."

Quotes from the Holland Creek Vision Workshop, 2008

6.0 View Corridors

Development at higher elevations could impact important public views towards the Ladysmith Harbour, especially when located adjacent to Park or Open Spaces. This is particularly true for development in the area of Arbutus Hump.

6.1 View Corridor Objectives

- 6.1.1 View corridors shall be utilized to preserve public views from higher elevations to important Ladysmith landmarks, such as the Ladysmith Harbour, surrounding forested hillsides and natural features.

6.2 View Corridor Policies

- 6.2.1 Zoning to permit development above the 130 metre contour shall include consideration of protected view corridors from park and open spaces or other publicly accessible areas.
- 6.2.2 View corridors from the higher elevations within the Plan Area shall include the preservation of an unobstructed, by development, view field of:

- a) the entirety of Bute Island and Dunsmuir Islands located in Ladysmith Harbour;
- b) the Channel to the south;
- c) the adjacent forested hillsides to the west; or
- d) other natural features or landmarks.

- 6.2.3 The determination of view impact shall be taken at human eye level and at a suitable level above the highest development contour.
- 6.2.4 View corridors may be included in development permit area guidelines.
- 6.2.5 Building heights or massing may be reduced when proposed buildings impact the established view corridor.



7.0 Residential Land Use

The natural environment is the defining characteristic of the Plan Area. Holland Creek, Heart Creek and Arbutus Hump are significant environmental features that frame development areas, creating islands of development potential (Map 3 – Land Use). There are two primary development areas: one between Holland Creek and Heart Creek and one east of Heart Creek.

The new neighbourhood has been identified as primarily residential offering a mix of lot sizes and housing forms that complement the natural environment and adjacent neighbourhoods. Aging in place is supported with the addition of community care facility and assisted living residence use within Multi-Family designated areas. Estate lots may be appropriate to limit development in environmentally sensitive areas or on steep slopes.

7.1 Residential Land Use Objectives

- 7.1.1 Provide a mix of housing types and densities with a ratio of approximately 50 percent single unit dwellings and 50 percent multi-unit dwellings.
- 7.1.2 Provide a range of single unit dwelling lot sizes.
- 7.1.3 Encourage multi-unit housing to be in the form of ground-oriented townhouses that reflect the form and character of single family homes.
- 7.1.4 Support creative and innovative housing forms, including co-housing and cluster housing.
- 7.1.5 Design multi-unit housing sites to contain open space and respond to the land and site topography.
- 7.1.6 Support residential uses that enhance aging in place.

7.1.7 Support site planning and design that respects natural features, slope conditions and view corridors.

7.1.8 Encourage development that exceeds current building energy standards.



7.2 Residential Land Use Policies

7.2.1 The preferred density of residential development is a mix of housing types and densities with a ratio of housing types across the Plan Area of 50/50 percent single unit to multi-unit.

7.2.2 Special care and attention shall be undertaken to encourage a positive interface between new residential development and existing residential areas and Park and Open Space.



7.2.3 Secondary suites shall be permitted on larger single family residential lots where on-site parking can be accommodated.

7.2.4 Secondary suites shall not be permitted in areas in the Small Lot or Multi-Family land use designation.



7.2.5 Single-Family designated areas may have a density of 20 units per hectare of land, depending on site conditions and other criteria, such as including secondary suites and as a way to secure the protection of environmentally sensitive areas and other natural features.

7.2.6 Small-Lot Single-Family designated areas may have a density of 25 units per hectare of land.

7.2.7 Estate Single-Family designated areas may have a density of 5 units per hectare of land to accommodate low density single-unit development in areas with environmental sensitivity.

7.2.8 Multi-Family designated areas may have a density of 37 units per hectare of land.

7.2.9 Community care facility and assisted living residence use may be included in Plan Area and, when included in the Multi-Family designated areas, may have a density of 60 residential care bedrooms per hectare of land.

7.2.10 Areas zoned for multi-unit development shall be designated as a Multi-Unit Development Permit Area to guide the form and character, sustainability and climate

action features of multi-unit developments, community care facilities and assisted living residences, and to manage the interface with adjacent single unit development.

- 7.2.11 Limited single-unit development may be included in the multi-unit land use designation below the 130 geodetic elevation in metres, as a means to support flexibility in site design.
- 7.2.12 Rezoning, density transfer, park dedication or land acquisition are tools available for the protection of environmentally sensitive areas and areas of importance to the community.
- 7.2.13 Geotechnical review shall be required as part of site and building development and a subdivision grading plan shall be provided.

8.0 Commercial Land Use

Commercial areas within the Holland Creek neighbourhood are not intended to be extensive, and should not challenge the main shopping areas in the Town. Instead the commercial area is expected to primarily support daily local needs. It is likely that commercial land use shall be implemented slowly over many years as the residential area develops.

The commercial land analysis completed by Rollo and Associates in October, 2015 indicates that the maximum commercial space requirement at build-out is 929m² (10,000 sq.ft.) of convenience retail space. In a single location, an area of about 0.2 hectares would be required to support this floor area. This amount of convenience retail space could support the neighbourhood population at build-out and a small secondary trade area population of about 450 people. While the Land Use Plan (Map 3) does not identify specific areas for commercial land use, such areas may be determined at the zoning stage.

8.1 Commercial Land Use Objectives

- 8.1.1 Support limited neighbourhood convenience commercial and service use.
- 8.1.2 Recognize that the Downtown and Coronation Mall are the main commercial areas to support the Plan Area.

8.2 Commercial Land Use Policies

- 8.2.1 Given the proximity and ease of access to Coronation Mall and the Downtown, the demand for commercial space in the Plan Area should be approximately five square feet (0.46m²) per capita served.
- 8.2.2 The total commercial space in the Plan Area should be a maximum of 10,000 square feet (929m²) of convenience retail and service.
- 8.2.3 The types of commercial convenience retail that may be supported in the Plan Area include small café or restaurant, corner grocery store, hair salon, family medical or dental practice, specialty food, and small retail businesses.
- 8.2.4 Community service space or space for health care practitioners is appropriate in a commercial area.

- 8.2.5 Commercial use in combination with other uses, such as residential units above the commercial space or in combination with a community care facility or assisted living residence is supported.
- 8.2.6 Commercial space located on the collector road and in close proximity to multi-unit residential, community care facility or assisted living residence use is preferred.

9.0 Transportation

The primary accesses into the Plan Area are from Dogwood Drive and the extension of Colonia Drive. A collector road is proposed to provide access into and through the neighbourhood from each of these neighbourhood accesses.

A Traffic Impact Assessment Study prepared by Boulevard Transportation (November 15, 2015) considered transportation improvements for a 1,000 unit residential development. This study concludes that the area should ultimately be serviced by three accesses based on the recommendations of the National Fire Protection Association (NFPA) Code 1141 “Standard for Fire Protection Infrastructure for Land Development in all Suburban and Rural Areas”. The third access will be from a future extension of Thetis Drive.

The study identifies road improvements that will be required as the development proceeds.

- A left turn lane onto Dogwood Drive from the new collector road will be required by 250 units.
- Access into the neighbourhood from both Dogwood Drive and Colonia Drive will be required by 600 units.
- A signalized intersection on Dogwood Drive may be needed in the longer term (year 2040+) depending on growth and traffic distribution factors.

The study concludes that a roundabout at Dogwood Drive may be feasible from a traffic flow perspective, but would be a challenge to construct due to grade issues at this location.

The new Dogwood Drive to Colonia Drive collector road will cross both Holland Creek and Heart Creek. Bridges and creek crossings will be designed to respect the natural setting and the trail system. Limited driveways and on-street parking at strategic locations are recommended on the collector road. Local streets shall follow the topography as much as possible, avoiding steep slopes and paralleling slope contours. Pedestrian connections shall be provided throughout the development, ensuring that residential areas are well connected to each other and to the park and open space system. Key transit stop locations, pedestrian linkages, pocket parking, street lighting, and street furniture (transit shelter) should be considered.

9.1 Transportation Objectives

9.1.1 Promote road standards that:

- a) Embrace the Plan’s planning and design principles;
- b) Utilize the complete streets philosophy; and
- c) Integrate with the adjacent land uses.

9.1.2 Minimize detrimental environmental effects of road location and development.

- 9.1.6 Minimize retaining walls or ensure an appropriate design standard, if they are required.
- 9.1.7 Encourage traffic calming in street design.
- 9.1.8 Promote safe and efficient multi-modal transportation.
- 9.1.9 Provide suitable access points into the Plan Area and to lands beyond.

"If there is going to be a bridge, it should have minimal impact on Holland Creek, its footings should be high up on the bank, and blend into the forest."

Quote from the Holland Creek Vision Workshop, 2008

9.2 Transportation Policies

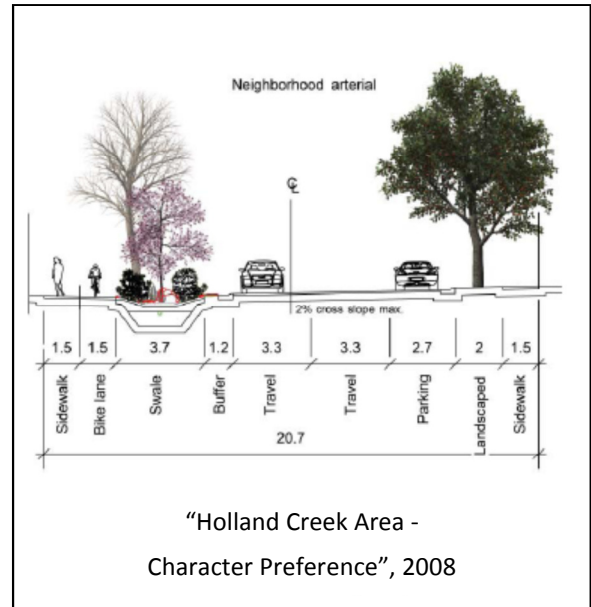
- 9.2.1 Road access into the neighbourhood shall be provided at Colonia Drive, Dogwood Drive and Thetis Drive as the development is phased-in. Access from both Dogwood Drive and Colonia Drive will be required by 600 units and from all three locations by 900 units.
- 9.2.2 A circulation network that promotes multi-modal facilities, access to the park and open space system and consists of a hierarchy of roads that are classified according to function and design shall be provided.
- 9.2.3 The design of the road network shall consider access to "lands beyond" including lands outside of the Town.
- 9.2.4 Sufficient access for emergency vehicles, including two-way road access in and out of any site, shall be provided as the development is phased-in.
- 9.2.5 Street layout shall avoid crossing steep slopes as much as possible. Street layout that parallels slopes is preferred.
- 9.2.6 Pedestrian movement shall be given a priority when designing streets and considering potential transit routes.
- 9.2.7 Traffic calming measures shall be incorporated into street design, such as curb bulges on side streets at intermittent locations.
- 9.2.8 Driveways onto the collector road should be minimized to facilitate movement of traffic and shared driveways shall be utilized where practical.
- 9.2.9 On-street parking on collector roads should be accommodated through parking pull-out areas at strategic locations.
- 9.2.10 Retaining walls shall have a stepped design, shall be reviewed by a Geotechnical Engineer and shall be landscaped to reduce the visual impact of hard surfaces.
- 9.2.11 Off-site traffic improvements may be required on existing roads as the development proceeds to serve the neighbourhood and the broader community.

9.2.12 Bridge and creek crossings over Holland Creek and Heart Creek shall be designed to respect and harmonize with the natural setting, minimize stream impact, maintain the integrity of the trail system and provide pedestrian access.

9.2.13 Custom road standards may be adopted for use in the Plan Area that minimize pavement widths and provide pedestrian and bike facilities. Use of traffic calming and providing on-street parking in strategic locations shall enhance these road standards.

9.2.14 Alternate standards may be considered as an option on the collector road.

9.2.15 Intersection improvements shall be required at offsite intersections, when projected or existing levels of service drop below level “D” in any one movement.



10.0 Servicing

The development of the new neighbourhood will require the extension of municipal sanitary sewer mains and water distribution infrastructure into the site. A connection to the municipal storm water system is also required. The highest water pressure zone currently available in the Town serves development up to the 130 geodetic elevation (in metres). Servicing above this pressure zone is limited.

10.1 Servicing Objectives

- 10.1.1 Provide adequate servicing infrastructure to allow for future development in the Plan Area.
- 10.1.2 Provide sufficient water supply and fire flow protection to the Plan Area.
- 10.1.3 Provide storm water management which prevents flooding and erosion, and mitigates negative impacts on the natural environment and riparian areas.
- 10.1.4 Explore alternate development standards for storm water (rainwater) management.
- 10.1.5 Ensure protection of watercourses during site development.

10.2 Servicing Policies

- 10.2.1 New development in the Plan Area shall be serviced by municipal sanitary sewer, water, and storm drainage systems.
- 10.2.2 Water system infrastructure in the Plan Area shall:
 - a) be designed and constructed to service new development;

- b) be connected to the municipal water system watermains and water distribution lines; and
 - c) deliver adequate supply and fire flow protection.
- 10.2.3 The Town shall work with property owners within the Plan Area above the 130 geodetic elevation in metres to determine the potential to establish a location for a new reservoir to serve development with a gravity water system.
- 10.2.4 The location of a new neighbourhood reservoir may be suitable at an elevation below the highest elevation of the Arbutus Hump summit. The siting evaluation criteria shall include biophysical environmental site information, site design that mitigates view impacts, and the opportunity to utilize the facility within a future park site or other amenity for the public. A tower design is not supported.
- 10.2.5 Density transfer from areas above the top pressure zone boundary, as defined by a new or existing reservoir, to lower elevations serviced by a gravity water system may be considered.
- 10.2.6 Off-site improvements to twin the municipal sanitary sewer infrastructure shall be required at 400 units.
- 10.2.7 The sanitary sewer main shall be located in the right of way for the collector road or in a separate statutory right of way held by the Town.
- 10.2.8 Where feasible, the Storm Water Management Plan shall minimize traditional storm water collection and utilize “design with nature” practices to influence how water is used, runs off the land and reaches streams.
- 10.2.9 The storm water management system shall respect the environmental sensitivities of the riparian areas in the Plan Area.
- 10.2.10 Alternate standards for storm water (rainwater) management should consider exfiltration site conditions.
- 10.2.11 Overland storm water controls during site development (e.g. retention areas) should take into account the potential impact of concentrated run-off as it may impact riparian areas.

11.0 Financing Mechanisms

Municipal services and facilities shall be provided for the Plan Area. Capital costs associated with infrastructure services (roads, waste water, water, and storm drainage) shall be financed by the landowner/developer through mechanisms of developer construct, latecomer agreements, development works agreements and, for certain infrastructure services, and development cost charges. Community facilities (parks, open spaces and trails, public buildings) shall be considered as development proceeds through the consideration of rezoning proposals and subdivision applications. The Town’s Community Amenity Contribution Policy shall provide guidance for rezoning applications. Municipal sources and joint initiatives may be considered to ensure community facilities are provided.

The Town intends to avoid financial risk to the municipality and general taxpayer by requiring that future servicing costs associated with the development of the Plan Area are borne by the proponent, while ensuring that the costs of development are not so excessive as to prevent development occurring in a timely manner. As much as possible, the costs of services should be allocated to the beneficiaries of those services. A technical committee of Town staff and landowners has been formed and may be used on an on-going basis to discuss infrastructure phasing and financing as development proceeds.

There are number of mechanisms available for addressing the financing of the services including development cost charges, developer construct, latecomer payments and development works agreements as described below.

11.1 Development Cost Charges

The Town has implemented a bylaw to collect Development Cost Charges (DCCs) to finance infrastructure and services required by new growth. Some of these projects also benefit current residents. Projects for which DCCs may be collected include roads as part of a major road network, water, sanitary sewer, storm drainage systems, and parkland acquisitions and improvements.

For the development of municipal services within the Plan Area, a new Holland Creek Area specific DCC program may be established. Projects that serve the broader community should be included within the Town-wide program.

11.2 Developer Construct

The Town of Ladysmith can impose subdivision and development servicing requirements as established under Section 506 of the *Local Government Act*. Section 506 places the responsibility of constructing municipal services directly on the developer as a condition of subdividing land. This approach reduces the financial burden to the Town, because the developer finances development costs. This approach would allow development to proceed without impacting current taxpayers.

11.3 Latecomer Payments and Development Works Agreement

Latecomer payments occur when a developer or landowner provides services such as roads, water, waste water or storm drainage that shall serve land other than the land being subdivided or developed. Sections 507 and 508 of the *Local Government Act* provide the parameters for latecomer charges and cost recovery. Under a latecomer agreement, the developer would provide the excess or extended service and the Town would later impose latecomer charges to other owners that hook up to the excess or extended services, up to a period of a maximum of 15 years. The funds collected by the Town are passed back to the initial developer. The Latecomer Agreement is not registered on the certificate of title which offers administrative challenges. This approach complements the developer construct approach, and reduces the risk to the municipality.

Another option that could be utilized is called a development works agreement. Section 570 of the *Local Government Act*, provides that the Town may, by bylaw, enter into a development works agreement with private developers related to the provision of roads, water, waste water or storm drainage and

improving park land. The bylaw requires the assent of the electors within the area that is subject to the agreement before it can be adopted by Council.

11.4 Parkland Acquisition

Land for park or open space can be acquired as a voluntary community amenity contribution at the time of rezoning or by dedication at the time of subdivision. Section 510 of the *Local Government Act* provides the requirement for the provision of park land or payment for park purposes at the time of subdivision.

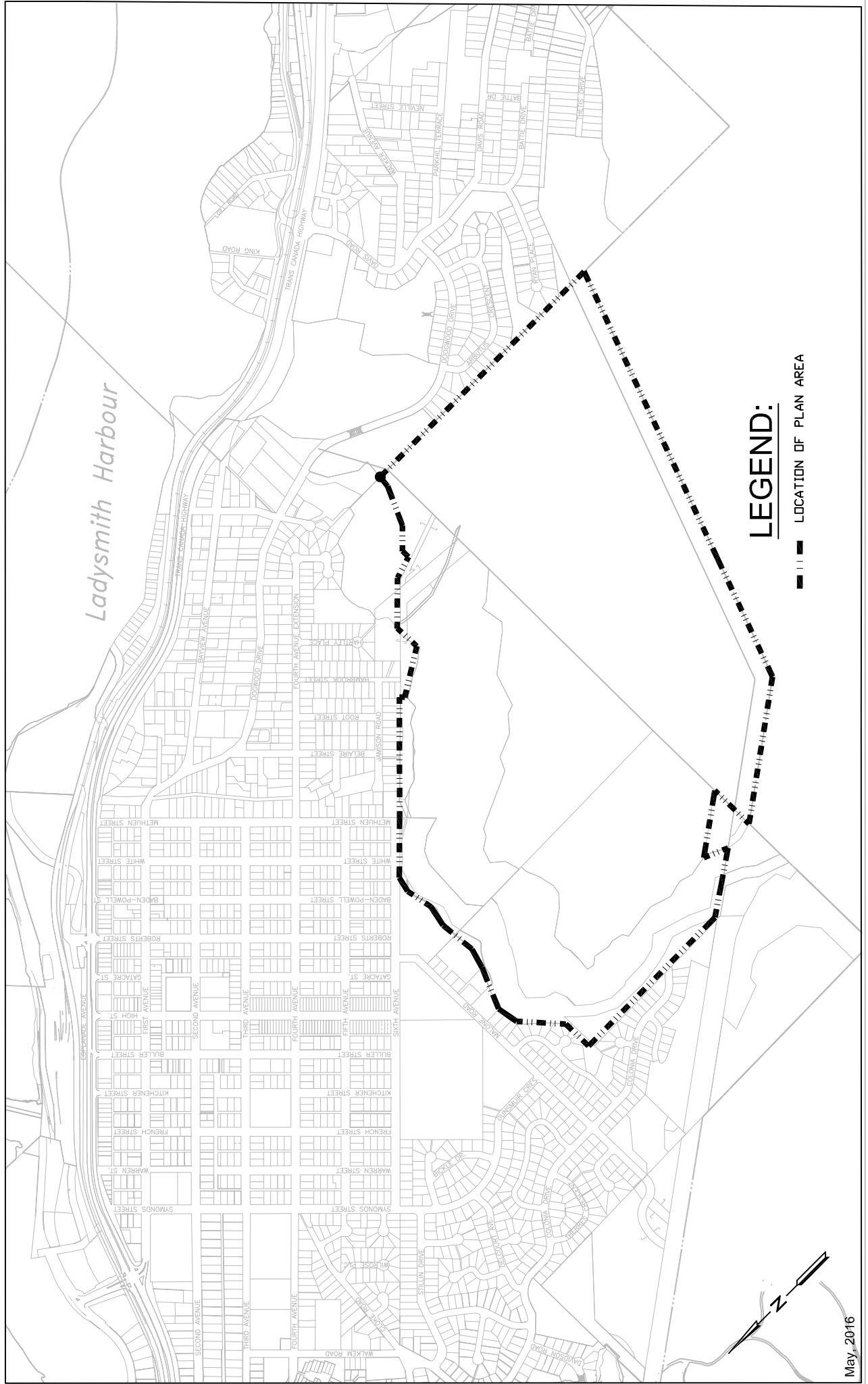
12.0 Development Permit Areas

The Development Permit Areas (DPA) that apply in the Plan Area are shown on OCP Map 2 – Development Permit Areas. The special conditions, objectives and guidelines for the following Development Permit Areas that apply in the Plan Area are contained in OCP Schedule A.1.

- a) DPA 6 - Riparian
- b) DPA 7 – Hazard Lands
- c) DPA 8 – Multi-Unit Residential ESA
- d) DPA 11 – Arbutus Hump ESA



Holland Creek Local Area Plan MAP 1 - LOCATION MAP



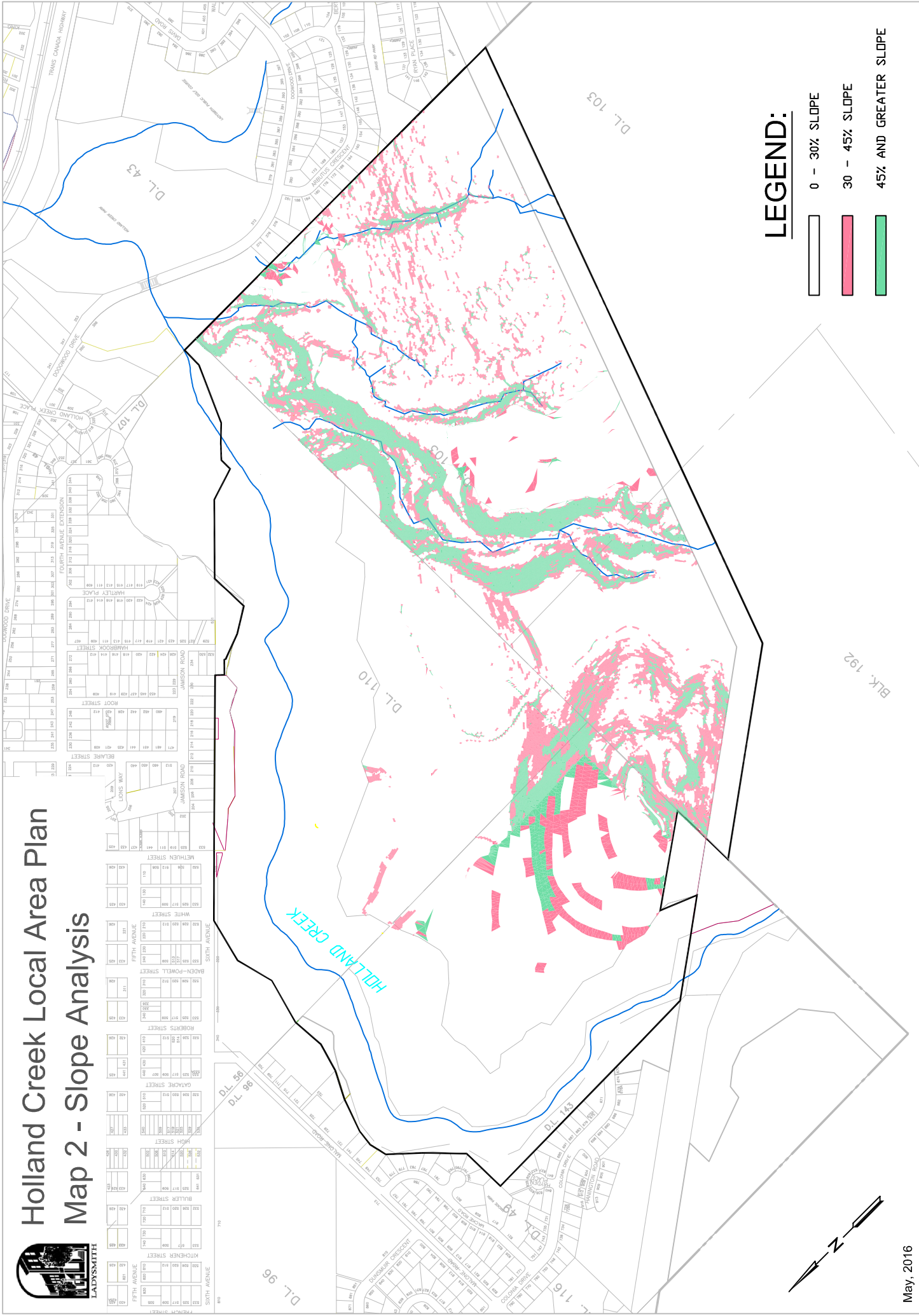
LEGEND:

--- LOCATION OF PLAN AREA



Holland Creek Local Area Plan

Map 2 - Slope Analysis



LEGEND:

- 0 - 30% SLOPE
- 30 - 45% SLOPE
- 45% AND GREATER SLOPE



Holland Creek Local Area Plan

Map 3 - Land Use

