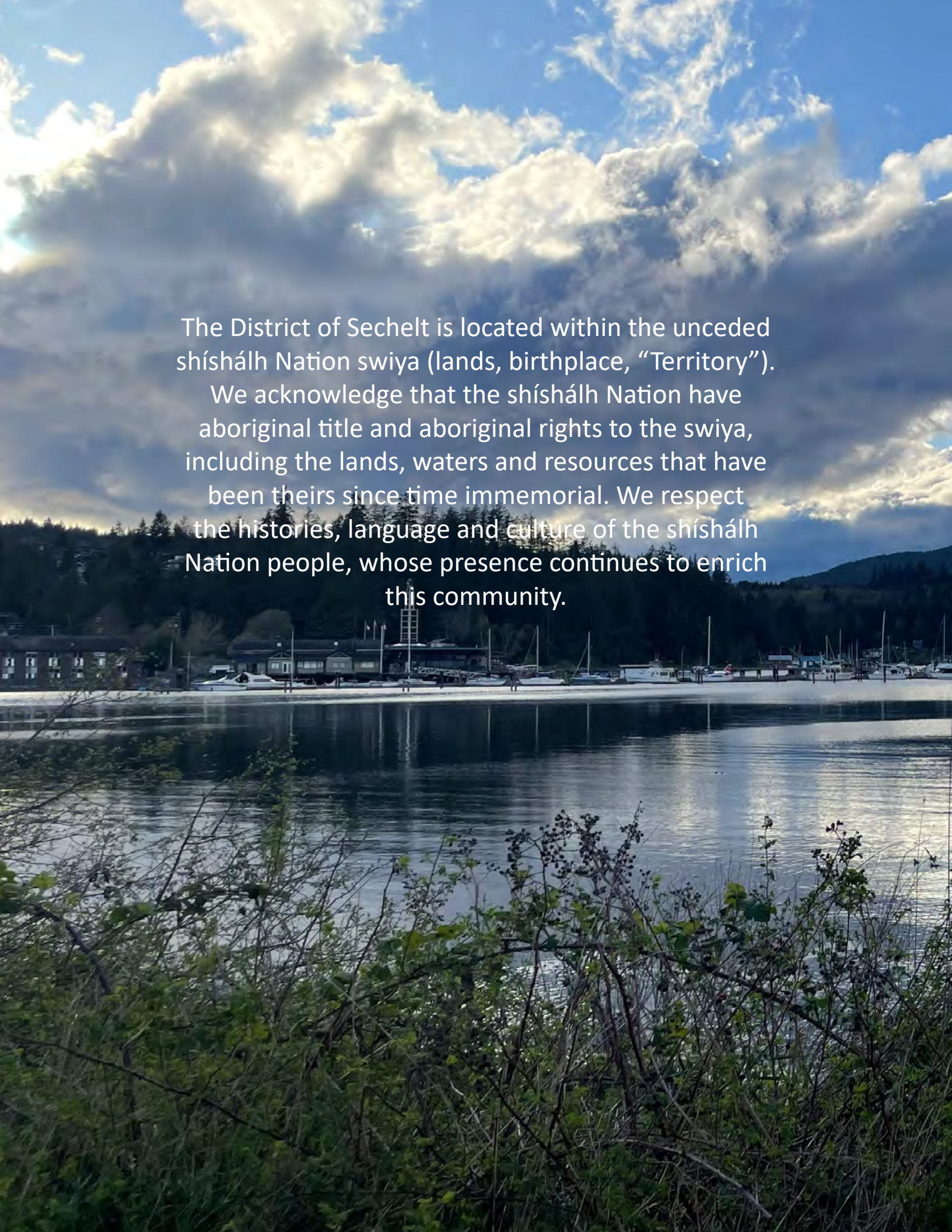




Community Land Development Analysis

July
2025



The background image is a scenic landscape. The top half is dominated by a vast sky filled with large, white, puffy clouds that catch the light, creating a bright, airy feel. Below the sky, a dark, silhouetted forest of evergreen trees stretches across the horizon. In the middle ground, a coastal town is visible, featuring several buildings and a prominent marina with numerous sailboats and fishing vessels docked. The water in the foreground is calm, acting as a perfect mirror for the sky and the town above. In the immediate foreground, there are out-of-focus, dark green branches and leaves, framing the bottom and sides of the scene.

The District of Sechelt is located within the unceded shíshálh Nation swiya (lands, birthplace, “Territory”).

We acknowledge that the shíshálh Nation have aboriginal title and aboriginal rights to the swiya, including the lands, waters and resources that have been theirs since time immemorial. We respect the histories, language and culture of the shíshálh Nation people, whose presence continues to enrich this community.



*Prepared for District of Sechelt, 5797 Cowrie Street, Sechelt, BC V0N 3A0
Prepared by DIALOG, 406-611 Alexander Street, Vancouver, BC V6A 1E1*

Executive Summary

This document outlines the findings of the Community Land Development Analysis (CLDA) for the District of Sechelt (“District”). Located within the Sunshine Coast of British Columbia, Sechelt (ch’atlich) is a community of approximately 11,500 residents. Its pristine beaches and access to nature, coupled with its urban amenities and high quality of life, make Sechelt (ch’atlich) a desirable place to live.

The impetus for the CLDA came from both the need to create a new Official Community Plan, and from the Province of British Columbia’s announcement of funding to support the creation of “complete communities.” The intent of this document is to present findings with respect to the “four lenses” of complete communities, which are transportation, daily needs, housing, and infrastructure. Together, these lenses paint a picture of daily life within a community. What types of amenities can residents access within a close distance of their homes? Is suitable housing available, and is it affordable for residents? Is infrastructure sufficient to meet the needs of the current population and the anticipated future population, and within the context of a changing climate?

This document provides an overview of the local Sechelt (ch’atlich) context, including its position within the broader region, its population, and the policies that govern local development-related decision-making. It also outlines the steps involved in the “Complete Community Assessment” process and the engagement process undertaken to augment the CLDA. It details the results of the housing, transportation, daily needs, and infrastructure analyses and synthesizes these to identify strengths, opportunities, and challenges.

Following this document will be the creation and analysis of growth scenarios and the development of an Implementation Plan, including actions to work towards creating a more complete community. Ultimately, a growth scenario will be selected that will form the basis of a new Official Community Plan for Sechelt (ch’atlich).

Please note that the District of Sechelt, the Sunshine Coast Regional District and the shíshálh Nation all participated in the creation of this document.

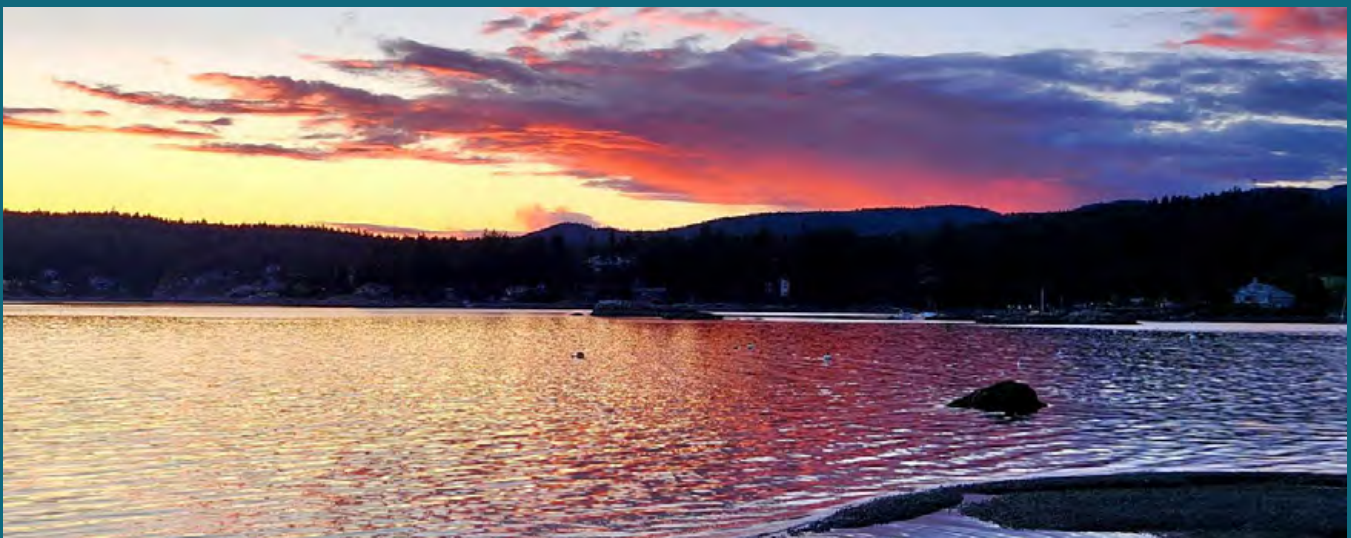




Table of Contents

1.0 Local Context	11
1.1 District of Sechelt	12
1.1.1 Location	12
1.1.2 Study Area	12
1.1.3 Demographics.....	12
1.1.4 Regional Partnership & Considerations	14
1.2 Key Opportunities & Challenges	15
1.3 Policy Context.....	16
1.3.1 Provincial Legislation Updates	16
1.3.2 District of Sechelt Official Community Plan	16
1.3.3 Other Relevant Plans	17
2.0 Complete Communities.....	21
2.1 Complete Communities	22
2.2 Complete Community Process	23
3.0 Process	25
3.1 Overall Policy Development Process	26
3.2 Engagement Process	27
4.0 Lens Analysis.....	29
4.1 Transportation Lens.....	30
4.1.1 Access to Transit	30
4.1.2 Access to Active Transportation	33
4.1.3 Intersection Density.....	37
4.1.4 Discussion	38



4.2 Daily Needs Lens	39
4.2.1 Access to Daily Needs	40
4.2.2 Land Use Mix	46
4.2.3 Discussion	47
4.3 Housing	48
4.3.1 Population Characteristics	48
4.3.2 Housing Forms	50
4.3.3 Housing Tenure	54
4.3.4 Affordability, Suitability, and Adequacy	56
4.3.5 Core Housing Need	59
4.3.6 Housing Needs Forecast	60
4.3.7 Discussion	63
4.4 Infrastructure	64
4.4.1 Water Infrastructure	64
4.4.2 Sanitary Sewer	66
4.4.3 Stormwater Infrastructure	67
4.4.4 Discussion	68
5.0 Findings	71

APPENDIX A	74
-------------------------	-----------

APPENDIX B.....	75
------------------------	-----------

Figures

Figure 1: Regional Context	10
Figure 2: District of Sechelt Boundary	11
Figure 3: Provincial Legislative Update Timeline	14
Figure 4: Access to Transit - District of Sechelt Overall	29
Figure 5: Percent of Residential Units with Access to Transit	30
Figure 6: Active Transportation Facilities - District of Sechelt Overall	31
Figure 7: Active Transportation Facilities - Tuwanek / Sandy Hook / East Porpoise Bay	32
Figure 8: Active Transportation Facilities - Downtown Sechelt / West Sechelt / West Porpoise Bay	33
Figure 9: Active Transportation Facilities - Selma Park / Davis Bay / Ts'ukw'um/ Wilson Creek	33
Figure 10: Level of Access to Active Transportation Facilities	34
Figure 11: Intersection Density - District of Sechelt	35
Figure 12: Daily Needs Amenity Locations - District of Sechelt Overall	39



Figure 13: Daily Amenity Locations - Tuwanek / Sandy Hook / East Porpoise Bay	40
Figure 14: Daily Amenity Locations - West / Downtown Sechelt / West Porpoise Bay	41
Figure 15: Daily Amenity Locations - Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek	42
Figure 16: Level of Access to Daily Needs	43
Figure 17: Percent of Households with Access to Daily Needs	43
Figure 18: Percent of Land Area by Category	44
Figure 19: Residential Unit Heat Map	51
Figure 20: Existing Water Service Area	63
Figure 21: Sanitary Service Area	64
Figure 22: Stormwater Infrastructure Areas	65

Tables

Table 1: Age of Residents (2016 - 2021)	38
Table 2: Average Household Size - District of Sechelt vs. British Columbia	39
Table 3: Number of Housing Units by Structure Type (2021)	41
Table 4: Housing Starts from 2018 - 2024	42
Table 5: Existing Housing Stock vs. Housing Starts	42
Table 6: Total Supply of Existing and Under Construction Rental Units	44
Table 7: Tenure of Housing Starts (2018 - 2024)	45
Table 8: Income Groups of Owner and Rental Households	47
Table 9: Comparison of Sechelt and BC Households Spending Over 30% of Income on Housing	47
Table 10: Comparison of Sechelt and BC Households Not Meeting Suitability Criteria	48
Table 11: Comparison of Sechelt and BC Households Not Meeting Adequacy Criteria	48
Table 12: Share of Households in Core Housing Need by Tenure	49
Table 14: Housing Needs Projections - 5 Year & 20 Year Forecast	50
Table 13: Share of Priority Households in Housing Need	50
Table 15: Housing Needs Projections (5 Year & 20 Year) by Tenure and Income	51
Table 16: Housing Need Projections by Bedroom Type - 20-years	52
Table 17: Water Servicing Summary	55



An aerial photograph showing a coastal town with a mix of residential buildings and green spaces, surrounded by dense forested hills. In the background, a large body of water (likely a bay or fjord) is visible, with mountains rising in the distance under a blue sky with light clouds.

1.0 Local Context

This section provides an introduction to the District of Sechelt, including its position within the broader Sunshine Coast Region, the study area boundary, key demographic features, and the policy and planning context.

1.1 District of Sechelt

1.1.1 Location

The District of Sechelt (“District”) is situated on the southern portion of the Sunshine Coast in British Columbia, Canada. Geographically, it occupies an isthmus between the Salish Sea and Sechelt Inlet, approximately 50 kilometers northwest of Vancouver (see **Figure 1**). Access to the District from the mainland is via a 40-minute ferry ride from Horseshoe Bay to Langdale, followed by a 25-minute drive along Highway 101, also known as the Sunshine Coast Highway.

The District covers an area of approximately 39.7 square kilometers (15.3 square miles), with about 35 kilometers of Pacific Ocean shoreline. Sechelt is bounded by the unincorporated communities of Halfmoon Bay to the west and Roberts Creek to the east.

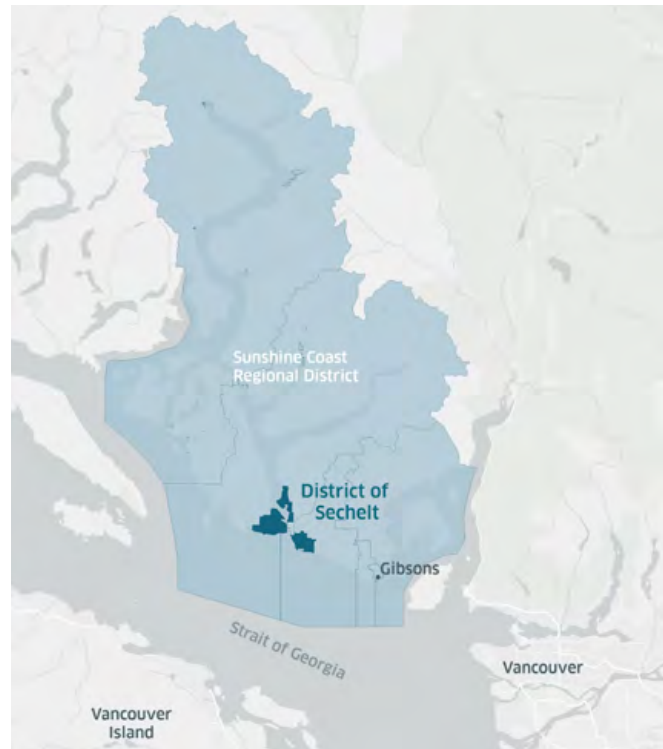


Figure 1: Regional Context

1.1.2 Study Area

The study area for this document includes the land within the District’s municipal boundary (See **Figure 2**). It is not a continuous land area, given the location of Sechelt Nation Government District (SNGD) land within the local area. Generally speaking, the study area includes the communities of Tuwanek, Sandy Hook, East Porpoise Bay, Downtown Sechelt / Sechelt Village, West Porpoise Bay, West Sechelt, Selma Park, Davis Bay, and Ts’ukw’um/Wilson Creek. Please note that this is not an exhaustive list of District community names; rather, these areas have been grouped together because they represent general geographic areas within the District that share common characteristics.

1.1.3 Demographics

According to the 2021 Canadian Census, the District has a population of 10,847 residents, reflecting a growth rate of 6.2% since the previous Census in 2016. The community is characterized by several distinct neighbourhoods, including Ts’ukw’um/Wilson Creek, Davis Bay, Selma Park, the original Village of Sechelt, West Sechelt, West and East Porpoise Bays, Sandy Hook, Tillicum Bay, and Tuwanek. The population density is approximately 213 people per square kilometer. Demographically, the area has a relatively high median age, with more than half the population over 50 years old, though recent trends indicate a moderate increase in younger adults and families migrating to the region.

Figure 2: District of Sechelt Boundary



1.1.4 Regional Partnership & Considerations

Regional planning requires coordination between the District of Sechelt, the Sunshine Coast Regional District (SCRD), and the shíshálh Nation to ensure land use, infrastructure, and service delivery are consistent and coordinated across jurisdictions. Regional economic development, environmental management, and emergency planning are a few of many areas where collaboration between all three jurisdictions is essential for achieving sustainable, inclusive outcomes.

shíshálh Nation

The District is located within the shíshálh Nation swiya. The word “swiya” describes the lands and waters that shíshálh Nation has occupied and utilized since time immemorial and can be translated as world, birthplace, lands or “territory”. The swiya extends from xwésám (Roberts Creek) in the southeast to the height of land located north of xénichen (head of Queen’s Reach) in the north, kwékwenis (Lang Bay) to the west and spílksen (Texada Island) to the south.

The shíshálh Nation operates as a self-governing entity under the shíshálh Nation Self-Government Act. The shíshálh Nation Government District is the local government established under this legislation to represent shíshálh Nation members and non-Nation members within its jurisdiction over 33 parcels of shíshálh Nation Land (SNL) located throughout the swiya.

shíshálh Nation’s governance is rooted in the stewardship and protection of lands and resources in the swiya for current and future generations, with a mission to enhance shíshálh self-reliance, independence and way of life. The landmark Foundation Agreement (signed in 2018 and recently renewed in 2025) between the Provincial government and the shíshálh Nation highlights that collaborative decision making is a regional priority. This agreement formalizes a shared approach to planning, economic development and ecological stewardship within the swiya, while recognizing government-to-government relations and shíshálh’s inherent rights and title.

Sunshine Coast Regional District

The SCRD partners with the District and other organizations to invest in, operate, and maintain numerous services such as water, solid waste, public transit, and recreational facilities. The SCRD, the District, and other local jurisdictions also work together on studies and plans that are regional in scope. Examples include coastal flooding studies and wildfire hazard studies that address inter-jurisdictional issues and inform policies. The SCRD also oversees land use planning and services unique to the region’s unincorporated areas (generally known as the Electoral Areas).

The District of Sechelt and the SCRD must consider the unique governance structure of the shíshálh Nation, which operates both as a local government and as a rights-holder with constitutionally protected interests in land and government.



1.2 Key Opportunities & Challenges

The District's unique position on the Sunshine Coast—situated along a lengthy ocean waterfront and extending into upland slopes and benchlands—has fundamentally shaped its community development. The community has evolved with a spread-out, linear settlement pattern that follows the coastline and takes advantage of scenic views of the Georgia Strait and Sechelt Inlet. This geography has resulted in a dispersed, low-density development style.

Development Pattern

When rural areas and neighbourhoods were incorporated into the District in 1986, they retained their suburban and rural zoning. This has allowed for continued low-density residential development, reinforcing the spread-out nature of the community. The spacious properties and more rural lifestyle seen along the edges of the District represent a deliberate choice for many residents, reflecting the character and appeal of the Sunshine Coast.

Infrastructure Considerations

The dispersed pattern of development poses challenges for infrastructure and service delivery. Servicing low-density areas is significantly more expensive than servicing denser, more compact neighbourhoods. This has prompted growing concerns about the long-term sustainability and environmental impact of continued low-density growth, especially as the community seeks to protect natural areas and sensitive ecosystems.

Climate and Weather Impacts

Like many coastal British Columbia communities, the District is vulnerable to climate impacts and extreme weather events, including sea-level rise, drought, wildfires, and flooding. The impacts of these, as well as their mitigation, must be taken into account when planning for the future.

Community Values

The District's coastal location fosters a strong community focus on environmental stewardship, access to waterfronts, and recreational opportunities. Through the engagement done to develop this CLDA, residents expressed desires for improved amenities, better connections between neighbourhoods, and more sustainable development practices. Planning for future growth in the District will need to consider community values and aspirations alongside technical considerations.

Growth

The District is a desirable place to live, and it is unsurprising that it has been experiencing steady growth since incorporation. The area's mild climate, coastal location, proximity to Vancouver, access to urban amenities, and high quality of life are all expected to drive future growth. Balancing growth and development aspirations with community objectives, along with identifying and mitigating constraints, is key when planning for the future.

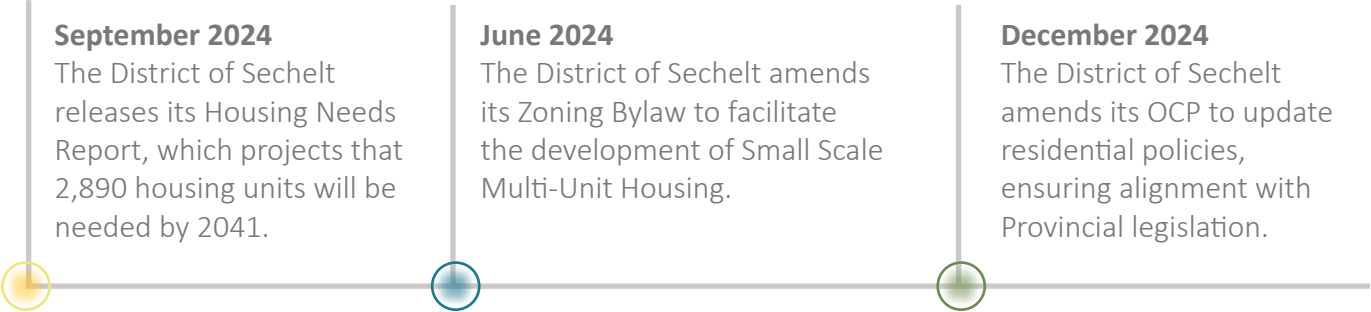
1.3 Policy Context

1.3.1 Provincial Legislation Updates

The Province of British Columbia requires all municipalities to adopt updated residential policies in their Official Community Plans (OCPs) by the end of 2025, ensuring consistency with updated Housing Needs Reports (HNRs). The District completed its HNR and related bylaw changes for the OCP and zoning ahead of schedule. Aligning with Provincial requirements, these recent amendments generally support further increased development densities in targeted areas that were previously planned for residential infill in the current OCP.

The HNR, prepared using Ministry of Housing methodology, projects a need for 726 new housing units by 2026 and a total of 2,890 units by 2041. The OCP’s amended residential policies now provide sufficient serviced land and density to accommodate these projections, positioning the District as compliant with Provincial housing legislation and allowing the community to shift focus to other planning priorities.

Figure 3: Provincial Legislative Update Timeline



1.3.2 District of Sechelt Official Community Plan

An OCP is a local government’s primary long-range planning tool. It is a strategy document that sets out a vision, goals, and objectives, as well as policies intended to be followed to achieve those objectives. Its main purpose is to guide future growth and development decisions. An OCP is policy-based and not regulatory. However, it strongly influences the shape of community growth. An OCP should be reflective of the goals of both a municipal government and the community it serves. Provincial legislation states that all bylaws adopted and works enacted by a local government must be consistent with an OCP.

This requirement applies to zoning, development cost charges, development servicing, financial plans, borrowing bylaws and capital works projects. Under Provincial legislation, OCPs are now required to be reviewed and updated every five years.

The District’s current OCP was adopted in 2011. Much has changed in the District and the region since then, and a new OCP is needed to address emerging issues and to ensure compliance with Provincial requirements. This CLDA is one of a few important planning documents that will set the foundation for a new OCP.

1.3.3 Other Relevant Plans

Several other existing or in-progress plans also guide planning and development in the District, as outlined below.

District of Sechelt

District of Sechelt Transportation Master Plan

The District is completing its Transportation Master Plan, which is closely linked to the OCP. This plan will shape how people move within Sechelt over the next 20 years, emphasizing inclusive, sustainable, and connected transportation options.

District of Sechelt Sanitary Sewer Strategic Master Plan

The District is preparing a Sanitary Sewer Strategic Master Plan, which will examine the current sanitary sewer collection and treatment system and align future planning with the OCP.

Budget and Financial Planning

Every year, the District ensures its operating and capital budgets plan for projects that support OCP implementation, such as infrastructure upgrades, parks, and community amenities.

District of Sechelt Development Cost Charge Bylaw

The District is preparing a new Development Cost Charge Bylaw to assist with the funding of future capital infrastructure projects.

Sunshine Coast Regional District

SCRD Financial Plan (2025-2029)

The SCRD is finalizing its five-year financial plan, with the 2025 budget topping \$70 million. This plan includes strategic investments in water, solid waste, and regional facilities, and is directly linked to infrastructure and service planning for all communities within the Regional District.

SCRD Electoral Areas OCP Update

The SCRD has Electoral Area OCPs that are long-range planning documents that set out community goals, objectives and policies. The SCRD is in the process of updating and integrating its OCPs into a single document framework that focuses on the Board's adopted pillars of Housing and Climate & Environment

Sunshine Coast Transit Future Action Plan

The SCRD, in partnership with BC Transit, is working towards implementing the Sunshine Coast Transit Future Action Plan, which identifies priorities for changes to the region's transit network over the next 5-10 years. This includes a potential park-and-ride facility in Downtown Sechelt, as well as future bus exchange at Field Road.

SCRD Water Strategy

The SCRD is developing a Water Strategy, which is a long-term strategic plan that will set the long-range direction for water projects and initiatives with consideration for climate change, population growth, and potential emergencies.

shíshálh Nation

shíshálh–B.C. Joint Land Use Plan

The shíshálh Nation and the Province of British Columbia are actively developing a Joint Land Use Plan for the shíshálh swiya (world, birthplace, lands, “Territory”). This collaborative planning process, initiated under the Foundation Agreement (signed 2018 and renewed in 2025), aims to provide clear management direction on biodiversity, watershed integrity, resources important to shíshálh culture and sustainable economic development for the public lands in the swiya.

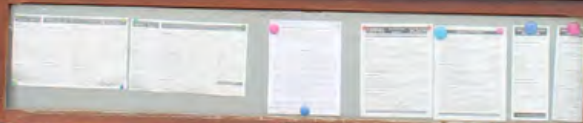
Dock Management Plan and Foreshore Stewardship

The renewed Foundation Agreement also reaffirms the Nation’s commitment to collaborative foreshore management, including the Dock Management Plan, which underwent community engagement and was updated in August 2024. This plan guides dock development and stewardship along the Sunshine Coast, ensuring environmental and cultural values are respected.

Water Security and Infrastructure Upgrades

The shíshálh Nation, in partnership with the SCRD and Heidelberg Materials, is leading a project to enhance water security on the Sunshine Coast, with a \$117 million investment from the federal government. The project aims to construct two-large scale water storage reservoirs within the Chapman Creek watershed to store creek water in during the spring to augment the supply during the summer months. While this project is still being developed, it could provide a more reliable and sustainable water supply for the majority of Sunshine Coast residents, who rely on the Chapman watershed as one of their water sources.







An aerial photograph showing a coastal town with a mix of residential housing and commercial areas, surrounded by dense green forests and a body of water in the background under a blue sky with light clouds.

2.0 Complete Communities

This section describes what a “complete community” is. It also provides an overview of the Complete Community Assessment process, as indicated by the Union of British Columbia Municipalities (UBCM).

2.1 Complete Communities

A complete community provides a well-rounded mix of features designed to support the diverse needs of residents. The following elements are fundamental to having a complete community:

Housing Diversity

A complete community offers a wide range of housing options to accommodate people at all stages of life. This may include a mix of apartments, townhouses, and single-family homes, ensuring that individuals and families can find suitable places to live.

Mixed Land Uses

Integrating residential, commercial, and recreational spaces within a community creates vibrant, active areas where people can live, work, and play. Having mixed land uses within a community reduces the need for long commutes and fosters a strong sense of community.

Local Employment Opportunities

Having employment options within a community allows residents to find work close to home. This reduces commute times, promotes local activity and supports a resilient local economy.

Proximity to Daily Needs

Daily essentials such as jobs, shops, services, and amenities should be accessible within a comfortable walking distance. This proximity promotes walkability, reduces car reliance, and contributes to a more sustainable lifestyle.

Transportation Choices

Complete communities provide multiple transportation options—including walking, cycling, public transit, and private vehicles—to ensure that people of all ages, abilities, and backgrounds can move around easily and safely. A multi-modal transportation system supports inclusivity and accessibility for everyone.

Access to Essential Infrastructure

Residents of complete communities generally have access to infrastructure to support their daily lives, such as drinking water, wastewater disposal, and internet.



2.2 Complete Community Process

The District, in partnership with the SCRD and the shíshálh Nation, has obtained funding from the Union of British Columbia Municipalities (UBCM) Complete Communities Program to evaluate community “completeness” in the District. The grant initiative is aimed at supporting local governments and modern Treaty First Nations across British Columbia in creating more integrated and complete communities. This funding enables recipients, such as the District, to carry out detailed assessments of community development, helping them explore and plan for future growth scenarios. The information gleaned from this process will help to inform coordinated planning efforts across jurisdictions, including the District, SCRD, and shishalh Nation, particularly with respect to infrastructure and service delivery.

Four lenses are key to the Complete Communities Program: housing, transportation, daily needs, and infrastructure. Local governments can use these grants to conduct thorough assessments of these lenses that guide strategic decisions about community development, housing supply, and transportation options.

The Complete Communities Process consists of three main phases: *Prepare*, *Assess*, and *Act*. This CLDA informs the first two tasks of *Phase 2: Assess* by mapping indicators and completing a spatial analysis of the data for each lens to determine the District’s strengths, opportunities and challenges.

Prepare | Phase 1

In the “Prepare” phase, the focus is on reviewing the community context and identifying goals that support the development of complete communities. This phase involves preparing a scope of work, which includes identifying the project team, required resources, project goals, and engagement strategies. Additionally, data is collected and compiled with an emphasis on spatial analysis and mapping to ensure accurate and current information.

Assess | Phase 2

The “Assess” phase involves conducting a spatial analysis of selected lenses, such as Housing, Transportation, Daily Needs, and Infrastructure, both individually and in relation to one another. This phase aims to assess the community’s strengths, opportunities, and challenges in becoming more complete. Various scenarios are created to test potential actions, and an analysis is conducted to evaluate the trade-offs of different actions and how they may contribute to achieving the community’s goals.

Act | Phase 3

In the final phase, “Act,” an implementation plan is developed based on the identified actions. A report is created, outlining key assessment findings, and detailing the strengths, opportunities, and challenges that need to be addressed to enhance community completeness. The implementation plan also includes potential future actions and establishes monitoring and reporting mechanisms to track progress, ensuring that the community moves toward becoming more complete over time.





3.0 Process

This section outlines the process that led to the creation of this CLDA, as well as future stages of work.



3.1 CLDA Process and Relationship to Future Policy Development

This CLDA document will provide the foundation for a major OCP update, providing key information related to transportation, housing, daily needs, and infrastructure. Following this document, work to identify future-oriented scenarios will be completed, with an evaluation of three potential future scenarios and the selection of a preferred

scenario to follow. A detailed Implementation Plan will then be developed to identify actions to work towards realizing a more complete community. This CLDA, preferred scenario, and Implementation Plan will all be used as inputs into the creation of a new OCP.

STAGE 1: Setting the Foundation

This stage consisted of reviewing background documents, developing an engagement plan, and engaging with project partners, all in an effort to ensure a solid understanding of the local context. **This stage is complete.**

STAGE 2: Engagement

In addition to regular engagement with project partners, this stage consisted of conducting a Visioning Workshop with the general public to understand visions for the future of the District. It also consisted of an open house to gather feedback on the four “lenses” of a complete community. **This stage is complete.**

STAGE 3: Analysis

This stage consisted of a technical review of the four “lenses” of a complete community: transportation, daily needs, housing, and infrastructure. The output of this was an outline of strengths, opportunities, and challenges facing the District with respect to growth. **This stage is complete.**

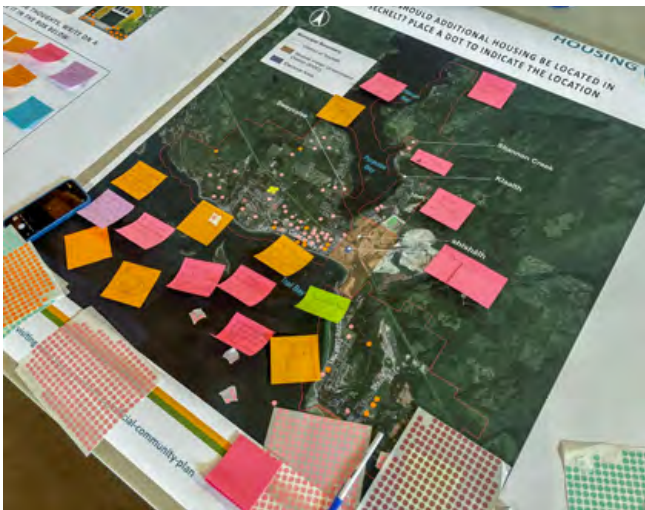
FUTURE STAGES: Scenario Development

This stage will consist of using the CLDA to identify future scenarios, which will be assessed. It will also consist of developing an Implementation Plan.

3.2 Engagement Process

Public engagement was undertaken for this CLDA to obtain resident feedback about the four lenses. Approximately 30 community partner groups and the general public were invited to attend a workshop session and an open house at the Seaside Centre, with opportunities provided for online commentary as well.

The workshop sessions kicked off the engagement process by prompting attendees for their thoughts on the future of the District. The open house session invited attendees to provide input on various topics, including the four lenses, and to identify special areas in and around Sechelt (ch'atlich). Answers provided at both sessions were used to fill in qualitative gaps in this CLDA. For a full breakdown of the engagement session results, please see Appendix A and B for the What We Heard Reports.







4.0 Lens Analysis

This section outlines the findings related to the analyses of transportation, housing, daily needs, and infrastructure within the District.



4.1 TRANSPORTATION LENS

Residents of the District enjoy a multi-modal transportation network that includes bus service, cycling facilities, sidewalks, and pathways/trails, in addition to a street network for cars. Importantly, the District is in the process of completing a Transportation Master Plan that will guide how the District plans and prioritizes for growing and changing transportation needs over the next 20 years, with a focus on more active mobility.

Having access to a variety of transportation options is a key element of a complete community. Although some residents may always choose to drive, complete communities offer mobility choices that can include public transit, walking, cycling, micro-mobility, and ride share options.

Please note that this analysis focused on alternative transportation, rather than the District's existing car-based infrastructure. This is because the focus for complete communities is generally on active transportation and transit. Therefore, to assess the District's overall transportation network, three indicators were analyzed:

- **Access to Transit**
- **Access to Active Transportation**
- **Intersection Density**

The following sections detail the findings and discuss the relevancy of the three indicators.

4.1.1 Access to Transit

Having access to transit is key to a complete community. Within the District, bus service is provided to key destinations, such as the Downtown, the ferry terminal, and the Sunshine Coast Arena. Five bus routes serve the District, with varying levels of service, as follows:

- **Local Service:** These routes connect destinations within the local area.
- **Express Service:** These routes connect communities within the District to the Langdale Ferry Terminal with limited stops and faster travel times.
- **Limited Service:** These routes connect destinations at peak times or during selected times only.



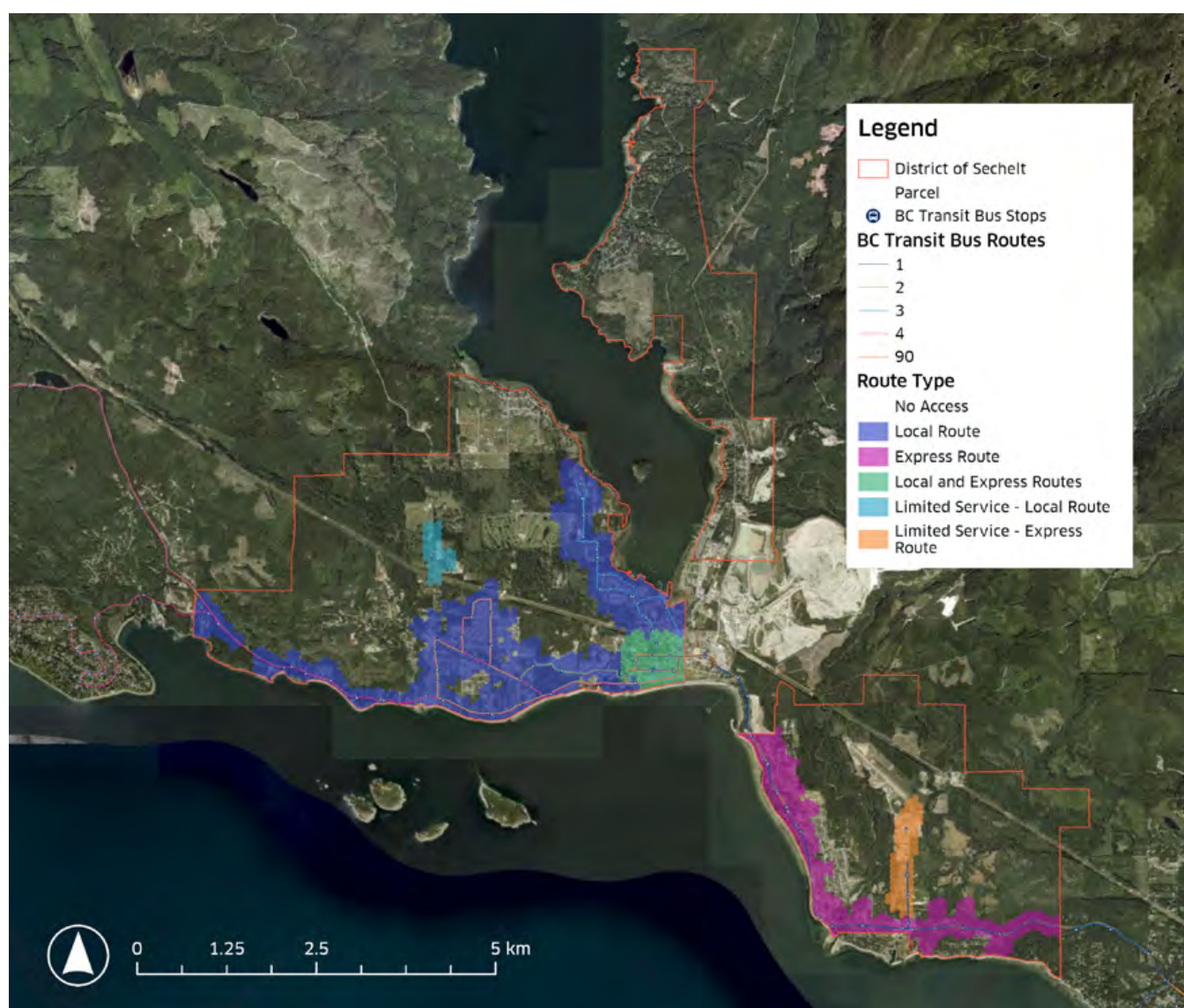


Figure 4 depicts the bus routes that serve the District, as well as the areas of the District that are located within a 400 metre walk of a bus stop. This is considered a convenient walking distance for most people, generally equating to an approximately five minute walk.

Tuwanek / Sandy Hook / East Porpoise Bay

These northern communities are not served by a bus route and do not have local access to transit.

Figure 4: Access to Transit - District of Sechelt Overall





Downtown Sechelt

Residents of Downtown Sechelt enjoy excellent access to transit, with the entirety of the area being within a 400 metre walk to a bus stop. The area is served by both local and express routes, providing access to local destinations and express service to the ferry terminal. Bus stops along Cowrie Street in the vicinity of Trail Bay Centre facilitate an emerging transit hub for the Sunshine Coast.

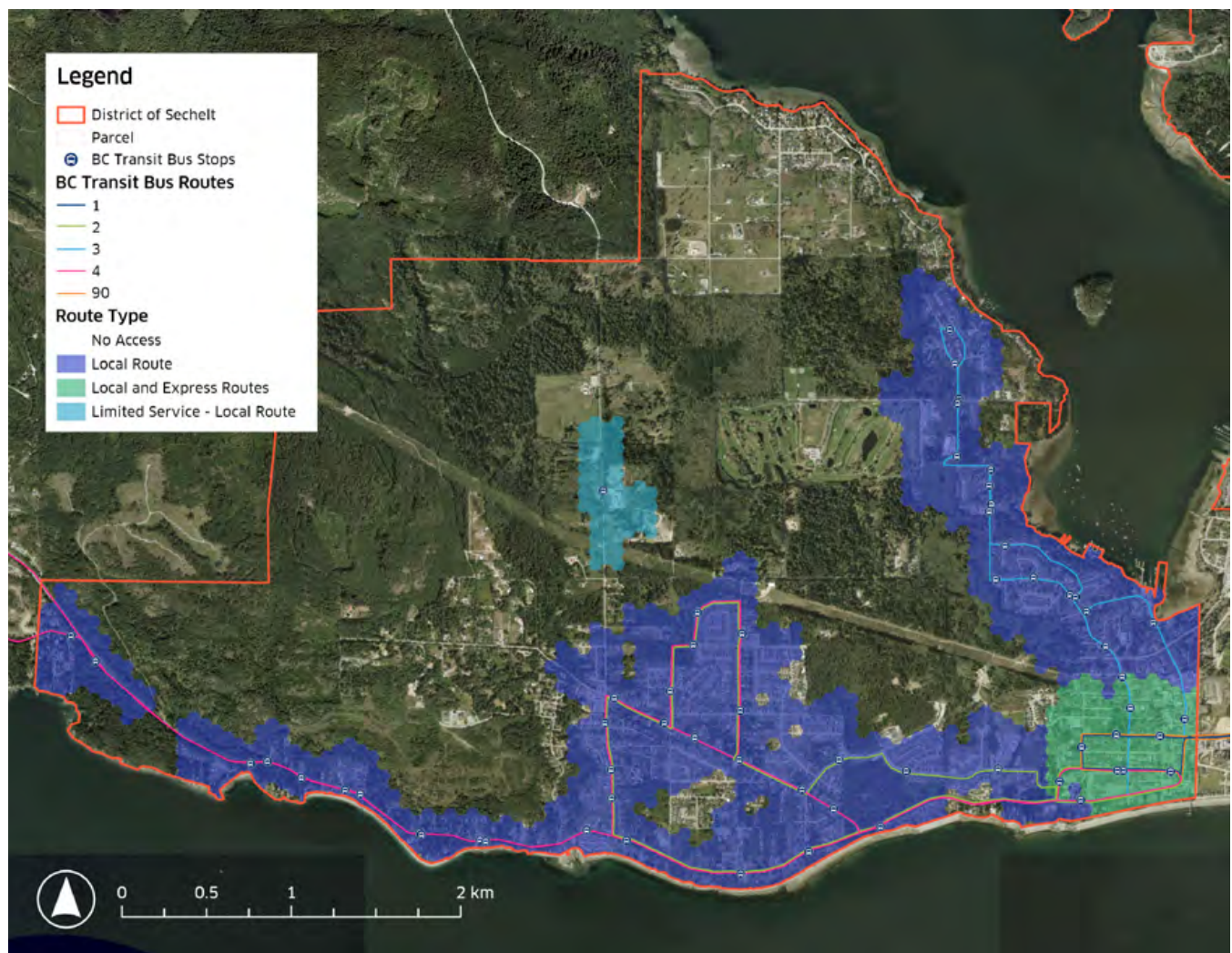
West Porpoise Bay

Residents of West Porpoise Bay generally have good access to transit, except for those who live north of Kinnikinnick Park.

West Sechelt

Residents of West Sechelt generally have good access to transit, particularly for those residents who live in close proximity to the Sunshine Coast Highway or Norwest Bay Road.

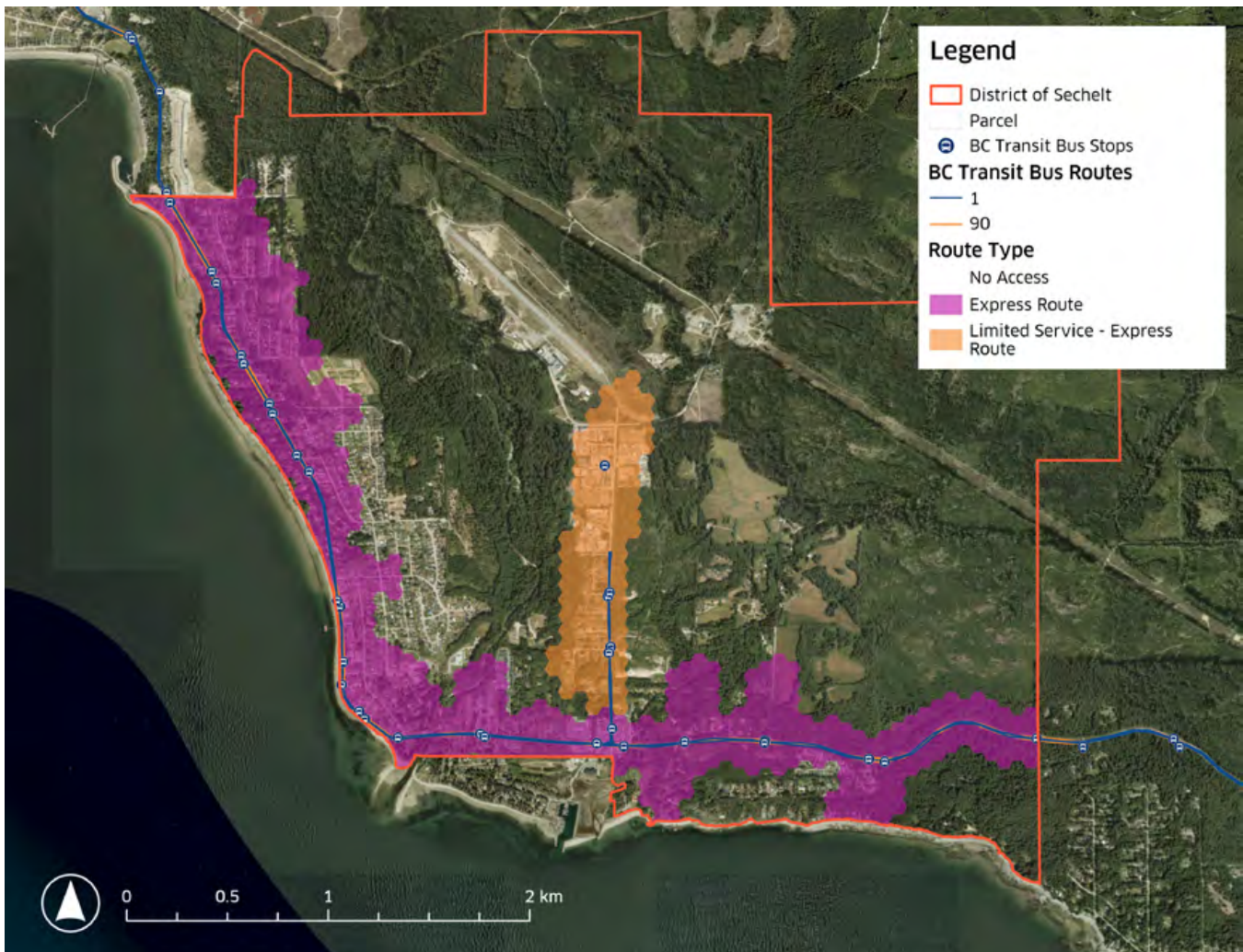
Figure 5: Percent of Residential Units Located within 400 m Walk to a Bus Stop



Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek

Residents of Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek generally have good access to transit, particularly for those who live in close proximity to the Sunshine Coast Highway. Those living and working in close proximity to Field Road also have good access to the express route that serves the employment area near the airport.

Figure 6: Percent of Residential Units Located within 400 m Walk to a Bus Stop

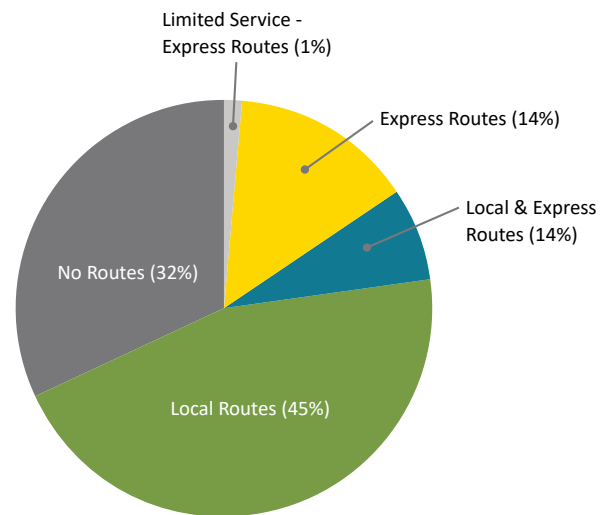




Discussion

Generally speaking, District residents enjoy very good access to transit, given the size of the District's population and the spread-out pattern of development. Overall, 45% of residential units within the District are located within a 400 metre walk to a local bus route (see **Figure 7**). 14% of residential units are within a 400 metre walk to an express route only, with 14% of residential units being located within a 400 metre walk of both a local and an express route. 32% of residential units are not located within a 400 metre walk to a bus route.

Figure 7: Percent of Residential Units Located within 400 m Walk to a Bus Stop



4.1.2 Access to Active Transportation Facilities

In addition to having access to transit, complete communities provide options for human-powered movement, which may include walking and cycling. Having good access to active transportation promotes human health through physical activity, as well as environmental sustainability through the reduction of car trips and greenhouse gas emissions.

Within the District, there are several active transportation facilities provided, including:

- **Sidewalks:** Pedestrian facilities located within the road right-of-way.
- **Bikeways:** Exclusive bike facilities provided within the road right-of-way.
- **Multi-Use Pathways:** Shared facilities for pedestrians and cyclists within the road right-of-way.
- **Paths or Trails:** Shared facilities for pedestrians and cyclists outside the road right-of-way.

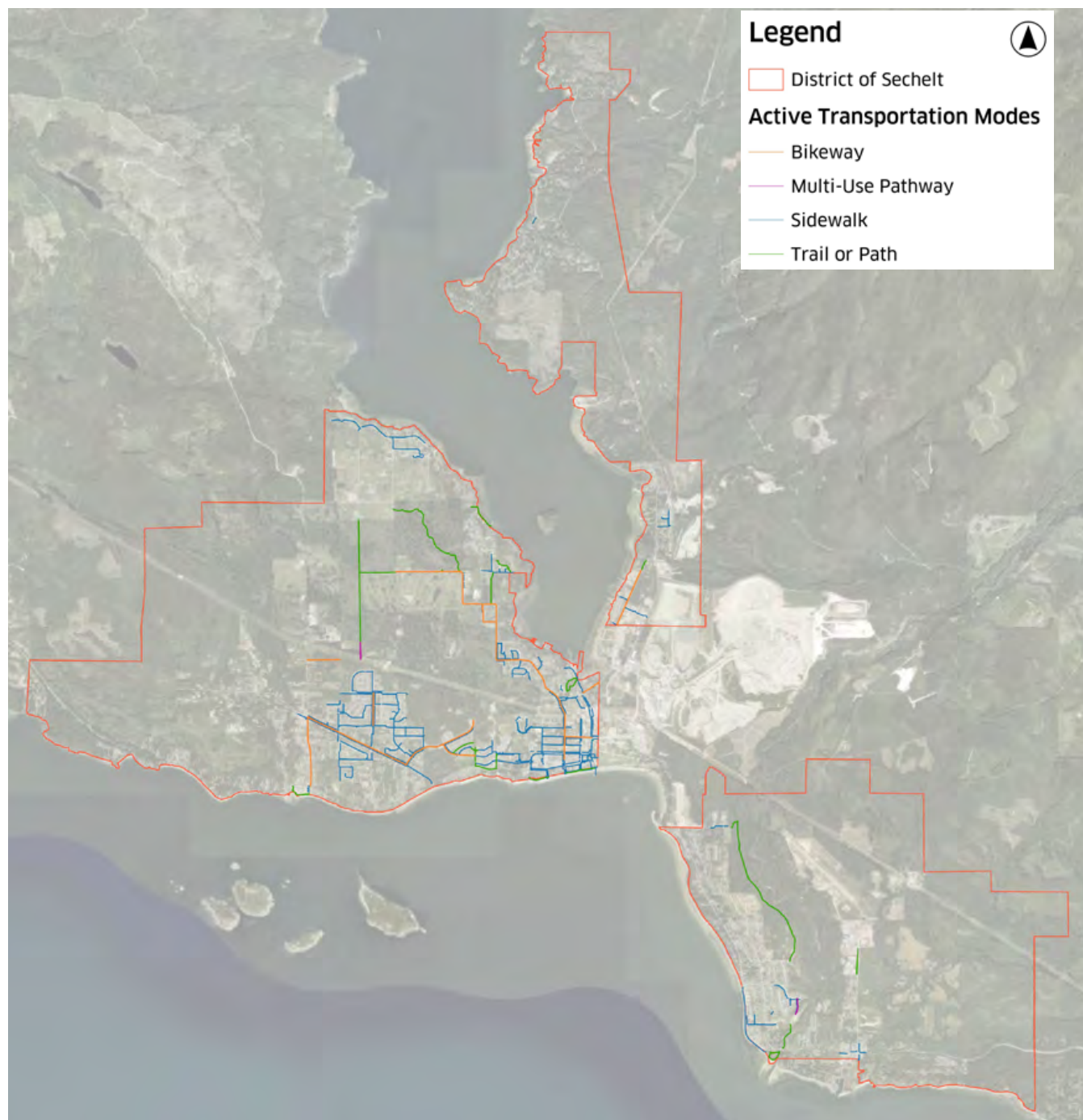
Figures 8 - 10 indicate the location of active transportation facilities, and **Figure 11** indicates the parcels within the District that are within a 400 metre walk to an active transportation facility. Together, these maps provide a visual representation of access to active transportation facilities within the District.



Tuwanek / Sandy Hook / East Porpoise Bay

These northern communities generally have lower access to active transportation facilities, with only a few sections of sidewalk provided within Tuwanek and Sandy Hook. An on-street bikeway is provided for approximately 700 m within East Porpoise Bay, as well as a small section of paths and trails.

Figure 8: Active Transportation Facilities - District of Sechelt Overall





Downtown / Sechelt Village

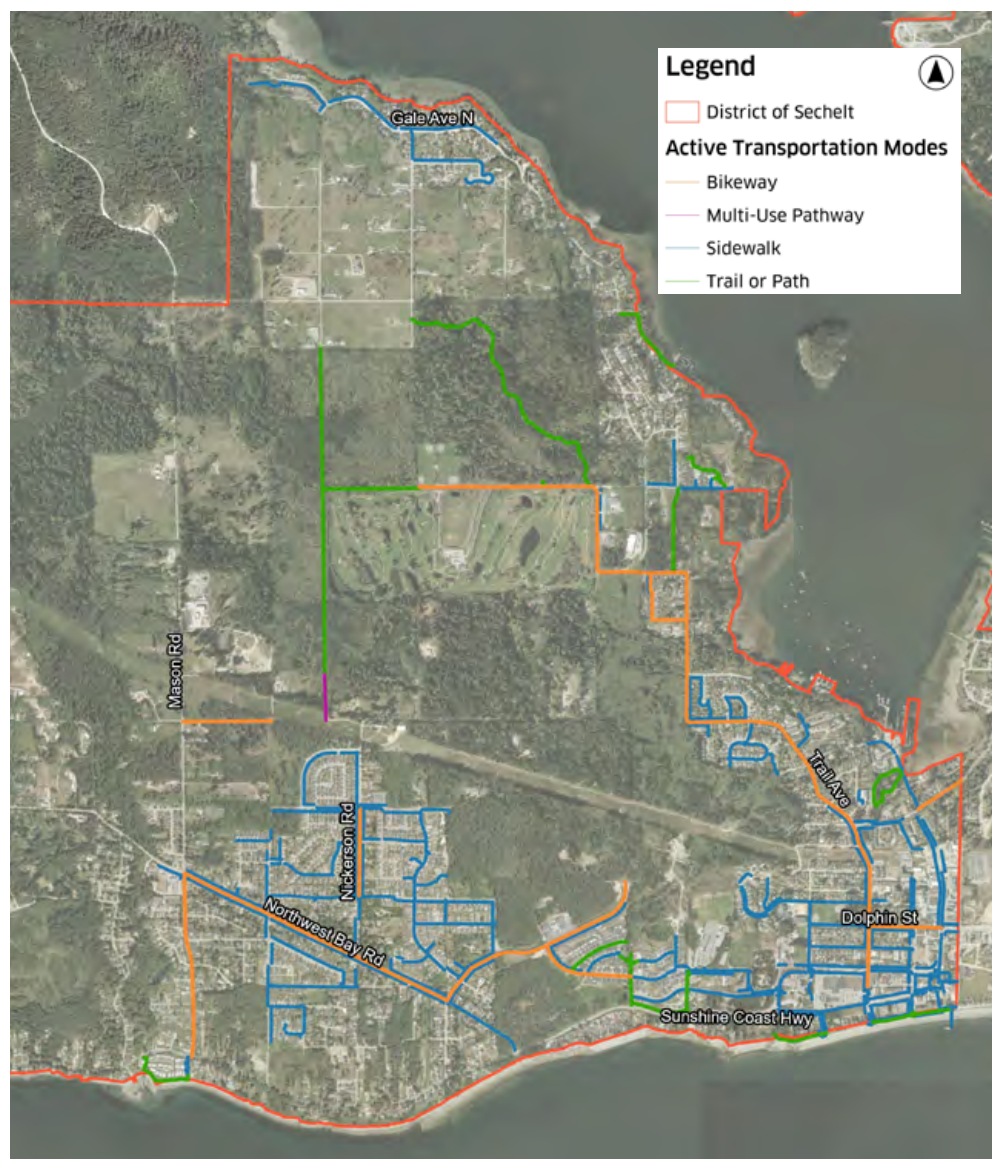
The Downtown and Sechelt Village generally have higher access to active transportation facilities, with a relatively high concentration of sidewalks and bikeways in the area. The bikeways provide particularly efficient connections to West Porpoise Bay via Trail Avenue.

Paths and trails are also provided along the waterfront to connect more recreation-focused destinations.

West Porpoise Bay

Residents of West Porpoise Bay generally have good access to active transportation facilities, and particularly to bikeways, with particularly strong north-south bike connections in the area. There is also a well-developed trail network through Kinnikinnick Park and other natural areas in the vicinity. Active transportation connections to the more northern neighbourhoods is limited to Trail Avenue and Reef Road.

Figure 9: Active Transportation Facilities - Downtown Sechelt / West Sechelt / West Porpoise Bay



West Sechelt

The more centrally located portions of West Sechelt have relatively good access to active transportation facilities, with sidewalks provided within some of the newer residential areas. Cycling connections are present as well, with bikeways provided along Norwest Bay Road and Mason Road.

Generally speaking, the portions of West Sechelt that are in close proximity to the Sunshine Coast Highway have relatively lower access to active transportation.

Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek

Residents of Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek have comparatively low access to active transportation facilities. An extensive trail system runs between Selma Park and the Airport, but is more focused on recreation. There are almost no sidewalks provided within Selma Park, and just a few are provided within Davis Bay and Ts'ukw'um / Wilson Creek. However, Davis Bay does feature a high quality pedestrian connection along the waterfront as well as a trail network near Chapman Creek.

Figure 10: Active Transportation Facilities - Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek

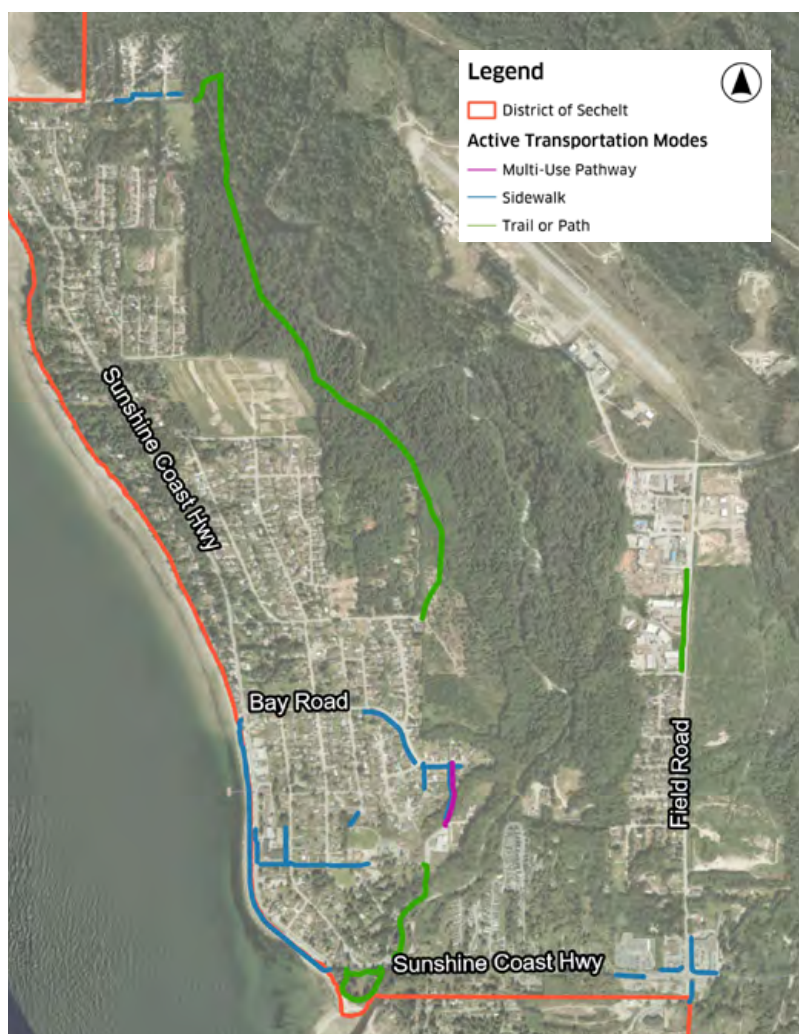
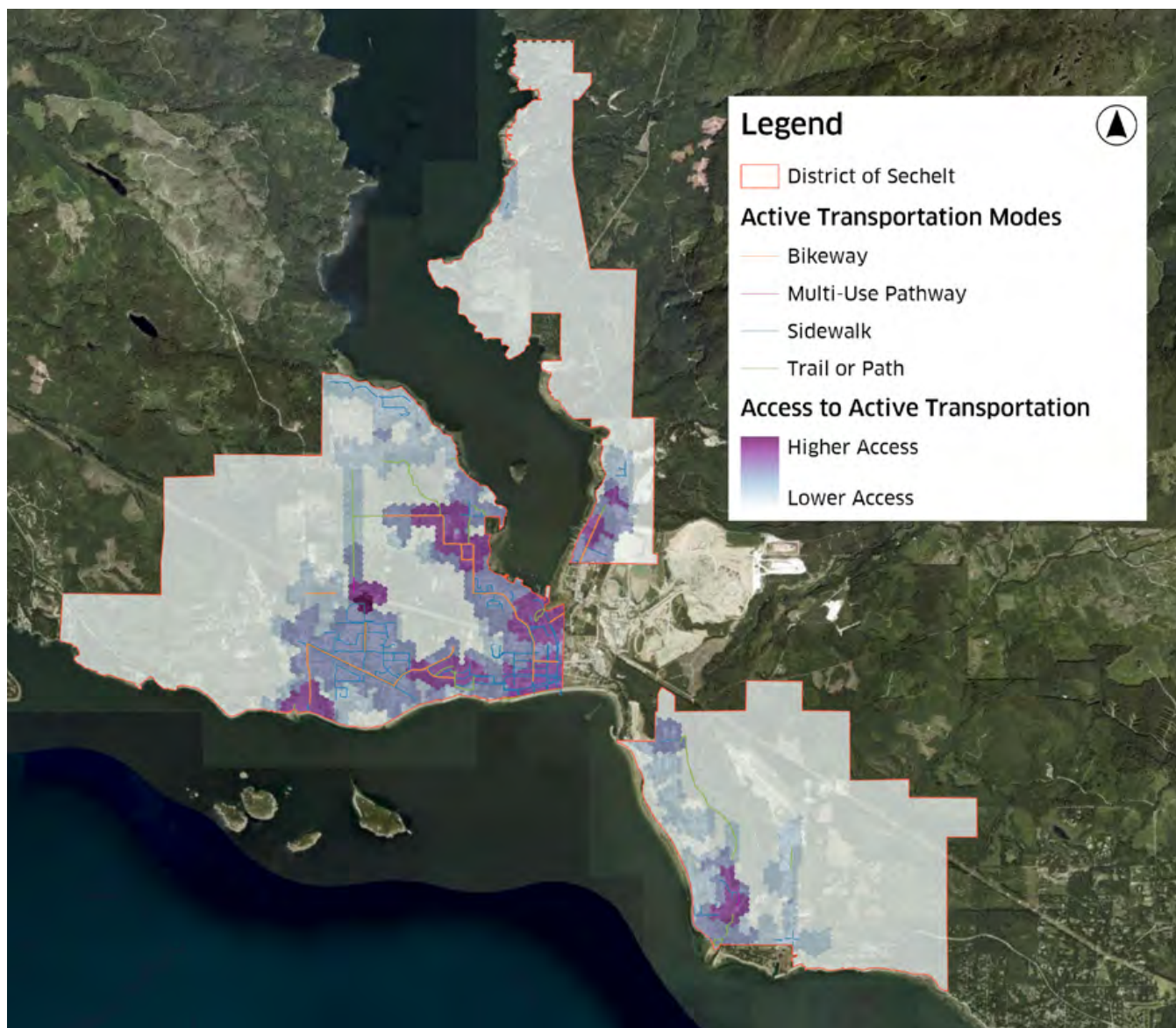




Figure 11: Level of Access to Active Transportation Facilities



Generally speaking, although the Sunshine Coast Highway provides a vital connection through the District and beyond, it lacks pedestrian and cycling infrastructure. Bus stops are located along the Highway, but are generally not accessible through safe, dedicated connections.

4.1.3 Intersection Density

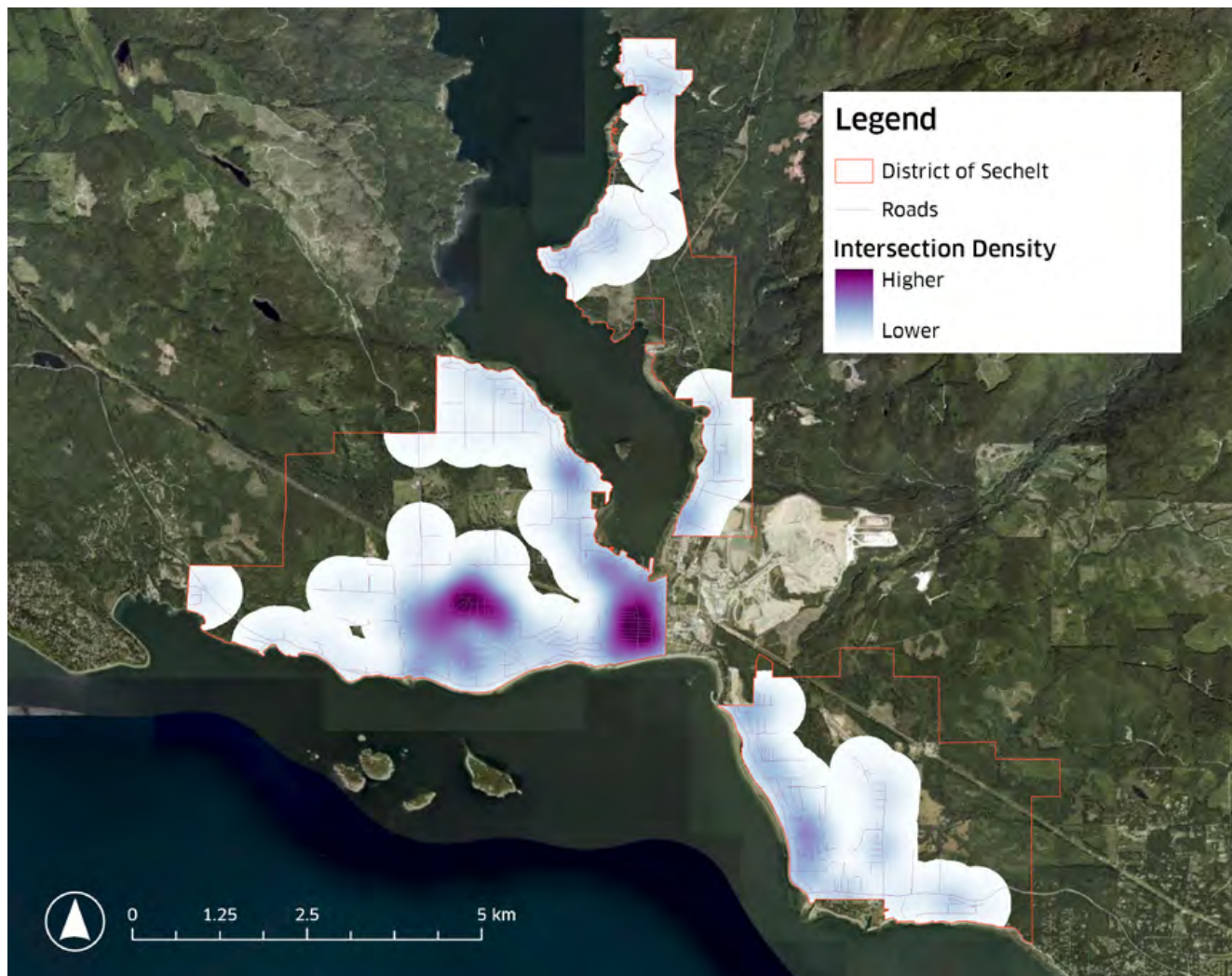
Analyzing the density of intersections within an area can provide an overall indication of street network connectivity and walkability. A higher density of intersections generally means reduced travel distances and more opportunities for active transportation.

Figure 12 illustrates the density of intersections within the District, analyzing the connectivity of the District's existing street network. Generally, intersection density is highest within the Downtown / Sechelt Village area, and in the newer subdivisions in West Sechelt. The gridded street network in the Downtown provides

frequent intersections, allowing for multiple routing options and efficient connections. Within the newer subdivisions in West Sechelt, the modified grid network also provides for more routing options and efficient connections.

Generally, intersection density is low within Tuwanek / Sandy Hook / East Porpoise Bay, and within West Porpoise Bay. Selma Park and Ts'ukw'um / Wilson Creek also have relatively low intersection density. Davis Bay has a slightly higher intersection density, but still low in comparison to the Downtown and to West Sechelt.

Figure 12: Intersection Density - District of Sechelt





4.1.4 Discussion

Generally speaking, the more remote areas of the District, such as Tuwanek / Sandy Hook / East Porpoise Bay and the northern portions of West Porpoise Bay, have comparatively low access to both transit and active transportation facilities, and comparatively low intersection density. This is not surprising, given their relatively low population density and remote locations. These areas also feature challenging topography, making active transportation modes more difficult. Residents of these areas will generally need to rely on private vehicles for transportation.

Residents of the Downtown / Sechelt Village enjoy comparatively high access to transit and active transportation facilities, making alternative modes of transportation more practical in these locations. The relatively high intersection density and the flatter topography in these areas also makes walking and cycling a more viable option.

Similarly, the newer development in West Sechelt has provided more active transportation facilities and a more grid-based street network, resulting in higher intersection density. However, topography within this area may pose a challenge with respect to active transportation modes.

Residents of Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek benefit greatly from transit service provided along the Sunshine Coast Highway. However, access to active transportation facilities is lower than some other areas of the District, and although the Highway is a vital connection for transit, it generally lacks pedestrian and cycling facilities to access the transit stops.

Generally speaking, the hilly topography in the District can make walking and cycling more challenging and less appealing for the average resident. Having access to electric bikes, e-scooters, and other forms of micro-mobility may help to promote active transportation in hilly areas.

Why does this matter?

- From the perspective of promoting complete communities, it would be ideal to concentrate new growth in areas that are already served by transit and active transportation facilities, and/or areas that are planned to have service upgrades with respect to transportation. From this perspective, the Downtown and West Sechelt are best poised to accommodate new growth.
- The more remote locations in the District, such as Tuwanek / Sandy Hook / East Porpoise Bay, are generally more sparsely populated than other areas, making transit service less practical. From a transportation perspective, these areas may be less poised to accommodate growth.
- The Davis Bay area features some active transportation facilities and relatively good access to transit. From a transportation perspective, this area may be poised to accommodate some growth.

4.2 Daily Needs Lens

Being in close proximity to services and amenities that residents need on a daily basis is key to quality of life and is an important element of a complete community. Having to drive longer distances to access basic services such as grocery stores, schools, daycares, parks, and health care has negative impacts on human health and on the natural environment. When people can access what they need close to home, it helps to create a more connected, healthy, and self-reliant community.

To assess the level of access Districts residents have to their daily needs, two indicators were used:

- **Access to Daily Needs Amenities:** This indicator looks at the location of daily needs amenities, and provides an indication of which areas of the District have relatively higher and lower access to daily needs.
- **Land Use Mix:** This indicator looks at the distribution of land uses throughout the District to uncover areas that are dominated by one land use type. Generally speaking, areas with a higher land use mix provide more employment opportunities and have better access to daily needs.





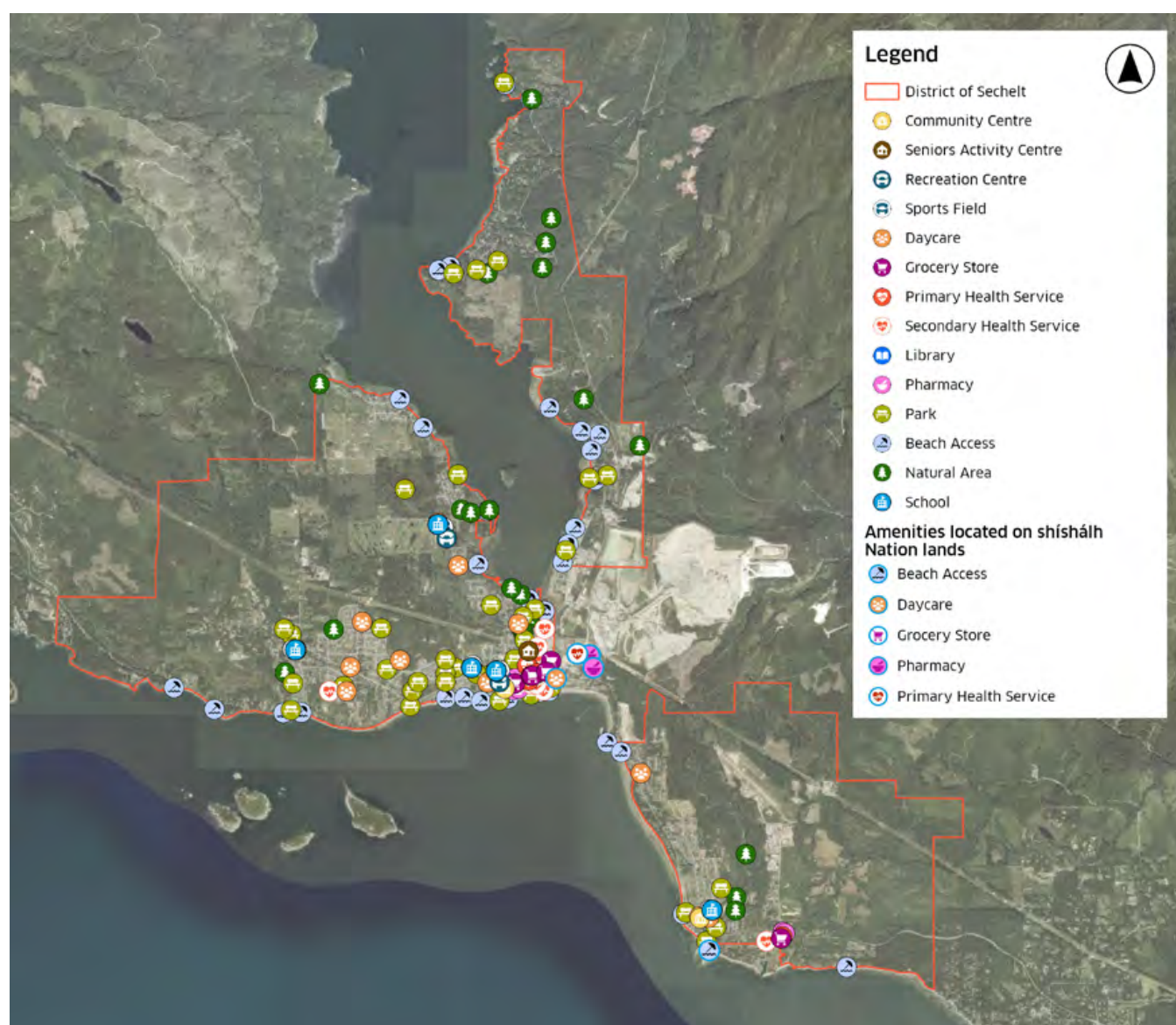
4.2.1 Access to Daily Needs

Despite its relatively small size, the District and the broader Sunshine Coast region offer a broad variety of services and amenities that could be considered to fulfill “daily needs.” To conduct the daily needs analysis, amenities were categorized in the following ways:

- **Grocery Store:** Refers to a store that is primarily engaged in retailing a general line of food, such as: canned, dry and frozen foods; fresh fruits and vegetables; fresh and prepared meats, fish, and poultry; dairy products; baked products; and, snack foods. Please note that the analysis included grocery stores located on shishalh Nation land, given that District residents will likely access these stores on a regular basis.
- **Daycare:** Refers to a facility providing group day care, family day care, child minding, out of school care, or specialized day care of children.
- **Library:** Refers to a facility that provides access to books, digital resources, programs, and spaces for learning, community groups, and programming.
- **Pharmacy:** Refers to a facility where individuals can access prescription medications, health advice, and over-the-counter products for everyday wellness and medical needs.
- **Primary Health Service:** Refers to hospitals and medical clinics that provide urgent care. Please note that the Sechelt Hospital is located on shishalh Nation land.
- **Secondary Health Service:** Refers to a facility that provides non-urgent, specialized medical care that supports overall physical well-being, such as a dentist, chiropractor, or physiotherapist. Home-based services were not included.
- **Park:** Refers to park spaces classified as *Community, Athletic, Linear, Urban, or Neighbourhood Park* in the District of Sechelt Parks and Open Space Master Plan.
- **Natural Area:** Refers to park spaces classified as *Nature Park* in the District of Sechelt Parks and Open Space Master Plan.
- **Beach Access:** Refers to a park classified as *Beach Access* in the District of Sechelt Parks and Open Space Master Plan. Only beach accesses with an Access Difficulty Level of ‘Easy’ were analyzed, which are flat or semi-flat trails and have a shorter walking distance.
- **Recreation and Sports Facility:** means a public owned building or outdoor sports field intended for recreational and wellness activities, such as an arena, pool, soccer field, or baseball diamond.
- **Community Centre:** Refers to a facility where people can gather for social, recreational, educational, or cultural activities.
- **School:** means publicly owned lands and buildings, including elementary and high schools.

Figures 13 - 16 indicate the location of daily needs amenities within the District, and **Figure 17** indicates the relative access to daily needs of places within the District. Access to daily needs is based on a 10 minute or an 800 metre walk. Together, these maps indicate which daily needs amenities residents of the District have easy access to as well as each area's relative access to daily needs amenities.

Figure 13: Daily Needs Amenity Locations - District of Sechelt Overall

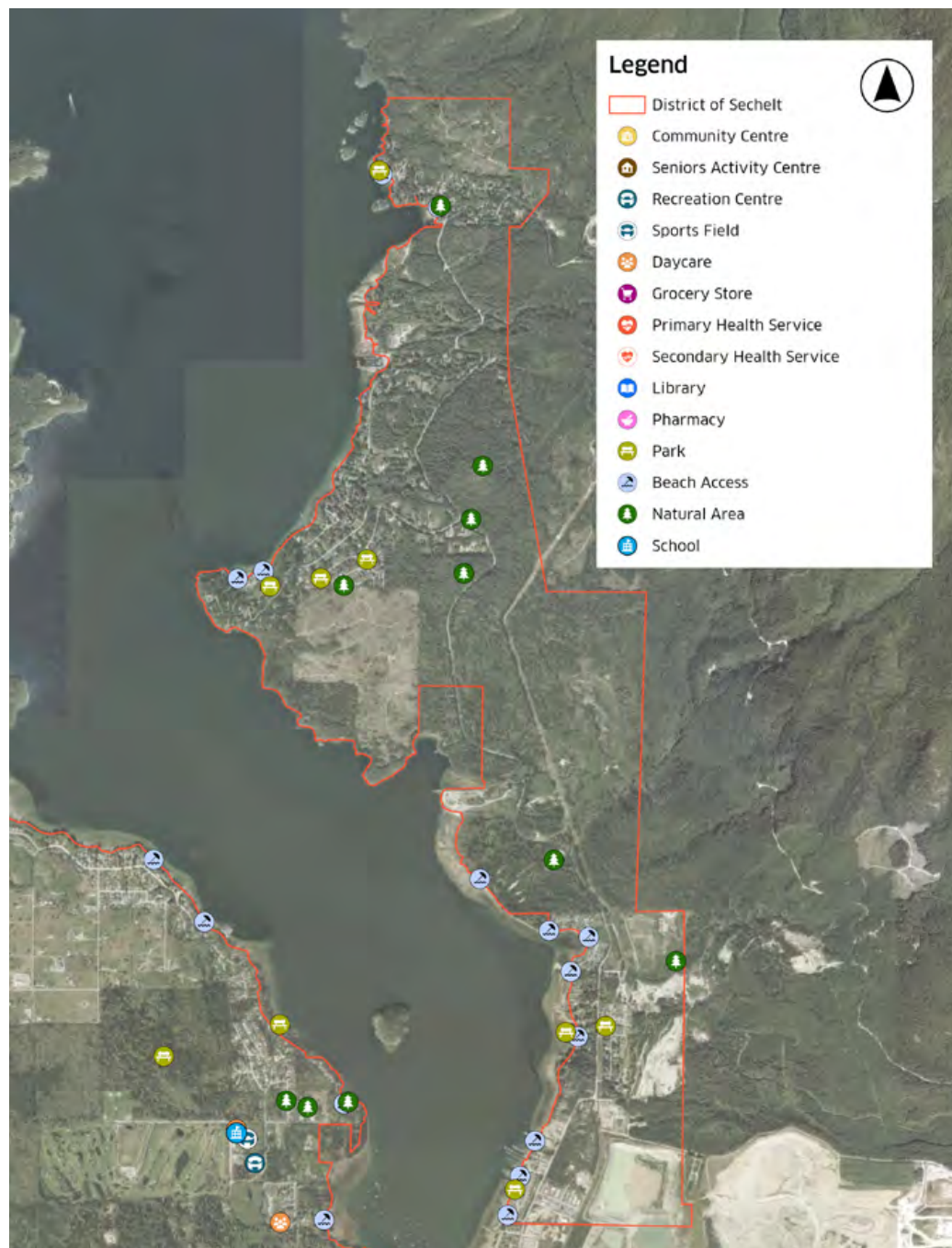




Tuwanek / Sandy Hook / East Porpoise Bay

Residents of these communities have comparatively low access to daily needs. Within Tuwanek, only a park space and a natural area exist within the community. The Sandy Hook area offers a few more daily needs, including beach access points, parks, and natural areas. East Porpoise Bay provides access to park spaces, natural areas, and beach access points only.

Figure 14: Daily Amenity Locations - Tuwanek / Sandy Hook / East Porpoise Bay



West Sechelt

Residents of West Sechelt enjoy some access to daily needs, although these are more neighbourhood-scale. Amenities in West Sechelt include daycares, parks, natural areas, beach access points, and secondary health services.

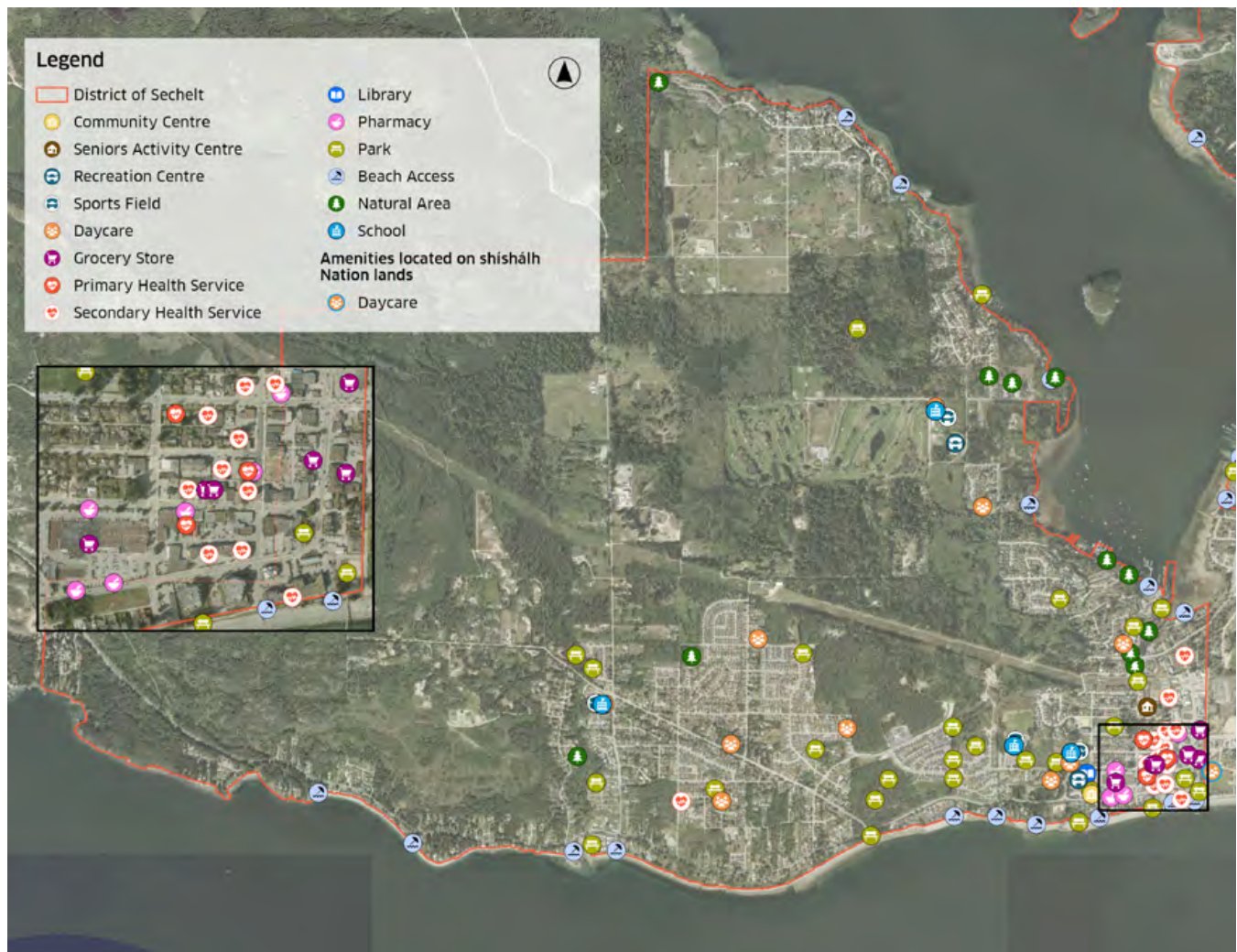
West Porpoise Bay

Residents of West Porpoise Bay have some access to daily needs, with good access to recreation amenities. Parks, natural areas, and beach access point are provided within West Porpoise Bay, in addition to a sports field and a recreation centre. There is also a secondary health service provided in the area.

Downtown / Sechelt Village

The Downtown and Sechelt Village area offers most all daily needs amenities that are necessary for daily life, including grocery stores, primary health services, secondary health services, and pharmacies. It also features access to recreational amenities such as parks, sports fields, and the beach. The Downtown also includes important civic amenities such as a library, aquatic center, and community center. For families, the Downtown provides access to daycares and schools.

Figure 15: Daily Amenity Locations - West / Downtown Sechelt / West Porpoise Bay





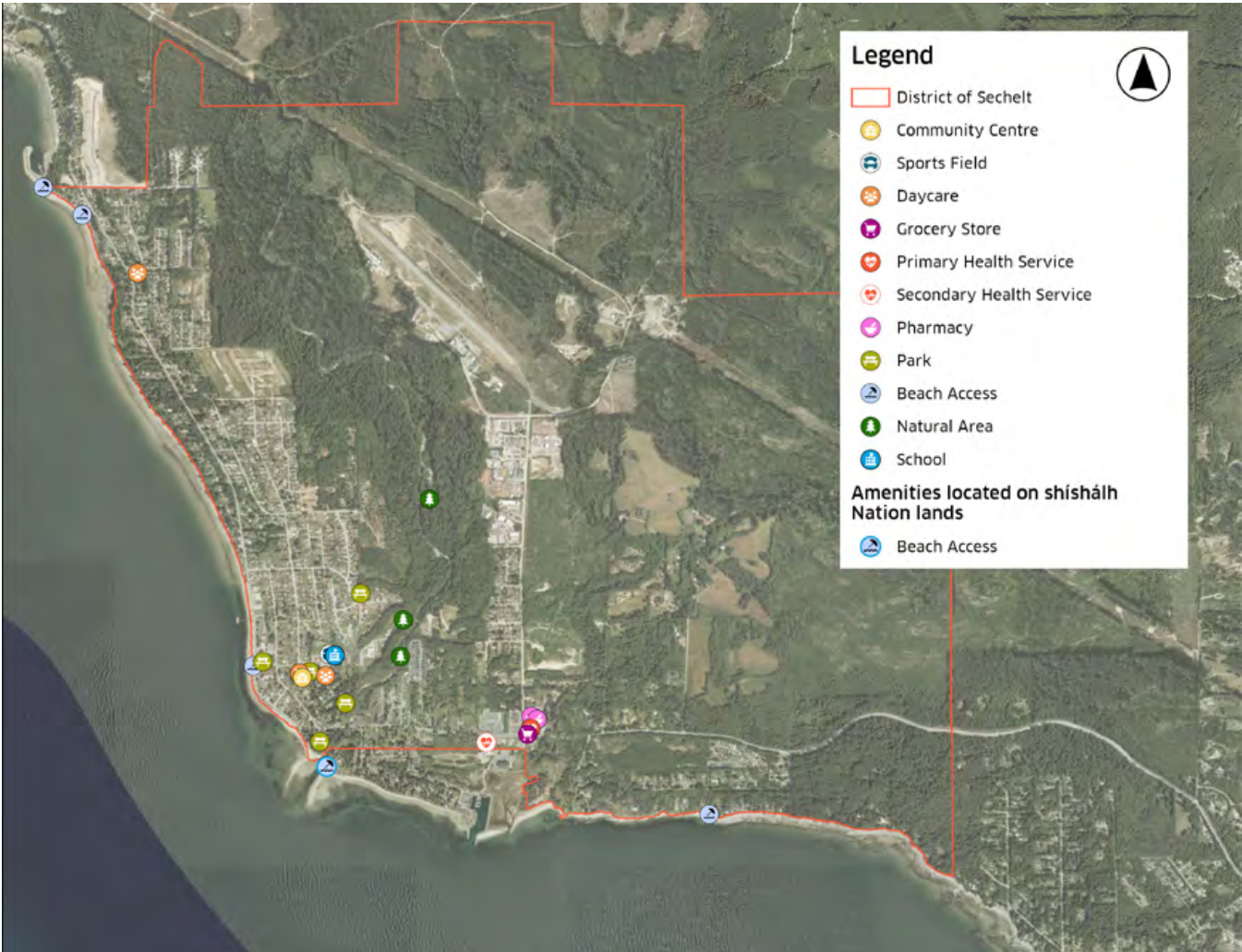
Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek

Daily needs amenities in this area of the District are generally concentrated within the Davis Bay area. Residents of Davis Bay enjoy access to a grocery store, secondary health services, a daycare, a community centre, a sports field, a pharmacy, and primary health services. They also enjoy access to natural areas, park spaces, and the beach.

Residents of the northern portion of Selma Park have relatively low access to daily needs amenities. The area has two beach access points and a daycare. However, people living closer to Davis Bay have better access to daily needs.

Residents of Ts'ukw'um / Wilson Creek, near the eastern edge of the District, have comparatively lower access to daily needs, with only a beach access point provided within the local area.

Figure 16: Daily Amenity Locations - Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek





In the District, the majority of households (54%) have access to between one and three different types of daily needs, while a good portion (25%) have access to four to six categories. There is a small portion (8%) of households that do not have access to any type of daily needs, while a similar portion (10%) have access to either nine or ten daily need categories.

Figure 18: Percent of Households with Access to Daily Needs

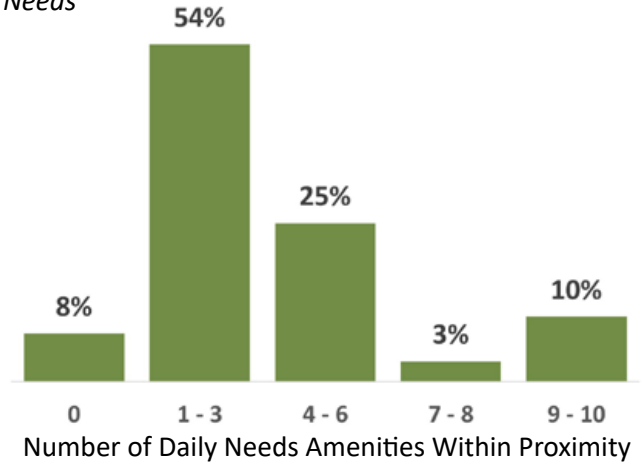
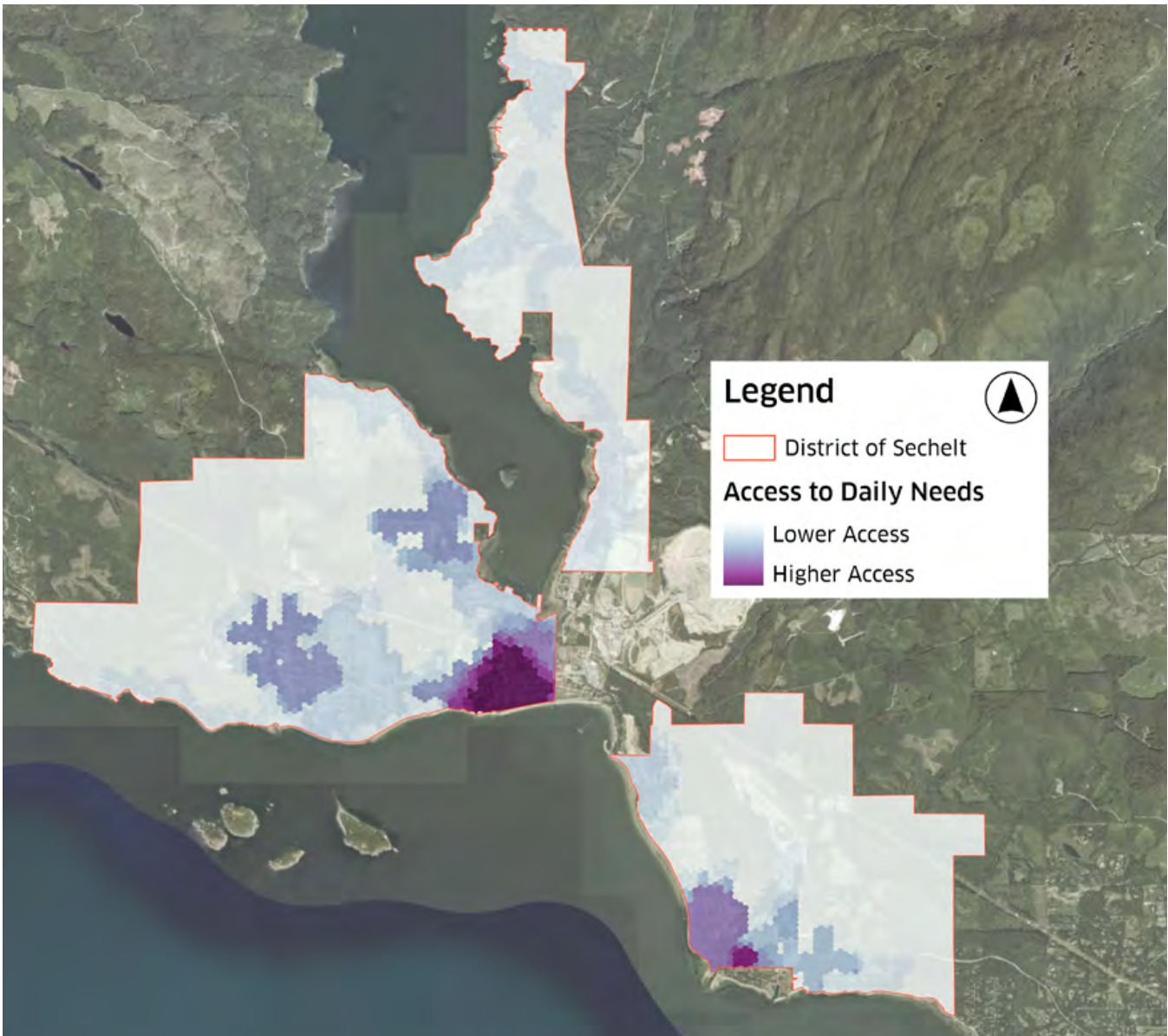


Figure 17: Level of Access to Daily Needs



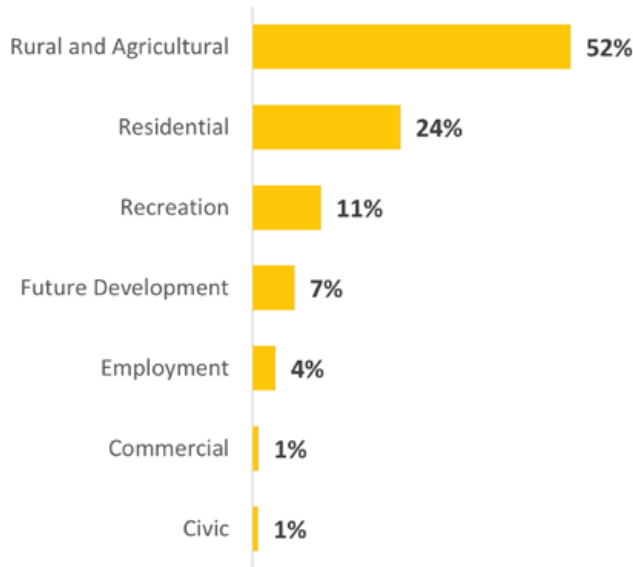


4.2.2 Land Use Mix

The District features a broad mixture of land use, which contributes to overall community livability by supporting access to services, employment, and amenities. A diverse land use mix encourages economic investment, supports active and public transportation, and enables more efficient use of infrastructure. The District’s land base is predominantly rural and agricultural (52%), followed by residential (24%) and recreational uses (11%). Commercial, civic, and employment-related lands together make up only 6% of the total area, while just 7% is designated for future development.

On a scale of 0 to 1, where 0 represents no land use mix and 1 reflects the highest diversity, the District has a land use mix score of 0.68, indicating a moderately high level of land use diversity.

Figure 19: Percent of Land Area by Category



Why does this matter?

- While the District has a moderate land use density, there is a relatively small proportion of commercial, civic, and employment land uses. Lands for future development could provide an opportunity to further increase the mix of land uses by introducing more diverse uses, especially in areas that are predominantly residential.
- Future growth in the District will need to carefully balance the protection of the Agricultural Land Reserve (ALR) and rural character with the need to increase access to jobs, services, and community amenities. This will require thoughtful planning to avoid sprawl, reduce reliance on vehicle travel, and support complete, compact communities.
- Enhancing land use diversity in strategic locations—such as village centres, transportation corridors, or areas near existing services—can help reduce infrastructure costs and improve access to transit. It can also support economic resilience by enabling more local job opportunities and attracting a broader range of businesses and services.
- A more diverse land use mix can contribute to climate goals by supporting walkability, reducing commuting distances, and encouraging sustainable development patterns.

4.2.3 Discussion

For a smaller urban centre, District residents enjoy relatively good access to all goods and amenities necessary for daily life. With a hospital and primary and secondary health services located within or adjacent to the District, all District residents are within driving distance of health care facilities. Residents of all areas of the District also enjoy good access to parks and natural areas, often including beach access. This means that District residents are able to access outdoor recreation spaces within their daily life, providing opportunities for outdoor exercise and enjoyment, which is critical to quality of life.

In terms of shopping, residents of the Downtown / Sechelt Village have excellent access to local goods and services. In fact, it may be possible to live within these areas and not need to use a car. Residents of Davis Bay also enjoy good access to goods and services, although not as extensive as those provided within the Downtown. The more remotely located areas of Tuwanek, Sandy Hook, and East Porpoise Bay have relatively lower access to daily needs amenities, which is unsurprising given their isolated locations, limited road access and low population density.



Why does this matter?

- From the perspective of promoting complete communities, it would be beneficial to concentrate new growth in areas that already feature good access to daily needs amenities, ensuring that new residents have access to goods and services necessary for daily life. This would help to focus growth in areas of the District that are already relatively “complete.”
- There may be opportunities to incorporate more goods and services in areas where they are lacking. For example, adding new small-scale amenities such as a coffee shop or a corner store to isolated communities such as Tuwanek or West Porpoise Bay could dramatically improve access to daily needs for some District residents. However, the low population density and isolated location could make this economically challenging.
- When development of new subdivisions in the District occur, these developments could include non-residential land uses such as commercial establishments, schools, daycares, and park spaces, which would help to ensure future residents enjoy access to daily needs amenities from the outset.



4.3 Housing

The availability of suitable housing within the District is key to understanding the overall completeness of the community and to planning for future growth. When people have access to suitable housing that is affordable, they are better able to thrive.

4.3.1 Population Characteristics

Understanding the characteristics of the District’s population is important in determining suitable housing options. This section details the age of the population in the District as well as the household sizes. Data from the 2016 and 2021 Canadian Censuses were used to inform this analysis.

Age of Population

Understanding the age of people living in an area can give insights into what types of housing are best suited to ensure a high quality of life. For example, if an area’s population is generally older, the needs for housing may be different from an area that has a younger population.

Table 1 below depicts the shift in age demographics in the District from 2016 to 2021. The number of residents aged 0 – 14 increased by 11%, while the number of residents aged 15-64, or people considered to be of “working age,” generally remained constant. The number of residents 65 years and older increased by 15%.

Table 1: Age of Residents (2016 - 2021)

	2016		2021		% Change 2016 to 2021
0 to 14 years	1,160	11%	1,290	12%	+11%
15 to 64 years	5,600	55%	5,580	51%	-0.4%
65 years to 85 years	3,455	34%	3,975	33%	+15%
85 years and over	465	5%	485	4 %	+4%
Total	10,215	100%	10,845		

Source: Statistics Canada (2016 and 2021)

Why does this matter?

- The small increase in the population of children suggests that new families are moving to the District, and/or that existing residents are having more children. Generally speaking, lower density housing forms are considered to be more suitable for families with children, due to the larger amount of outdoor space and bedrooms they generally offer.
- The increase in the population of seniors suggests that the District continues to be a popular retirement destination. Generally speaking, housing forms that require less maintenance (i.e., not single family dwelling units) can be considered more suitable for older seniors.



Average Household Size

The average household size (measured in terms of persons per unit) gives insight into population trends and shifts in demographic or household composition. Understanding the size of households within the District can also indicate what new types of housing might be most suitable for residents in the future.

The average household size in the District remained constant at 2.1 persons per unit between 2016 and 2021, which is lower than the British Columbia average in 2021 of 2.4 persons per unit.

Why does this matter?

- The relatively smaller household sizes in the District are important to consider when determining the housing needs of residents and therefore the types of residential development that may most benefit the community. Generally speaking, smaller households require smaller homes and fewer bedrooms. New development that is suitable for smaller households may help to address the housing needs of District residents. The predominance of single family dwelling units in the District may not reflect the needs the people in living in its households, which generally contain fewer people, and older people, than the average British Columbia community.



4.3.2 Housing Forms

To understand future housing needs for the District, it is important to understand the housing forms that exist there, as well as trends in terms of the form of new housing units that are being built.

For the purposes of analysis, housing types have been grouped into four categories, as follows:

- Single family dwellings (detached)
- Ground-oriented multi-family dwellings (attached)
 - » Includes semi-detached, rowhouse, duplex, and townhouse dwellings
- Apartment dwellings
- Movable dwellings
 - » Most commonly consists of mobile homes
 - » Excludes RV's or vans that do not have a fixed address

These categories are consistent with those used by Statistics Canada in the Census.



Housing Stock

The makeup of the housing stock (in terms of housing forms) as of 2021 for the District, Gibsons, and the SCRD overall is outlined in **Table 2** below. Gibsons and the SCRD overall are included for comparison purposes.

Within the District, 75% of the housing units are single family dwelling units. Interestingly, there are more apartment units than ground-oriented units, with 12% of all housing units in the District being apartment units and 8% being ground-oriented multi-family units (i.e., duplex, rowhouse, townhouse).

When compared to Gibsons, the District has a much higher proportion of single family dwelling units and a much lower proportion of ground-oriented multi-family homes. However, when compared to the SCRD as a whole, the makeup of Sechelt's housing stock is fairly similar.

Table 2: Number of Housing Units by Structure Type (2021)

	Single Family Dwelling Units		Ground-Oriented Multi-Family Units		Apartment Units		Movable Dwelling Units		Total Units	
District of Sechelt	3,865	75%	410	8%	600	12%	255	5%	5,130	100%
Gibsons	1,270	55%	565	25%	440	19%	15	1%	2,290	100%
SCRD	11,920	80%	1,330	9%	1,095	7%	600	4%	14,945	100%

*Source: Statistics Canada (2021) * Numbers may differ slightly in each chart as Statistics Canada rounds to the nearest 5*

Why does this matter?

- The predominance of single family dwelling units presents a challenge to the relatively large older adult population, who may have difficulty maintaining these homes as they age. It also may contribute to problems with housing affordability, as single family dwelling units are generally less affordable than other housing types.
- The lack of ground-oriented multi-family dwellings suggests an opportunity to incorporate more “missing middle” housing and to diversify the housing stock.
- The relatively larger proportion of movable dwellings in the District (as compared to Gibsons and the SCRD overall) could potentially suggest a housing affordability issue.



Development Trends

Examining development trends within the District can indicate what types of housing the market is signaling are needed and/or can be supported by the market. **Table 3** below outlines the number of housing starts for each housing type from 2018-2024. This gives an indication of development and market trends.

There has been a general decrease in single family home development over the time period and a large increase in apartment unit development in 2024. Housing starts for ground-oriented multi-family units have remained relatively low over the timeframe.

Table 3: Housing Starts from 2018 - 2024

	2018	2019	2020	2021	2022	2023	2024	Total	Annual Avg. 2018 to 2024
Single Family Dwelling Units	93	34	41	74	41	26	15	324	46
Ground-Oriented Multi-Family Units	37	0	0	4	0	8	0	49	7
Apartment Units	11	43	0	7	3	7	167	238	34
Total	141	77	41	85	44	41	182	611	

Source: CMHC Housing Market Portal

Table 4 below compares the nature of the existing housing stock (as of 2021) to the share of housing starts for each housing type. This reveals a clear trend away from building single family dwellings in favour of apartment dwellings. Although single family dwellings still comprise the majority of the housing stock in the District, they do not comprise as large of a share of housing starts.

Table 4: Existing Housing Stock vs. Housing Starts

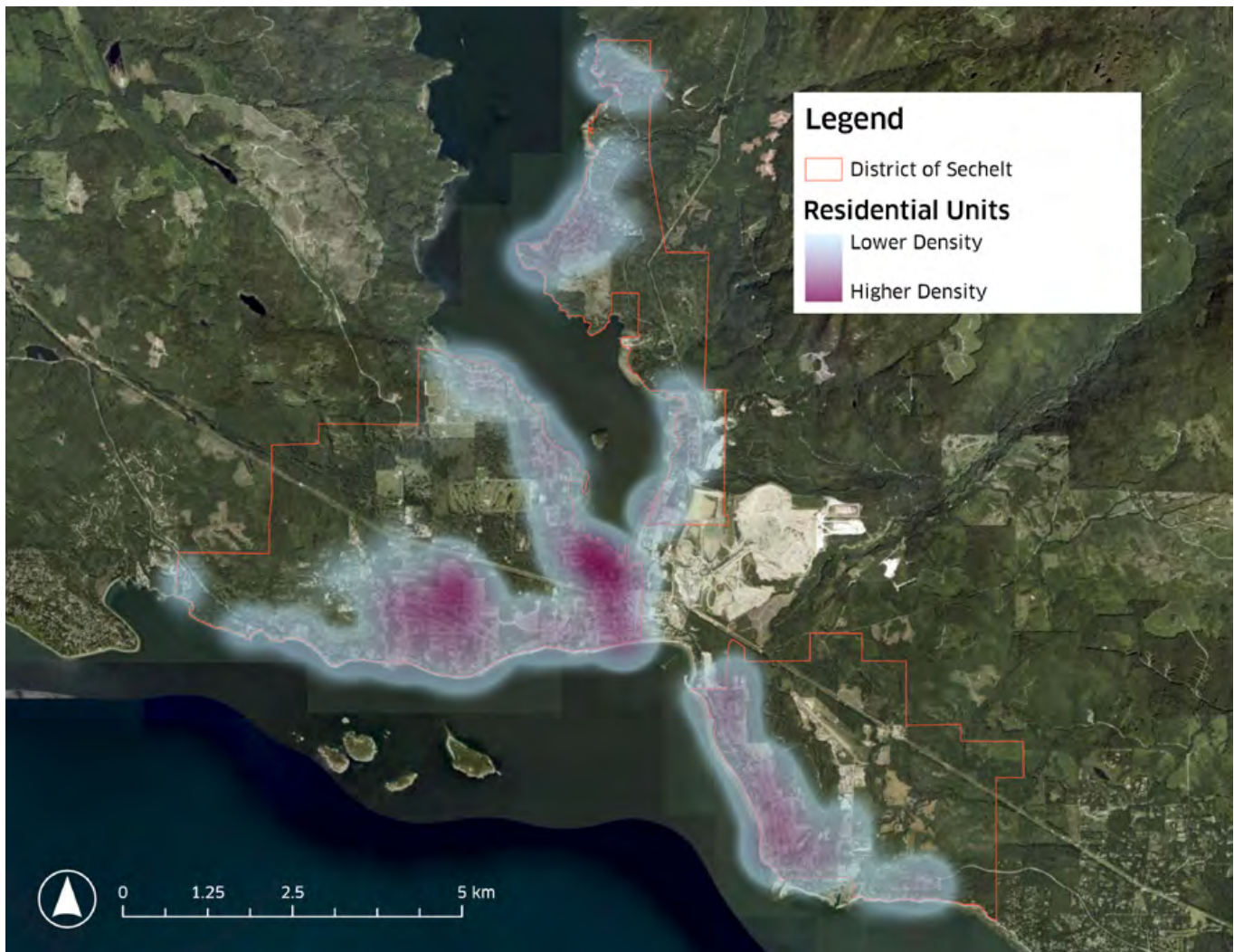
	Share of Housing Stock (2021)	Share of Housing Starts (2018 to 2024)
Single Family Dwelling Units	75%	53%
Ground-Oriented Multi-Family Units	8%	8%
Apartment Units	12%	39%
Mobile Homes	5%	0%
Total	100%	100%

Source: CMHC Housing Market Portal

Why does this matter?

- There appears to be significant market demand for apartment units. This may be due to housing needs or preferences (i.e., a desire for a low-maintenance lifestyle, downsizing, etc.) or policy or regulatory changes, or could potentially be attributed to the relative affordability of apartment units over other housing types.
- The number of housing starts for single family dwelling units has generally been decreasing. This could potentially be attributed to a lack of market demand for this type of housing, the relative lack of affordability of single family dwelling units, a lack of available land for the development of single family dwelling units, or some combination of these elements.
- The smaller share of housing starts for ground-oriented multi-family units has been constant over time and could suggest either a lack of market demand for this type of housing, or could be indicative of a policy or regulatory barrier to their development.

Figure 20: Residential Unit Heat Map





4.3.3 Housing Tenure

In addition to looking at housing forms, it is important to consider the tenure of housing units (i.e., whether they are owner-occupied or renter-occupied). Generally speaking, complete communities offer rental housing. Having available rental homes increases the housing options for people living in an area, providing housing options for people who may not want, or be able to afford, to own a home. Overall housing affordability can also be linked to the availability of rental housing.

Rental tenure units can be:

- **Purpose-Built Rental Units:** These units cannot be bought or sold and will remain as rental tenure in perpetuity
- **Affordable Rental Units:** Rent for these units are subsidized (i.e., below-market)
- **Secondary Suites:** These units are privately owned but rented out at market rates.

Generally speaking, the supply of rental units in the District has been steadily increasing over time.

As of 2024, there were 55 purpose-built rental units size of the purpose-built rental market universe in the District was 55 units. Purpose-built rental units are fixed tenure units that cannot be bought or sold. There are currently 59 purpose-built rental units under construction and 166 units planned for the District. In total, there are 280 purpose-built market rental units newly built, or in the pipeline (note this information came from the Sunshine Coast Affordable Housing Society), which is a very significant increase.

Table 5 below indicates the share of existing or under construction units in 2021 and 2024. As of 2021, there were 55 purpose-built market rental units, 110 subsidized rental units and 140 secondary suites, or 305 units overall. When compared with the total number of units overall, just 6% of units in the District were fixed rental tenure as of 2021. As of 2024, it is estimated that this share had increased to 10% or 535 units overall. This represents a 75% increase over the four year period.

Table 5: Total Supply of Existing and Under Construction Rental Units

	Rental Housing Units (2021)	Share of Housing Starts (2018 to 2024)
Purpose-Built Market Rental Units	55	114
Subsidized Rental Units	110	234
Secondary Suites	140	187
Total	305	535
Total Housing Stock	5,130	5,482
Rental Tenure Share of Housing Stock	6%	10%

Source: Statistics Canada (2021), Sunshine Coast Affordable Housing Society

Why does this matter?

The increasing supply of purpose-built market rental units, subsidized rental units, and secondary suites will help to alleviate housing pressures in the District.

Development Trends in Tenure of Units

Tracking the development of rental units in the District can indicate the demand for rental units and can allow for the monitoring of the number of rental units as they change over time, providing a more complete picture of affordability.

Table 6 indicates the tenure of housing starts in the District from 2018 to 2024. Purpose-built rental and affordable units have historically comprised a small share of the units constructed in the District, but that has been changing in recent years. As of 2021, just 6% of units were rental tenure units. Between 2018 and 2024, a total of 45% of all starts were rental units. As of 2024, the estimated share of rental tenure units existing or under construction in the District increased to 10% of the total housing stock.



Table 6: Tenure of Housing Starts (2018 - 2024)

	2018	2019	2020	2021	2022	2023	2024	Average Annual Starts		
								Total	2018 to 2024	2021 to 2024
Strata Units	105	33	37	78	35	32	15	335	48	55%
Rental Units	36	44	4	7	9	9	167	276	39	45%
Total	141	77	41	85	44	41	182	611	87	100%

Source: Statistics Canada (2021)

Why does this matter?

- The increase in the number of rental units suggests there is a large demand for these units in the District, which could in turn indicate an issue with housing affordability.
- The trend towards building more rental units in the District may help to alleviate housing affordability issues.



4.3.4 Affordability, Suitability, and Adequacy

In addition to understanding the housing forms and development trends, it is important to understand if the housing stock in the District is meeting resident needs. There are three considerations for this, as follows:

- **Affordability:** Housing is considered to be affordable if shelter costs (including rent or mortgage, utilities, and property taxes) are less than 30% of a household's income.
- **Suitability:** Housing is considered to be suitable if it has enough bedrooms for the size and composition of the household, based on the National Occupancy Standard. This standard considers factors such as the number of people, their ages, and relationships, to determine the required number of bedrooms.
- **Adequacy:** Housing is considered to be adequate if it does not require any major repairs, as reported by residents. Major repairs include issues with plumbing, electrical wiring, or structural elements like walls, floors, or ceilings.

If a household falls below at least one of the indicator thresholds listed above, it is considered to be in the category of "Core Housing Need."

Income Groups

A review of household income categories and tenure status provides a basis for housing needs forecasts.

Table 7 presents owner and renter household incomes, organized into five categories according to the maximum monthly housing expenditure, based on the assumption that housing costs do not exceed 30% of household income. Just 1% of households in the District are in the *Very Low Income* category, with 17% in the *Low Income* category and 21% in the *Moderate Income* category. The greatest share of residents fall within the *Median Income* (21%) and *High Income* (39%) categories.

Maximum monthly housing expenditures (based on 30% of household income):

- Very Low Income: \$415 per month
- Low Income: \$1,040 per month
- Moderate Income: \$1,675 per month
- Median Income: \$2,500 per month
- High Income: more than \$2,500 per month

Table 7: Income Groups of Owner and Rental Households

Income Group	Owner Households	Renter Households	Total	Share by Income Group
Very Low Income	36	0	36	<1%
Low Income	629	253	882	17%
Moderate Income	860	217	1,076	21%
Median Income	860	237	1,097	21%
High Income	1,750	275	2,025	39%
Total	4,140	990	5,130	100%

Source: Statistics Canada (2021) * housing spending has been adjusted for 2025 income levels

Why does this matter?

- Housing will be comparatively less affordable and options may be more limited for District residents making a *Moderate Income* or less.
- District residents with *Median* or *High* Incomes will have a larger variety of housing options available to them.

Housing Affordability

Households that spend more than 30% of their income on housing are considered to have unaffordable housing. **Table 8** shows 1,125 households are spending an unaffordable amount of their income on housing, which is just over one-fifth (22%) of all households in the District. While this is a large share, it is lower than the share of Provincial households (25%).

Table 8: Comparison of Sechelt and BC Households Spending Over 30% of Income on Housing

	District of Sechelt		BC Overall	
	Households	Share (%)	Households	Share (%)
Affordable	4,005	78%	1,481,365	75%
Not Affordable	1,125	22%	501,850	25%
Total	5,130	100%	2,041,835	100%

Source: Statistics Canada (2021)

Why does this matter?

- A significant amount of District residents are vulnerable with respect to housing.
- This may suggest a need for more affordable housing in the District.



Housing Suitability

Housing suitability refers to having enough bedrooms for everyone in a household. **Table 9** shows the District has 130 units that are not meeting the criteria for suitability. This represents 3% of total households and is lower than the Provincial average.

Table 9: Comparison of District of Sechelt and BC Households Not Meeting Suitability Criteria

	District of Sechelt		BC Overall	
	Households	Share (%)	Households	Share (%)
Suitable	5,000	97%	1,919,140	94%
Not Suitable	130	3%	122,700	6%
Total	5,130	100%	2,041,835	100%

Source: Statistics Canada (2021)

Why does this matter?

- Most residents likely have access to housing that is suitable for their needs.
- When considered in tandem with the older population and the predominance of single family homes, it may be possible that many District residents enjoy a higher standard of housing than in other parts of the Province.

Housing Adequacy

Housing adequacy means whether a home needs major repairs. Households needing major repairs are not considered adequate. **Table 10** shows that 150 homes in the District, or 3% of all households, do not meet this standard. This is lower than the average for the province.

Table 10: Comparison of District of Sechelt and BC Households Not Meeting Adequacy Criteria

	District of Sechelt		BC Overall	
	Households	Share (%)	Households	Share (%)
No Major Repairs Needed	4,980	97%	1,922,640	94%
Major Repairs Needed	150	3%	119,195	6%
Total	5,130	100%	2,041,835	100%

Source: Statistics Canada (2021)

Why does this matter?

The fact that just 3% of households in the District require major repairs suggests that generally speaking, the housing stock is in good condition.

4.3.5 Core Housing Need

Share of Owners and Renters in Core Housing Need

Understanding how many households are in Core Housing Need helps identify where housing is lacking for those who need it most. A household is considered to be in Core Housing Need if its housing does not meet one or more of the following standards: affordability, suitability, or adequacy (see Section 4.3.4 above).

Table 11 below shows the percentage of households in Core Housing Need in the District, categorized by whether they own or rent.

There are 270 owner households and 150 renter households spending more than 30% of their income on housing. Among owner households with *Moderate Income* or less, 250 are in Core Housing Need, representing 7% of all owners. Among renter households in the *Low Income* group, 150 are in Core Housing Need, which is 15% of all renters.

Table 11: Share of Households in Core Housing Need by Tenure

Income Group	Owner Households	Renter Households	Total
Very Low Income	35	0	35
Low Income	210	150	360
Moderate Income	25	0	25
Median Income	0	0	0
High Income	0	0	0
Total	270	150	420
Share of Total Households in Core Housing Need	7%	15%	

Source: Statistics Canada (2021)

Note: Since these figures were published, a total of 111 below-market rental units have been approved or are under construction. These units could accommodate a share of the households in Core Housing Need, depending on the level of affordability planned for the below-market units.

Why does this matter?

Residents in Core Housing Need are particularly vulnerable to changes in their situation.



Priority Households

The share of priority population households in Core Housing Need are shown in **Table 12**. Refugee claimants comprised the largest percentage of households in Core Housing Need, followed by single mother households and households with residents over 85 years of age.

Table 12: Share of Priority Households in Housing Need

Income Group	Owner Households
Single Mother Households	15%
Refugee Claimant Households	27%
Indigenous Households	11%
Households with Residents Aged 85 Years or Older	16%
Households with Residents who have Behavioral Issues or Addictions	7%

4.3.6 Housing Needs Forecast

Provincial legislation requires Housing Needs Reports (HNRs) to be prepared for municipalities. For these HNRs. Municipalities must estimate how many housing units are needed for the next 5 and 20 years using a set method. This section summarizes the housing forecast, including the types and mix of housing needed to meet these requirements in the District.

Projected Housing Need vs. Historical Development Trends

Table 13 below outlines the 5- and 20-year housing need forecast by category. The HNR methodology shows the District’s anticipated housing need over the next 20 years is 2,890 units, which would equal 145 units annually.

Between 2018 and 2024, the District averaged 87 new housing units per year. This is below the projected need of 145 units per year. **Therefore, housing starts will need to increase significantly to meet Housing Needs Report (HNR) targets.**

Table 13: Housing Needs Projections - 5 Year & 20 Year Forecast

Component	5 Year Need	20 Year Need	Average Annual	Actual Avg Unit Starts 2018 - 2024
A. Extreme Core Housing Need	50	200	10	
B. Persons Experiencing Homelessness*	25	49	2	
C. Suppressed Household Formation	73	291	15	
D. Anticipated Growth	366	1,497	75	
E. Rental Vacancy Rate Adjustment	4	17	1	
F. Additional Local Demand	209	835	42	
Total	726	2,890	145	87

Source: Housing Needs Forecasts

*See Social Housing Needs Assessment Report (2023) for more details on this need

Projected Housing Need by Tenure

By applying the existing income and tenure of households, it is possible to estimate the anticipated housing needs by housing category. **Table 14** below shows the 5- and 20-year housing need forecast by income and tenure.

Renters

Residents with *Very Low* or *Low* Incomes need below-market rental units. *Moderate* Income residents can afford one-bedroom units costing up to \$1,675 per month, which matches the average rent for a one-bedroom. Since 44% of the demand is for one-bedroom units, 57 households in this group could afford them at market rates. The other 63 *Moderate* Income households (56%) would need subsidized two- or three-bedroom units.

Owners

Very Low and *Low* Income households in the District are generally unable to afford market-priced homes and will primarily require subsidized rental units. *Moderate Income* households may afford newer mobile homes or small apartments, while *Median Income* households can consider larger apartments or small townhouses. *High Income* households have the financial capacity to purchase single-family homes or larger multi-family units priced above \$605,000.

Table 14: Housing Needs Projections (5 Year & 20 Year) by Tenure and Income

	20 Year Projections					
	5 Year Need	20 Year Need	20 Year Need Renters	Max Rent	20 Year Need Owners	Max Home Price
Very Low Income (\$415)	5	20	0	\$415	20	\$102,500
Low Income (\$1,040)	121	488	140	\$1,040	348	\$256,000
Moderate Income (\$1,675)	148	596	120	\$1,675	476	\$412,500
Median Income (\$2,500)	150	608	131	\$2,500	476	\$605,000
High Income (>\$2,500)	277	1,121	152	\$2500+	969	\$605,000+
Total	726	2,890	548		2,293	

Source: HART HNR Assessment Tool, Statistics Canada, City Squared Consulting



Housing Needs Projection by Bedroom Type – 20 Years

Table 15 below indicates the number of bedrooms per unit needed for the next 20 years, which is based on Census family data. This illustrates that a significant number of new housing units need to be studio or one bedroom units to meet the forecasted needs.

Table 15: Housing Need Projections by Bedroom Type - 20-years

	20 Year Need	Share of Units
Studio / One Bedroom Units	1,185	41%
Two Bedroom Units	1,069	37%
Three Bedroom Units	636	22%
Total	2,890	100%

Source: District of Sechelt Housing Needs Study – Urban Matters



4.3.7 Discussion

Historically, the District's housing stock has primarily consisted of single-family dwelling units. In recent years, there has been a shift towards increased construction of apartment units and a corresponding decline in new single-family dwellings. The supply of purpose-built rental, affordable rental, and subsidized units has historically been limited; however, recent developments indicate an increase in these housing types. These trends are expected to address some existing pressures in the housing market.

Despite these changes, gaps in the housing supply persist. Currently, 420 households are considered to be in "Core Housing Need," which means members of these households reside in units that do not meet standards for affordability, suitability, or adequacy. Additionally, 22% of households spend more than 30% of their income on housing.

While the introduction of new rental and subsidized units is anticipated to mitigate some supply challenges, the limited availability of ground-oriented multi-family developments suggests a potential to expand "missing middle" housing, which may offer more affordable options for households in the *Moderate* and *Median* Income categories.

Projections indicate that an additional 571 subsidized rental units will be required to meet the needs of households in the *Very Low*, *Low*, and *Moderate* Income groups. Furthermore, a minimum of 340 purpose-built market rental units will be necessary for households in the *Moderate*, *Median*, and *High* Income groups. A diverse mix of modular homes, small and larger strata apartments, and ground-oriented multi-family units under 1,100 square feet is recommended to address the housing needs of *Moderate* and *Median* Income owner households.



4.4 Infrastructure

Complete communities generally include systems designed to provide clean drinking water, manage wastewater, and convey stormwater. Given the growing population of the District, it is important to assess the provision of water, sanitary sewer, and stormwater infrastructure to identify opportunities for enhanced service delivery and to plan for future growth.

This section outlines the findings from a review of the water, sanitary sewer, and stormwater systems in the District. Information was gleaned from a review of relevant documents, including:

- Sunshine Coast Regional District Water Supply and Distribution System Capacity Analysis (2024)
- Draft District of Sechelt Sanitary Sewer Strategic Plan (2024)
- District of Sechelt Drainage Study (1999)
- Risk Assessment of Storm Induced Flooding Memo (2016)
- Sechelt Web Map and SCRD Web map (interactive mapping tool)

4.4.1 Water Infrastructure

All District residents enjoy access to clean drinking water. This service is provided by the SCRD. The primary water source for the District is Chapman Creek, which supplies the reservoirs known as Selma 1 and Selma 2. Drinking water is treated at the Chapman Creek Water Treatment Plant.

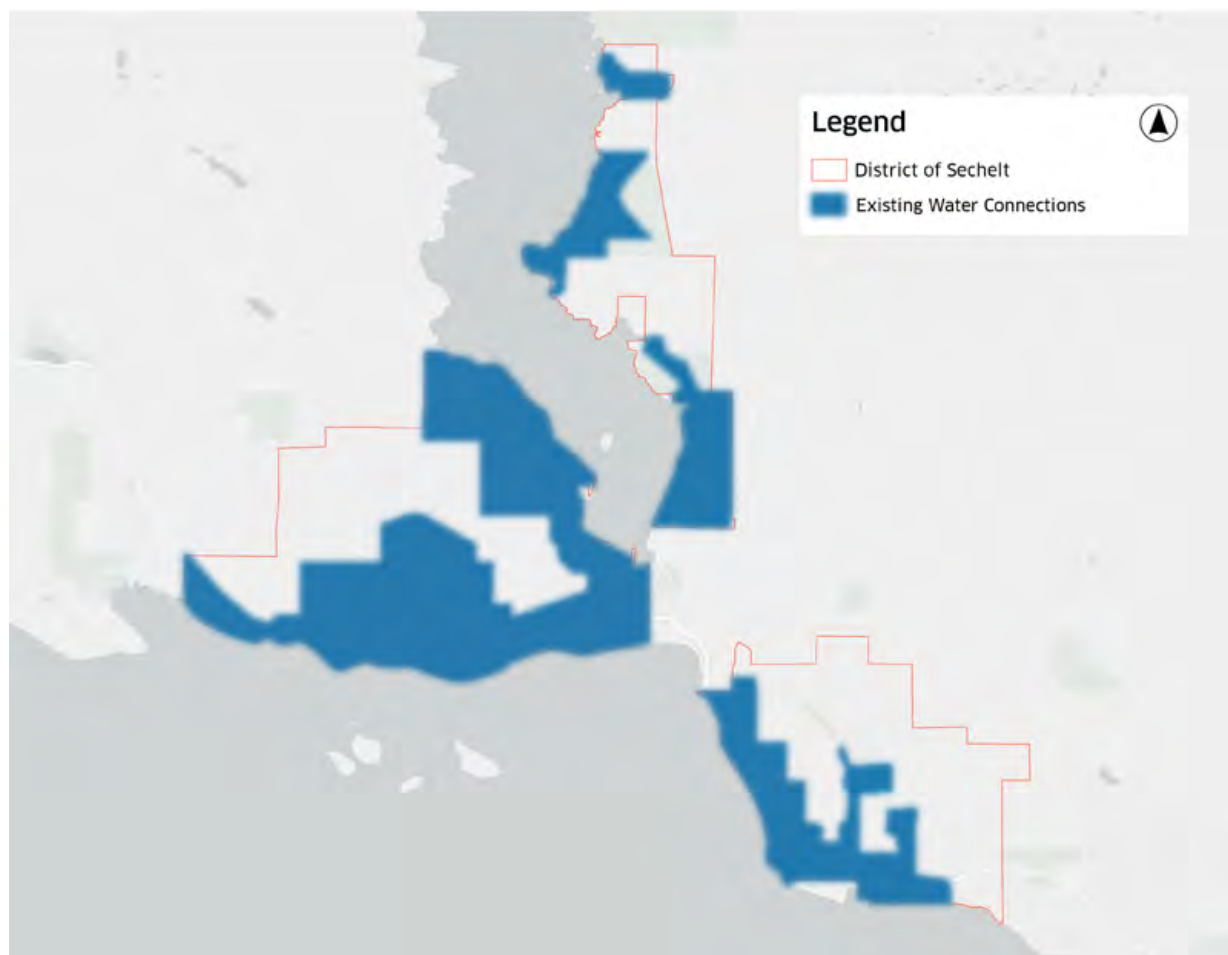
In terms of preparedness for future growth, additional reservoir storage capacity will be required to meet demand over the next 25 years.

In addition to providing drinking water, the water infrastructure system also provides water to fight fires. Fireflow capacity was modeled and determined to be insufficient in significant portions of the District under the 25-year scenario, with the exception of the Downtown area. Addressing these deficiencies will require significant infrastructure upgrades, including new transmission watermains and a new water storage reservoir in West Sechelt, to support future development.

It should be noted that a lake supplies the District's drinking water, and as such it may be affected by climate-related events such as droughts, floods and wildfires.



Figure 21: Existing Water Service Area



4.4.2 Sanitary Sewer

Generally speaking, complete communities provide sanitary sewer service to ensure the safe treatment and disposal of wastewater. Understanding the capacity and the condition of the District's sanitary sewer system is key to planning for future growth. Please note that the District is currently in the process of finalizing its Sanitary Sewer Master Plan. That document, once complete, will guide future decision-making regarding potential upgrades or expansions to the sanitary sewer system.

Portions of the District currently receive sanitary sewer service. These are illustrated in **Figure 22** below.

Figure 22: Sanitary Service Area



Note: The extents of the sanitary service area are approximate and do not reflect the exact service area boundaries.

The sanitary sewer system is owned and operated by the District. It services the Downtown, West Sechelt, and West Porpoise Bay. Within the system, wastewater is conveyed via eight pump stations to the Sechelt Water Resource Center, where it is treated and discharged to Trail Bay. Importantly, the Water Resource Center was designed to be able to accommodate a 200% expansion in order to meet demands in the future.

Tuwanek, Sandy Hook, portions of East Porpoise Bay, Selma Park, Davis Bay, and Ts'ukw'um / Wilson Creek do not receive municipal sanitary sewer service, relying instead on private systems.

4.4.3 Stormwater Infrastructure

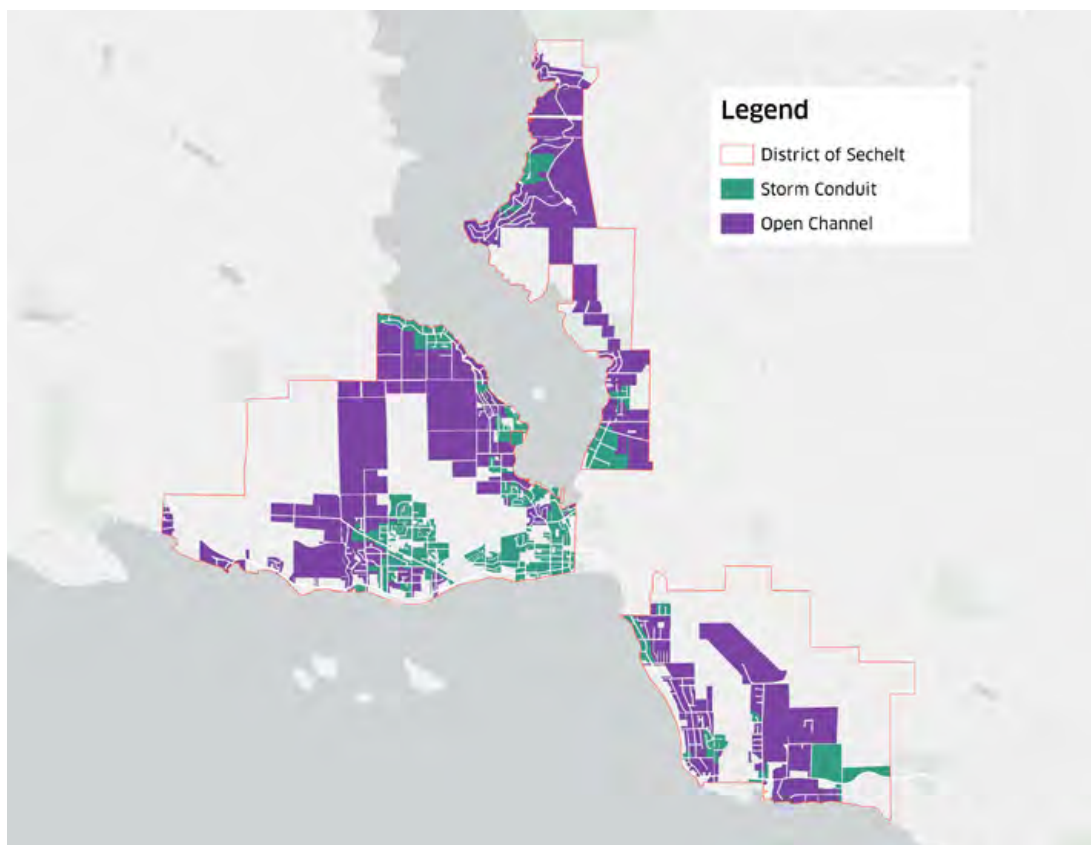
Stormwater infrastructure is key to conveying water and is critically important to consider in the context of climate change and extreme weather events. With higher intensity storms caused by climate change, a robust stormwater system is critical to mitigate floods and other damage.

The District owns and operates the existing stormwater infrastructure. It includes a system of enclosed storm sewers, culverts, and open ditches. Most of the enclosed storm sewers are located in the Downtown area. Stormwater outfalls discharge directly to Trail Bay and Porpoise Bay, as well as into the area's water courses and creeks. A section of Highway 101 (Sunshine Coast Highway) discharges into the District's stormwater system in Downtown Sechelt.

Figure 23 shows areas in Sechelt that are currently serviced by stormwater infrastructure.

In terms of planning for the future, the 1999 Drainage Study evaluated system deficiencies and outlined recommendations for upgrades. Although it is over 25 years old, this Study provides information that is important to consider when planning for future growth. The Study indicated that most developments do not include stormwater attenuation through detention storage. It also recommended replacing ditches with storm sewers as development occurs, as well as upsizing pipes and culverts. Approximately 10 percent of the recommended upgrades from the Study have been implemented.

Figure 23: Stormwater Infrastructure Areas





Why does this matter?

- Although the District does include a stormwater infrastructure system, future upgrades and expansions will help to better manage stormwater in the future.
- Extreme weather events are anticipated to strain the existing stormwater system. A new stormwater study would be helpful to better understand how the system can better handle extreme weather events and future growth.

4.4.4 Discussion

From an infrastructure perspective, some areas of the District are better positioned than others to accommodate new growth.

This section outlines findings with respect to infrastructure and new growth.

Tuwanek / Sandy Hook / East Porpoise Bay

Generally speaking, from an infrastructure perspective, these communities are not well positioned to accommodate growth. They are not connected to the District's sanitary sewer system, and they generally have insufficient fireflow capacity. The low density of these communities and their distance from the existing sanitary sewer system mean that connecting them to the District's sanitary sewer system would be very costly. To accommodate new growth, packaged treatment plants would likely be required.

Downtown / Sechelt Village

These areas are better positioned to accommodate growth. A large majority of Downtown has sufficient fireflow capacity and the areas are connected to the sanitary sewer system, although the infrastructure is aging. Most stormwater drainage occurs by ditch, with few properties connected to the storm sewer.

West Porpoise Bay

This area may be positioned to accommodate growth. It is connected to the sanitary sewer system and has some stormwater management infrastructure. However, fireflow capacity remains a barrier.

West Sechelt

This area is connected to the sanitary sewer system and has the most extensive stormwater sewer system. This better positions the area to accommodate growth. However, fireflow capacity remains a barrier.

Selma Park / Davis Bay / Ts'ukw'um / Wilson Creek

These communities are not connected to the District's sanitary sewer system and connecting them may be cost prohibitive. They also have areas of insufficient fireflow capacity. Creative solutions to these infrastructure problems may be required to accommodate new growth.



Impacts of a Changing Climate

The District's infrastructure is vulnerable to the impacts of climate change. The water supply may be impacted by extreme weather events such as drought and flooding. Large volumes of water may also be required for firefighting in response to wildfires.

Extreme storms may also cause issues related to flooding and sea level rise, and the importance of effective stormwater infrastructure is increasing over time.

To better understand how and where the District can accommodate growth within the context of a changing climate and more extreme weather events, further study is recommended.





5.0 Findings

This section explores the District's strengths (including its diverse housing, vibrant economy, and social infrastructure) while also identifying challenges related to infrastructure, housing affordability, environmental resilience, and transportation. By examining both obstacles and opportunities, this work provides a foundation for strategic action and highlights pathways to sustainable growth, enhanced livability, and long-term resilience for the District and its residents.

5.1 Strengths

From a planning perspective, the District demonstrates significant strengths, including a clear and comprehensive policy framework, effective growth management strategies, and a strong commitment to sustainability. The District sees resilient and diverse economic development, provides efficient infrastructure delivery, and experiences robust community engagement, all while aligning planning initiatives with strategic priorities and regional collaboration. These strengths enable the District to balance growth, environmental stewardship, and community well-being, positioning it as a model for thoughtful and adaptive municipal planning.

Attractive Location

The District enjoys a stunning coastal setting, nestled between the Strait of Georgia and Sechelt Inlet, which provides residents and visitors with breathtaking ocean views and easy access to beaches and waterfront activities. As the regional hub and gateway to the Sunshine Coast, the District serves as a focal point for commerce, services, and transportation for the surrounding communities. Its proximity to Vancouver - just a ferry ride and short drive away - makes it an attractive destination for those seeking a balance between natural beauty, small-town living, and access to metropolitan amenities. The area's "dark skies" are also attractive to those looking to experience a more remote lifestyle.

Strategic Growth Management

The District's planning policies emphasize focusing new residential and commercial development within an Urban Containment Boundary. This approach helps concentrate infrastructure spending, supports a mix of housing types, and preserves natural areas, while providing certainty for residents about where growth will occur.

Social Infrastructure

Social infrastructure is well-developed, featuring libraries, community centers, and a range of social services, including affordable housing providers. These assets support a high quality of life and ensure that diverse community needs are met.

Housing

Housing in the District is notable for its relative diversity and quality. The community offers a mix of housing types, from urban apartments and townhomes to suburban and rural single-family homes, ensuring options for a range of lifestyles and budgets. The housing stock is generally in good condition, and recent years have seen increases in both rental and subsidized housing availability. Updated residential land use policies and zoning regulations have supported this growth, making the District relatively more affordable than Vancouver and other Lower Mainland or Island communities. For a small community, the District offers more housing options than might be expected.





Transportation

The District benefits from a well-developed transportation network. The community is served by local and express transit routes, providing convenient connections within the district and to neighboring areas. Good access to ferries, the Sunshine Coast Highway, and the ferry terminal to Vancouver ensures regional connectivity. The presence of a small airport adds another layer of accessibility, and boat taxis offer unique travel options. Elements of a cycling network are in place, supporting active transportation. As a regional hub, the District is well-positioned to support both current and future mobility needs.

Infrastructure

Generally speaking, the District's infrastructure is robust and forward-looking. SCRD provides excellent water service infrastructure to a large portion of the population, supporting public health and environmental protection, albeit with aging pipes and limited capacity. Sanitary sewer service infrastructure is provided by the District to a large portion of District residents. Stormwater management systems are in place. High-speed internet and broadband connectivity are available, supporting business, education, and remote work. These infrastructure strengths lay the groundwork for sustainable growth and a high quality of life for residents.



Efficient Infrastructure & Service Delivery

The District offers a comprehensive range of urban amenities that support daily living and future growth. Residents have access to essential services such as a hospital, grocery stores, medical clinics, and hardware stores, as well as an airport for regional travel. The District is home to several schools, including a secondary school and a campus of Capilano University, which contribute to lifelong learning and workforce development. Amenities are well distributed throughout the community, providing a solid foundation for continued growth and development. Additionally, by focusing growth within designated areas and increasing density where appropriate, the District can provide municipal services, infrastructure, and amenities more efficiently and cost-effectively, benefiting both residents and taxpayers.

Commitment to Sustainability

The Integrated Community Sustainability Plan (ICSP) outlines a vision for a sustainable Sechelt, emphasizing a mix of land uses, diverse housing choices, travel options, employment opportunities, and community services. The plan also prioritizes environmental protection, parks, open spaces, and waterfronts, all designed with sustainability in mind. In addition to establishing the ICSP, the District has adopted bylaws and policies to minimize development's impact on the natural environment, such as the Environmental Management and Protection Bylaw.



Local Economy

The local economy is both resilient and diverse. The District serves as an employment centre for the service industry, primarily retail and service commercial businesses. A large proportion of the District's workforce is employed in health care, education and other public sector agencies. The more traditional forestry and fishing industries have declined this century, while gravel mining and processing, transportation, along with housing development and construction activities remain steady. There has been a growing entrepreneurial and home-based business economy supported by local zoning, and a large segment of the seniors population relies on investment incomes and pensions.

The District is also a sought-after tourism destination, drawing visitors with its natural beauty and recreational opportunities. Its status as a regional hub means people from across the Sunshine Coast gravitate to the District for services, shopping, and entertainment. The business community is characterized by a strong presence of independent, locally owned businesses, lending the town a unique character and helping retain local wealth. The steady population growth reflects the District's desirability as a place to live, work, and invest.

Focus on Creative and Cottage Industries

The District is known for its artist community, with a relatively large proportion of residents employed in the arts. It's also known for more "cottage"-style or artisan industries, with small scale production occurring in the area, often on larger acreage-style parcels. These unique industries position the District as having a strong artist and artisan focus, which may be attractive to both future residents and tourists.

Strong Community Engagement

The District has cultivated a strong, respectful relationship with the shíshálh Nation, fostering cultural exchange and collaborative governance. Additionally, the District boasts a deeply engaged and caring community, where residents actively participate in local initiatives and decision-making processes. Amendments to the OCP and major planning decisions require community input and broad support, ensuring that development aligns with local values and needs. The CLDA process has experienced the robustness of community engagement firsthand, with many residents attending public events and voicing their feedback for the CLDA and OCP Update. Additionally, the District's planning and development procedures aim to be as transparent as possible, providing clarity for residents, businesses, and developers regarding processes, requirements, and expectations.

Alignment with Strategic Priorities

Sechelt's Strategic Plan identifies six key priorities: effective growth, housing, community safety and wellbeing, financial balance, climate change mitigation and environmental preservation, and fostering a vibrant downtown core. Planning initiatives are aligned with these priorities, ensuring a holistic approach to community development.

Collaborative Regional Planning

The District collaborates with local partners, such as the shíshálh Nation and the Sunshine Coast Regional District, to address land use and servicing issues on a regional scale, demonstrating a commitment to integrated, cooperative planning. The District has cultivated a strong, respectful relationship with the shíshálh Nation, fostering cultural exchange and collaborative governance.



5.2 Opportunities

The District is poised to build on its strengths by embracing a range of planning opportunities that can shape a more inclusive, resilient, and vibrant community. By expanding housing choices, improving transportation networks, and supporting the development of neighborhood centers, the District can better meet the needs of its growing and diverse population. Investments in modern infrastructure, climate resilience, and green initiatives will support sustainable growth, while new development can be leveraged to deliver community amenities and foster stronger connections. Additionally, focusing on economic diversification, deepening partnerships with the shíshálh Nation, and enhancing emergency preparedness will help ensure the District remains a desirable and adaptable community for years to come.

Housing

The District has significant opportunities to address housing needs by expanding the “missing middle” (including coach houses, secondary suites, townhouses, and duplexes) which can provide more diverse and attainable options for families, singles, and intergenerational households.

There is also potential to increase the supply of affordable housing, with a focus on both subsidized and purpose-built rental units, to better support residents facing housing insecurity. Although local governments are typically not suppliers of housing, the District’s recent, broad-based OCP and Zoning Bylaw amendments will set the foundation to support higher densities and more affordable housing. As the population ages, building larger apartments and multi-residential options will help those looking to downsize while remaining in the community. Additionally, adding more housing in mixed-use developments downtown will not only support revitalization but also create a vibrant, walkable core.

New Development

New subdivisions present opportunities to address broader community needs by incorporating amenities such as libraries and recreation facilities, increasing housing diversity, and integrating active transportation infrastructure from the outset. Ensuring that new development improves connections to adjacent areas will help create a more cohesive and accessible community.

Transportation

Improving transportation options is a key opportunity for the District. Filling in the gaps in the active transportation network (such as creating continuous bike and pedestrian routes) will encourage healthier, more sustainable travel choices and better connect neighborhoods. Enhancing and expanding transit service can make it easier for residents to move around without relying on personal vehicles. The District can also explore micro-mobility solutions like car-share programs, taxis, and e-bikes to provide more flexible transportation options and encourage alternatives to vehicle use. While the ferry terminal remains some distance away, improving connections to regional transportation hubs will further enhance accessibility.



Daily Needs & Social Infrastructure

There are opportunities to fill gaps in neighborhoods that currently lack daily services by modifying zoning to encourage the development of neighborhood centers through more flexible land use regulations. Pop-up amenities (such as food trucks, mobile health clinics, libraries, and shops) can quickly address emerging needs and bring services directly to residents. Building more housing around areas with existing daily needs will create more complete, walkable communities and support local businesses. Expanding social infrastructure, such as senior centers, will support an aging population and enhance community well-being.

Infrastructure

Generally speaking, capital expenditures will be needed to increase the capacity of the DoS sanitary and stormwater systems, as well as the SCRD water system. The District can strengthen its infrastructure by expanding the formal stormwater network and developing a comprehensive stormwater management strategy to address climate resilience and growth. Completing the sanitary service master plan and investing in green infrastructure (such as rain gardens and permeable surfaces) will help to inform environmental outcomes and service efficiency. Improving fire flow capacity will enhance fire preparedness, while promoting water conservation and drought preparedness will ensure long-term sustainability.

Intentional Infrastructure Investment

Aligning infrastructure spending with complete community strategies within the Urban Containment Boundary allows for more efficient service delivery and supports alternative approaches to infrastructure, such as innovative stormwater management and road standards.

Agricultural Land Reserve

Although limited in scale, The District's Agricultural Land Reserve presents an opportunity to increase local food production and support small-scale agriculture, contributing to food security and sustainability.

Waterfront and Recreation Access

As new development occurs, there is a strong opportunity to enhance and acquire more parks and waterfront access, improving public amenities and supporting community well-being.

Environmental Stewardship

Protecting environmentally sensitive areas and implementing urban forest strategies provide opportunities to enhance natural assets while accommodating growth.

Collaborative Regional Planning

There is ongoing potential to strengthen relationships with the shíshálh Nation, fostering reconciliation and shared stewardship of the land.

Economic Development

The District can focus on job creation, economic diversification, and the retention of its population by supporting emerging industries and planning for the succession of traditional sectors. Expanding post-secondary education opportunities and leveraging the district's appeal as a gateway to the Sunshine Coast can drive eco-tourism and recreational economic growth. Supporting local businesses and attracting new investment will further strengthen the regional economy.



5.3 Challenges

The District faces a range of planning challenges that stem from its geography, infrastructure limitations, economic uncertainties, and evolving community needs. Its historically dispersed, low-density development pattern — rooted in rural and suburban zoning — makes it difficult to shift toward more compact, efficient urban forms, leading to higher infrastructure and environmental costs. Much more land is zoned for development than is needed for projected growth, raising concerns about the loss of natural areas, changes to neighborhood character, and inefficient service delivery. Upgrading and extending infrastructure to meet the needs of a growing, spread-out population is financially demanding, with maintenance and replacement costs posing ongoing issues. Additionally, while there are initiatives for affordable and diverse housing, meeting the full range of housing needs remains a challenge. The District is also working to address the urgency of climate action, but currently lacks a comprehensive, standalone climate action plan to guide priorities and investments. These challenges require careful management and ongoing policy updates to ensure sustainable, livable growth for Sechelt's future.

Housing

Housing challenges in the District are multifaceted. Low-density development patterns are deeply entrenched, and existing residents may be resistant to new, higher-density projects. There is a mismatch between the aging population and the predominance of single-family homes, with limited options for those looking to downsize. The lack of “missing middle” housing, larger apartments, affordable units, and secondary suites further exacerbates the situation. Increased demand from people moving to the District is driving up prices and reducing inventory, making it harder for locals to find suitable, affordable housing.

Daily Needs & Services

Some parts of the District are unlikely to ever have convenient access to daily services due to their isolation and low density. Many neighborhoods lack mixed-use or neighborhood centers, resulting in residential areas dominated by single land uses. While essential amenities are available, they are not always within walking distance, making residents dependent on vehicles for daily needs and limiting walkability.

Transportation

Transportation in the District is constrained by geography and infrastructure. The community is largely dependent on the Sunshine Coast Highway, which serves as the only major route in and out and is owned by the province, complicating efforts to improve or expand active transportation options. The ferry terminal and airport are both relatively distant and limited in capacity, contributing to a sense of isolation. The active transportation network is fragmented, with few continuous connections, and bus service does not reach more remote areas. Challenging topography, low density, and a lack of sidewalks further hinder walkability and make efficient transit service difficult to provide, leaving many residents car-dependent. New growth in the District may require new investment in transit infrastructure through additional funding.



Infrastructure

Infrastructure delivery in the District is challenged by geography, cost, and jurisdictional complexity. Large areas east of downtown lack municipal sanitary sewer service, and extending these services is often prohibitively expensive. The stormwater system may be inadequate to handle increasingly frequent extreme weather events, and the water supply remains vulnerable to drought, despite recent investments in water security. Jurisdictional boundaries, including service areas managed by the shíshálh Nation, make coordinated infrastructure planning more complex. Additionally, fireflow remains insufficient in many areas, posing risks to public safety. The infrastructure system may be stressed to accommodate future growth.

Economic Development

The District's economy faces significant hurdles, particularly in providing job opportunities for younger residents, which can lead to outmigration and a less dynamic workforce. The local economy's reliance on resource extraction introduces uncertainty, as this sector is subject to market fluctuations and regulatory changes. Tourism, while important, is highly seasonal and does not provide stable year-round employment.

The artist community, although vibrant, tends to generate modest incomes, limiting its broader economic impact. These factors contribute to an uncertain economic outlook and underscore the need for diversification and new employment strategies.

Emergency Preparedness & Environmental Considerations

The District is highly vulnerable to a range of environmental risks. Its coastal location exposes it to flooding, king tides, and the long-term threat of sea level rise. The community is also at risk from wildfires and drought, which are expected to become more severe with climate change. The region's seismic activity raises concerns about earthquake preparedness, adding another layer of complexity to environmental planning and emergency response. Preparing for multiple types of emergencies (ranging from extreme weather and wildfires to earthquakes and coastal flooding) poses a significant challenge for the District. Developing comprehensive, actionable emergency plans that address the unique risks facing the community requires substantial resources and coordination among various agencies and levels of government.





5.4 Gap Analysis

The table below identifies key themes, challenges and opportunities for action based on the SWOC analysis.

Table 16: Gap Analysis

Theme	Challenges	Opportunities for Action
Planning & Policy	The OCP is the guiding document for growth, land use, and infrastructure, but much of the District’s land is zoned for low-density, dispersed development. This entrenched pattern makes it difficult to shift toward more sustainable, compact forms and complicates coordination with regional partners. There is also a lack of a regional policy plan to guide growth within the broader region.	• Accelerate OCP renewal to reflect current needs and sustainability goals. • Collaborate with the SCRD and shíshálh Nation for unified planning. • Modernize zoning to support compact, mixed-use development. • Regularly review and adapt policies to changing demographics and climate realities. • Consider implementing a regional growth strategy to facilitate greater coordination and enhanced planning for the broader region.

Theme	Challenges	Opportunities for Action
Housing	The District’s housing stock is dominated by single-family homes, with limited options for downsizing, rentals, or affordable units. Resistance to higher density and a lack of “missing middle” housing options contribute to rising prices and limited inventory, especially as demand from in-migrants grows.	Continue to: • Update zoning to allow more missing middle and multi-residential housing. • Incentivize affordable and purpose-built rental developments. • Promote infill and redevelopment in strategic locations. • Support intergenerational and accessible housing. • Consider incentives for the construction of detached suites (coach houses) such as lower Development Cost Charges and expedited review processes.
Growth Management	Population growth is driving up housing prices and increasing demand for infrastructure and services, putting pressure on existing systems and requiring careful, forward-looking planning.	• Proactively align infrastructure, housing, and service investments with projected growth. • Use new development to deliver community amenities. • Monitor and manage growth impacts on environment and services. • Encourage higher-density, mixed-use development in growth areas. • Plan for long-term financial sustainability.

Theme	Challenges	Opportunities for Action
Infrastructure	Large areas east of downtown lack sewer service, and extending infrastructure is costly due to the dispersed development pattern. The stormwater system may not handle extreme weather, and water shortages are exacerbated by drought and reliance on a single watershed. Fireflow is insufficient in many areas, increasing risk to public safety. Infrastructure and services are delivered by multiple entities, including the District, the SCRD, and shíshálh Nation, making planning and upgrades more complex and requiring strong partnerships. The District's spread-out form and challenging topography make it difficult to serve all areas with transit or active transportation. The Sunshine Coast Highway is the only major route, owned by the province, and most neighborhoods are car-dependent due to a lack of sidewalks, continuous bike paths, and infrequent bus service. The local economy is vulnerable due to limited job opportunities for youth, reliance on resource extraction, and the seasonal nature of tourism. The arts sector, while steady, does not generate significant income. Economic diversification is needed to retain residents and ensure year-round stability. The District is exposed to coastal flooding, king tides, sea level rise, wildfires, drought, and seismic risk. Low-lying and creek-adjacent areas are particularly at risk during extreme weather events, and climate change is intensifying these hazards.	• Expand and upgrade sewer and stormwater systems. • Invest in green infrastructure and climate-resilient solutions. • Improve fireflow and drought preparedness. • Complete and implement sanitary service master plan. • Strengthen partnerships for coordinated service delivery. • Focus planning efforts for areas within the Urban Containment Boundary to result in service delivery efficiencies.

Theme	Challenges	Opportunities for Action
Transportation	The District's spread-out form and challenging topography make it difficult to serve all areas with transit or active transportation. The Sunshine Coast Highway is the only major route, owned by the province, and most neighborhoods are car-dependent due to a lack of sidewalks, continuous bike paths, and infrequent bus service.	• Expand and improve local and regional transit service. • Fill gaps in the active transportation network for walking and cycling. • Promote micro-mobility options (e-bikes, car-share, taxis). • Advocate for improved ferry and highway connections. • Enhance walkability with targeted sidewalk projects.
Economy	The local economy is vulnerable due to limited job opportunities for youth, service-based industries, and the seasonal nature of tourism. The arts sector, while steady, does not generate significant income. Economic diversification is needed to retain residents and ensure year-round stability.	• Continue diversifying the economy by supporting small business and entrepreneurship. • Expand eco-tourism and recreational opportunities. • Promote post-secondary education and training. • Foster creative and knowledge-based industries. • Support year-round tourism and local food production.
Environment	The District is exposed to coastal flooding, king tides, sea level rise, wildfires, drought, and seismic risk. Low-lying and creek-adjacent areas are particularly at risk during extreme weather events, and climate change is intensifying these hazards.	• Integrate climate adaptation into land use and infrastructure planning. • Develop and implement a climate action plan. • Invest in resilient infrastructure and emergency preparedness. • Protect and restore natural assets (forests, wetlands, shorelines). • Educate the public on environmental risks.

Theme	Challenges	Opportunities for Action
Daily Needs	Many residential areas lack nearby commercial or community services, making residents reliant on vehicles for daily needs. Low density and isolation mean some areas will never realistically support neighborhood centers or walkable amenities.	• Encourage mixed-use and neighborhood centers through flexible zoning. • Promote pop-up and mobile amenities (food trucks, clinics, libraries). • Focus infill development around existing services. • Incentivize small-scale commercial in residential areas. • Improve pedestrian connections to amenities.
Emergency Preparedness	The community must prepare for a range of emergencies—floods, wildfires, drought, earthquakes—which requires coordinated planning, resources, and public awareness.	• Develop comprehensive, multi-hazard emergency response plans. • Increase community education and regular emergency drills. • Coordinate with regional and Indigenous partners. • Invest in early warning and communication systems. • Integrate emergency planning into all new developments.
Recreation	Population growth may result in the need for additional or expanded recreation facilities to support active living.	• Review current recreation facilities, as well as any plans related to new or expanded recreation facilities, to identify potential gaps. • Consider recreation needs of new residents when reviewing major new development applications.



Appendices



APPENDIX A

**What We Heard Report Phase I: Visioning
March 2025**

FUTURE SECHELT: Our Path to **2045**

WHAT WE HEARD REPORT PHASE 1: VISIONING

Community Land Development Analysis & Official Community Plan Update

March 6, 2025

Overview

Visioning Workshop.....	3
CLDA & OCP Update.....	4
Process.....	5
Engagement Activities.....	6

Findings

Key Themes.....	7
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Next Steps

Stay Informed.....	14
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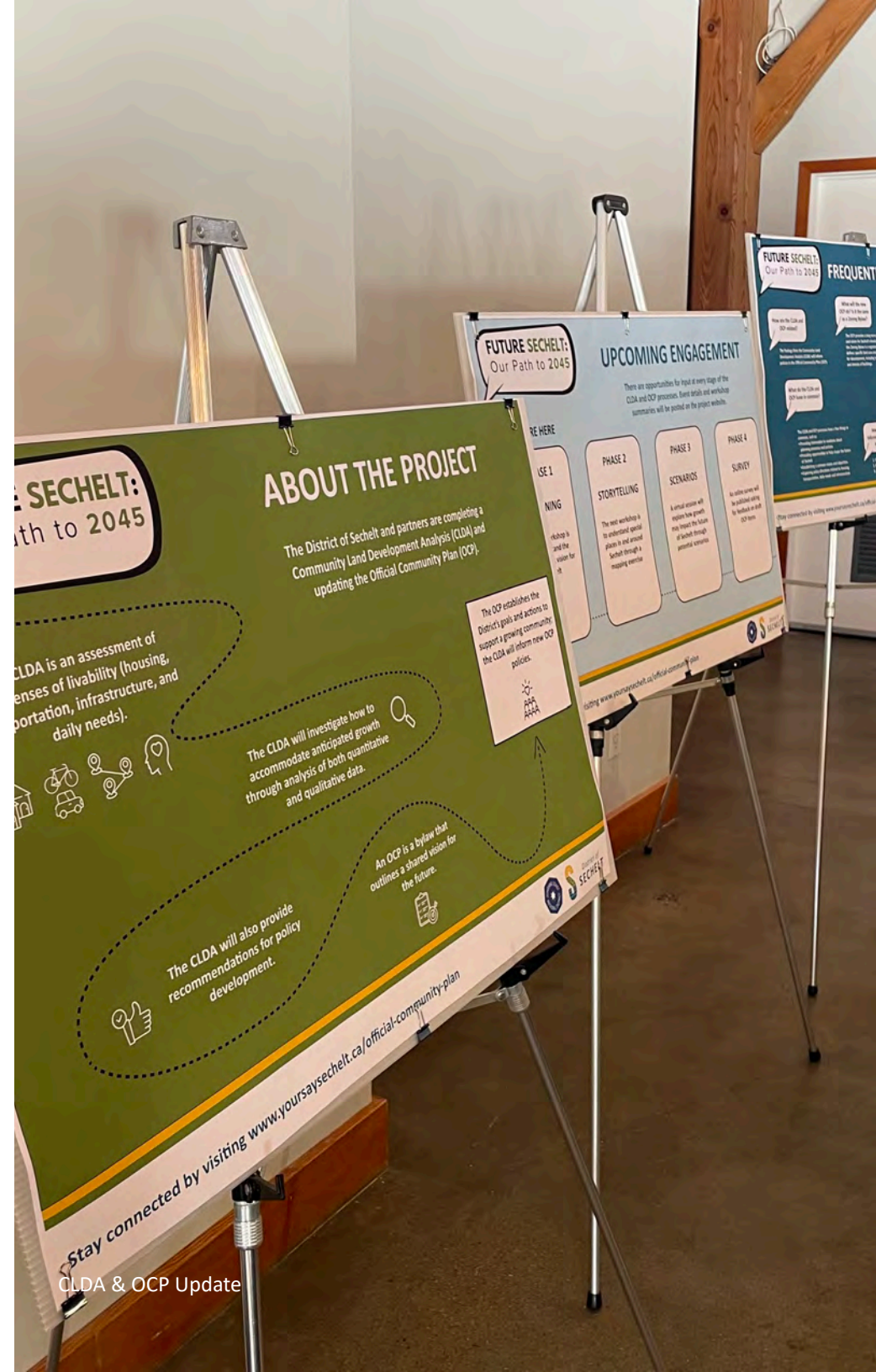
OVERVIEW | Visioning Workshop

On Thursday, February 13th, 2025, the District of Sechelt and partners hosted a Visioning Workshop with the public to kick off the CLDA and OCP Update engagement process. Two sessions were held (in the afternoon and early evening, respectively) at the Seaside Centre. It is estimated that about 80 people attended across both sessions.

The two workshop sessions followed identical formats:

- » Presentation
- » Brief Q&A
- » Snowstorm Activity
- » Table Discussions
- » Report Back

Attendees provided thoughtful responses to various activities prompting them for their thoughts on the future of Sechelt. Their feedback and responses will be taken into consideration when formulating planning decisions in Sechelt and are further summarized in this What We Heard Report.



OVERVIEW | CLDA & OCP Update

The District of Sechelt, the Sunshine Coast Regional District, and the shíshálh Nation have partnered with DIALOG to undertake a Community Land Development Analysis (CLDA) and update the District of Sechelt's Official Community Plan (OCP).

The CLDA is an assessment of four lenses of livability (housing, transportation, infrastructure, and daily needs). It will investigate how to accommodate anticipated growth through analysis of both quantitative and qualitative data. The CLDA will also provide recommendations for policy development.

The OCP is a bylaw that outlines a shared vision for the future. It establishes the District's goals and actions to support a growing community. The CLDA will inform new OCP policies.

The District of Sechelt's current OCP was last adopted in 2011. The update will address new requirements while providing thoughtful opportunities for community participation. Sustainability, climate resilience, ecology and cultural history are key topics in the engagement process to achieve a holistic and fulsome understanding of the Sechelt area. By integrating collaborative community engagement with technical analysis, DIALOG's engagement strategy ensures that the resulting CLDA and OCP are not only technically sound, but truly reflective of Sechelt's values and aspirations. This approach meets the legislative requirements while building the community support necessary for successful implementation.

The OCP can have influence over the following:

 **Land use & development patterns**

 **Housing & neighbourhoods**

 **Local transportation & infrastructure**

 **Economic development**

 **Environmental protection & management**

 **Local parks & recreation facilities**

 **Social wellbeing & community services**

 **Arts, culture & heritage**

 **Urban design & form**

 **Growth management**

 **Agricultural land use**

 **Natural hazard management**

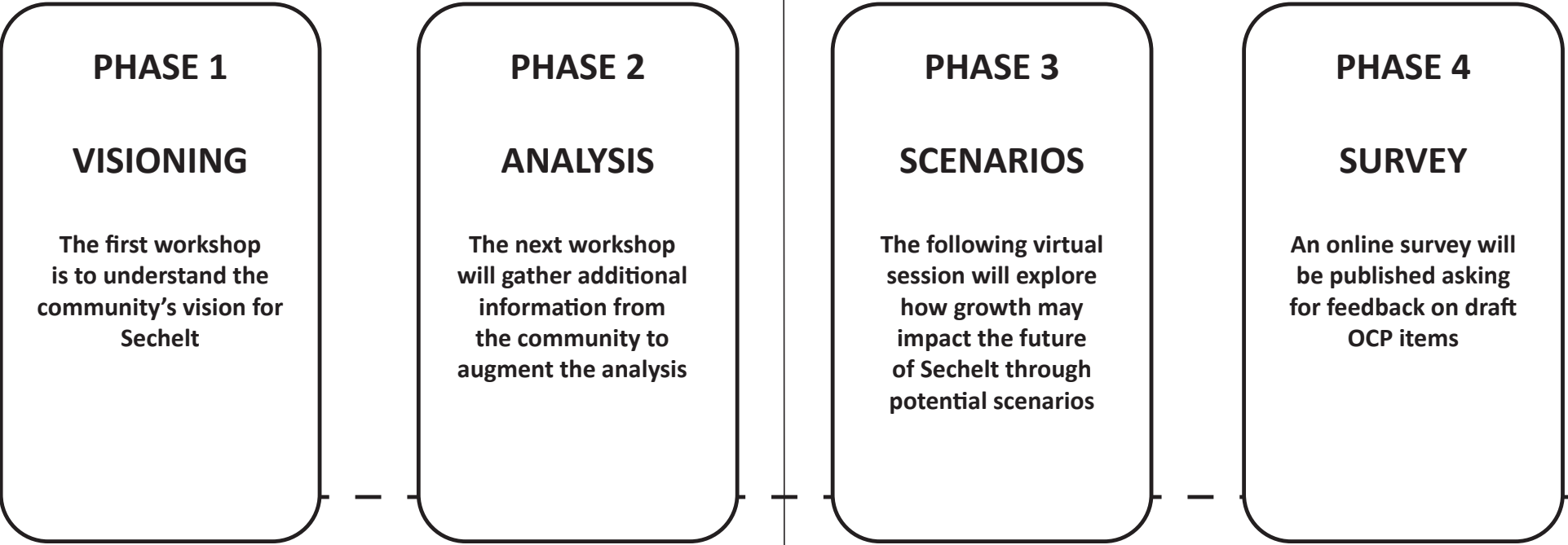
 **Source water protection**

 **Influences all other Bylaws & Plans**

OVERVIEW | Process

The CLDA and OCP Update process includes four phases of engagement. This summary report concludes Phase 1: Visioning.

WE ARE HERE



OVERVIEW | Engagement Activities

Two engagement activities happened at the Visioning Workshop: the Snowstorm Activity and the Community Wellbeing Framework Discussions.

Snowstorm Activity

The Snowstorm Activity gave workshop attendees two prompts:

- » Write down 3 words that describe Sechelt today
- » Write a newspaper headline you'd like to see about Sechelt in 10 years

Attendees were asked to respond to the first prompt on a postcard. Once finished, they were instructed to crumple the postcard into a tight ball and toss into the air, creating a snowstorm-like effect. Once tossed, they were asked to pick up a crumpled ball from around the room, with a few folks prompted to share the responses out loud.

The activity was completed a second time with the following prompt being written on the back of the ball they picked up and uncrumpled.

The Snowstorm Activity was a playful exercise to bring up the energy in the room following a sit-down presentation, and a way for the facilitators to gain insight on how people were feeling coming into the workshop. The wide array of answers and themes are further explored in the following section of this report.



OVERVIEW | Engagement Activities

Community Wellbeing Framework Discussions

DIALOG collaborated with the Conference Board of Canada on a two-year research study to define community wellbeing and how it is affected by the built environment. The resulting Community Wellbeing Framework was designed to be an open-ended and self-determined guide. It provides easy-to-use approaches to examine features that contribute to community wellbeing and facilitates decision-making among owners and users of place (the community) to enable the place (the project) to contribute to the wellbeing of the community. The Framework was been adapted to suit the District of Sechelt and partners' CLDA and OCP processes.

Four to five tables were spaced out across the room, each with assigned to a theme from the inner wheel (Social, Environmental, Economic, Cultural, and Political). A prompt sheet with several questions was placed at each table, alongside sticky notes and pens. One facilitator was assigned to each table. Workshop participants were asked to choose a table. After 15 minutes, they were asked to rotate to another table of their choosing. The facilitators prompted discussion using the questions on the prompt sheet. Key points of each discussion were noted on the sticky notes and stuck onto the prompt sheet.

Facilitators were not required to prompt through all questions on the prompt sheet. The questions were available to inspire and drive conversation amongst participants.

Conversations for each theme are further explored in the following section of this report and will be used to inform the OCP Vision as well as fill in qualitative gaps for the CLDA. They were a good tool for the project team to familiarize with Sechelt residents and to understand the community's wants, needs, and aspirations under each theme.



FINDINGS | Key Themes

Snowstorm Activity

Answers across both sessions were compiled to understand the overarching themes. The word clouds depict the most common answers, with the larger words being the most popular. Call-outs from the newspaper headline prompt are depicted as well.

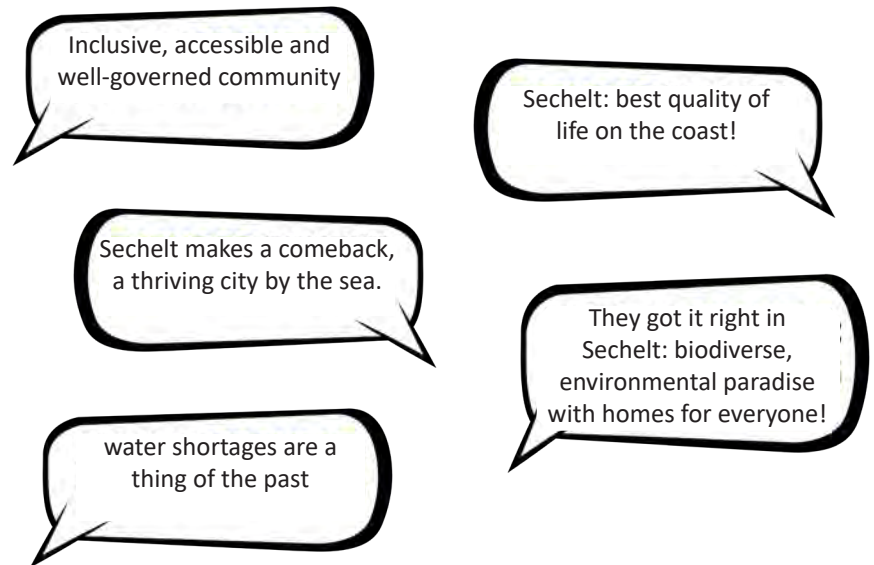
Three words that describe Sechelt today

Workshop attendees provided a wide variety of words to describe the current state of Sechelt. Overall, the answers were largely positive, describing the beauty of the area and expressing appreciation for nature in and around Sechelt. Others noted how friendly and community-oriented the District is, while others see Sechelt as quiet and sleepy. A few folks had criticisms about life in Sechelt, with words such as 'disconnected' and 'dying'. A handful of people described the potential of the community and expressed appreciation for growth and vibrancy, noting that things are changing.

A newspaper headline you'd like to see about Sechelt in 10 years

This playful prompt elicited many creative and inspiring headlines that workshop attendees would like to see in a decade. Numerous responses involved a thriving economy with support for small businesses, tourism attractions, and vibrant public areas such as a waterfront and boardwalk. Others commented on the safety of the area, aspiring the future of Sechelt to be crime-free, eradicated of homelessness and accessible for everyone. Praise for sustainability initiatives (such as improving water connections and diversifying housing options) were also abundant. A few responses mentioned improved ferry service, and one poked fun at the re-opening of the recreation centre hot tub.

Overall, folks expressed joy and excitement at the prospect of Sechelt becoming "the most livable and best small town in BC".



FINDINGS | Key Themes

Community Wellbeing Framework Discussions

Table discussions were had under the five domains: Economic, Cultural, Political, Social, and Environment. Answers across both sessions were compiled to understand overarching themes, ideas, and sentiments. The following arose out of these discussions:

Economic Domain

Overall, the discussion under the Economic Domain reflected a community vision that balances growth with sustainability, inclusivity with practicality, and development with preservation of community character. There was a clear desire for government support and innovative solutions to address complex social and economic challenges, while maintaining the distinct village atmosphere that makes Sechelt appealing to residents and visitors alike.

1. Housing Affordability and Diversity: There was a strong emphasis on creating various housing options, including social housing, affordable rentals, co-ops, co-housing, and tiny home communities. Ideas included densification in downtown areas, conversion of single-family homes to multi-unit dwellings, and incentives for landlords to provide affordable housing.

2. Economic Development and Support for Local Businesses: Many statements focused on supporting local businesses through “shop local” initiatives, offering free small business courses, creating shared business spaces, and promoting local farmers and markets. There’s also interest in attracting new industries, particularly in the tech and knowledge sectors.

3. Transportation and Connectivity: Improving public transportation was a recurring theme, with suggestions for expanded bus routes, increased frequency, shuttle services for seniors, and even boat taxis. There was also a strong emphasis on active transportation, with calls

Economic Discussion Prompts

Affordability- How can we make sure people with different incomes can afford to live and work in Sechelt?

Complete Community- How can we make it easier for people to do their daily activities without needing to drive everywhere?

Local Economy- What can we do to help local businesses thrive and keep Sechelt’s economy strong?

for expanded bike networks, safer roads for scooters, and improved walkability.

4. Community Well-being and Social Support: Several statements addressed poverty reduction, support for higher wages, and initiatives to help vulnerable populations, including seniors and people with disabilities. There was also interest in creating more community spaces and events to foster social connections.

5. Sustainable Development and Environmental Concerns: Many ideas related to environmental sustainability, such as urban farming, encouraging food security, water conservation, and protecting ecosystems for climate resilience.

6. Urban Planning and Development: There were numerous suggestions about zoning changes to allow for more mixed-use developments, higher density in the downtown core, and more flexible commercial zoning. There was also interest in simplifying processes for alternative construction methods and rezoning.

7. Government and Policy: There were calls for policy changes, including property tax reforms, streamlined development processes, and lobbying for changes to building codes and tax structures.

FINDINGS | Key Themes

Cultural Domain

The discussions under the Cultural Domain revealed a community vision centered on creating vibrant, connected neighborhoods that foster a strong sense of belonging. Throughout the following themes runs a consistent thread of inclusivity and collaboration, particularly regarding relations with the shíshálh Nation, addressing homelessness, and creating opportunities for diverse populations to participate in community life.

1. Community Spaces and Gathering Places: There was a clear desire for more “third spaces” beyond work and home—community centers, town squares, plazas, and expanded facilities like the library where people can gather, interact, and build relationships. These spaces were envisioned as the cornerstone of community vitality, supporting everything from cultural events to casual encounters.

2. Waterfront Development and Access: Waterfront development emerged as a particularly important focus, with numerous suggestions for expanding dock facilities, creating a marina with breakwater, and developing a cohesive commercial-residential waterfront area. These waterfront improvements were seen as opportunities to enhance both recreational opportunities for residents and attractions for visitors, while better connecting the community to its coastal identity.

3. Connected Trail Systems: A comprehensive trail network is prioritized as essential infrastructure that would physically connect different neighborhoods (Davis Bay, Wilson Creek, Selma Park) while promoting active transportation. This network is envisioned as an off-highway system of mixed-use trails that would make walking and biking safer and more accessible, contributing to both community connectivity and environmental sustainability.

4. Downtown Revitalization: Downtown revitalization appeared as another significant theme, with calls for densification of the village core,

Cultural Discussion Prompts

Cultural Vitality- How can we help people enjoy and participate in local arts, culture, and fun activities?

Sense of Belonging- How can we create welcoming communities where everyone feels they belong, can connect with others, and participate fully in community life?

Play- How can we create/reimagine community spaces where people can unwind, be creative, and have meaningful experiences?

extended business hours, and the creation of a central marketplace similar to that in Gibsons. These improvements aim to create a more vibrant downtown that serves as both a community hub and a tourist attraction, thereby supporting local businesses while enhancing quality of life for residents.

5: Support for Arts and Tourism: Cultural vitality is emphasized through support for arts funding, community theatre, live music events, and diverse programming that brings people together. Similarly, improved tourism infrastructure—including accommodations, transportation options, and visitor services—is seen as essential for economic development while maintaining the community’s unique character.

The conversations that were had under the Cultural Domain collectively envision a future where thoughtful development enhances rather than diminishes the community’s natural assets and social cohesion.

FINDINGS | Key Themes

Political Domain

The discussions under the Political Domain reveal a strong desire for authentic civic engagement in Sechelt, moving beyond perfunctory consultation toward genuine collaboration. Community members are seeking substantive involvement in decision-making processes where their input is not just collected but thoughtfully considered and incorporated, with transparent feedback when ideas cannot be implemented.

1. Diverse Engagement Methods: There was significant emphasis on diversifying engagement methods to ensure broader participation. While digital tools like surveys and online portals are valued for convenience, there was equal support for in-person connection through town halls, informal coffee meetings with officials, community picnics, and workshops. This multi-channel approach aims to reach different demographic groups and accommodate various communication preferences.

2. Inclusivity: Inclusivity emerged as a critical concern, with particular attention to engaging underrepresented voices such as youth, homeless individuals, and shíshálh Nation. The statements reflect awareness that traditional engagement methods often miss certain segments of the population, suggesting that government should proactively reach out to these groups rather than expecting them to navigate existing structures.

3. Communication Infrastructure: Communication infrastructure appeared as another key theme, with calls for centralized information resources, better publicity about meetings and events, and support for local media. There was recognition that effective civic engagement depends on citizens knowing when and how they can participate, suggesting improvements to the district website, creating community bulletin boards, and establishing clear points of contact for specific issues.

Political Discussion Prompts

Sense of Ownership- How can we help people learn about their surroundings and feel empowered to make positive changes in their community?

Collaboration- How can we make sure everyone who wants to be involved has a real chance to contribute their ideas and work together?

Integration- How can we make sure we're listening to all people and are including their ideas from the start when we're planning for our community's future?

4. Connections with Schools: Educational initiatives, particularly targeting youth, were proposed as a way to build long-term civic capacity. Suggestions included citizenship curriculum in schools, student representation in governance, and creating youth engagement portals. These educational components aim to develop the next generation of engaged citizens while simultaneously incorporating young people's perspectives into current decision-making.

The overarching message emphasizes truly collaborative governance where citizens feel heard, respected, and meaningfully involved in decision-making processes that affect their community.

FINDINGS | Key Themes

Social Domain

The discussions under the Social Domain reflected a desire for a more connected, accessible, and supportive community with improved infrastructure, activities for diverse populations, and attention to the needs of vulnerable residents.

1. Recreation Options: Residents envisioned expanded public spaces, including a new library, community health center, and a central hub for Sechelt. There was also a desire for more recreational options, particularly for youth, such as improved skate parks, pickleball courts, and entertainment facilities like bowling alleys and arcades. Additionally, outdoor recreation was emphasized, with suggestions for pump tracks and zip lines.

2. Transportation and Connectivity: Transportation and connectivity were major concerns, with calls for expanded bike and walking paths, better-connected trail systems, and improved public transportation options. This included enhanced Handi-Dart service, free bus service, and better options for marginalized and elderly populations. Safety and security were also prioritized, with proposals for better lighting in outdoor spaces, traffic calming measures, and increased police presence. Furthermore, there was a focus on making public spaces more pedestrian-friendly, including car-free zones and connected green spaces from Cowrie Street to the waterfront.

3. Supporting Vulnerable Populations: Support for vulnerable populations was a key theme, with housing solutions for the homeless, supportive housing near services, and better mental health and recovery services being prioritized. There was also an emphasis on making infrastructure more accessible for people with disabilities and seniors, and improving outreach to those in need. To facilitate community engagement, residents suggested improved communication systems, including bulletin boards, a central communication system, and a directory for volunteering opportunities.

Social Discussion Prompts

Welcoming- How can we make sure people of all ages and abilities feel welcomed, safe, and included?

Support Systems- How can we ensure people can easily access support services and facilities every day, especially in moments of need?

Socialization- What kinds of spaces can we create for people to connect and socialize, whether in formal settings or casual gatherings?

Overall, the vision for Sechelt emphasizes a community that is inclusive, supportive, and well-equipped to meet the diverse needs of its residents.

FINDINGS | Key Themes

Environmental Domain

The discussions under the Environmental Domain reflect a vision for Sechelt that balances environmental stewardship with sustainable development and community connectivity. Key priorities include preserving natural areas, enhancing ecological restoration, improving active transportation networks, and maintaining public spaces. There's a strong focus on accessibility, connecting neighborhoods through trails and parks, and promoting green spaces in urban areas. The community also emphasizes thoughtful development practices that protect the environment and address climate-related concerns.

1. Environmental Sustainability: There was a strong emphasis on preserving natural areas, including forests, wildlife corridors, and waterfronts. Suggestions included protecting rock outcrops, preserving significant wild areas with trails, and promoting ecological restoration through habitat plantings and bioswales. Additionally, there were calls for reducing carbon emissions, implementing green building designs, and using treated wastewater for irrigation.

2. Community Connectivity and Infrastructure: Residents desired improved active transportation networks, including bike paths and walking trails that connect neighborhoods and parks. There was also a focus on enhancing accessibility with wheelchair-friendly trails and accessible beaches. The development of community gardens and the preservation of land for food growing were highlighted as important for community well-being.

3. Public Spaces and Amenities: The discussions emphasized the importance of maintaining and enhancing public spaces such as parks, beaches, and waterfront areas. This included ensuring safe crossings, providing adequate parking, and installing outdoor workout equipment like calisthenics parks. There was also a desire for more green spaces in downtown areas to mitigate urban heat.

Environmental Discussion Prompts

Enjoyment and Delight- What remarkable places can we design or protect where people can recharge, explore, and feel completely comfortable?

Natural Systems- How can we help take care of our local environment (water, soils, urban forest and air), so that we continue to benefit from the vital natural services provided?

Mobility- How can we make it easier and more appealing for people to walk, bike, or use public transport instead of always driving?

Resilience - How opportunities are there to better consider environmental protection and climate resilience when thinking about future planning?

4. Development and Planning: There were discussions about flexible development standards to protect natural areas and trees, and the need to update development permit areas to address environmental concerns like flood zones and sea-level rise. Additionally, there was interest in rezoning certain areas for mixed-use development and promoting sustainable land use practices.

In summary, these themes demonstrate Sechelt's commitment to creating a sustainable, well-connected community.

NEXT STEPS | Stay Informed

There will be additional opportunities for public input throughout the process. Subscribe to the newsletter and stay connected by visiting www.yoursaysechelt.ca/official-community-plan



APPENDIX B

What We Heard Report Phase II: Analysis
April 2025

FUTURE SECHELT: Our Path to **2045**

WHAT WE HEARD REPORT PHASE 2: ANALYSIS

Community Land Development Analysis & Official Community Plan Update

April 2025

Overview

Storytelling Open House.....	3
CLDA & OCP Update.....	4
Process.....	5
Engagement Stations.....	6

Findings

Key Themes.....	8
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Next Steps

Stay Informed.....	15
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Appendix A - Housing Map

Appendix B - Special Places Map

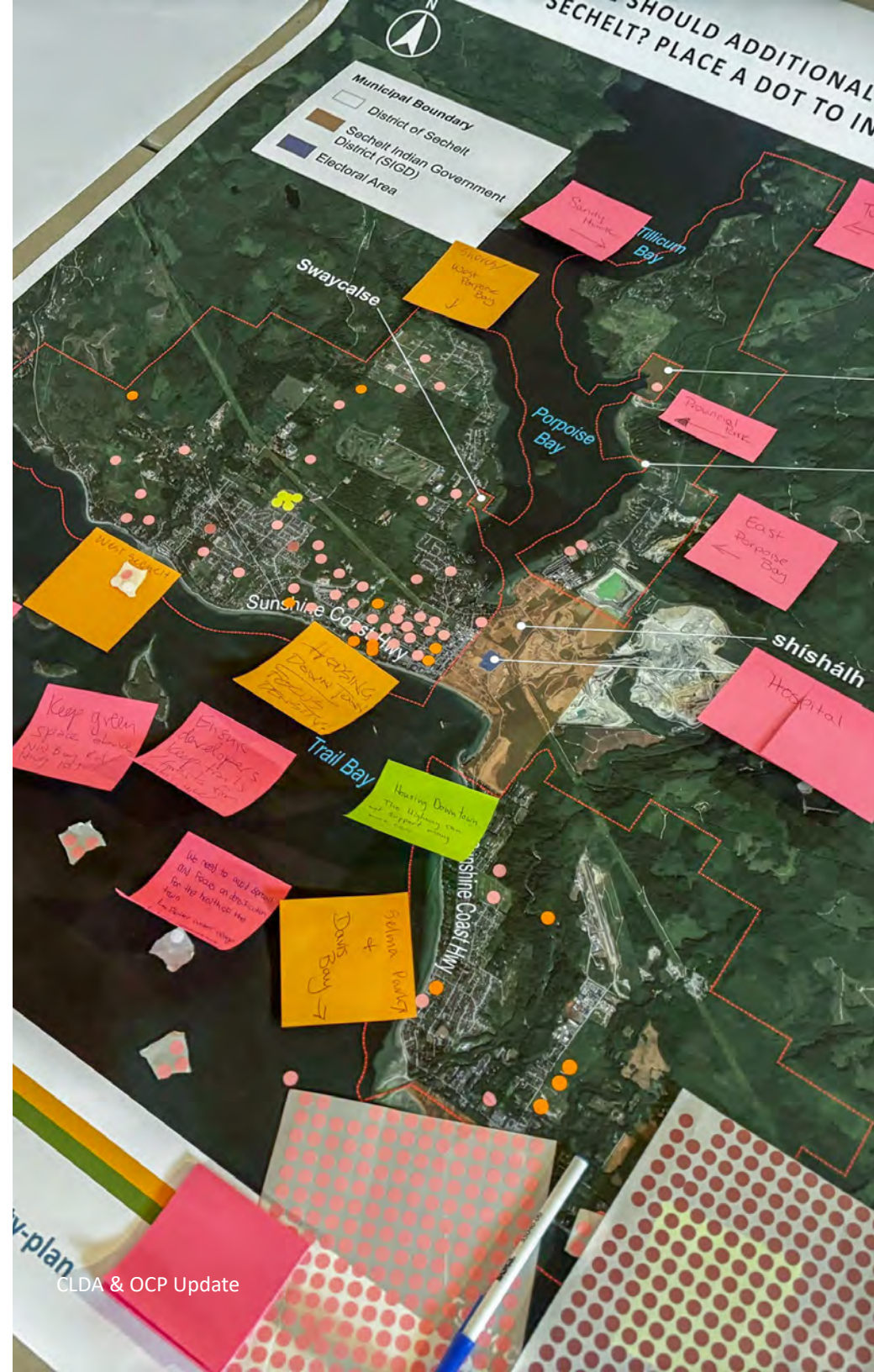
OVERVIEW | Storytelling Open House

On Thursday, April 10th, 2025, the District of Sechelt and partners hosted an Open House with the public as a follow up to the Visioning Workshop for the Community Land Development Analysis (CLDA) and Official Community Plan (OCP) Update engagement process. The event was open to the public from 2pm to 6pm at the Seaside Centre. It is estimated that about 50 people attended.

The Open House offered a series of stations with information boards and prompts for feedback. The stations were themed as the following:

- » Introduction
- » Housing
- » Access to Daily Needs
- » Transportation
- » Infrastructure
- » Special Places
- » Next Steps

Attendees provided thoughtful responses to various activities prompting them for their thoughts on various topics. Their feedback and responses will be taken into consideration when formulating planning decisions in Sechelt for the CLDA and OCP Update, and are further summarized in this What We Heard Report.



OVERVIEW | CLDA & OCP Update

The District of Sechelt, the Sunshine Coast Regional District, and the shíshálh Nation have partnered with DIALOG to undertake a CLDA and update the District of Sechelt's OCP.

The CLDA is a Complete Communities assessment of four lenses of livability (housing, transportation, infrastructure, and daily needs). It will investigate how to accommodate anticipated growth through analysis of both quantitative and qualitative data. The CLDA will also provide recommendations for policy development.

The OCP is a bylaw that outlines a shared vision for the future. It establishes the District's goals and actions to support a growing community. The CLDA will inform new OCP policies.

The District of Sechelt's current OCP was last adopted in 2011. The update will address new requirements while providing thoughtful opportunities for community participation. Sustainability, climate resilience, ecology, and cultural history are key topics in the engagement process to achieve a holistic and fulsome understanding of the Sechelt area. By integrating collaborative community engagement with technical analysis, DIALOG's engagement strategy ensures that the resulting CLDA and OCP are not only technically sound, but truly reflective of Sechelt's values and aspirations. This approach meets the legislative requirements while building the community support necessary for successful implementation.

The OCP can have influence over the following:

 **Land use & development patterns**

 **Housing & neighbourhoods**

 **Local transportation & infrastructure**

 **Economic development**

 **Environmental protection & management**

 **Local parks & recreation facilities**

 **Social wellbeing & community services**

 **Arts, culture & heritage**

 **Urban design & form**

 **Growth management**

 **Agricultural land use**

 **Natural hazard management**

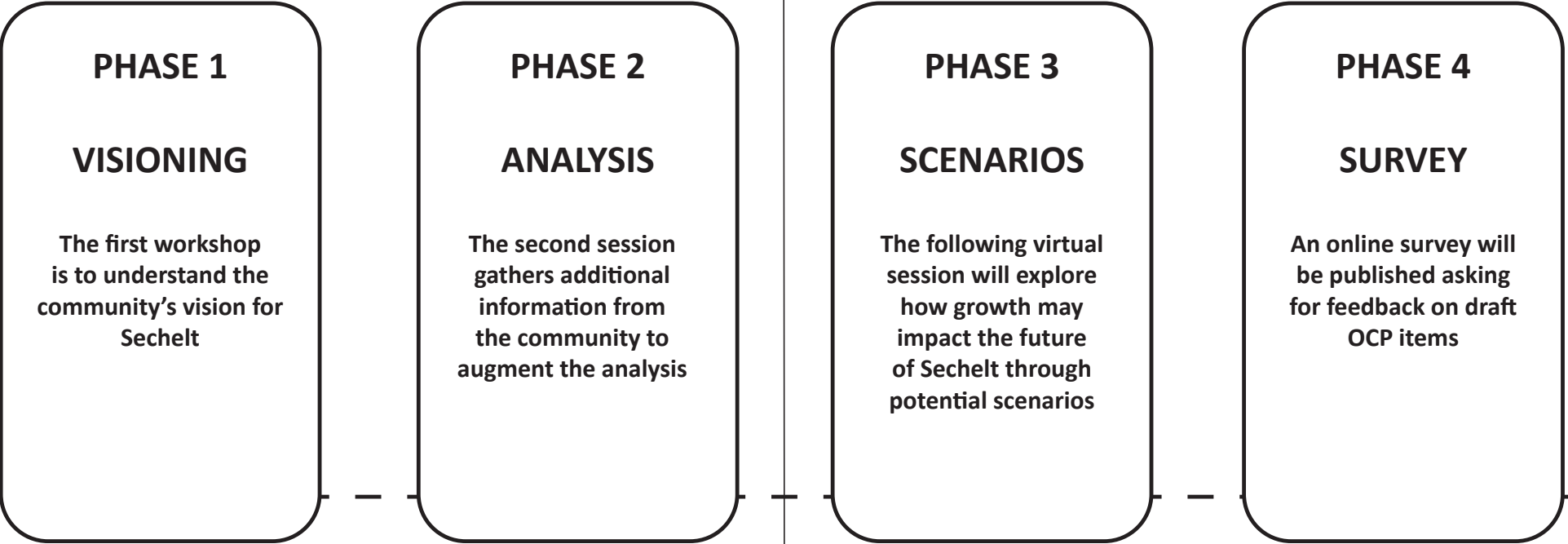
 **Source water protection**

 **Influences all other Bylaws & Plans**

OVERVIEW | Process

The CLDA and OCP Update process includes four phases of engagement. This summary report is part of Phase 2: Analysis.

WE ARE HERE



OVERVIEW | Engagement Stations

Six stations with various engagement prompts were included at the Open House:

- » Introduction
- » Housing
- » Access to Daily Needs
- » Transportation
- » Infrastructure
- » Special Places
- » Next Steps

Introduction & Next Steps Boards: Both the Introduction and Next Steps stations were informative boards to orient the attendees to the project and let them know how to stay up to date for future engagement opportunities. The Introduction boards were placed at the entry of the Open House, prior to the other stations. The Next Steps boards were placed at the end of the station lineup, next to the snack table, so folks could see it on their way out of the event.

Housing: The Housing station included an information board that provided background context to Sechelt's current housing situation, as well as two interactive activities. Both activities included Dotmocracy prompts, with a sheet asking attendees to place a dot on the types of housing most needed in Sechelt and a map to place a dot where attendees felt that new housing should be located. Additional housing thoughts were welcomed via sticky notes. See Appendix A for mapping results.

Access to Daily Needs: The Daily Needs station included an information board that provided information on complete communities as they relate to Sechelt, as well as two interactive activities. The first activity included a Dotmocracy prompt, with a sheet asking attendees to place a dot on the amenities and services they need to access on a regular basis. The second activity asked for other amenity ideas via sticky notes.



OVERVIEW | Engagement Stations

Transportation: The Transportation station included an information board that highlighted the importance of multi-modal transportation systems for complete communities, while also providing a status update on the District of Sechelt's Transportation Master Plan (TMP). Activity prompts for this station included a Dotmocracy exercise asking attendees to indicate which transportation options they would like to see more of in Sechelt.

Infrastructure: The Infrastructure station included an information board on how assessing water, stormwater, and sanitary sewer capacity is crucial for complete communities. This board was accompanied by a prompt asking attendees to indicate other infrastructure they would like added to the community (captured via sticky notes).

Special Places: The Special Places station explained how the District may identify, prioritize, and align decisions with special areas noted by the community, and prompted attendees to indicate specific places on a map. Comments with further details for each place were also an option via sticky notes. See Appendix B for mapping results.



FINDINGS | Key Themes

Housing Station Prompts

- 1. What types of housing are most needed in Sechelt? Place a dot to indicate the needed type.
- 2. If you have additional housing thoughts, write on a sticky note and place it in the box below.
- 3. Where should additional housing be located in Sechelt? Place a dot to indicate the location.

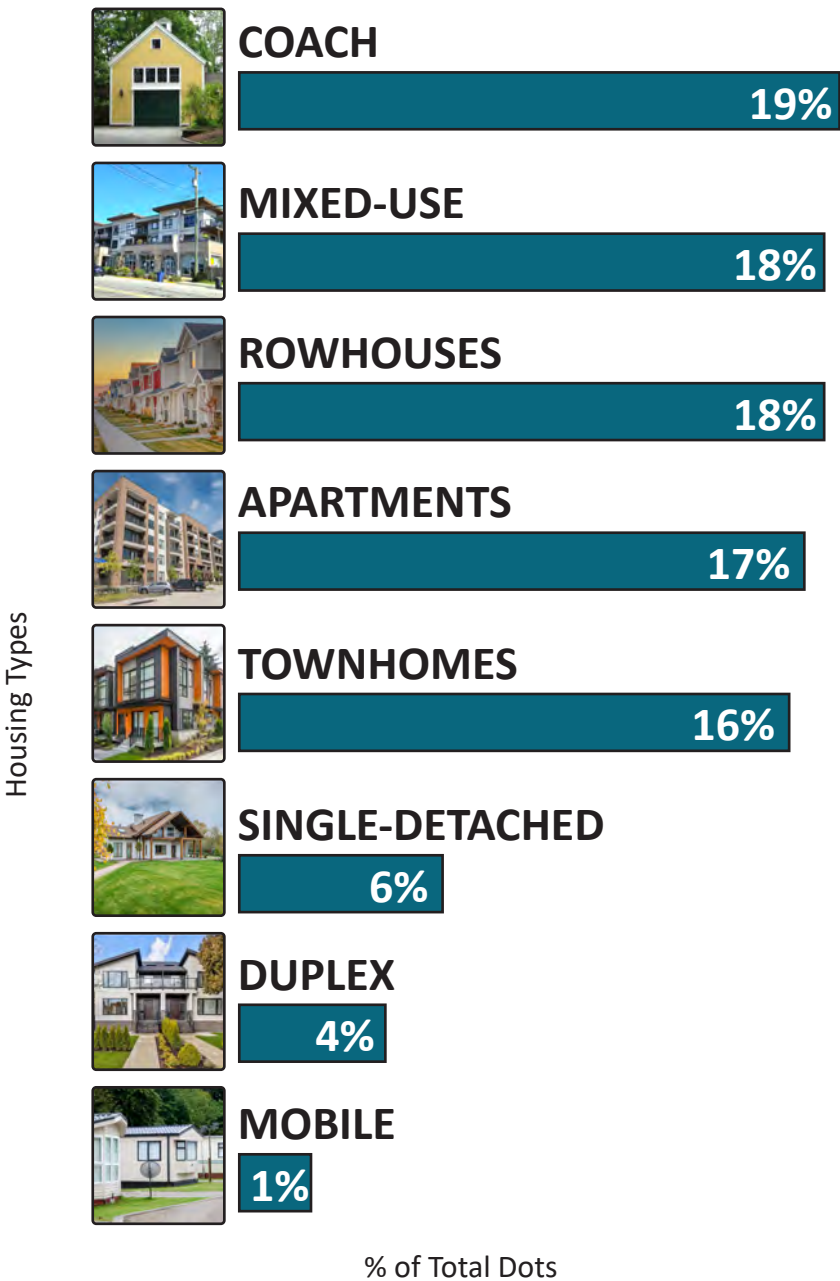
Overview

When asked which housing types are most needed in Sechelt, attendees placed nearly equal priority on coach homes, mixed use development, rowhouses, apartments, and townhomes, indicating a preference for densification in Sechelt. This need was further revealed by the locations that attendees placed dots on a map to indicate preferred locations for new housing, with many dots placed around downtown and the surrounding area (see Appendix A).

1. Diverse Housing Types and Tenures: Comments received emphasized a need for a variety of housing options, including co-housing, cluster housing with shared amenities, and coach houses to accommodate different lifestyles and budgets. Specific groups such as seniors (independent, low-income, assisted-living), families, and Indigenous communities were highlighted as priority demographics for new housing. There was strong advocacy for both ownership models (entry-level homes, condos, co-ops) and rental units, with a focus on affordability and accessibility to ensure housing meets the needs of all residents, including those with moderate incomes.

2. Densification and Urban Form: Repeated calls were made to prioritize densification in Sechelt’s Downtown core through higher-density developments like apartments, townhouses, and mass timber buildings. Mixed-use projects—combining residential, commercial, and

Figure 1: Housing Type Dotmocracy Results



FINDINGS | Key Themes

community spaces—were seen as critical to reducing sprawl, generating tax revenue, and creating vibrant, walkable neighborhoods. The importance of contiguous development near existing infrastructure was stressed, alongside establishing a clear Urban Containment Boundary to concentrate growth and protect surrounding green spaces.

3. Affordability and Accessibility: Affordability was a central concern, with demands for policies that lowered development costs, streamlined approvals for pre-fabricated designs, and removed zoning barriers to tiny homes and laneway housing. Pre-approved Canda Mortgage and Housing Corporation (CMHC) Housing Catalogue designs and mass timber construction were suggested to accelerate building timelines and reduce expenses. Specific attention was given to low-income seniors, families, and essential workers who struggle to find housing within their budgets.

4. Community Amenities and Livability: Residents stressed the importance of integrating amenities such as green spaces, trails, gardens, and community gathering areas into new developments. Preserving public access to forests and trails while increasing density was seen as vital for quality of life. Additionally, housing should be paired with services like childcare, healthcare, and active transportation networks to create inclusive, connected communities.

5. Transportation and Location: Housing density was closely tied to transportation planning, with calls to prioritize developments near transit routes, schools, and shopping centers to reduce car dependency. An aggressive active transportation plan for Downtown, including bike lanes and pedestrian pathways, was recommended to complement higher-density living. Strategic site selection was urged to avoid ecologically sensitive areas while ensuring easy access to essential services.

6. Economic and Environmental Sustainability: Mixed-use developments were viewed as a way to boost local economies, fund infrastructure, and promote sustainable water and energy use through conservation measures like Development Permit Areas (DPAs) for water efficiency. Green building practices, such as mass timber construction, were encouraged to minimize environmental impact, while maintaining green space balanced growth with ecological health.

7. Strategic Planning and Policy: Residents advocated for updated zoning bylaws, alignment with provincial housing targets, and the use of the OCP to guide growth. Suggestions included prioritizing specific projects (e.g., 5-6 storey apartment blocks, a downtown hotel) and avoiding poorly located developments. Transparent policies on development cost charges, infrastructure funding, and public consultation were emphasized to ensure responsible, community-driven progress.

FINDINGS | Key Themes

Access to Daily Needs Prompts

- 1. What are the most important amenities and services that you need to access on a regular basis in Sechelt? Place a dot to indicate your choice.
- 2. Are there other daily amenities that you would like to have access to? Please let us know on a sticky note below.

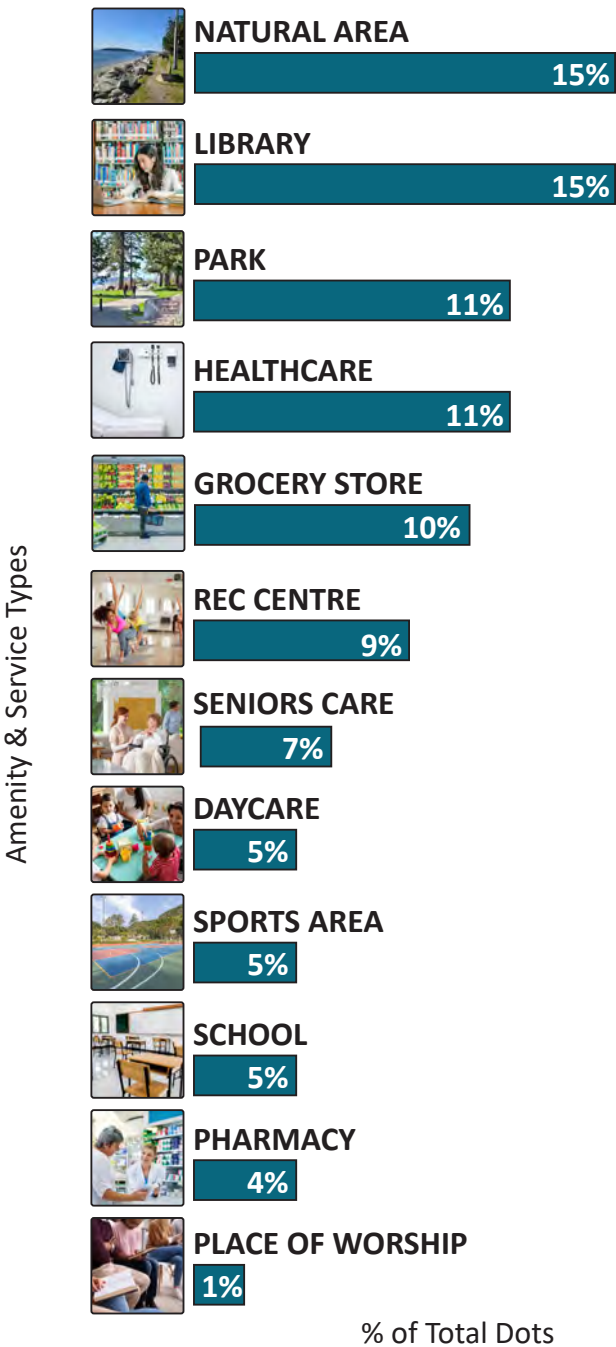
Overview

When asked which services and amenities are accessed on a regular basis in Sechelt, attendees prioritized natural areas and the library, followed closely by parks and healthcare services. One participant added ‘music/arts/events centre’ halfway through the Open House, which received a few dots.

1. Transportation and Transit Improvements: Residents emphasized the need for more frequent bus service and expanded transit routes, including service to Sechelt Inlet Road for Tuwanek access and enhanced connectivity throughout West Sechelt, Halfmoon Bay, and Davis Bay. A dedicated parking lot near transit hubs was proposed to improve the ferry commuting experience, as well as marked bike lanes, continuous pathways between Sechelt and Gibsons, and safe, lit active transportation networks.

2. Community Amenities and Services: Calls were made for indoor play areas, youth spaces, a senior activity centre, and a cultural hub with a theater, art gallery, and museum. Proposals included revitalizing Trail Bay Mall and Cowrie Street as vehicle-free zones (excluding buses/ loading), creating a town plaza, and adding waterfront features like kiosks and covered seating. A business centre with high-speed fiber optics, co-working spaces, and maker spaces was recommended to support telecommuting and local innovation.

Figure 2: Amenity & Service Type Dotmocracy Results



FINDINGS | Key Themes

3. Healthcare and Housing Equity: Ensuring access to family doctors for all residents and prioritizing affordable, safe housing—particularly for homeless populations—were highlighted as critical needs. The success of modular housing models like Hightide, offering 48 transitional units with support services, was noted as a framework for addressing houselessness.

4. Zoning and Commercial Development: Attendees advocated for expanded grocery and service access in West Sechelt, Porpoise Bay, and other neighborhoods. Residents urged more commercial options, including hotels and markets, while promoting Blue Zone Community principles (such as regular exercise, low stress, rich social interactions, and a local whole foods diet) to enhance community health.

5. Recreation and Cultural Infrastructure: Requests included a pump track, updated ice rinks, science, technology, engineering, art, and math (STEAM) activities for youth, and improved neighborhood hubs in West Sechelt. Natural area preservation, wildlife corridors, and enhanced connectivity between amenities were stressed to balance growth with ecological health.



Transportation Prompts

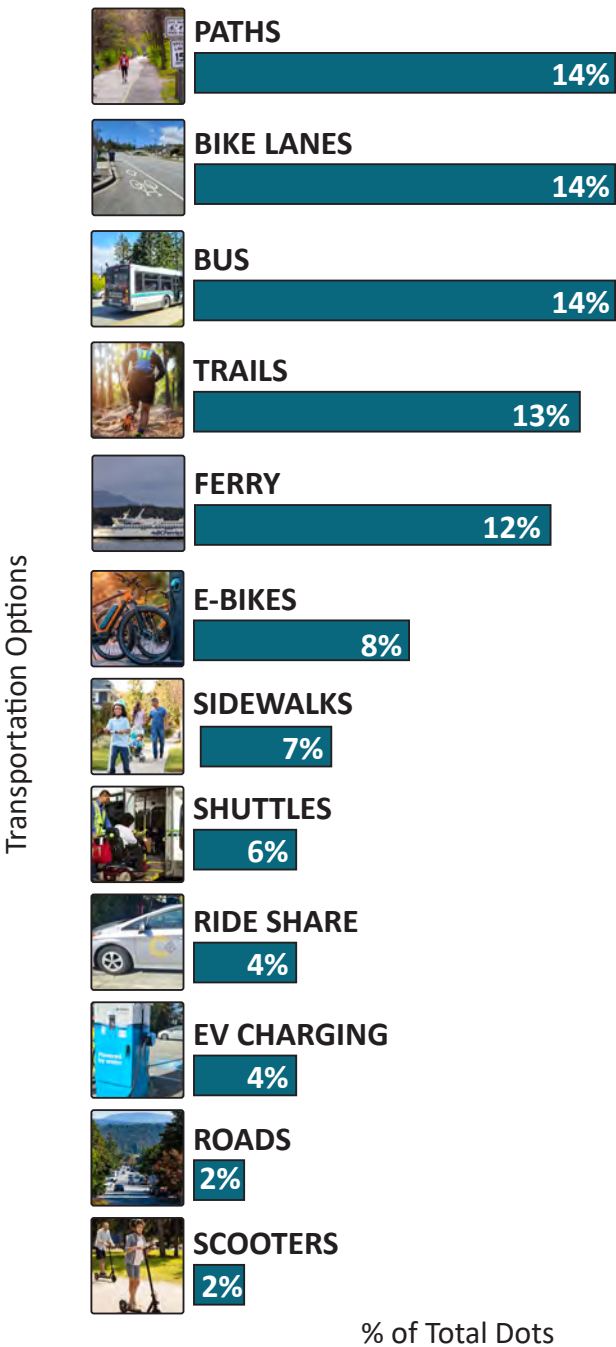
1. Which transportation options do you want to see more of in Sechelt? Place a dot to indicate your choice.

Overview

When asked which transportation options are needed more in Sechelt, attendees prioritized paths, bike lanes, and bus services, followed closely by trails. One participant added ‘golf carts downtown’ halfway through the Open House, which received less dots than roads and scooters.

Attendees were not prompted further for transportation comments, however several themes relating to transportation and transit were found at other stations.

Figure 3: Transportation Options Dotmocracy Results



FINDINGS | Key Themes

Infrastructure Prompts

1. Is there any infrastructure you would like to be added in your community? Please let us know on a sticky note below.

Overview

Comments received in response to the infrastructure prompt were grouped into the following themes:

1. Water Infrastructure and Capacity Expansion: Comments emphasized the need to increase sewer and water capacity and to update aging water infrastructure to address shortages and future demand. There was a call for timely advancement of comprehensive water plans and the implementation of water metering programs to encourage conservation and detect leaks. Ensuring sufficient water supply for community needs, such as vegetable gardens, was also highlighted.

2. Wastewater and Greywater Innovation: There was strong support for repurposing treated wastewater, which is currently piped to the ocean, for beneficial uses such as summer irrigation and non-potable applications like sports field watering. Advocates encouraged the adoption of greywater reuse systems in new developments, including the recycling of greywater for toilet flushing and irrigation, and the establishment of distribution systems to maximize water conservation.

3. Waste Management and Environmental Protection: Concerns were raised about future landfill and dump facilities, with recommendations to improve disposal and recycling options for items such as derelict boats, vehicles, trailers, and chemical wastes not currently accepted. Protection of sensitive environmental areas, including Pacific forage fish egg-laying sites and shoreline zones vulnerable to sea level rise, was also emphasized. Suggestions included exploring artificial reefs and other shoreline protections.

4. Integrated Planning and Efficiency: Comments supported increasing density to reduce infrastructure costs and advocated for innovative financial and utility systems to defer costly pipe upgrades.

FINDINGS | Key Themes

Special Places Prompts

1. What is your favourite place in Sechelt, and why?
 - a. Place a dot with a number on your favourite place on the map
 - b. Write a comment with the associated number on a sticky note and add it to the adjacent prompt board
 - c. If someone else has added your favourite place already, fill out a sticky note and include their number

Overview

When asked to locate and describe their favourite places in Sechelt, attendees consistently expressed desires to preserve and enhance natural, recreational, and community spaces, ensuring they remain accessible, inclusive, and protected from private development. There was a strong sense of community value placed on these areas for both ecological and social well-being. Geographically, community locations were largely centred around the downtown core, while natural areas were spread out across the District and beyond. See Appendix B for mapped results.

1. Natural and Ecological Value: Many comments highlighted Sechelt's natural features, such as a variety of birds and wildlife, big trees, rock outcrops, and riparian areas. There was a strong appreciation for ecological preservation, with calls to protect these areas from private development and to maintain their natural state.

2. Recreation and Physical Activity: Activities such as walking, hiking, biking, jogging, dog walking, canoeing, crab fishing, and mountain biking were mentioned across various locations. Trails, parks, and green spaces were valued for both active and passive recreation.

3. Community Gathering and Social Value: Several entries referenced places where people gather, such as the library, museum, art festival, and municipal resources such as the rec centre. There was an emphasis

on programming, events, and spaces that foster community interaction and engagement. Seniors programs were highly valued at these locations.

4. Accessibility and Inclusivity: Accessibility was a recurring theme, with mentions of wheelchair access, the need for interconnected and long trails, and requests for more infrastructure (e.g., bike lanes, park access from the beach, parking).

5. Preservation and Maintenance: There were repeated calls to retain, maintain, and improve existing trails, parks, and public spaces. Concerns were raised about private development encroaching on public land, and there was advocacy for keeping these areas open and well-maintained for community use.

6. Scenic and Aesthetic Appreciation: The beauty of the natural environment was highlighted, including views, sounds of streams, and specific features like rocky cliffs and sinkholes. These aspects contribute to the area's appeal for quiet reflection and ecological appreciation.

7. Wishlist Items: Attendees also vocalized some special places they would like to see more of into the future, such as a bouncy castle island near Telus Marina, a cultural centre with a community theatre, large mats to allow wheelchair access at the beaches and into the water, a pump track, a larger library, and more "third spaces" in general, especially for youth and teens.

NEXT STEPS | Stay Informed

There will be additional opportunities for public input throughout the process. Subscribe to the newsletter and stay connected by visiting www.yoursaysechelt.ca/official-community-plan



APPENDIX A

Dotmocracy Results-
Suggested Areas to Locate
New Housing



APPENDIX B

Special Places Map

1. Sechelt Marsh
2. Rec Centre
3. Lighthouse Pub
4. Kinnikinnick Park
5. Batch 44 Pub
6. All beach access
7. Davis Bay Pier
8. Wakefield Matrix
9. Hidden Grove
10. Gof Course/Tennis Club
11. Snickett Park
12. Wakefield Beach & Creek Mouth
13. Porpoise Bay
14. Mission Point Park
15. Library
16. Snickett Park- West End
17. Cliff Gilker
18. Burnett Falls
19. Chapman Falls
20. Schools
21. Museum
22. Senior's Centre
23. Craven Theatre
24. Wharf & Cowrie
25. Phare Lake
26. Clayton Park
27. Burnett Street
28. Tailwind Books
29. Fresh Store
30. Trails
31. Park Access
32. Silverstone Park
33. Park Access
34. Creek lot at bridge
35. Field
36. Big Fir Trail
37. Trail Bay Waterfront
38. Gun Club
39. Farming
40. Tuwanek Park
41. Sandy Hook Beach
42. Bluffs
43. Dog bath cafe
44. The Climbing Gym



