



CASTLEGAR



City of Castlegar
Official Community Plan
Bylaw No. 1150, 2011
Schedule "A"

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1.0 BACKGROUND

1.1 Introduction

An Official Community Plan (OCP) is a policy tool used by municipal and regional governments to guide land use and community planning. It is a general statement of the collective desires of a community, namely OCPs provide certainty to residents and land owners regarding the location and nature of future growth and redevelopment. They can guide municipal councils in decisions about land use bylaws, servicing, and capital expenditures to accommodate change. Community desires are expressed in the Plan by means of broad objectives and policy statements.

The Plan reflects community values which have been identified through input from Council and consultation with the general public. In some cases, the consultation process for the OCP can achieve consensus. In others, the Official Community Plan represents a compromise between opposing viewpoints.

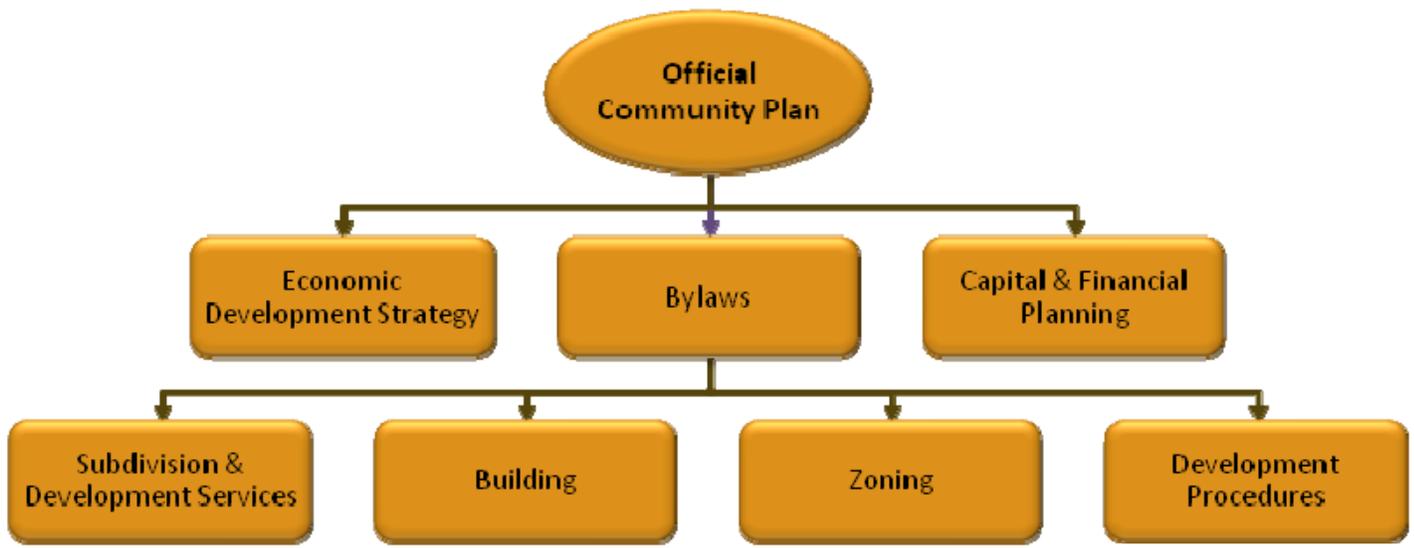
An OCP must be prepared and adopted within the statutory provisions of the *Local Government Act (LGA)*. The required content of an OCP is defined in Section 877 of the Act. Optional content provisions are set out in Section 878, while provisions relating to due process and adoption procedures are listed in Sections 879 and 882 respectively.

The Plan should be updated periodically to ensure that it continues to reflect the long-range planning objectives of the community. Occasional updates also ensure that the Plan remains consistent with bylaws and other government implementation tools. Typical inputs into the OCP are illustrated in the figure on the right. The typical planning horizon for an OCP is 5 years in the short term, and 15 to 20 years for longer term considerations.

Before it can come into effect, an OCP must be adopted by Council as an official Bylaw. Once adopted, any decisions made by Council on land use, the subdivision of land, development, and other related matters must be consistent with the goals, objectives and policies included in the Plan.



1.2 Purpose of the Official Community Plan



An Official Community Plan serves a number of important purposes:

- It states (in general terms) the social, economic, and environmental objectives of a community as they relate to land use planning;
- It forms the basis for a variety of municipal implementation tools, including land use (zoning) bylaws and capital expenditure plans (as illustrated in the figure above);
- It provides a tangible policy tool which Council, City staff, and the general public can use to evaluate development proposals. Since the OCP represents a community's desires, and all Council decisions must be consistent with the Plan, an OCP can potentially ensure that development decisions are made in line with the best interests of a community; and
- It identifies and establishes policy statements (and map designations where appropriate) with respect to the following:
 - residential development required to meet forecasted housing needs in a community over a period of at least 5 years;
 - commercial, industrial, institutional, agricultural, recreational and public utility land uses (both present and future);
 - sand and gravel deposits that are suitable for future extraction;
 - environmentally sensitive land, or land that is subject to hazardous conditions;
 - major proposed road, sewer and water systems;
 - existing and proposed public facilities (e.g. schools, parks and waste treatment and disposal sites);
 - targets for the reduction of greenhouse gas emissions in a community, and proposed actions on the part of the subject local government for achieving those targets;
 - strategies for affordable housing, rental housing and special needs housing; and,
 - any case-specific matters authorized by the minister.

1.3 What a Plan Can and Cannot Do

An OCP can:

- provide a degree of certainty to Council, government staff, local businesses, developers, and residents regarding the future form and character of the community;
- limit decisions and actions by Council (on land uses, development and other related matters) to only those which are consistent with the goals, objectives and policies included in the Plan; and,
- assist in acquiring funding from senior levels of government to provide for works and services in a community (funding is often contingent on a plan being in place for capital-intensive infrastructure investments).

An OCP cannot:

- obligate Council to undertake any projects suggested in the Plan;
- commit Council to specific expenditures; or,
- force any action identified in the Plan.

1.4 The Structure of This Plan

This Official Community Plan consists of two different components: one component contains the force and effect of the Bylaw; the other component is provided only for information and convenience. The sections that have the force and effect of the Bylaw are as follows:

- Objectives
- Policies
- Action Steps
- Land Use Designations
- Schedule B - Future Land Use Map
- Schedule C - Major Road Network
- Temporary Use Permits
- Development Permit Areas
- Implementation

All other sections including introductory text and background information are provided for information only.

1.5 Other Considerations

The Castlegar OCP has been prepared and adopted within the statutory provisions of the *Local Government Act*, including the general content requirements and the mandatory process for adopting an OCP.

This OCP is based on the resources and capabilities of the City of Castlegar and aims to meet the requirements, needs and aspirations of Castlegar residents for the foreseeable future.

1.6 Objectives, Policies and Action Steps in the Plan

This OCP document is organized into a number of sections, each dealing with an important direction or area for the City. The objectives, policies and action steps within each section:

- .1 are applicable to all properties within the City of Castlegar, except where specifically noted otherwise; and,
- .2 are the objectives, policies, and action steps of Council.

If any statement of the Plan is held invalid by the decision of a court of competent jurisdiction, such decision shall not affect the validity of the remaining portion of the Plan.

1.7 Directions for Sustainability in Castlegar

A discussion paper, titled “Input on Directions for Sustainability in Castlegar” defines the community’s desired direction for sustainability. The paper covers a broader range of topics than is addressed in an OCP, however it provides valuable direction to the Plan. The discussion paper is not a City of Castlegar Bylaw, but rather an informative document designed to:

- establish the general direction for the sustainability of Castlegar;
- establish guiding principles for the OCP;
- summarize and organize public input collected via public open houses, focus groups, and Joint Committee meetings;
- provide input and direction for the OCP, Infrastructure Strategy, and other aspects of local government including zoning, subdivision and development standards, and capital projects; and,
- share broad direction with government agencies, community organizations, business groups, and residents.



1.8 Local Context

The City of Castlegar encompasses a total land area of 19.8 square kilometers and accommodates a resident population of approximately 7,900 people (BC Stats, 2009). A trade area population of over twice this number (approximately 16,000 people) is being drawn from throughout the Greater Castlegar region. This number is comprised of residents living in Castlegar, as well as the surrounding communities of Brilliant, Genelle, Ootischenia, Pass Creek, Robson, Raspberry, Shoreacres, Tarrys and Thrums.

1.8.1 Population Profile (Recent Trends and Future Projections)

Over the 10 year period between 1999 to 2009, the resident population of Castlegar grew by 9.6%, or 692 people. This works out to an average of 1% growth annually, with recognition that the population fluctuated up and down during this period. This trend is displayed in **Table 1.1**.

Table 1.1 – Castlegar Ten Year Population Trend

2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
7,179	7,152	7,075	6,863	7,397	7,374	7,359	7,412	7,579	7,871

Source: BC Stats

Note: 2004 population spike can be attributed to the Blueberry boundary expansion

Castlegar's projected population growth rate is estimated to be 1% annually over the next 20 years. **Table 1.2** shows the population of Castlegar would increase by approximately 1,700 people over this time period.

Table 1.2 – Castlegar 20 Year Population Projection

Growth	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
0.50%	7,910	7,950	7,990	8,030	8,070	8,110	8,151	8,191	8,232	8,274
1.00%	7,950	8,029	8,109	8,191	8,273	8,355	8,439	8,523	8,608	8,694
1.50%	7,989	8,109	8,231	8,354	8,479	8,606	8,736	8,867	9,000	9,135

Growth	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029
0.50%	8,315	8,356	8,398	8,440	8,482	8,525	8,567	8,610	8,653	8,697
1.00%	8,781	8,869	8,958	9,048	9,138	9,229	9,322	9,415	9,509	9,604
1.50%	9,272	9,411	9,552	9,695	9,841	9,988	10,138	10,290	10,444	10,601

Table 1.1 notes that the 1% growth rate trend (2000-2009) included growth resulting from a 2004 boundary expansion. As a result this 1% growth rate likely overstates the actual population growth that would have occurred if the recent boundary expansion was excluded. As future boundary expansions may or may not occur in the next 20 years, and future growth is subject to a number of variables, **Table 1.2** also displays -for comparison purposes - 20-year population projections for the City based on low (0.5%) and high (1.5%) growth rates.

Expected growth rates can be readily affected by a single event, such as a closure or expansion of a local industry. Castlegar has experienced such events in the past, and could again in the future pending shifts in world market conditions and other unforeseen circumstances. While this OCP projects growth in order to ensure that land is available to accommodate future demand, the Plan is also intended to be effective even if little or no growth occurs.

1.8.2 Households and Housing in Castlegar

In 2006 there were approximately 3,065 households (with an average household size of 2.3 people) in Castlegar. Of these households, 2,405 (78.5%) owned their dwelling and 660 (21.5%) rented.



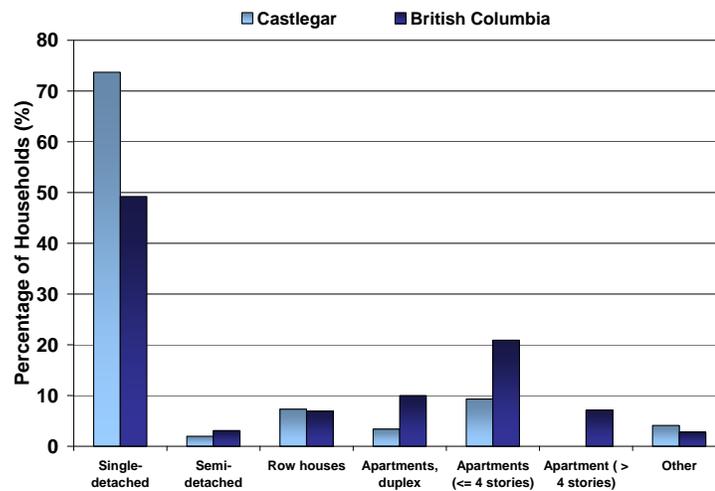
The majority of dwellings in Castlegar, almost three-quarters (74%), are single-family homes. The remainder are a mixture of multiple family houses, small apartments and other housing types. **Table 1.3** and **Figure 1.1** display a breakdown of dwellings in Castlegar and a comparison against the provincial averages.

Table 1.3- Occupied Dwellings by Type (2006)

	Castlegar		British Columbia	
	%	#	%	#
Single-detached*	73.7	2,259	49.2	808,430
Semi-detached (Duplex)*	2.0	61	3.1	50,938
Row houses*	7.3	224	6.9	113,377
Apartment, Duplex *	3.4	104	10.0	164,315
Apartments, building 4 stories or less*	9.3	285	20.9	343,418
Apartment, building 5 stories or more*	0.0	0	7.1	116,664
Other (e.g. Mobile Home)*	4.1	126	2.8	46,008

Source: Statistics Canada (*for definitions see Statistics Canada 2006 Census Dictionary, page 173)

Figure 1.1 - Occupied Dwellings by Type (2006)



1.8.3 Residential Building Permits

The frequency of single family residential development in Castlegar has fluctuated annually over the last decade. This is shown in **Table 1.4**, where the number of buildings permits issued for single family dwellings ranges from eight in 2003, to forty-five in 2008. A total of 194 single family dwellings were built over the ten year spread.

The City has issued a number of building permits for multiple family developments over the past 10 years. Some years saw one or two projects under way, although there were also some years with no permits issued and one year with 3 permits issued for multiple family projects. While the number of projects under way in any one year is somewhat consistent, the actual number of units varies considerably as shown in Table 1.5. For example, 78 units were constructed in 2001.

Table 1.4 - Number of Building Permits by Dwelling Type (2000-2009)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Single Family	15	7	12	8	21	17	27	21	45	21	194
Multiple Family	3	2	1	0	2	0	1	1	0	0	10

The City of Castlegar issued nine multiple family building permits between 2000 and 2009. Of these, eight permits were for market residential and one for the Castle Wood Village non-market congregate care facility. The eight market residential permits accounted for a total of nineteen units. The congregate care facility had 76 non-market units. This information is displayed in **Table 1.5**.

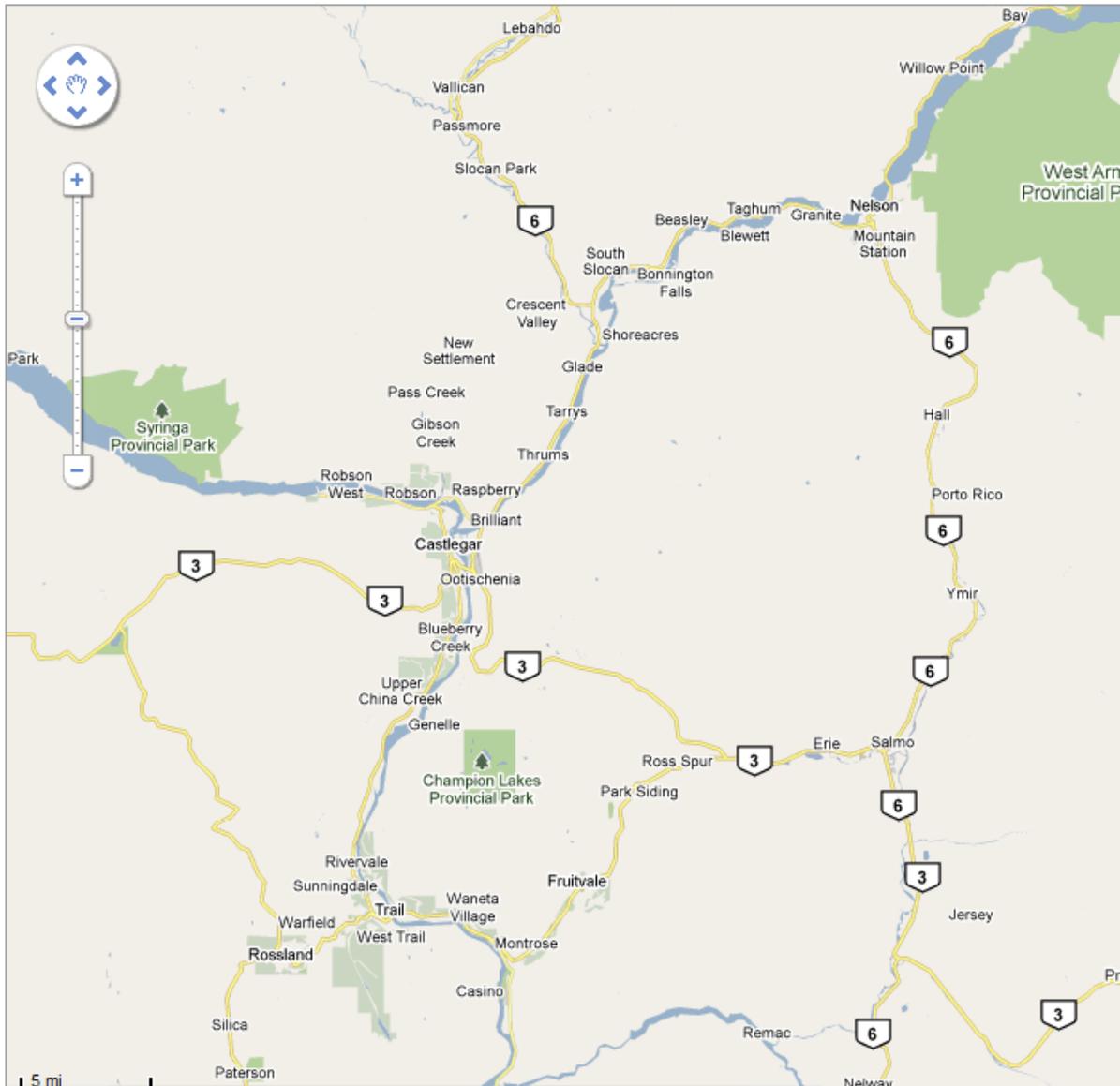
**Table 1.5 – Breakdown of Multiple Family Building Permits by Year, Type and Market Status
(2000-2007)**

Year	# of Permits	Type of Development	Market Units	Non-Market Units
2000	3	Duplex	6	0
2001	1	Duplex, Congregate Care Facility	2	76
2002	1	Triplex	3	0
2004	2	Duplex	4	0
2006	1	Triplex	3	0
2007	1	Duplex	2	0
Total	9	-	20	76

2.0 THE REGIONAL CONTEXT

The City of Castlegar is a community of approximately 7,900, located at the confluence of the Columbia and Kootenay Rivers in the Central Kootenay region. The City is approximately half way between Trail and Nelson, and road access to Castlegar is provided via Highways 3, 3A, and 22. The City is surrounded by a large rural population, with the Greater Castlegar area having a total population of approximately 16,000. **Figure 2.1** shows the location of Castlegar.

Figure 2.1 (source: Google Maps)



Castlegar is a regional hub for the Central Kootenays. The West Kootenay Regional Airport provides regular service to Vancouver and Calgary, and the community contains a number of regional commercial, institutional, and industrial establishments. Castlegar's major employers include the Zellstoff - Celgar Mill, the Pope and Talbot Mill, and Selkirk College, which has its main campus in Castlegar. Castlegar also functions as a bedroom community to Trail and Nelson, where many residents are employed.

The City is in an area that is a traditional territory for the Lakes people, a branch of the Interior Salishan linguistic and cultural group. The City is also known for its rich history of Doukhobor settlements. There are also sizable Portuguese and Italian communities still present today.

Castlegar’s unique physical attributes present both opportunities and challenges for the community. From a geographic perspective, there are a number of challenges associated with being a linear community. Castlegar must deal with having only one major north-south street through the City, and the community struggles with its lack of exposure from Highway 3. While proximity to the Columbia River was seen as a significant positive attribute, there is a need to ‘realize the river’, as most development currently turns its back on the river.



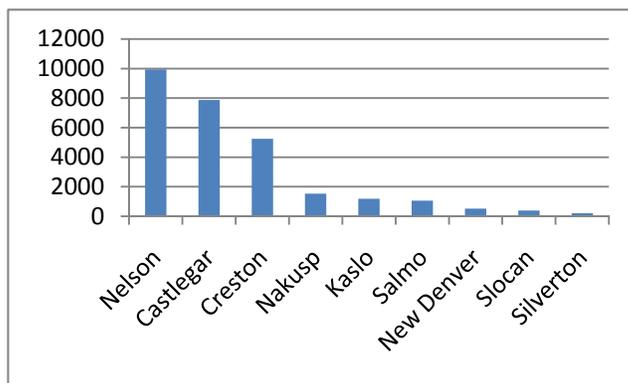
The City of Castlegar is bordered by Electoral Areas I and J of the Regional District of Central Kootenay (RDCK). Outside of the RDCK, the City is close to Trail, Montrose, Fruitvale, Rossland, and Grand Forks. Within the RDCK, **Table 2.1** shows that Castlegar is the second largest of the RDCK’s nine incorporated municipalities. The City accounts for 13.2% of the Regional District’s population.

Table 2.1 – RDCK Incorporated Municipalities – Population Comparison

Nelson	Castlegar	Creston	Nakusp	Kaslo	Salmo	New Denver	Slocan	Silverton
9,938	7,871	5,246	1,530	1,184	1,060	516	391	202

Source: BC Stats 2009

Figure 2.2 – RDCK Incorporated Municipalities – Population Comparison



3.0 VISION AND GUIDING PRINCIPLES

3.1 Vision

A vision paints an inspirational picture of what a community desires to achieve; in this instance, through the City's OCP. The most effective visions are tailored to the uniqueness of a specific community. This vision is intended to be a broad statement about the future of land use planning in Castlegar, supported by the objectives, policies and action items in this OCP. It is also to seamlessly link with the City's broader vision and branding.

Castlegar Embracing BIG Ideas

Castlegar is a small city with a big heart, and BIG Ideas. It's a place where opportunity meets lifestyle. Our community is shaped through innovation: innovation in sustainability, regional servicing, and technology. We are a community with a sense of place, created by people with purpose and passion. Surrounded by trees, mountains, and water, we have a consistently high quality landscape and local airshed. Excellence in energy action and conservation showcases our leadership in environmental stewardship. Our economic environment is adaptable to fluctuating market conditions and attracts creative entrepreneurship. Living is affordable, housing forms are diverse, neighbourhoods are complete and inclusive and the community is well serviced. We are a connection point that unites the region - a hub from which to explore life's adventure. Nature and technology are our enablers. We have opened our eyes to what's possible and live happily ever after in Castlegar.



3.2 GUIDING PRINCIPLES

Guiding principles are used to help achieve the vision by articulating fundamental values to guide decision making. The following guiding principles were identified as part of the Directions for Sustainability in Castlegar Discussion Paper. They provide an overarching philosophy for the community and provide direction for the OCP and other broader initiatives.

Health & Liveability

The City will work to retain and attract people, regardless of age, ethnicity, and economic status, by enhancing the liveability of Castlegar to ensure the community remains a safe, healthy and an inspiring place to live, work, play and learn.

Outstanding Places – healthy by design

The City will aim to create outstanding places in the community by encouraging such steps as energizing and intensifying the downtown, recognizing the importance of embracing the Columbia River, promoting green infrastructure and alternative development standards, and creating excellent neighbourhoods with a mixture of uses and opportunities for a full range of housing options.

Compact and Focused Development

The City will aim to create compact and focused forms of development by encouraging infill and higher densities within existing areas of Castlegar, and directing commercial activity into specific concentrated areas.

Local Adaptability and Resilience

The City will promote local adaptability and resilience by promoting diverse employment opportunities, outstanding local education opportunities, and enhanced local health services. It will also promote local food production and sales, reduced food waste, and innovative approaches to energy conservation and generation. The City will work to generate more low cost housing, along with working to reduce the impacts of poverty and homelessness.

Economic Diversity

The City will encourage a diversity and range of business, industrial, employment, and education opportunities, which embrace existing and new technology and establish a solid base for the long-term economic sustainability of Castlegar, while also encouraging adaptability and reducing poverty in changing circumstances. The City will take full advantage of its location and work to develop economic activity that is well integrated with the broader region.

The Environment

The City will work to preserve, protect, and enhance the quality of our land, air, and water. The City will focus on such areas as parks, natural areas, greenspaces, wildlife habitat, waste reduction, air quality, and water corridors. The City will make use of a range of approaches to encourage ecologically sound development.

Physical Connections and Facilitating Mobility

The City will promote strong physical connections between the downtown, the regional commercial area, the airport, Selkirk College, the Columbia River and green spaces. These connections will focus on reducing greenhouse gas emissions through alternative transportation modes such as walking, cycling, public transportation, wheelchairs and scooters. The City will support opportunities to create compact areas of development along key corridors, encouraging safe and accessible movement while enhancing the quality of streetscapes within these areas.

Climate Change

The City will continue to work towards reducing the impacts of the municipality and the broader community on climate change, particularly by working to reduce greenhouse gas emissions. The City will also adapt to oncoming climate change, by anticipating changes and moving to make adjustments that will mitigate the impacts of climate change.

Social Connections

The City will build on existing community pride, identity, volunteerism, and multiculturalism, while recognizing the past and the community's heritage. The City will encourage provision of excellent social, arts, recreational and cultural services for the full spectrum of people in Castlegar including youth, families, seniors and others. The City will also expand connections in the community and beyond through local and regional partnerships.

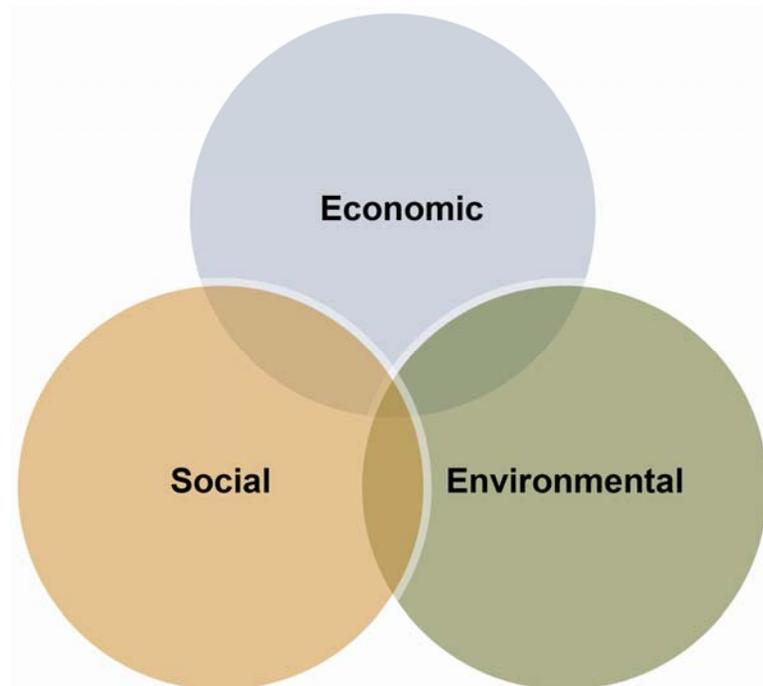
Engaging the Community

The City will engage the community, including all age groups with specific efforts to engage the youth, through meaningful and on-going public involvement in decision-making and setting a direction for the future.

4.0 SUSTAINABILITY

4.1 Introduction

Sustainability thinking largely emerged out of concern for the carrying capacity of the earth and ensuring that we preserve the planet for future generations; it is now often thought of in terms of three interrelated dimensions. First, is environmental sustainability which considers the continued health of our planet and surroundings. Environmental sustainability recognizes that in order to be sustainable, we have to preserve the earth by avoiding environmental degradation or resource depletion. However, for future generations to meet their own needs, there also needs to be a focus on meeting social needs and ensuring a strong economy. Social sustainability considers the long term well being of the community. Economic sustainability ensures that a community is able to achieve its objectives while growing and changing, regardless of the broader economic climate. These are not ends unto themselves, but can be thought of instead as three dimensions that all need to be in place to achieve sustainability. This is an integrated approach to sustainability, and one which has been followed throughout the Integrated Community Sustainability Planning process.



The Directions for Sustainability in Castlegar paper, prepared early in the sustainability planning process, reflects the community's desired direction for sustainability, with much of the content extending beyond the scope of an OCP. The OCP focuses more specifically on sustainable land use planning throughout the 20 year horizon of the plan. This is illustrated most concretely in the 12 BIG Ideas (**Section 5.0**) which the City is working towards as part of the OCP implementation.

4.2 Sustainability in Castlegar

Integrated Community Sustainability Plans (ICSPs) were developed as a provincial initiative which originated from the federal/provincial/UBCM Federal Gas Tax Agreement. ICSPs typically build on existing planning tools, providing a framework to encourage communities to take a fresh look at their future and find ways to become more sustainable. They emphasize long-term thinking, broad scopes, integration, collaboration, public engagement and education, implementation, monitoring and evaluation. This OCP has been developed as part of the City's ICSP process, in addition to a Sustainability Discussion Paper and an Infrastructure Strategy.

The City has demonstrated sustainable practices through a number of initiatives, such as curbside recycling, community composting facilities, solar powered pedestrian crosswalks, community gardens, the Adapting to Climate Change program, a Bicycle and Pedestrian Master Plan, a Water Management Plan, and a green City Hall. The City Hall building in particular, is an example of how Castlegar is leading in the way for new sustainable building construction. The green City Hall uses 50% less energy than a conventional building of the same size. Furthermore, by incorporating brick, wood and glass, the structure pays tribute to Castlegar's heritage, specifically the industries that have supported the City in the past and present. Construction practices like energy efficient windows and glazing, light pipes, energy efficient elevators, and 50 year shingles made from recycled plastic bags were used to illustrate environmental responsibility. In addition, City Hall was created for long term cost effectiveness by using new technology such as geothermal heating and cooling.



Awards such as the Energy Action Award for Corporate Operations, the Conservation Excellence Award, the Energy Efficiency Award, and the 2009 Earth Hour Challenge Cup also demonstrate the City's accomplishments in sustainability. The City also maintains a number of policies and current City practices that have a direct relationship to sustainability. The policies set out in this OCP illustrate the community's desire to further support sustainable practices in Castlegar, applying sustainability from a land use planning perspective. These policies are intended to complement the ICSP work completed to date, including the Sustainability Discussion Paper.

5.0 EMBRACING THE FUTURE THROUGH BIG IDEAS

In an effort to begin embracing **BIG Ideas** immediately, 12 key initiatives or directions have been identified to enhance sustainability through this OCP. These are by no means an exhaustive list, but were chosen from community and stakeholder feedback as being areas of particularly strong interest. A complete list of implementation items, with expected timeframes for completion, is provided in Section 28 – Implementation. The **12 BIG Ideas** are as follows:



CONNECTING THE COMMUNITY

Changes to the transit services in Castlegar have improved the connections from North Castlegar to South Castlegar and the surrounding area. Castlegar will continue to build on these successes and advance the idea of a multi-modal transportation corridor along Columbia Avenue. Transit frequency should continue to increase along this route. Connections to Interfor and Zellstoff - Celgar during shift changes, as well as Selkirk College, the Airport and Gaming Centre need to be maintained and enhanced. Improvements to pedestrian and bicycle routes also need to be considered.

EMBRACING THE RIVER

Preparing a plan that promotes stewardship and determines how to build better connections to the Columbia River. The Columbia River is a vital ecosystem for a wide variety of species and an important migratory corridor to the Rockies and Pacific Ocean. It is also an amenity that residents and visitors should be able to enjoy. Some options to embrace the river may include; trails, visual connections, access points, viewpoints, boat launches, marinas, bridges, and other riverfront amenities. Riverfront amenities include, but are not limited to the Millennium Walkway, Zuckerberg Island, Twin Rivers Park, and informal walking and hiking trails.

REVITALIZING THE DOWNTOWN

Reviewing derelict or underutilized buildings and public spaces to determine if they could be sustainably refurbished or adapted to a mix of commercial, residential, live/work buildings or public buildings.

GROWING LOCALLY

Developing local food growing strategies, such as the grow a row program, that encourage land and produce sharing. In turn, these programs help to build on the successes of existing community gardens.

DIVERSIFYING THE ECONOMY

Encourage the entrepreneurship of Castlegar residents through programs and education as well as fostering ideas and opportunities for buying local products and goods. This includes supporting small and home based business, industrial diversification, regional commercial establishments and a vibrant downtown area. Adding large parcels of flat commercial land at the Airport will attract additional economic opportunities. Establishing the regional hospital in the vicinity of the airport will further diversify the economy and reinforce Castlegar's role as the regional centre of the West Kootenay.

REGIONAL PARTNERSHIPS

Working with adjacent communities towards common sustainability goals, and providing complementary services and facilities.

GATEWAYS TO CASTLEGAR

Creating distinctive entrances to the City along: Highway 3, Highway 3A, Highway 22 and the Downtown Revitalization Area along Columbia Avenue.

IMPROVING YEAR ROUND ACCESS

Castlegar is located in the Kootenay Mountains. While this creates stunning surroundings, winters can create havoc for people travelling to Castlegar from afar. Improving access to the City and region during winter should be done by working with the airlines serving the West Kootenay Regional Airport and the Ministry of Transportation and Infrastructure. The City can benefit from visitors and access on a year around basis.

GETTING OUT OF OUR CARS

The City has adopted a Bicycle and Pedestrian Master Plan. To support the Bicycle and Pedestrian Master Plan, and other initiatives to get people out of their cars, this OCP proposes: more land for multiple family dwelling units than in the past; developments with a mixture of commercial and residential uses; specific growth areas within existing developed areas; and more focus on closer proximity to where people live, work, learn and play. These objectives are intended to help implement and find ways to promote alternative modes to the automobile for all aspects of development and community activity, which in turn, is fundamental to achieving sustainability goals.

LINKING HISTORY AND PLACE

An inventory of historical places and spaces enables the City to balance the appropriate level of protection with openness to access and education of the public about Castlegar's rich history. Developing mentorship programs within the community promotes and enhances the public's recognition of history. One strategy identified in the Input on Directions for Sustainability in Castlegar discussion paper was providing historical walks and boat tours in the community.

AGING IN PLACE AND SUPPORTING DIVERSITY IN LIVING ARRANGEMENTS

By permitting flexible but appropriate forms of secondary suites, garden suites and other forms of affordable housing, Castlegar can ensure that residents of all ages can find suitable housing. Encouraging the growth and utilization of home support services will support the elderly in their day to day lives and allow them to contribute positively to the fabric of the community.

SUPPORTING A CULTURE OF CREATIVITY

Castlegar is a place that supports creativity. This is not only reserved for the creative arts, but also creative ways of doing things. Take for example, our ongoing Sculpture Walk Program, which has attracted visitors to our community, helped downtown business and engaged citizens in decision-making for the public art the City will purchase.

6.0 INNOVATION

Castlegar is a forward-thinking, innovative community. Passion for sustainability is an important part of that innovation, but ideas extend further to affect the very fabric of Castlegar's character. Castlegar's character is a reflection of the people who live here; a community with a clear purpose and distinct sense of place.

The OCP has been shaped with innovation in mind – shaping the community through innovation with respect to sustainability, technology, and serving as a central destination for the region. Castlegar is striving to become a connection point that unites the region and continues to build on the shared successes of the City and adjacent communities.

The City has demonstrated innovation in sustainability and technology with the construction of the new environmentally friendly City Hall building, implementing a universal water metering program to manage water consumption, and retrofitting the City streetlight grid with an Adaptive Street Light Management System. This latter initiative will see the replacement of all streetlights with advanced technologies that can be used with existing or new street lighting fixtures, including LED-based fixtures, to significantly reduce the community's energy consumption, maintenance costs and environmental impact.

Throughout the OCP consultation process, residents and stakeholders continuously worked together to create great ideas with high quality results. Moving forward, the City intends to embrace **BIG Ideas** that have emerged from the process. The 12 Big Ideas outlined in the previous section are a stepping stone for future initiatives, some of which will emerge as implementation steps from this OCP, and others from the paper: "Input on Directions for Sustainability in Castlegar".

Examples of innovation that have been weaved throughout this OCP include rainwater management systems for new light industrial development, exploration and application of renewable and alternative energy sources, local food security i.e. the Kootenay Food Strategy trial plots, harvest rescue, establishing a grow a row program, and striving to become a zero waste community. Longer term, residents and stakeholders have expressed a strong interest in seamlessly connecting Castlegar to the world by maximizing the use of communications technology, including establishing a City-wide wireless network. As illustrated in Castlegar's logo, and further expressed during the public consultation process, there is also a desire to continue Castlegar's growth as a connection point for the West Kootenay.

Innovative directions have been woven into policies throughout the OCP with the intention that they will be carried out during and beyond the lifespan of this plan. It will take the continued and combined interest and enthusiasm from staff, Council, stakeholders and the public to ensure Castlegar remains a great place to live.

7.0 ENVIRONMENTAL RESPONSIBILITY AND STEWARDSHIP

The quality of our shared landscape and local air shed is important to the health of the ecosystem and our community well-being. Environmental responsibility and stewardship in Castlegar can be categorized into five areas: energy, GHG emissions, air quality, water stewardship and use, and waste management. This section primarily addresses our actions and how they relate to the environment. Section 18 takes a step back and focuses on protection of the natural environment, specifically watersheds, environmentally sensitive habitat areas, and ensuring the safety of the public by identifying hazardous areas.



The risks and effects of climate change are readily apparent. In British Columbia, the pine beetle and its destruction of our forests highlights some impacts of a changing climate. Residents of Castlegar have been observing climate changes in the community such as warmer, wetter winters and hotter, drier summers. They have also witnessed less snowpack at low elevations, a longer fire season and earlier spring runoff, which dries up earlier in the summer. Reducing our carbon footprint, by working to decrease greenhouse gas emissions and adapting to climate change at a municipal and regional level, can

create a more resilient community. Integrating our community's emission reduction strategies with how we use water, energy and how we move around our community were specifically identified as issues and areas of opportunity to both improve our quality of life and the natural environment, and also as a means to control rising infrastructure and energy costs.

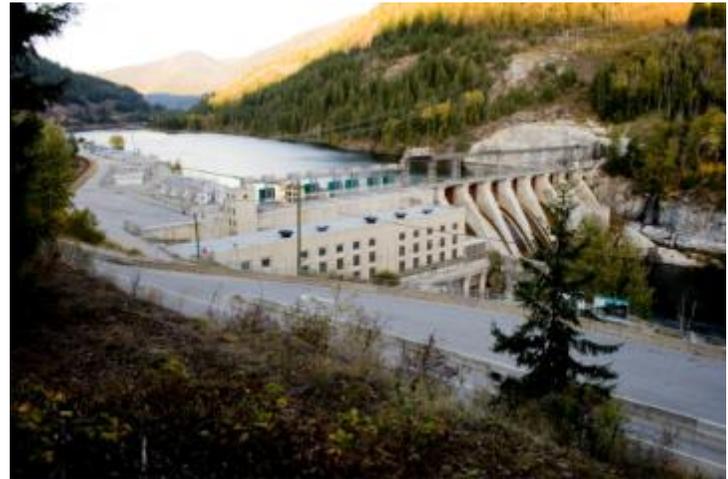
As climate change affects our environment, the quantity and quality of water we currently enjoy may not be available in the future. With Castlegar's abundance of water in the rivers and Arrow Lakes, it is easy to assume that our water is an endless and free resource. Our high level of water use means that even if supply is available, cost of treatment - which is currently low but anticipated to rise with the introduction of new technologies to improve quality - and distribution will have to respond to our significant current demand. The costs of improving treatment and distribution are high, and at current levels of consumption, we may not be able to access infrastructure programs from senior governments. Energy use is a major element of the operational costs associated with treating our water. Water is a resource that we need both to celebrate and manage wisely to minimize our environmental impact and to manage our costs. Preserving water quality, the effects of climate change on water quantity, unnecessary water use, and improving the interface with the river were identified by focus groups and the broader community as specific issues.

With Castlegar's unique topography, air pollutants can often linger in our mountain valley when wind patterns and air flows are restricted. Smoke from industry, outdoor fires, indoor wood stoves and fireplaces, dust from

exposed soils, and vehicle emissions are the primary sources of air pollution in Castlegar. Poor air quality affects respiratory health, visibility, and the health of our surrounding ecosystems. Ensuring we have clean air to breathe is paramount to creating a sustainable community. In Castlegar, the consequences of open burning, particulate matter and other emissions from vehicle emissions, and industrial air pollution are of increasing concern. Castlegar has set up air quality monitoring stations to enable better planning and provide real-time information for the public.

We are a consumer society, and our consumption creates a great deal of waste. Waste represents a resource that is no longer available for other uses; it is a hidden household expense that requires the financial resources of the City and its disposal is detrimental to the environment. In Castlegar, backyard burning of organic waste, and prolonging the life of its landfill are of particular concern. In addition, there is strong support for expanding the recycling program to include electronics.

While Castlegar is situated within one of Canada's largest hydro-electric energy generation centres, and has demonstrated award-winning energy conservation and efficiency actions to date, it is not immune to increased energy costs. This offers the community an opportunity to capitalize on existing clean energy sources and enables further exploration of local alternative energy sources. Energy efficiency and conservation can also be influenced within our community through how we travel, use energy in our homes, and at our places of work. There is a strong desire for clean community energy initiatives.



The implementation of adaptive streetlight technology in Castlegar is a testament to the City's leadership in sustainability. Additional initiatives will be required to help offset the rise of energy costs in the future. There are three principal sources of active energy that the City consumes. These include electricity, natural gas, gasoline and diesel fuel. In a passive manner, the City also utilizes energy from the sun for lighting and heat. These sources of energy have different costs and GHG emissions associated with them.

It is important to understand the role that demand charges can play in determining potential energy costs. Demand charges are applied to the peak usage over the course of a billing period. While not necessarily decreasing energy consumption, addressing peak demands through use of tools such as capacitors, and changing how motors are operated, particularly in how they start and stop, can result in significant cost savings due to reduced peak demand.

In 2007, the BC government released its Energy Plan which indicated that the province is to be electricity self-sufficient by 2016 with 50% of BC Hydro's incremental need for electricity coming through conservation by 2020. Further, all electricity will be required to come from carbon neutral sources such as hydro-electric dams and renewable energy sources such as wind, solar, and tidal energy.

To support the conservation efforts, it is inevitable that there will be increases in prices for electricity to encourage demand management. Already BC Hydro has implemented tiered electricity pricing initiatives to

encourage conservation as well as rate increases for residential customers from time to time. As the government commits itself to electricity conservation and electrical self-sufficiency, it is likely there will be more pressure to use price as a means to regulate demand.

7.1 Environmental Responsibility and Stewardship Objectives

- .1 Build the community's resilience to the impacts of climate change.
- .2 Maintain and enhance the quality of the air, water and land.
- .3 Encourage energy conservation and sustainable production.
- .4 Celebrate the Columbia River and other water systems.
- .5 Strive to become a zero waste community.

7.2 Energy Policies

- .1 Support energy efficiency projects at Zellstoff - Celgar and help foster an environment that encourages innovative ways to conserve energy throughout the entire community.
- .2 Encourage energy efficient forms of development through methods such as: energy efficient subdivision design; site planning including building orientation; energy efficient building design, materials, lighting and appliances; water conservation in landscaping; access to multiple transportation modes such as transit and cycling; and, mixed-use forms of development.
- .3 Encourage the incorporation of renewable energy as part of all new development.
- .4 Strive to become more self-reliant in meeting community energy needs by supporting the appropriate scale of renewable and alternative energy generation including but not limited to geothermal, micro-hydro, solar, bio fuels and wind.
- .5 Continually explore opportunities of becoming a net exporter of energy.
- .6 Focus investments into renewable energy projects that reduce costs and increase financial returns to the community.
- .7 Consider the feasibility of a community energy enterprise or public utility.
- .8 Expand on the City's successes in corporate energy efficiency for Municipal facilities. Explore additional possibilities such as energy retrofits (e.g. shell improvements, alternative heating, lighting, etc.), and incorporation of alternative energy solutions for City infrastructure such as pumping facilities, where practical.
- .9 Become carbon neutral in municipal operations.
- .10 Continue to promote education and awareness of energy conservation (e.g. through events such as Earth Hour, or incentives such as compact fluorescent lights or timers) and actions that could be taken to mitigate increasing energy prices.
- .11 Investigate the opportunity for heat resource recovery from wastewater.

7.3 GHG Emissions Policy

- .1 As it is estimated that the City of Castlegar has influence or jurisdiction over nearly half of the greenhouse gas (GHG) emissions in the community, the City is committed to taking steps to reduce emissions by:
 - a) Adopting policies and reducing barriers to enable action on climate change;
 - b) Implementing programs, policies and regulations within the City's jurisdiction that facilitate GHG emission reductions at the community level; and,
 - c) Aiming for a 33% emissions reduction by 2020 below 2007 levels.
- .2 Continue to promote education and awareness of greenhouse gas emissions, encouraging actions that reduce greenhouse gas emissions.
- .3 Promote and encourage actions that reduce greenhouse gas emissions such as compact development or intensification of existing urban areas, the construction of mixed-use developments, high quality pedestrian and bicycle amenities, energy efficient buildings, and green municipal operations.
- .4 Undertake projects that are eligible for carbon credits.
- .5 Promote street trees and reforestation of underutilized City lands.
- .6 Ensure the City's transit system is adequate and the benefits to energy conservation and air pollution reduction are promoted.
- .7 Consider the performance of new capital projects and construction in relation to future climate changes.
- .8 Build public awareness of the household actions that can be taken to reduce GHG emissions, such as home energy audits, and to prepare for climate change.

7.4 Water Policies

- .1 Ensure the Castlegar's drinking water is clean, safe and secure through the proper upkeep and maintenance of local water infrastructure.
- .2 Consider the effects of climate change on water quantity, stormwater, vulnerability to extreme weather events, and ecosystem changes.
- .3 Continue to support residential water use efficiency and conservation such as low-flow toilets and faucets.
- .4 Support the collection and use of grey water for landscaping and garden irrigation.
- .5 Promote the importance of the Arrow Lakes and Columbia River through public education, improving visibility, and public access.

7.5 Air Quality Policies

- .1 Work to maintain good air quality in the City by improving air quality monitoring.
- .2 Share air quality information with the public and provide public education on how the choices that the community make affects air quality.
- .3 Encourage initiatives to reduce vehicle emissions in the Castlegar area.
- .4 Work with industry and senior levels of government to improve air quality.
- .5 Provide the public with information on radon detection and remediation.
- .6 Require permits prior to installation of wood stoves.
- .7 Continue to participate in wood stove exchange programs to replace inefficient wood burning appliances.
- .8 Control and restrict backyard burning and encourage alternatives, such as recycling or composting.
- .9 Promote education and awareness regarding the impacts of open burning and wood-burning, particularly backyard burning.

7.6 Waste Management Policies

- .1 Promote and enhance the yard waste collection program and community composting facility.

7.7 Environmental Responsibility and Stewardship Action Steps

- .1 Create a Community Energy Plan that considers energy conservation, renewable energy and alternative energy sources, including actions to increase the use of alternative fuel sources in vehicles, increase solar power and other low impact energy sources for buildings, and assess district heating opportunities.
- .2 Create an environmental responsibility and stewardship education and awareness campaign (e.g. the 'one simple act' program).
- .3 Partner with industry and senior government by establishing a voluntary cooperative management agreement to reduce point source emissions.
- .4 Investigate the opportunities and capitalize on water, wind and solar resources to increase local sources of energy production.
- .5 Develop a sustainable water policy that supports the City's Strategic Water Plan.
- .6 Continue to implement universal water metering as a method to address unnecessary water use and continue to support water conservation.
- .7 Identify municipal facilities to retrofit for water and energy conservation.
- .8 Investigate opportunities to amend the Building Bylaw to require the installation of radon ventilation in new buildings. Recommend installation of radon ventilation in existing buildings.
- .9 Amend the Building Bylaw to require new development to be solar power ready.
- .10 Monitor the effectiveness of the voluntary anti-idling bylaw.
- .11 Establish a street tree program.

- .12 Amend the Subdivision and Development Servicing bylaw to include street trees as part of the required development standards.
- .13 Adopt bylaws restricting back yard burning.
- .14 Continue to work with the Ministry of Environment to optimize air quality data collection and reporting.

8.0 URBAN PATTERN AND LAND USE

The City of Castlegar is located along the Columbia River and has grown in a long, linear pattern between the Columbia River on one side and steep topography on the other. This linear pattern creates challenges for maintaining and enhancing the relationship between the places Castlegar's citizens live, work, play, and learn.

The traditional core, or downtown, of the community is located in the City's north end. The downtown has a concentration of governmental services, health services, retail, entertainment, multiple residential, and older single detached residential buildings. The remainder of the north end consists primarily of older single family dwellings, some multiple family dwellings, educational facilities, and health services. A secondary commercial centre has evolved in the centre of the community near the area of the Highway 3 and Columbia Avenue intersection. This regional commercial centre is where large-scale retail stores and tourist oriented activities - such as fast food outlets and hotels - have been built. The south end of Castlegar is predominantly single family detached residential. Residential construction in the south end is anticipated to continue in the immediate future on vacant parcels in the Grandview Heights and Twin Rivers developments. The Columbia Avenue / Highway 22 corridor connects these areas and serves as the key link between the north end, central and south end of the community.

8.1 Specific Growth Areas

Schedule B of this OCP identifies specific growth areas within the community. Focussing development within these areas is a priority for improving all aspects of sustainability in Castlegar. The purpose of the specific growth areas is to provide a framework for developing concentrated commercial and residential centres at strategic locations. This OCP will pay particular attention and support to these areas.

8.2 Growth Area Objectives

- .1 By designating these Specific Growth Areas, the Plan intends to create concentrations of development that:
 - bring the places where people live closer to where they go to school, shop, work and gather, or
 - bring the places where people shop, work and gather closer to where the people live.
- .2 Promote diversity in the housing stock within the specific growth areas.
- .3 Discourage new residential development outside of the specific growth areas.
- .4 Encourage higher residential densities within the specific growth areas.
- .5 Promote the development of vacant areas already designated residential or commercial before considering changes to land use in areas designated urban reserve.

8.3 Growth Area Policies

- .1 Strongly discourage the re-designation of Urban Reserve areas to Residential or Commercial, in order to direct growth to the specific growth areas, until there is a demonstrated need to free the land for development.
- .2 Residential development that requires a land use change from low density residential to medium density residential and that is outside of a specific growth area will:
 - be compatible with the existing character of the surrounding area,
 - ensure that the appropriate separation to surrounding uses is maintained through setbacks and landscaping,
 - ensure that adequate infrastructure is in place,
 - encourage development to be located within 400 meters of a convenience or grocery store,
 - ensure that the development does not contribute negatively to traffic congestion and avoids access to the development through existing single detached residential areas, and
 - use transit oriented development practices.

8.4 North End Growth Area Policies

Schedule B shows the location of the North End growth area.

- .1 Increase the population in the downtown area by encouraging higher residential densities.
- .2 Direct multiple unit or commercial and residential mixed use development to vacant lots or lots appropriate for redevelopment.
- .3 Promote commercial uses at street-level that create employment opportunities and generate pedestrian activity.
- .4 Encourage the upgrading of building facades and streetscape features.
- .5 Promote community food production and sales by identifying appropriate sites for community gardens and markets.
- .6 Encourage a wide-range of live-work or home-based business opportunities.
- .7 Encourage improvements to heritage buildings.
- .8 Ensure that affordable, special needs and rental housing is maintained, and strive to develop new supply.



8.5 Sherbiko Hill Growth Area Policies

Schedule B shows the location of the Sherbiko Hill growth area.

- .1 Require the completion of a Neighbourhood Plan, as part of any development application, for the lands west of Columbia Avenue within the Sherbiko Hill specific growth area. The Neighbourhood Plan must consider:
 - a) An analysis of the existing features and factors that influence the Neighbourhood Plan including information generated from the required studies. This should include an overview of the following:
 - Existing nearby water and sewer services,
 - Existing road network,
 - Existing aquifer and groundwater conditions,
 - Existing archaeological values,
 - Sensitive ecosystem inventory,
 - Existing geotechnical characteristics and potential hazards,
 - Topography,
 - Wildfire hazard information, and
 - Visual impact considerations.
 - b) A land use concept plan that shows the arrangement of land uses and proposed zoning;
 - c) A road network plan showing the proposed roads in the plan area, and the connection of the plan area to the broader road network. Specific attention should be paid to the extension of Woodland Drive;
 - d) A parks, trails and open space plan showing the location of parks and their function, the trail system, and open spaces;
 - e) A servicing and utilities plan that clearly illustrates the water system, sewage system and storm drainage systems;
 - f) A description of how environmentally sensitive areas, archaeological values, and aquifer values will be addressed;
 - g) A visual impact analysis of the proposed development;
 - h) A description of the form and character of the development, and how the form and character supports the policies for the area, particularly how it maintains and enhances the rural character of the area;
 - i) A financial cost recovery analysis for the area; and,
 - j) A description of how the development meets the broader policies of the Official Community Plan.

- .2 Although the neighbourhood plan area is designated as Low Density Residential, the intent is for the neighbourhood planning process to identify areas for Medium Density Residential use.
- .3 Ensure that public access to the Columbia River is maintained and enhanced.
- .4 Recognition that the Columbia Avenue corridor is the gateway to the downtown area.
- .5 Promote the Columbia Avenue corridor as an urban boulevard that includes:
 - a) Sidewalks;
 - b) smaller front setbacks for buildings;
 - c) street trees and landscaped medians; and,
 - d) narrowed road right of way for reduced vehicle speeds.
- .6 Implement a variety of strategies to ensure that properties along Columbia Avenue in the Sherbiko Hill specific growth area will maintain attractive building facades and street signage.
- .7 Identify development permit guidelines specific to the Columbia Avenue corridor within the Sherbiko Hill area.

8.6 24th Street Growth Area Policies

Schedule B shows the location of the 24th Street growth area.

- .1 Recognition that the 24th Street and Columbia Avenue intersection is the focal point of the Specific Growth Area.
- .2 Direct multiple unit or commercial and residential mixed use development to vacant lots or those appropriate for redevelopment.
- .3 Ensure that commercial uses at street-level create employment opportunities and generate pedestrian activity.
- .4 Encourage the upgrading of building facades and streetscape features.
- .5 Promote community food production and sales by identifying vacant areas for community gardens.
- .6 Encourage redevelopment to higher residential densities.
- .7 Ensure that affordable, special needs and rental housing is maintained and strive to develop new supply.
- .8 Identify development permit guidelines specific to the Columbia Avenue corridor within the 24th Street area.

8.7 South End Growth Area Policies

Schedule B shows the location of the South End growth area.

- .1 Continue to support the build out of the Twin Rivers, Emerald Green and Grandview Heights subdivisions.
- .2 Promote the development of a commercial centre for residents in the south end near the intersection of Minto Road and Trowlex Road.
- .3 Ensure that surrounding light industrial uses remain complementary of neighbourhood commercial uses.



8.8 Land Use Designations

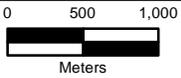
The future use and development of land shall be consistent with the overall pattern of land use depicted on the Future Land Use Plan Map, as shown in Schedule B of this Bylaw. A description of the Land Use Designations, and uses typically included within each designation, is provided in the following table:

OCP Designation	Land Use	Residential Density
Airport	Aviation services and equipment;	N/A
Downtown	Retail commercial; personal, professional, tourism and recreational services; commercial entertainment; government; cultural (including public art); community gardens; apartments (above retail commercial).	High
Columbia Avenue Commercial	Retail commercial; personal, community and professional services; community gardens; apartments above retail commercial.	High
Regional Commercial	Department stores; medium and large sized, automobile-oriented retail commercial; service commercial; tourist entertainment and accommodation; automobile dealerships and service stations; professional offices and related services.	N/A
Regional Commercial Airport	Department stores; medium and large sized, automobile-oriented retail commercial; service commercial; tourist entertainment and accommodation; automobile dealerships and service stations; professional offices and related services; institutional (utilities) offices, works yards and storage areas; retail commercial including building, garden and nursery supply services and yards.	
Low Density Residential	Single Detached Dwellings, Duplexes, neighbourhood parks,	Low

OCP Designation	Land Use	Residential Density
	limited commercial and institutional uses	
Medium Density Residential	Townhouses; stacked townhouses; apartments; neighbourhood parks, community gardens, limited commercial and institutional	High
Transition	retail and service commercial; personal, community and professional services; apartments above retail commercial.	High
Urban Reserve	Recreation; community gardens; agri-tourism; natural area protection; limited residential.	N/A
Light Industrial	Warehousing; freight and transportation services and equipment; construction services and equipment; local manufacturing; gravel pits; industrial business related services; technology related manufacturing and services.	N/A
Heavy Industrial	Resource extraction; energy production; major manufacturing.	N/A
Institutional	Outdoor and indoor recreation; education; utilities; health	N/A
Parks and Open Space	Parks; Recreation; Natural area protection	N/A

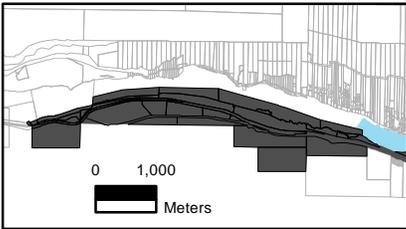
Typical residential density ranges corresponding with the table above are as follows:

- Low Density typically means densities of up to 20 units per hectare
- High Density typically means densities between 20 to 80 units per hectare. In some cases high density may be as high as 120 units per hectare.



See Map Insert 1

Map Insert 1



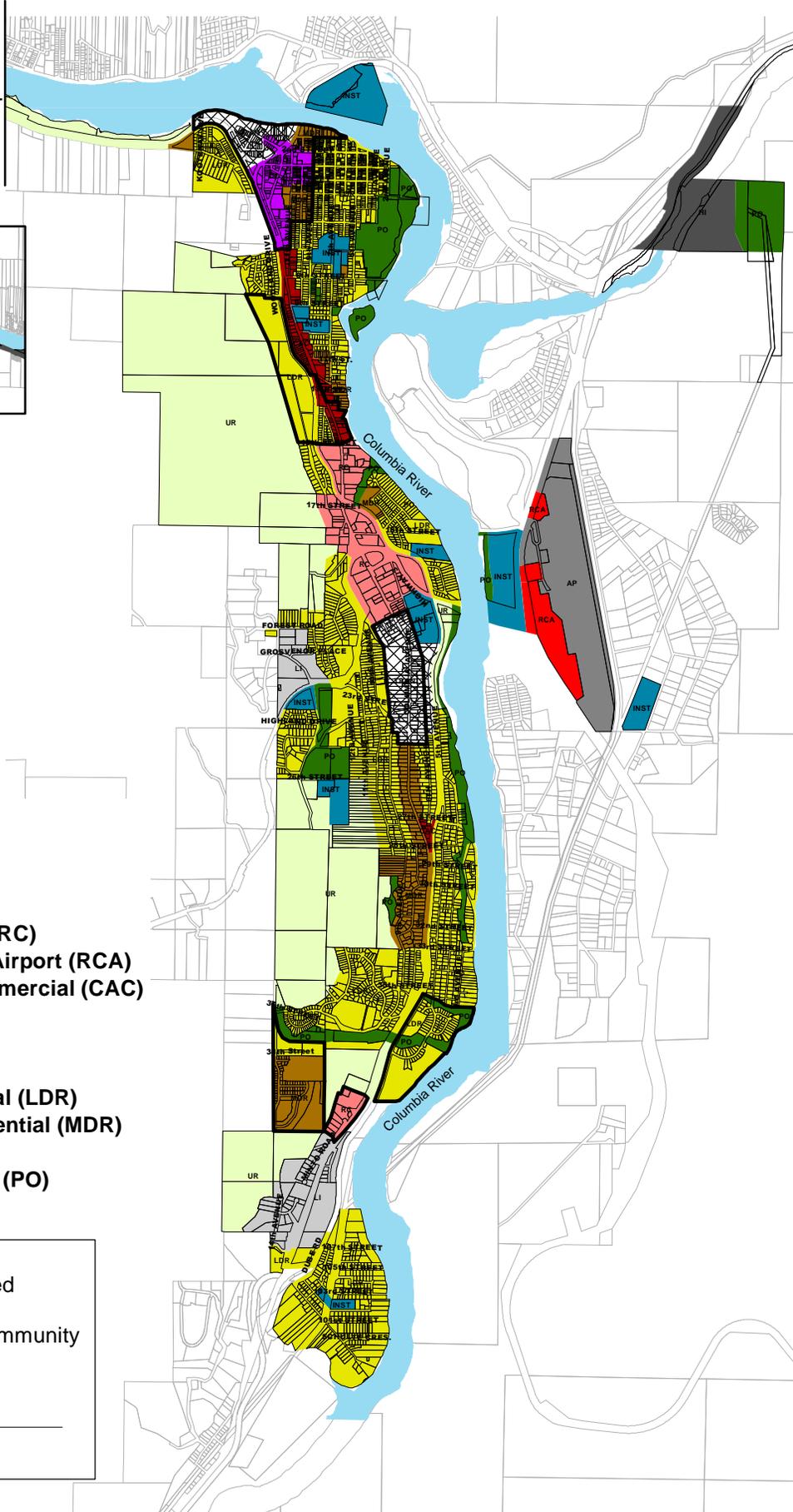
Legend

- Specific Growth Areas
- Airport (AP)
- Downtown (DO)
- Regional Commercial (RC)
- Regional Commercial Airport (RCA)
- Columbia Avenue Commercial (CAC)
- Institutional (INST)
- Light Industrial (LI)
- Heavy Industrial (HI)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- Transition (TRAN)
- Parks and Open Space (PO)
- Urban Reserve (UR)

This is Schedule "B" attached to and forming part of the City of Castlegar Official Community Plan Bylaw No. 1150, 2011

Mayor

CAO



SCHEDULE "B" - FUTURE LAND USE MAP

9.0 RESIDENTIAL

Residential neighbourhoods in Castlegar are oriented towards a single detached housing form. Single detached housing will continue to be the predominant form of development in the near term as areas within the City boundary are already subdivided and developing as single detached housing.

The traditional single detached home buyer often brings with them higher expectations of better building standards and new City works and services. To accommodate these expectations large areas of developable vacant land - or greenfields - are required, that often only exist further from existing services and amenities. This type of growth is known as urban sprawl and does not help create compact communities that support alternative modes of transportation, communities with housing options for a wide range of people located close to shopping, education and community amenities.

This OCP promotes a shift in housing supply from predominantly single detached to more diverse forms of housing. With the exception of Twin Rivers and Grandview Heights, the Specific Growth Areas shown found in Schedule B have land use designations that yield higher density, compact building forms such as townhouses, stacked townhouses and apartments.

A number of factors are driving the shift to a more diverse residential building supply, including:

- The City will face a changing population demographic. An aging population, more single and two person households and households with one or no children will have a major impact on the form and location of housing;
- The desire to reduce Castlegar's global footprint by making efficient use of the infrastructure and services - i.e. non-residential land uses - of the existing built up area; and,
- The desire to create more complete and inclusive residential neighbourhoods that enhance social interactions and sense of community.



9.1 Residential Objective

- .1 Encourage the development of a full range of residential types, locations, densities, tenures and prices.

9.2 Infill development

Infill is the use of existing, serviced vacant and underutilized lots for development of residential and commercial uses. Castlegar has a significant opportunity for infill development.

9.2.1 Infill Development Objective

- .1 Encourage infill development prior to the designation of new lands for residential development or the re-designation of land identified as urban reserve for residential development.

9.2.2 Infill development Policies

- .1 Strongly encourage affordable housing, special needs and rental housing in infill developments.
- .2 Infill development will not exceed the maximum allowable density of the current land use designation.
- .3 Encourage infill development prior to the re-designation of land identified as urban reserve.
- .4 Strongly encourage residential or commercial residential mixed use development in the specific growth areas.
- .5 Encourage the transition of single detached homes in areas designated for multiple unit residential, from single detached to multiple unit dwellings.

9.2.3 Infill development Action Steps

- .1 Develop strategies, and determine land inventory and capacity for infill potential.

9.3 Affordable, Special Needs and Rental Housing

The increasing costs for land, labour and infrastructure, combined with high demand has driven housing prices upward across Canada for the past 20 years. Conversely, during this period the supply of affordable housing has declined.

Allowing for secondary suites and carriage homes are some of the common tools for increasing the supply of affordable housing in a community. Other potential sources include manufactured homes and apartments.

Providing adequate housing options for people regardless of their socioeconomic status as well as the shelter needs of the disabled and elderly is a priority in Castlegar.

9.3.1 Affordable, Special Needs and Rental Housing Objectives

- .1 Maintain the current supply of affordable, rental and special needs housing.

- .2 Encourage all new development to contribute positively to the supply of affordable, rental and special needs housing.

9.3.2 Affordable, Special Needs and Rental Housing Policies

- .1 Recognize that secondary suites and manufactured homes provide an important source of affordable housing.
- .2 Protect people relying on manufactured homes for affordable housing by requiring:
 - a) all tenants to be advised by the owner or developer that an application for rezoning has been made and inform tenants by letter, at least 14 days prior, of the date and time of the Council meeting where the rezoning application is to be considered; and,
 - b) as part of the rezoning application, a viable relocation plan or strategy for a site where non-CSA approved or older manufactured homes are located.
- .3 Promote secondary suites and carriage homes as effective ways to increase density and provide affordable housing.
- .4 Ensure the development of a wide range of multiple unit housing forms throughout the City and in individual developments.
- .5 Strongly encourage a wide range of tenure types and organizational frameworks including lease, rental, strata and co-operative and not for profit housing.
- .6 Direct affordable housing development to areas close to education, shopping and transit.

9.3.3 Affordable, Special Needs and Rental Housing Action Steps

- .1 Determine the appropriateness of using Housing Agreements to regulate the resale price of any new affordable housing units in Castlegar.
- .2 Explore the requirements for accommodating special needs housing in secondary suites.
- .3 Develop an Affordable Housing Strategy.
- .4 Develop relationships with other communities and organizations to advocate for increased funding for affordable housing projects.

9.4 Low Density Residential

Low Density Residential includes one or two-storey dwellings that are accessed from a ground floor entrance. This includes single detached and duplex dwellings but may allow for other forms of low density residential development, such as townhomes. Home-based businesses,



neighbourhood parks, and limited institutional and limited small scale neighbourhood commercial uses (such as small convenience stores) are also permitted.

9.4.1 Low Density Residential Objectives

- .1 Retain existing and create new Low density residential developments in appropriate locations.

9.4.2 Low Density Residential Policies

- .1 Direct the development of single detached dwellings and duplexes to the areas designated low density residential.
- .2 Ensure that the traditional housing needs of Castlegar families will continue to be met in the low density residential designated areas.
- .3 The appropriate uses within the low density residential designation include:
 - a) residential development that is up to three storeys and consists of a housing form that is ground-oriented with dwellings accessed from separate entrances on the ground floor;
 - b) neighbourhood parks;
 - c) limited commercial uses with a floor area of less than 200 square meters; and,
 - d) limited institutional uses.
- .4 Commercial uses in a low density residential designation must be subject to zoning and:
 - a) respect the size and scale of the neighbourhood;
 - b) be a commercial use that is compatible with a residential area and fills a neighbourhood need;
 - c) not negatively contribute to noise pollution;
 - d) not negatively impact vehicle traffic in the area;
 - e) be a use that is related to residential areas such as:
 - convenience store,
 - small grocery,
 - video store,
 - café,
 - home-based businesses,
 - bed and breakfast, and
 - medical or other personal services.
 - f) must be limited to one building with no other uses; and,
 - g) provide innovative parking solutions.

- .5 Institutional uses in a low density residential designation must be subject to zoning and:
 - a) respect the size and scale of the neighbourhood;
 - b) be an institutional use that is compatible with a residential area;
 - c) not negatively contribute noise pollution;
 - d) not negatively impact vehicle traffic in the area;
 - e) be a use that is related to residential areas such as:
 - places of worship,
 - education, and
 - child care.
 - f) provide innovative parking solutions.
- .6 Encourage the development of Low Density affordable housing.
- .7 Maintain an appropriate buffer between residential and non-residential uses by means of setbacks, screening and landscaping.
- .8 Promote an interconnected street network featuring multiple use paths.
- .9 Maintain and improve, where appropriate, view corridors to the Columbia River and other significant natural features.
- .10 Require paved driveways while strongly encouraging the use of pervious surfaces for these features.
- .11 Require that all development is connected to a community water and sanitary infrastructure.
- .12 As an exception, low density residential development in the Blueberry neighbourhood is not required to connect to a community sewer system.
- .13 New parcels in the Blueberry neighbourhood are required to have enough parcel area to accommodate a septic tank and tile field, with enough land area to accommodate a second, backup tile field.

9.4.3 Low Density Residential Action Steps

- .1 Work with the Regional District to develop a Regional Growth Strategy.
- .2 Assess the market demand for single detached dwellings in the future.

9.5 Medium Density Residential

The medium density residential designated areas consist of more intensive residential development occurs - including stacked townhomes and apartments. The medium density residential designation also allows for neighbourhood parks, community gardens, and limited institutional and commercial uses.



9.5.1 Medium Density Residential Objectives

- .1 Encourage Medium Density residential development, particularly in areas with a high level of service.
- .2 Ensure variety in Medium density residential dwelling unit types so that housing options are provided for residents of various income levels.

9.5.2 Medium Density Residential Policies

- .1 Direct the development of apartments and other multiple unit buildings to the areas designated medium density residential.
- .2 Where single detached dwellings in medium density designated areas exist, the transition of these areas to multiple unit buildings will be a priority.
- .3 The appropriate uses within the medium density residential designation include:
 - a) residential development that is up to four storeys and consists of multiple dwelling units in the same building including townhouses, stacked townhouses and apartments;
 - b) neighbourhood parks;
 - c) community gardens;
 - d) limited commercial uses with a floor area of less than 200 square meters; and,
 - e) limited institutional uses.
- .4 Commercial uses in a medium density residential designation must be subject to zoning and:
 - a) respect the size and scale of the neighbourhood;
 - b) be a commercial use that is compatible with a residential area and fills a neighbourhood need;
 - c) not negatively contribute to noise pollution;
 - d) not negatively impact vehicle traffic in the area;
 - e) not have access through existing low density residential areas if outside of the specific growth areas;
 - f) be a use that is related to residential areas such as:
 - convenience store,
 - small grocery,
 - video store,
 - café, and
 - medical or other personal services.
 - g) must be limited to one building with no other uses; and,
 - h) provide innovative parking solutions.

- .5 Institutional uses in a low density residential designation must be subject to zoning and:
 - a) respect the size and scale of the neighbourhood;
 - b) be an institutional use that is compatible with a residential area;
 - c) not negatively contribute noise pollution;
 - d) not negatively impact vehicle traffic in the area;
 - e) not have access through existing low density residential areas if outside of the specific growth areas;
 - f) be a use that is related to residential areas such as:
 - places of worship,
 - education, and
 - child care.
 - g) provide innovative parking solutions.
- .6 Maintain an appropriate buffer to other non-residential uses by means of setbacks and landscaping.
- .7 Promote compact, high density residential development that can support transit.
- .8 Promote an interconnected street network featuring multiple use paths.
- .9 Promote unique, interesting and innovative building designs.
- .10 Promote the importance of public spaces including but not limited to plazas and community gardens.
- .11 Ensure that public space is increased, and that public spaces offer a wide range of uses.
- .12 Maintain and improve, where appropriate, view corridors to the Columbia River and other significant natural features.
- .13 Require paved driveways and parking lots. Strongly encourage the use of pervious surfaces for these features.
- .14 Require that all development is connected to a community water and sanitary infrastructure.

9.5.3 Medium Density Residential Action Steps

- .1 Evaluate the appropriateness of home-based businesses in multiple unit buildings.
- .2 Evaluate the appropriateness of secondary suites in duplex buildings.
- .3 Develop a sustainable development checklist.
- .4 Conduct an analysis around the feasibility of LEED development in Castlegar.
- .5 Identify sites for community gardens and public plazas.

10.0 DOWNTOWN

The City's attractive downtown, which is home to a mixture of uses, is the result of a revitalization program to beautify the streetscape and building facades.

The area designated Downtown is the area which is intended to be the primary social, cultural, institutional and government centre of the City, with commercial uses that complement its distinctive character and objectives. The Downtown area is located in the City's north end.



10.1 Downtown Objectives

- .1 Ensure that the Downtown area is recognized as the primary location for social, cultural, institutional and governmental uses with commercial uses focused on accommodating the needs of employees, residents, businesses and tourists.
- .2 Ensure that the Downtown remains the 'heart' of the community.

10.2 Downtown Policies

- .1 Direct appropriate development to the Downtown area.
- .2 Appropriate development includes:
 - a) retail commercial;
 - b) personal, professional, community, tourism and recreation services;
 - c) commercial entertainment;
 - d) government buildings;
 - e) culture including public art;
 - f) community gardens; and,
 - g) Multiple unit buildings with ground floor employment generating uses such as retail commercial.
- .3 Promote and enhance the downtown by:

- a) developing a strong visual environment for residents and visitors;
 - b) ensuring employment generating uses at street level;
 - c) developing mixed uses in the same building;
 - d) considering weather protection in high pedestrian traffic areas;
 - e) building attractive streetscapes and public spaces;
 - f) Support continued Downtown revitalization efforts; and,
 - g) Creating a distinctive entry to the downtown revitalization area.
- .4 Discourage the development of commercial strip malls.
 - .5 Promote innovative parking solutions that help create a safe pedestrian environment.
 - .6 Encourage the development of vacant lots or those suitable for redevelopment into commercial-residential mixed uses.
 - .7 Encourage the active re-use or redevelopment of existing single detached residential dwellings into commercial or commercial and residential mixed uses.
 - .8 Enhance the connections between the downtown and the Columbia River.
 - .9 Promote unique, interesting and innovative building designs.
 - .10 Promote the importance of public spaces including, but not limited to, plazas and community gardens.
 - .11 Ensure that commercial establishments maintain a high quality facade and street signage.
 - .12 Improve the transit, pedestrian and bicycling amenities of the downtown area as per the City's Bicycle and Pedestrian Master Plan.
 - .13 Maintain an appropriate buffer to non-residential uses by means of setbacks and landscaping.

10.3 Downtown Action Steps

- .1 Develop a marketing strategy or brand for the downtown.
- .2 Develop programs that bring increased consumer and pedestrian traffic to the downtown.
- .3 Revisit, fine tune and adjust the colour theme of "Clean and Green" as described in the City's Building Design Guidelines written by Mainstreet Consulting Associates.

11.0 COMMERCIAL

Castlegar has a wide range of retail services, the majority of which are located centrally at the intersection of Columbia Avenue and Highway 3. Outside of this area the commercial centres are less defined but in significant corridors (particularly along Columbia Avenue near downtown).

The downtown is the heart of the community and fostering the continual growth of commercial, government services and cultural activity in this area remains a priority. Strategic commercial development in other areas will also provide considerable value to the City. For example, the new 24th Street residential and commercial mixed use area planned at the intersection of Columbia Avenue and 24th Street. This area has redevelopment parcels on relatively flat land that will bring retail shopping closer to residents in the central and southern areas of Castlegar. To provide alternatives to automobile use in the south end, a small commercial node is planned that will enable residents of Grandview Heights and Twin Rivers to walk or bicycle to a nearby grocery store, cafe or retail shopping.

11.1 Commercial Objective

- .1 Create and support a diversified, vibrant commercial economy.

11.2 Mixed Use

The development of commercial/residential mixed use is a priority for Castlegar. The development of mixed use allows medium density residential development to occur above appropriately scaled commercial development.



11.2.1 Mixed Use Objectives

- .1 Encourage the mixed use development with residential dwellings above commercial uses.

11.2.2 Mixed Use Policies

- .1 Direct mixed use development to appropriate land use designations within the specific growth areas.
- .2 The appropriate land use designations include:
 - a) Medium Density Residential;
 - b) Downtown;
 - c) Columbia Avenue Commercial and,

- d) Transition.
- .3 The appropriate commercial uses include:
 - a) retail, personal services, professional, business and service commercial; and,
 - b) entertainment not including nightclubs.
- .4 Ensure that mixed use development will:
 - a) develop a strong visual environment for residents and visitors; and,
 - b) include employment generating uses at street level.
- .5 Ensure that mixed use developments contribute to the supply of affordable, special needs and rental housing.
- .6 Where opportunities exist, allow for a portion or all of the parking requirements in mixed use buildings to be fulfilled with on-street parking.

11.3 Regional Commercial

Regional Commercial areas are located along Columbia Avenue between 15th and 21st Street. In the South End Specific Growth Area there is a small area designated Regional Commercial for the purpose of providing local and regional commercial services to the southern-most areas of the City.



11.3.1 Regional Commercial Objectives

- .1 Ensure the regional commercial area accommodates commercial uses that serve the broader region, and enhances the role of Castlegar as a regional commercial centre.
- .2 Ensure the regional commercial areas accommodate the local commercial needs of Castlegar residents.
- .3 Maintain and expand the existing regional commercial base.

11.3.2 Regional Commercial Policies

- .1 Direct the development of appropriate commercial development to areas designated as Regional Commercial.
- .2 Attract large retail commercial development that will improve the position of Castlegar as a regional commercial centre.
- .3 Ensure the differing objectives of each commercial area in the City are recognized.
- .4 Appropriate regional commercial uses include:

- a) department stores;
 - b) medium and large sized, automobile-oriented retail commercial;
 - c) service commercial;
 - d) tourist entertainment and accommodation;
 - e) automobile dealerships and service stations; and,
 - f) professional offices and related services.
- .5 Enhance the visual environment of existing regional commercial area around Columbia Avenue and Highway 3.
 - .6 Require innovative parking solutions that help create a safe pedestrian environment.
 - .7 Ensure that commercial establishments maintain a high quality facade and street signage.
 - .8 Improve the pedestrian and bicycling amenities of the regional commercial area around Columbia Avenue and Highway 3 as per the City's Bicycle and Pedestrian Master Plan.

11.4 Regional Commercial Airport

Regional Commercial Airport areas are located on the east side of Columbia River adjacent to the airport. These lands close to the airport contain vacant and underutilized parcels that are not required, or deemed necessary for the aerodrome operation.

11.4.1 Regional Commercial Objectives

- .1 Ensure the regional commercial airport area accommodates commercial uses that serve the broader region, and enhances the role of Castlegar as a regional commercial centre.
- .2 Ensure the regional commercial airport areas accommodate the local commercial needs of Castlegar residents.

11.4.2 Regional Commercial Policies

- .1 Direct automobile oriented commercial and institutional (utilities) development that requires large parcels of land to the lands designated as Regional Commercial Airport. Direct small and medium scale, pedestrian oriented commercial uses that provide office and retail activities to areas other than the lands designated as Regional Commercial Airport.
- .2 Attract large retail commercial development that will improve the position of Castlegar as a regional commercial centre.
- .3 Ensure the differing objectives of each commercial area in the City are recognized.
- .4 Appropriate Regional Commercial Airport uses include the following:
 - a) department stores;

- b) medium and large sized, automobile-oriented retail commercial;
 - c) service commercial;
 - d) tourist entertainment and accommodation;
 - e) automobile dealerships and service stations;
 - f) professional offices and related services;
 - g) institutional (utilities) offices, works yards and storage areas;
 - h) retail commercial including building, garden and nursery services; and,
 - i) yards for storing or growing items related to building, garden and nursery services.
- .5 Require innovative parking solutions that help create a safe pedestrian environment.
- .6 Ensure that commercial establishments maintain a high quality facade and street signage.
- .7 Ensure that all development and activity near the airport adheres to aviation safety guidelines such as Transport Canada's Aerodrome Standards and Recommended Practices.

11.5 Columbia Avenue Commercial



The areas designated Columbia Avenue Commercial are strategically located at gateways to important centres along Columbia Avenue. The Columbia Avenue Commercial areas will see a wide variety of commercial uses with a focus on developing a high quality streetscape.

11.5.1 Columbia Avenue Commercial Objectives

- .1 Develop a unique commercial area along Columbia Avenue that is visually appealing, contributes positively to the character of Castlegar and serves the needs of those travelling along Columbia Avenue.

11.5.2 Columbia Avenue Commercial Policies

- .1 Direct appropriate development to the Columbia Avenue Commercial areas including commercial development that is focused on providing for the needs of residents, businesses and tourists.
- .2 Appropriate commercial development includes:
 - a) retail commercial;

- b) personal, community and professional services;
 - c) community gardens; and,
 - d) Multiple unit residential buildings with ground floor employment generating uses such as retail commercial.
- .3 Promote and enhance the Columbia Avenue Streetscape by:
- a) developing a strong visual environment for residents and visitors;
 - b) ensuring employment generating uses at street level;
 - c) developing mixed uses in the same building;
 - d) building attractive streetscapes and public spaces;
 - e) requiring high quality landscaping;
 - f) promoting decreased front setbacks to bring buildings closer to the street; and,
 - g) prohibiting parking in the front of businesses.
- .4 Discourage the development of a strip mall commercial development.
- .5 Promote the development of an urban boulevard within the Columbia Avenue Commercial designation.
- .6 Encourage the active re-use or redevelopment of existing single detached residential dwellings into commercial or commercial and residential mixed uses.
- .7 Promote innovative parking solutions that help an interesting visual environment.
- .8 Ensure that commercial establishments maintain a high quality facade and street signage.
- .9 Improve the pedestrian and bicycling amenities as per the City's Bicycle and Pedestrian Master Plan.
- .10 Maintain an appropriate buffer to non-residential uses by means of setbacks, landscaping or street trees.

11.5.3 Columbia Avenue Commercial Action Steps

- .1 Consult with other stakeholders to consider and implement development permit guidelines for development in the areas designated Columbia Avenue Commercial.

11.6 Commercial Action Steps

- .1 Develop a commercial growth strategy to ensure a coordinated approach to the development of commercial activity that enhances the vitality and growth of all commercial areas, including the Downtown.

12.0 TRANSITION

The areas designated as Transition are envisioned to redevelop over time to multiple unit type residential and other land uses and activities that are appropriate for a residential neighbourhood.

12.1 Transition Objectives

- .1 Encourage redevelopment of Transition area from single family homes to multiple family and commercial uses.

12.2 Transition Policies

- .1 Direct multiple unit or commercial and residential mixed use development to vacant lots.
- .2 Appropriate commercial development includes:
 - a) retail and service commercial;
 - b) personal, community and professional services; and,
 - c) Multiple unit buildings with ground floor employment generating uses such as retail commercial.
- .3 Discourage the development of strip mall commercial development.
- .4 Discourage parking in front of buildings.
- .5 Promote innovative parking solutions that help create an interesting visual environment.
- .6 Increase the population in areas designated Transition.
- .7 Ensure that commercial uses at street-level create employment opportunities and generate pedestrian activity.
- .8 Encourage the upgrading of building facades and streetscape features.
- .9 Encourage a wide-range of live-work or home-based business opportunities.
- .10 Encourage improvements to heritage buildings.
- .11 Encourage redevelopment to higher residential densities.
- .12 Ensure that affordable, special needs and rental housing is maintained, and strive to develop new supply.
- .13 Ensure that commercial establishments maintain a high quality facade and street signage.
- .14 Improve the pedestrian and bicycling amenities as per the City's Bicycle and Pedestrian Master Plan.
- .15 Maintain an appropriate buffer to non-residential uses by means of setbacks and landscaping.

12.3 Transition Action Steps

- .1 Conduct a feasibility assessment for land acquisition and other innovative tools to support development.

13.0 AIRPORT

The area designated Airport is a large, flat area where the West Kootenay Regional Airport is located.

13.1 Airport Objectives

- .1 Establish the airport area as an area that accommodates commercial development related to the airport.
- .2 Support the financial viability of the airport for the long term future by encouraging airport related commercial activity in the areas designated Airport.

13.2 Airport Policies

- .1 Grow and diversify the municipal commercial tax base by promoting the airport as an important regional amenity.
- .2 Encourage the development of aviation related commercial development that supports the sustainability of the regional airport operations.
- .3 Ensure that the airport remains an economically viable and self-sustaining enterprise.
- .4 Promote the City and region through the growth of the airport area.
- .5 Develop the airport area with the least possible impact on the natural environment.
- .6 Ensure that all development and activity adheres to aviation safety guidelines such as Transport Canada's Aerodrome Standards and Recommended Practices.
- .7 Encourage interesting building styles that create a visually appealing airport area including site design, landscaping and green building techniques such as green roofs.

13.3 Airport Action Steps

- .1 Prepare and circulate an educational primer regarding Federal building restrictions for land near airports, to educate staff and potential developers.
- .2 Develop a market strategy for the airport.

14.0 INDUSTRIAL

Industrial activity is an important aspect of the local economy because it provides employment and generates other indirect and induced economic activity. Industrial activities can also contribute to economic development functions by showcasing local industrial potential through exporting locally manufactured products to external markets.

14.1 Industrial Diversification

A strong mix of light and heavy industrial land and land uses exist in Castlegar, yet the economy of Castlegar has been impacted by challenging times in industrial sectors that played a large role in the past, particularly the forestry sector. Like other forest-based communities, Castlegar has been subject to plant closures and infrequent industrial development as a result of the challenging market conditions.

Moving forward, the community would like to see diversification of its industrial sector. A modern, 'green' industrial sector is one option. Castlegar has a number of existing opportunities and organizations with which to enhance and diversify its industrial sector.

14.1.1 Industrial Diversification Objectives

- .1 Diversify the industrial sector in Castlegar to ensure a healthy and resilient economy for future generations.

14.1.2 Industrial Diversification Policies

- .1 Strive to offset industrial closures with new industrial opportunities.
- .2 Encourage innovative use of local facilities and the natural environment surrounding Castlegar to create new employment.
- .3 Support development applications, where deemed appropriate for the type of proposed use, for new industrial activity that can include, but is not limited to:
 - a) Renewable energy facilities;
 - b) Training facilities associated with aviation, biomass energy production, and hydro-electricity;
 - c) Manufacturing industries utilizing local resources and labour; and
 - d) High-tech industry.

14.1.3 Industrial Diversification Action Steps

- .1 Develop and undergo a strategic planning and economic development exercise to identify industrial potential (types of activities and possible locations) in Castlegar.

14.2 Light Industrial

Light Industrial land uses range in size, but are usually less disruptive than heavy industry to the natural environment and surrounding land uses. Light Industrial uses should generally be situated in a structure, although some outdoor storage is acceptable.

14.2.1 Light Industrial Objectives

- .1 Promote the growth of light industrial activity.

14.2.2 Light Industrial Policies

- .1 Direct appropriate activities to the lands designated Light Industrial.
- .2 Appropriate light industrial uses include:
 - a) Warehousing;
 - b) Freight and transportation services and equipment;
 - c) Construction services and equipment;
 - d) Local manufacturing;
 - e) Gravel pits;
 - f) Industrial business related services; and,
 - g) Technology related manufacturing and services.
- .3 Protect all lands designated Light Industrial (IL) for such future development.
- .4 Encourage 'green' industrial development.
- .5 Encourage live/work industrial activity, where deemed appropriate.
- .6 Encourage partnerships with local businesses and organizations that could help grow the industrial base in the City.
- .7 Require gravel pits on Light Industrial lands to be appropriately screened and reclaimed by the operator after works are complete.
- .8 Strongly encourage high-quality site design, including landscaping, for new light industrial developments.
- .9 Ensure adequate visual buffers between light industrial and other land uses.
- .10 Encourage green roofs, decreased impervious surfaces and innovative applications for re-use of stormwater.
- .11 Promote partnerships with other organizations to offer alternative transportation options to and from light industrial sites.

14.2.3 Light Industrial Action Steps

- .1 Conduct an industrial land needs assessment to determine future demand for light industrial land in Castlegar.

14.3 Heavy Industrial

The areas designated for Heavy industrial are the areas for large, specialized industrial activity. The development often requires unique infrastructure and services to mitigate significant external impacts in the form of noise, air or water pollution.

14.3.1 Heavy Industrial Objectives

- .1 Promote the growth of heavy industrial activity.

14.3.2 Heavy Industrial Policies

- .1 Direct appropriate activities to the lands designated Heavy Industrial.
- .2 Appropriate Heavy Industrial uses include:
 - Resource extraction or processing,
 - Energy production, and
 - Major manufacturing.
- .3 Protect all lands designated Heavy Industrial for such future development.
- .4 Encourage 'green' heavy industrial development that minimizes harmful pollution and energy use.
- .5 Encourage partnerships with local businesses and organizations that could help grow the heavy industrial base in the City.
- .6 Require gravel pits on heavy industrial lands to be appropriately screened and reclaimed by the operator after works are complete.
- .7 Ensure adequate visual buffers between heavy industrial and other land uses.
- .8 Encourage green roofs, decreased impervious surfaces and the innovative applications for re-use of stormwater.
- .9 Promote partnerships with other organizations to offer alternative transportation options to and from heavy industrial sites.



14.3.3 Heavy Industrial Action Steps

- .1 Conduct an industrial land needs assessment to determine future demand for Heavy industrial land in Castlegar.

15.0 INSTITUTIONAL

The areas designated as Institutional are assigned to public and quasi-public activities, including schools, health services, fire stations, recreation facilities, water and sewer utilities, and others. These uses are currently located throughout the City.

15.1 Institutional Objectives

- .1 Ensure that adequate land for institutional uses is provided into the future and that institutional services are enhanced.

15.2 Policies

- .1 Encourage, educate and advocate with health service delivery agencies to provide services that are located centrally and conveniently accessible and meet the needs of the community.
- .2 Work with School Districts, Selkirk College, other levels of government, and care providers to ensure the provision of a full range of educational opportunities.
- .3 With the exception of public utilities, encourage institutional uses to locate within a close proximity to areas with high residential populations.
- .4 Ensure that development reflects the unique attributes of the land and encourages public uses including outdoor recreation and trails.
- .5 Wherever possible, have a joint use of common publicly funded community facilities.
- .6 Seek public support and funding for the development of expanded activities for youth.
- .7 Work collaboratively with publicly funded agencies, other levels of governments and non-profit corporations in the delivery of assisted living and seniors care, special needs and mental and physical disabilities services.
- .8 Work cooperatively with other publicly funded agencies, other levels of governments and non-profit corporations in supporting services and improving housing for the poor, disadvantaged and low income earners.

15.3 Institutional Action Steps

- .1 Establish an Advisory Committee to report to and advise Council on matters concerning sustaining and enhancing a full range of educational opportunities in Castlegar.
- .2 Complete a community needs assessment to identify gaps in institutional services and develop strategies to ensure sufficient land is provided for uses in the future.

16.0 URBAN RESERVE

The areas designated as Urban Reserve are the areas that are intended for rural and open space use. The Urban Reserve areas protect valuable land resources for future generations.

16.1 Urban Reserve Objectives

- .1 Set aside urban reserve lands for rural and open space uses, preserving the area for other uses over the very long term future.
- .2 Discourage urban residential, commercial, industrial and institutional development within areas designated as Urban Reserve.

16.2 Urban Reserve Policies

- .1 Direct residential, commercial, industrial and institutional development to areas already designated for these uses.
- .2 Strongly discourage land use changes from Urban Reserve to other designations or uses until such time as development of these lands is warranted, environmental considerations are addressed, and adequate roads and utility services are in place. In the meantime, limited residential uses, such as one single detached dwelling, are permitted.
- .3 Require all development on areas with Zoning for development and designated Urban Reserve in Schedule B of this Bylaw to submit a detailed Neighbourhood Plan that must consider:
 - a) An analysis of the existing features and factors that influence the Neighbourhood Plan including information generated from required studies requested by the City. The required studies may include an overview of the following:
 - Existing recreation facilities used by the public, such as hiking trails,
 - Existing nearby water and sewer services,
 - Existing road network,
 - Existing aquifer and groundwater conditions,
 - Existing archaeological values,
 - Sensitive ecosystem inventory,
 - Existing geotechnical characteristics and potential hazards,
 - Topography,
 - Wildfire hazard information, and
 - Visual impact considerations.

- b) A land use concept plan that shows the arrangement of land uses and proposed zoning;
 - c) A road network plan showing the proposed roads in the plan area, and the connection of the plan area to the broader road network. Specific attention should be paid to the extension of Woodland Drive;
 - d) A parks, trails and open space plan showing the location of parks and their function, the trail system, and open spaces;
 - e) A servicing and utilities plan that clearly illustrates the water system, sewage system and storm drainage systems;
 - f) A description of how environmentally sensitive areas, archaeological values, and aquifer values will be addressed;
 - g) A visual impact analysis of the proposed development;
 - h) A description of the form and character of the development, and how the form and character supports the policies for the area, particularly how it maintains and enhances the rural character of the area;
 - i) A financial cost recovery analysis for the area; and,
 - j) A description of how the development meets the broader policies of the Official Community Plan.
- .4 Prior to re-designation and development of hillside Urban Reserve areas, consider the preparation of Hillside Development Guidelines to guide character, form, scale and design of future hillside developments.
- .5 Minimize the construction of new roads through Urban Reserve areas.
- .6 Work with land owners, business owners and other stakeholders to develop trail networks in Urban Reserve areas.
- .7 Work with land owners and other stakeholders to identify and promote opportunities for attracting tourism to Urban Reserve areas.
- .8 Maintain existing vegetation in an undisturbed state where appropriate.
- .9 Allow for the extraction and processing of gravel on Urban Reserve areas, as long as the operation:
- is completed in a relatively short term,
 - does not cause any environmental hazard,
 - does not leave a negative visual impact, and
 - does not disturb mature vegetation on the site.
- .10 Allow agriculture and animal husbandry on Urban Reserve areas.

16.3 Urban Reserve Action Steps

- .1 Review the Zoning Bylaw to ensure the appropriate Zoning and regulations are in place to achieve the preservation of the areas designated Urban Reserve.

.2 Adopt a bylaw which will preserve the trees on private Urban Reserve lands.

17.0 PARKS AND OPEN SPACE

Parks and open spaces are core to the quality of life in a community. The primary mandate of the Parks and Open Space system is to satisfy the broad range of recreational needs of residents in a community. This is accomplished by offering an array of formal and informal park and open spaces that include active and passive recreational amenities. Parks and open spaces can also beautify urban landscapes, act as buffers between different land uses, and protect sensitive vegetation and wildlife from the impacts of development. Often parks and open spaces rank among the highest priorities for improvement within most communities.



The City's Open Space Study shows that there are approximately 26 hectares (65 acres) of parkland in Castlegar, of which 5 hectares (13 acres) is Neighbourhood parks and 21 hectares (52 acres) is Community parks. The Community Centre Complex, Kinnaird Park, Kinsman Park, and Zuckerberg Island are provided as examples of Community Parks in the Open Space Study.

17.1 Parks and Open Space Objectives

- .1 Provide residents with appropriate amounts and types of parkland and open space.
- .2 Protect the natural environment and important ecosystem locations by designating these areas as Parks and Open Space.
- .3 Strive to make parks and open spaces usable and accessible to the widest majority of residents possible.

17.2 Parks and Open Space Policies

- .1 Retain and protect areas currently designated as Parks and Open Space in Schedule B.
- .2 Invest in new parks and open spaces and the maintenance of existing parks and open spaces.
- .3 Ensure special parks and open spaces, specifically along the waterfront, meet the needs of the community.
- .4 Ensure the park and open space system has the least possible impact on the natural environment.
- .5 Maintain a strong commitment to the upkeep of municipal parks.

- .6 Require all new subdivisions to include land for parks and open spaces up to 5% of the total area proposed for subdivision, as per the Local Government Act.
- .7 Negotiate, where possible, the 5% parks and open space provision in new development to include lands of varying topography and terrain, including any of the following:
 - flat lands - for a wide range of uses including sports activities,
 - waterfront lands - for environmental purpose and for public access to the water,
 - historical sites – to preserve historic amenities, and
 - large tracts of vegetation - to buffer neighbourhoods on sensitive corridors.
- .8 Strongly encourage parks and open spaces in new development to maintain and enhance linkages to existing parks and open spaces.
- .9 Ensure park and open space is provided that can meet the needs of residents of all ages and that are universally accessible.
- .10 Develop and manage parks with a strong consideration for year round functionality and use.
- .11 Reflect the needs of the community in parks programming.
- .12 Encourage neighbourhood parks within a walkable distance (5-10 minutes) of all current and future residential areas.
- .13 Strive to provide four hectares (10 acres) of parks and open space per 1000 residents as recommended by the City of Castlegar Open Space Study.
- .14 Protect public access to the Kinnaird Bluffs.
- .15 Research alternatives and work towards eliminating the use of pesticides in municipal parks and open space maintenance operations.

17.3 Parks and Open Space Actions Steps

- .1 Develop Millennium Park as per the Millennium Park Master Plan attached as Appendix A.
- .2 Complete a Park and Open Space Master Plan that includes the identification of future park and open space and strategies for land acquisition.
- .3 Explore funding options for the acquisition and development of new, or enhancement of existing parks, open spaces and trails within the City in accordance with the potential Park and Open Space Master Plan and the existing Bicycle and Pedestrian Master Plan.
- .4 Assess the feasibility of updating the Development Cost Charge Bylaw to include a Parkland Development Cost Charge.
- .5 Assess public support for the adoption of a Bylaw to restrict the use of pesticides on private lands.

18.0 NATURAL ENVIRONMENT AND HAZARDOUS AREAS

The preservation and enhancement of the quality of the natural environment is important to the residents of Castlegar. Ensuring that natural areas of the City are carefully planned in the future is paramount. Protecting the public from hazardous areas is a proactive step towards ensuring a safe City.

This section focuses on:

- the preservation, protection and enhancement of water resources and environmentally sensitive areas; and,
- the prevention of development in hazardous areas.

Castlegar is fortunate to have access to a wide variety of water bodies, including the Columbia and Kootenay Rivers and Arrow Lakes. While there are many environmental processes in place, protection of environmentally sensitive areas and undeveloped open spaces continue to be important for the long term sustainability of the community.

18.1 Natural Environment Objectives

- .1 Preserve, protect, and enhance the known sensitive ecosystem areas.
- .2 Ensure new development minimizes disruptions to the natural environment.
- .3 Protect the Columbia River.
- .4 Prevent development in hazardous areas.

18.2 Natural Environment Policies

- .1 Preserve, protect, and enhance the natural environment.
- .2 Discourage new development that creates a significant disruption to the natural environment, particularly development in or adjacent to environmentally sensitive areas.
- .3 Preserve undeveloped green space as much as possible by setting aside existing green areas or creating new areas in consideration of new development.

18.3 Water Resource Policies

- .1 Require development to avoid disruptions to indigenous vegetation along creeks, drainage channels and their riparian areas. Roadways or utility crossings should be encouraged to avoid these areas, but where circumstances prevent this, extreme care shall be given to minimize the disturbance.

- .2 Support and initiate actions to protect the quality of water in the Columbia River, and the aquatic life within the river.
- .3 Require implementation of Low Impact Development Standards or other specific measures to protect groundwater aquifers which serve the Ootischenia Improvement District as part of any commercial development of the Airport Area.
- .4 Undertake continuous efforts to improve the City's sewage treatment facilities and operating technology to ensure effluent remains an environmentally acceptable quality.
- .5 Review development on riverfront lands thoroughly to prevent erosion, preserve the existing vegetation, and provide maximum public accessibility.

18.4 Hazardous Area Policies

- .1 The following areas are designated as hazardous:
 - within the 200 year floodplain as prescribed in Schedule A of the City of Castlegar Flood Plain Management Bylaw No. 890,
 - within the floodplain of other streams,
 - steep slopes, with grades in excess of 30%, and
 - areas subject to soil subsidence, rock fall hazard, land slip and erosion.
- .2 Prevent development within areas adjacent to steep slopes (greater than 30%), areas of soil subsidence, rock fall, land slip or erosion hazards which are known or suspected.
- .3 Prevent development on lands within 10 m of the top of steep slopes with grades in excess of 30%. Exceptions may be considered if the developer provides a report from a professional geotechnical engineer that sets out how the area can be developed safely.
- .4 Protect against damage associated with flooding events by encouraging agricultural, park and open space recreational land uses in the floodplain. Where floodable lands are used for other land uses, the construction and siting of buildings and mobile homes that are used for habitation, business or the storage of goods damageable by floodwaters shall be flood-proofed to those standards specified by the appropriate Ministry.

18.5 Natural Environment Action Steps

- .1 Assess the feasibility of, and support for, adopting a Bylaw to regulate tree-cutting and shrub-clearing on private properties.
- .2 Develop a plan to protect, enhance and promote the Columbia River front.
- .3 Establish a Hazardous Area Development Permit Area.

19.0 TRANSPORTATION



The linear land use and growth pattern of Castlegar poses a traffic challenge for residents and decision makers. Columbia Avenue serves as the major spine of the transportation network for automobiles and the movement of goods. The roadway is frequently over capacity and there are few viable alternative options for travel from the south end to the north end and vice versa.

The City recognizes that active transportation choices (i.e. human-powered forms of travel such as walking and cycling) present an affordable, healthy, safe, and environmentally

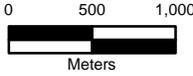
friendly opportunity to combat traffic challenges along Columbia Avenue and the entire community. Facilities for pedestrians and cyclists consume relatively low amounts of space, and the required investment for such facilities is less compared to infrastructure for motorized travel. Walking and cycling are healthy modes of transportation that virtually all residents are able to participate in. Further, the environmental impacts of walking and cycling are negligible.

Public Transit is another transportation choice available in Castlegar. Public transit in the City is provided by the Regional District of Central Kootenay and BC Transit, and operated by Trail Transit Services. The public transit system includes:

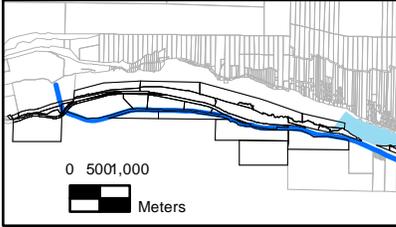
- conventional buses;
- custom transit such as the HandyDART service for those with disabilities; and,
- Para transit that serves rural areas and First Nation communities.

Every trip that is made by public transit, foot or bicycle, instead of by individual automobile, helps to reduce traffic congestion and vehicle emissions, including carbon dioxide (CO₂).

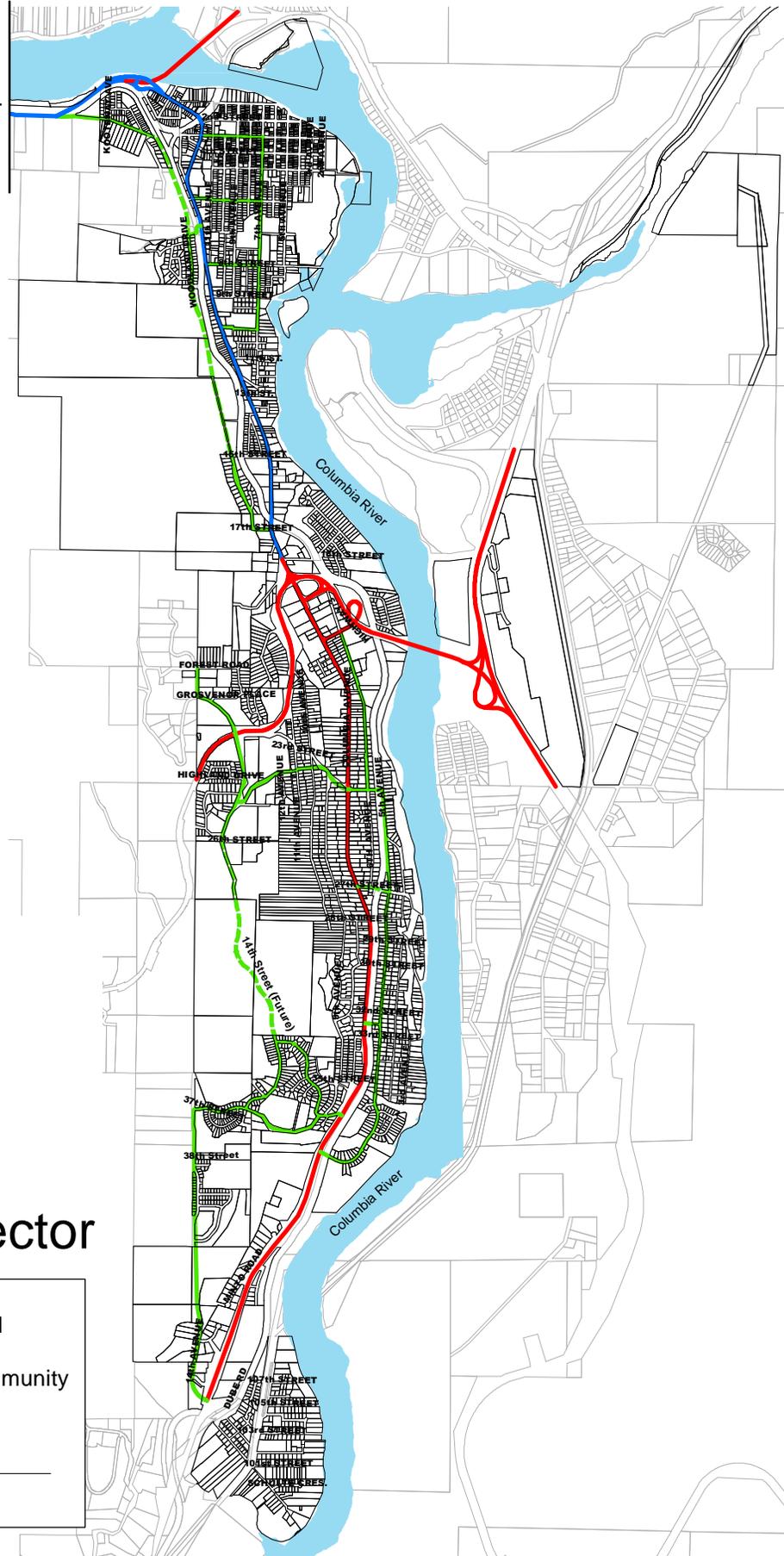
The West Kootenay Regional Airport (YCG), wholly owned and operated by the City, is a major asset because it is the largest airport within 250 kilometers and offers regular service to Vancouver and Calgary. Shortly after assuming responsibility from the Federal Government for its operation the City has funded YCG without financial assistance from other levels of government. The City will continue to devise strategies to increase long-term revenues at the airport.



Map Insert 1



See Map Insert 1



Legend

- Highway
- Arterial
- Collector
- - - Future Collector

This is Schedule "C" attached to and forming part of the City of Castlegar Official Community Plan Bylaw No. 1150, 2011

Mayor _____

CAO _____

SCHEDULE "C" - MAJOR ROAD NETWORK

19.1 Active Transportation

The City will continue to pursue opportunities for active transportation, with an emphasis on implementation. The Pedestrian and Bicycle Master Plan, completed in 2009, provided a vision for the systematic implementation of a safe, feasible and convenient bicycle and pedestrian route network. The proposed network includes a set of inter-connected bicycle and walking routes – consisting of sidewalks, bicycle lanes, multi-use pathways and trails – to provide safe and direct access to major destinations and recreational areas throughout the City. Recent accomplishments aligned with the Pedestrian and Bicycle Master Plan action steps include a 7th Avenue Sidewalk and Bike Lane, and a 5th Street Sidewalk. The Pedestrian and Bicycle Master Plan are linked to the OCP, ensuring a comprehensive and integrated approach to active transportation in Castlegar.

19.1.1 Active Transportation Objectives

- .1 Make Castlegar a walkable and bicycle-friendly City.
- .2 Encourage and inspire residents to use active transportation options such as walking and cycling.

19.1.2 Active Transportation Policies

- .1 Promote safety through education initiatives and programs targeted at pedestrians, cyclists and drivers.
- .2 Recognize that active transportation is a cost-effective means to reduce community greenhouse gas emissions and promote community health.
- .3 Retrofit existing areas and ensure new development is pedestrian oriented through the addition of sidewalks, shaded rest areas, multiple use paths, and trail connections.
- .4 Follow the direction of the Bicycle and Pedestrian Master Plan for the provision of new active transportation amenities and networks including sidewalks, bicycle paths and trails.
- .5 Reduce potential for pedestrian/cyclist/motor vehicle conflicts by encouraging the construction of dedicated bicycle and pedestrian paths.
- .6 Preserve existing trail systems.

19.1.3 Active Transportation Action Steps

- .1 Identify strategies to fund active transportation investments in accordance with the priorities identified in the City of Castlegar Bicycle and Pedestrian Master Plan. This includes projects such as sidewalks, bike lanes, rail crossings, and multi-use pathways.
- .2 Plan and implement public education programs that focus on safety and the economic, environmental, social, and health benefits of active transportation.

- .3 Assess the feasibility of a pedestrian bridge across the Columbia River to link Selkirk College to the regional trail system and Trans Canada Trail, as well as improve linkages within Castlegar.

19.2 Transportation

Achieving a high quality transportation network is a key component of the Castlegar OCP as it supports a wide range of other initiatives. Transportation includes roads, traffic, bus transit as well as travel by air, water and rail. The Major Road Network Map is provided in Schedule C, which forms part of this Bylaw.

19.2.1 General Transportation Objectives

- .1 Reduce the number of household automobiles trips throughout the day.
- .2 Ensure roads remain safe and well maintained.
- .3 Establish an expanded transit network which may include shuttles, trolleys or trains.
- .4 Ensure the efficient movement of goods so that commerce and industry remains competitive.

19.2.2 General Transportation Policies

- .1 De-prioritize the automobile, in favour of transit, walking and bicycling, in the specific growth areas and new developments.
- .2 Work with developers and land owners in the regional commercial centre around Columbia Avenue and Highway 3 to implement a more pedestrian and bicycle friendly environment for that area.
- .3 Continue to work with transit authorities to optimize the effectiveness of the City's transit system. Consider working with other organizations to provide frequent shuttle bus service along Columbia Avenue.
- .4 The Arterial road designation includes roads which are primarily intended to provide safe and efficient mobility. Arterial roads are intended to serve traffic travelling between major origins and destinations within a community. Speed limits are generally more than 50 km/h and on-street parking is discouraged outside of the Downtown and Columbia Corridor areas. Direct access is very limited to fronting properties.
- .5 The Collector road designation includes roads which typically serve a dual function: providing mobility between local roads and arterial roads by collecting and distributing local traffic within residential neighbourhoods and commercial or industrial areas, and providing access to individual properties. Speed limits are typically 50 km/h or more and on-street parking is permitted where appropriate.
- .6 The Local roads designation primarily provides direct vehicular and pedestrian access to private properties. Local roads allow access to and from the arterial/collector roadway network, but generally discourage through vehicle traffic. Speed limits are usually not more than 50 km/h.
- .7 Improve winter maintenance by allowing parking on only one side of the street, where appropriate.

- .8 Consider the use of overpasses rather than traffic signals to facilitate pedestrian and vehicle traffic at major highways.

19.2.3 General Transportation Action Steps

- .1 Investigate the feasibility and appropriateness of utilizing existing rail lines for transit within Castlegar.
- .2 Commission a comprehensive traffic study of Columbia Avenue.

19.3 Airport Transportation

West Kootenay Regional Airport provides Castlegar with a major industry that is unique within the region. There is no airport within 250km by road that provides scheduled passenger air carrier service. The airport also provides a competitive advantage to commercial and industrial establishments because it enables faster delivery of goods to locations farther away. Selkirk College offers Professional Pilot Programs and there are opportunities for many other spin-off industries and businesses.

19.3.1 Airport Transportation Objectives

- .1 Ensure the West Kootenay Regional Airport is economically viable and self-sustainable.
- .2 Support and encourage opportunities for airport related industry and business.

19.3.2 Airport Transportation Policies

- .1 Recognize that the West Kootenay Regional Airport is a major asset within the community and region.
- .2 Explore and encourage partnerships to increase the financial viability of the West Kootenay Regional Airport.
- .3 Ensure adequate infrastructure to support the airport is provided.

19.3.3 Airport Transportation Action Steps

- .1 Identify and extend the necessary infrastructure to the airport that supports its economic self-sufficiency and growth.
- .2 Develop a plan that identifies potential industry and business growth related to the airport.

20.0 INFRASTRUCTURE

The City of Castlegar is responsible for infrastructure that includes sanitary sewer systems, water systems, and storm drainage systems. The City has prepared an Infrastructure Strategy which provides direction to the OCP on these key systems. Additional infrastructure components that affect the future of the City, but are managed by other agencies and private corporations, include communications (telephone, cable, internet) and power. Road and other transportation infrastructure are addressed under Section 19 - Transportation.

The sanitary sewer system is served by two treatment plants. The north end treatment plant is located on the north shore of the Columbia River and is approaching maximum capacity. The north end treatment plant is due for upgrades over the next five years. The south end treatment plant, located near Hwy. 3 at the Columbia River, was recently upgraded and provides ample capacity in the context of expected growth in the next twenty years. The Blueberry Creek and Airport areas are not currently serviced by a treatment plant and rely on septic tanks or in-ground sewage disposal. The last comprehensive assessment of the sewer system was completed in the 1990's and still provides some direction to the City on the required upgrades. In addition to treatment, the sewage collection system is comprised of gravity trunk mains, and lateral and force mains. As a general rule, developments located at a lower elevation than gravity trunk mains must rely on lift station or pump station to move sewage.



The water system draws water from Arrow Lake and is comprised of one treatment plant designed for chlorination and a complex pumping system that includes several storage tanks, pressure zones and pressure reducing stations in addition to the distribution system - i.e. pipes - itself. The City completed a Water Management Plan in 2008, which assesses the system condition and capacity and provides information and direction regarding future water.

The natural storm drainage system consists of a series of drainage basins. As all development impacts natural drainage systems, the man-made system makes use of creeks, ditches, culverts, and overland flows, as well as piped systems that vary from area to area, all of which have outlets that discharge to the Columbia River. The City has conducted work on master drainage planning over the years, with some studies completed in the 1990's. Most recently the City has engaged in a Climate Change Stormwater Infrastructure Vulnerability assessment, which will provide direction for the future.

Castlegar is located in the middle of one of Canada's largest hydroelectric energy generation centres. The local Zellstoff-Celgar paper mill is selling excess energy it produces and doesn't use for its own plant

operations, to the BC Hydro energy grid. This cogeneration facility was made possible through partnerships between the public and private sector.

Communications and power infrastructure is provided by public and private corporations. For businesses and other industry a high quality communications service, such as mobile phone or internet, is vital for Castlegar to remain competitive in the regional and global marketplace.

20.1 Infrastructure Objectives

- .1 Ensure the City is constantly striving to enhance infrastructure systems and environmental values by applying innovative and progressive techniques that support good health and comply with recognized needs, servicing standards and environmental standards.
- .2 Ensure the systematic development of City-wide stormwater facilities.
- .3 Utilize the capacity of existing infrastructure.
- .4 Ensure over the long term that a high quality of maintenance condition continues and that services are provided that are within the ability of residents to pay for those services.
- .5 Examine the lifecycle costs of new infrastructure, looking holistically at capital, operations and maintenance, and replacement expenditures to ensure financially responsible decision making.

20.2 Water System Policies

- .1 Work towards implementing the directions set out in the 2008 Water Management Plan.
- .2 Reduce peak water use through development guidelines and water conservation programs and incentives, such as the universal water metering program under way.
- .3 Extend City water services to the Airport area.
- .4 Review fire flow requirements to consider alternative standards which may reduce the amount of infrastructure required to provide for peak fire flow events.
- .5 Continue to require water efficient hardware throughout the City.
- .6 Develop landscape guidelines designed to reduce the amount of outdoor water use.

20.3 Sanitary Sewer System Policies

- .1 Undertake sanitary sewer master planning for the City.
- .2 Ensure that sewage treatment meets the best current treatment standards and practices.
- .3 Upgrade the North Treatment plant to ensure that it will meet upcoming treatment standards.
- .4 Extend City sanitary sewer services to the Airport Area.
- .5 Continue to retrofit priority Lift Stations to rectify existing deficiencies.

- .6 Recognize that by supporting water conservation the City is reducing sewage flows and in turn extending the life and capacity of existing infrastructure.
- .7 Continue to collect data that will allow for proper investment in reducing inflow and infiltration to the sewage collection system.
- .8 Allow septic fields to service residential development only on parcels greater than one (1) hectare in size.

20.4 Stormwater Management Policies

- .1 Require a Stormwater Management Plan and Site Plan for any larger developments.
- .2 Manage stormwater run-off in a manner that reduces ecological impact and vulnerability to changing runoff conditions.
- .3 Continue with the practice of infiltration to groundwater in locations where this is appropriate.
- .4 Use amended soils to improve water storage capability. The amended soils can retain stormwater until the water infiltrates into the ground or evaporates through evapotranspiration.
- .5 Consider rooftop water storage for irrigation on larger buildings.
- .6 Consider using permeable pavers and permeable pavement surfaces in specific locations such as parking areas, emergency access lanes or other locations where appropriate.
- .7 Utilize surface channels and swales for major storm events rather than major piped systems.
- .8 Incorporate bio swales where appropriate, particularly for roadways, parking areas, and channels that follow contours.
- .9 Promote onsite stormwater management, rather than conveying stormwater to a collection system. Onsite stormwater management should strive to direct only overflow to formal overland or other collection systems.
- .10 Encourage the use of Low Impact Development stormwater management practices (such as bio swales), particularly in relatively flat areas. Low Impact Development practices do not function as well in steeper areas due to the potential for erosion and other impacts, so more traditional piped stormwater systems may be required in steeper areas.
- .11 Consider climate adaptation strategies to address changes in stormwater and extreme weather events, as set out in the "Adapting to Climate Change" report.

20.5 Communication and Energy Infrastructure Policies

- .1 The City shall continue to support the electric power, natural gas, telephone, cable, and internet network utility companies with cooperation and coordination to:
 - share the community growth plan and forecast,
 - provide new developments with utility services without delay,
 - upgrade the existing systems, such as moving existing over-head wires underground; and,
 - stay current with new technology.

- .2 Encourage internet providers to improve internet infrastructure to the City in order to promote economic development and business competitiveness.
- .3 Explore the feasibility of providing free wireless internet in the downtown area.

20.6 Infrastructure Action Steps

- .1 Following water meter installations, revisit the City's water use statistics and trends to better estimate volumes for leakage and other unaccounted-for-water.
- .2 Prepare a Master Sanitary Plan that includes hydraulic facilities, lateral capacity, data collection, treatment, and asset management.
- .3 Implement the recommendations in the "Adapting to Climate Change" Report.

21.0 SAND AND GRAVEL

Sand and gravel deposits are an important asset within a municipality for a number of reasons. Most importantly it becomes very costly and un-environmentally friendly if adequate sand and gravel resources are not available locally and require the resources to be delivered by truck from afar. Therefore ensuring that development does not hinder the availability of such resources is very important. Consideration should also be given to extraction and processing activities as they may affect surrounding land uses and development.

21.1 Sand and Gravel Objectives

- .1 Protect existing sand and gravel deposits.
- .2 Identify new sand and gravel deposits and ensure they are protected.
- .3 Protect the surrounding land uses of sand and gravel operations from negative impacts.

21.2 Sand and Gravel Policies

- .1 Ensure that known aggregate resources remain available to the City.
- .2 Monitor the encroachment of land uses incompatible with sand and gravel extraction until the resource is close to or has been fully excavated.
- .3 Encourage reclamation techniques which allow for the reuse of parcels containing sand and gravel resources by:
 - careful stockpiling,
 - storing and replacing of topsoil,
 - using appropriate seed mixes, and
 - using site contouring and management of surface drainage.

21.3 Sand and Gravel Action Steps

- .1 Conduct a localized sand and gravel supply and demand analysis to determine the amount and location of sand and gravel resources and the amount required in the future.
- .2 Establish a monitoring procedure to limit the encroachment of land uses incompatible with sand and gravel extraction.

22.0 SOCIAL & CULTURAL

A livable community is a safe, healthy and inspiring place to live, work, play and learn. Maintaining and enhancing the social and cultural resources in Castlegar and the surrounding region is critical to our long term vision because these resources give us a sense of place, history, and meaning and retain and attract people, regardless of age and economic status. The social and cultural resources of Castlegar are categorized into the areas of heritage, recreation, and arts and culture.



Castlegar and the West Kootenay region has a significant history, including the Doukhobors, First Nations, the discovery of the west coast link by David Thompson, and the natural resources of the Columbia Water Basin. Castlegar also has a significant inventory of arts and cultural assets including the library, the CPR Station Museum, Zuckerberg Island Heritage Park, the Kootenay Gallery of Art History and Science, the Brilliant Cultural Centre, the Doukhobor Discovery Centre, and the Castle Theatre. In addition, we have private galleries and performance venues, and events and celebrations throughout the year.

The paper "Input on Directions for Sustainability in Castlegar" provided a wide range of important input for focusing future efforts to enhance social and cultural aspects in Castlegar including:

- A strong arts and culture policy;
- Expanded facilities and opportunities to encourage, promote and celebrate the arts;
- Supporting the tourism industry;
- Availability of social services;
- Youth support and community involvement;
- Community-wide accessibility;
- Establishing community identity and pride;
- Adequate health and social services; and,
- Support for an aging population and an increasing number of retirees.

22.1 Social and Cultural Objectives

- .1 Maintain and enhance the quality of life in Castlegar.
- .2 Reduce physical and social barriers in the community.
- .3 Protect and celebrate the community's unique and varied heritage and cultural diversity
- .4 Recognize the contribution of culture to the community
- .5 Promote access to cultural opportunities for all residents and visitors
- .6 Encourage diverse cultural experiences
- .7 Act responsibly to pass on cultural legacies
- .8 Integrate culture into the community's broader vision and goals.

22.1 Cultural Policies

- .1 Preserve, promote and improve Culture in the community as set out in the City of Castlegar Cultural Policy.
- .2 Ensure that where possible, a variety of cultural activities and services are available and accessible to all residents and visitors of the community.
- .3 Assist in the establishment of a coordinated cultural service system characterized by effective communication, cooperation and sharing of resources within the cultural community and between the cultural community and City of Castlegar.
- .4 Ensure the efficient utilization of existing cultural resources in the community including City of Castlegar owned buildings and other facilities used for cultural activities.
- .5 Encourage the development of new and innovative cultural activities in a coordinated and complementary manner.
- .6 Encourage public and private interest and support for culture to ensure the long term viability of existing and new cultural assets.
- .7 Encourage opportunities for the cultural community to contribute to the community's economic and social development.

22.2 Social Policies

- .1 Monitor the City's quality of life by identifying measures that track progress.
- .2 Foster a high level of communication, engagement and social interaction in the community;
- .3 Continue working to provide universal physical accessibility throughout the community, particularly in public facilities and spaces.
- .4 Identify and undertake initiatives to enhance community identity and pride.

- .5 Ensure that opportunities for social and cultural expression are provided to community members of all ages.
- .6 Partner with the RCMP, committees and community groups to identify and implement crime prevention through building and landscaping design.
- .7 Ensure social and recreational programming is adequate and provides for all ages and abilities.

22.3 Heritage Policies

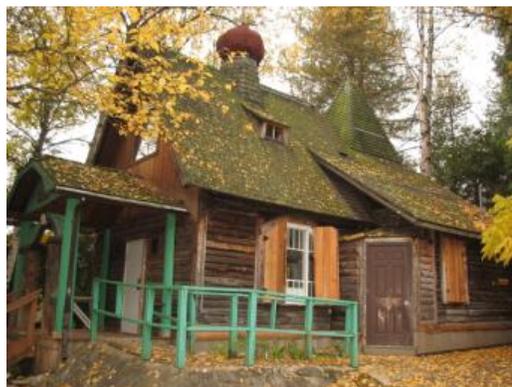
- .1 Preserve and promote heritage by providing adequate public space to house historical records and artifacts.
- .2 Ensure the creation of a comprehensive heritage inventory and establish appropriate strategies to preserve and promote heritage buildings and archaeological places.

22.4 Arts Policies

- .1 Ensure the downtown is identified and supported as the Arts and Cultural heart of the City.
- .2 Strive to open new opportunities for arts and cultural organizations and groups through the development of a comprehensive tool to communicate events, festivals and other activities.
- .3 Ensure that public art exists throughout the City.
- .4 Continue to provide facilities and spaces for affordable, quality cultural activities.
- .5 Maintain and encourage the expansion of sculpture or art walks in the community.
- .6 Encourage the provision of historical walks and boat tours in the community.

22.5 Social and Cultural Action Steps

- .1 Establish a process to identify a long term strategy or plan for protecting, promoting and expanding historical records and artifacts.
- .2 Using the existing Castlegar Cultural Scan, create a formal heritage inventory of buildings and significant places.
- .3 Support the Roles, responsibilities, strategies and implementation steps set out in the City of Castlegar Cultural Policy as adopted by Council in 2011.
- .4 Identify and establish design guidelines or standards for universal accessible streets and public spaces.
- .5 Create an easily accessible master directory of community groups and services.



23.0 LOCAL FOOD PRODUCTION AND SECURITY

Climate change and extreme weather phenomena are likely to cause disruptions to the production and distribution of the global food system, which may negatively impact local food prices and availability. The potential outcomes of these negative impacts are encouraging residents to build a diversified and resilient local food system.



The Castlegar Community Gardens are an excellent example of local food production and food security. Established on City donated land, they are a free, inclusive and user-friendly opportunity for residents to be introduced to gardening and the importance of eating locally. What began as 16 beds in the spring of 2007 has expanded to include 34 raised beds, 4 of which are accessible to the physically disabled. Some of the beds are gardened by the volunteer garden team who donates the produce to the community. These gardens bring people together by building friendships, community pride and skills. A

mentoring program is also offered as part of the Community Garden Program.

The mountainous terrain and lack of available flat, agricultural land means Castlegar will have to work with surrounding communities or at a regional scale to build a truly diversified and resilient local food system. The City currently has no land in the Agricultural Land Reserve.

23.1 Local Food Production and Security Objectives

- .1 Establish a local food system that includes education.
- .2 Work with other communities in the region to establish a broader and more diversified food system.

23.2 Local Food Production and Security Policies

- .1 Encourage senior levels of government with jurisdiction over unincorporated areas to protect viable land for local food production.
- .2 Require the addition of topsoil for lawn and garden areas in residential developments.
- .3 Encourage community gardens in multiple unit residential and mixed use developments.
- .4 Support the viability of the current farmers market by considering an indoor facility to expand the season.

- .5 Encourage backyard gardening by promoting gardens instead of lawns, shared backyards, and providing educational programs.
- .6 Consider the feasibility including community gardens or agricultural food production in City parks and vacant City lands.

23.3 Local Food Production and Security Action Steps

- .1 Implement the recommendations in the "Adapting to Climate Change" Report.
- .2 Develop a grow a row program which encourages land and produce sharing.
- .3 Identify locations for future community gardens.

24.0 TEMPORARY USE PERMITS

The Local Government Act provides that a Community Plan may designate areas where temporary uses may be allowed. Where temporary use areas are designated on the Community Land Use Map or are permitted within the text of this section, Council may, upon application of the owner of the designated land, issue a temporary use permit. Temporary use permits issued by Council, may:

- Provide for use that would otherwise not be permitted;
- Provide for the construction of buildings or structures to accommodate persons who work at the temporary use enterprise;
- Include conditions to ensure that said buildings will be demolished or removed from the land when the permit expires;
- Provide for the restoration of the land by a date specified in the permit; and,
- Require security to guarantee performance of the permit conditions.

Temporary use permits will be considered subject to the following general conditions:

- the use must be clearly temporary or seasonal in nature;
- the temporary use should not create an unacceptable level of negative impact on surrounding permanent uses.

Temporary use permits may be issued for a maximum period of three years; however, the permit may be renewed on a one-time only basis, for a further three-year period.

The list of land use designations that follow are designated as Temporary Use areas:

- Airport;
- Downtown;
- Columbia Avenue Commercial;
- Regional Commercial;
- Regional Commercial Airport;
- Light Industrial;
- Heavy Industrial; and,
- Transition.

25.0 DEVELOPMENT PERMIT AREAS

25.1 Background

The Local Government Act enables municipalities to designate specific areas as Development Permit Areas. In such cases, a development permit would be required prior to the development of a site or area.

As provided in the Act, Development Permit Areas may be designated for the following purposes:

- .1 Protecting the natural environment, its ecosystems and biological diversity.
- .2 Protecting development from hazardous conditions.
- .3 Protection of farming.
- .4 Revitalizing designated commercial areas.
- .5 Regulating form and character of intensive residential development.
- .6 Regulating form and character of commercial, industrial or multi-family residential development.
- .7 Conserving water resources.
- .8 Reducing energy consumption.
- .9 Reducing greenhouse gas emissions.

By varying or supplementing Zoning, Subdivision and Development Servicing, and other Bylaws, Development Permit guidelines provide a wide range of criteria that contribute to the enhancement and improvement of development in Castlegar, particularly the form, scale, character, and sustainability of development.

25.2 Exemptions

A development permit is not required for the following minor alterations:

- .1 Interior renovations.
- .2 Exterior maintenance requiring only the repair or replacement of existing surface materials or colours.
- .3 Changes to plant material in established landscaped areas.
- .4 An alteration which is limited to the addition, replacement or alteration of doors, windows, building trim or roofs.
- .5 Minor exterior alteration or expansion of a building, when the total area of the altered or expanded exterior wall is less than 20% of the entire exterior wall.
- .6 Construction or alteration of signage that meets the City signage regulations.

25.3 Regional Commercial/Light Industrial Development Permit Area

25.3.1 Category

The Regional Commercial/Light Industrial Development Permit Area is designated under Section 919.1 (1): (d) of the *Local Government Act* for the revitalization of an area in which a commercial use is permitted; and (f) of the *Local Government Act* for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

25.3.2 Area

The Regional Commercial/Light Industrial Development Permit Area applies to the areas designated Regional Commercial and Light Industrial shown on Schedule B - Future Land Use Map, that forms part of this Bylaw.

25.3.3 Justification

Development in the Regional Commercial and Light Industrial areas create a strong impression on residents and visitors to the community. It is important that any development within these areas present an attractive appearance as significant and visible areas of the community are designated Regional Commercial and Light Industrial.

The objective of this designation is to ensure that all new development meets a consistently high standard of visual quality in order to improve the appearance of commercial and industrial properties in the City, and to ensure that safe and efficient access is provided.

25.3.4 Guidelines

Development Permits should be issued in accordance with the following:

Design

- .1 Buildings should strive to be architecturally designed in a way that makes a positive, noteworthy, creative and unique contribution to the community.
- .2 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces.
- .3 Building shape, siting, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.
- .4 Roof-lines should relate to adjacent building forms and styles. Varied roof-lines should be used to avoid the appearance of a long, flat building façade.

- .5 Buildings are encouraged to be surfaced with natural building materials. Some use of wood is preferred, but brick, stone or stucco is also acceptable. The use of steel and concrete are permitted but large, unarticulated walls of concrete block, corrugated steel, vinyl siding and similar materials are discouraged.
- .6 Doorway entrances and window frames should be highlighted through vertical façade articulation including roof line accents, the use of awnings or other architectural features.
- .7 Mechanical appurtenances on the rooftop of buildings should be completely screened from public view particularly where they are visible from adjacent roadways.

Landscaping

- .8 A minimum of 2.0m of landscaping shall be provided between parking areas and the road right of way.
- .9 The site should be provided with landscaping in the following areas:
 - Along the property to the edge of roadways,
 - Between buildings and parking areas,
 - Along on-site access roads,
 - Along the sides of buildings, and
 - In other open space areas not required for parking, access roads or walkways.
- .10 The landscaping components should be designed as part of a comprehensive landscaping plan that complements the building and surrounding areas.
- .11 Where appropriate, development should include the planting of trees parallel to the street or highway right-of-way. To help ensure proper growth, the trees should be protected from damage and be of an appropriate species considering relation to power lines.
- .12 For major developments, particularly those with significant frontages, a landscape plan certified by a member of the British Columbia Society of Landscape Architects shall be submitted and accepted by the City if considered appropriate.
- .13 Loading, garbage and on-site storage areas shall be screened and landscaped from view of the highways or adjacent residential or commercial properties.
- .14 Screening should be provided when the development is adjacent to parcels used for residential purposes. Where a landscape screen is considered to be insufficient for protecting the privacy of an adjoining residence, an opaque fence should be installed along the lot line. Chain-link fences with privacy slats are discouraged.
- .15 Garbage containers or recycling bins should be placed in an inconspicuous location with convenient access for the users and collectors. They should be totally enclosed by a fence or other approved structure.
- .16 Encourage the use of native and low water consumption plant species, suitable for the Castlegar region.
- .17 Require in-ground irrigation to promote water conservation and ensure on-going ease of maintenance and quality of landscaping.

Parking

- .18 Parking areas shall include landscaped features to minimize the visual impact of large areas of open asphalt.
- .19 A large parking facility should be divided into smaller clusters and each cluster should be separated with landscaped buffer. For larger developments with outdoor parking facilities, a cast-in-place concrete curb meeting the City standards should be installed along the edge of the pavement.
- .20 Parking should be designed to provide maximum traffic safety for pedestrians and vehicles, and security from vandalism and crime. While one-way vehicle maneuvering aisles should be avoided wherever possible, where such one-way aisles are unavoidable, permanent structures (i.e. curbed islands) and signs directing traffic flows are required.
- .21 Parking should be developed where it is conveniently located for ease and safety of access.
- .22 Shared access and egress points should be encouraged where possible.
- .23 The parking facility and landscaped area should be adequately illuminated.
- .24 Consideration should also be given to accessibility by pedestrians, including those in wheel-chairs.

Signage

- .25 Signage should complement the existing building designs and finishes.
- .26 The location, sizes, shape, type, colour, and graphics of signs and awnings should be determined with careful consideration of the building design, façade and other signs both on the buildings and on the site.
- .27 Free standing signs should be low to the ground, externally lit or unlit, with a landscaped base.

Access

- .28 Safe and efficient pedestrian access around a development should be a priority. This includes ensuring sidewalks connect the sidewalks along a street to the building. Pedestrian access should also be provided through landscape buffers.
- .29 All pedestrian accesses should be universally accessible.
- .30 Access to new development should address safety and congestion issues.
- .31 Access should comply with existing access management plans.
- .32 Access to and from a site shall be provided in a way that will not obstruct the safe movement of vehicles on the roadways. There should be a minimum number of accesses onto all public highways, and efforts should be made by adjoining properties to share a common access to Columbia Avenue.

Crime Prevention Through Environmental Design

- .33 Design shall discourage crime by:
 - Reducing concealment opportunities,

- Providing lighting to minimize dark spaces,
- Placing windows in order to maximize informal surveillance, and
- Providing street addresses that are easy to identify.

Integration with surrounding developments

.34 A phased development should be sited in a manner that, when the surrounding area is completely developed, the existing building could be readily amalgamated into the entire complex by sharing parking, access and other common facilities.

25.4 Airport Development Permit Area

25.4.1 Category

The Airport Development Permit Area is designated under Section 919.1 (1): (a) of the *Local Government Act* for the protection of the natural environment, its ecosystems and biological diversity; and, (f) of the *Local Government Act* for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

25.4.2 Area

The Airport Development Permit Area applies to the areas designated Airport and Regional Commercial Airport as shown on Schedule B - Future Land Use Map, that forms part of this Bylaw.

25.4.3 Justification

The airport area is located on an aquifer that provides domestic water to the Ootischenia Improvement District. Care must be taken in the storage, handling, manufacture, and use of products on sites within the Airport and Regional Commercial Airport areas to avoid contamination of the groundwater system which is the source of domestic water. Development in the Airport area also creates a strong impression on residents and visitors of the surrounding community. It is important that any development within these areas present an attractive appearance particularly to visitors arriving at the airport or along Highway 3.

The objective of this designation is to ensure the protection of the groundwater aquifer supplying water to the Ootischenia Improvement District. Another objective is to ensure that all new development meets a consistently high standard of visual quality in order to improve the appearance of development in the area and address the impact on the neighbouring community, and to ensure that safe and efficient access is provided.

25.4.4 Guidelines

Development Permits should be issued in accordance with the following:

Aquifer Protection

- .1 All applications for a development permit shall be accompanied by a report certified by a Professional Engineer or Geoscientist registered in the province of B.C. and experienced in hydrogeological investigations, including capture zone analysis and groundwater stewardship, if the proposed development will include any of the purposes or activities listed in Schedule 2 of the Contaminated Sites Regulation (B.C. Reg. 375/96).

The purpose of the report is to ensure that hazardous materials storage and handling procedures, facility design and operation will not compromise the integrity of the underlying aquifer. The report shall address site design, and Best Management Practices for sewage disposal and hazardous materials handling, storage, clean-up and disposal.

Specified mitigative measures may include descriptions of physical structures and/or facility-specific operational plans and guidelines. A Surface and Foundation Drainage Plan may be required which shows that storm waters will be appropriately collected and discharged as part of a system designed, certified, and inspected as-built by a Professional Engineer registered in the province of B.C. The location of fuel storage tanks, abandoned or operational water wells, and underground pipelines such as water, wastewater or natural gas shall be identified in the report.

The report, which will form part of the Development Permit terms and conditions, may include recommendations pertaining to registration of a Restrictive Covenant to prohibit particular high risk land uses or activities or to specify other restrictions on use of the property.

The report will be used to assist the City in determining the conditions and requirements it will impose in the Permit.

- .2 A means of on-site sewage disposal shall be approved by the Interior Health Authority and designed, inspected and certified as-built by a Registered Professional Engineer with due consideration of the effluent absorption capability of the soils and local groundwater conditions; and notwithstanding this engineering design, the City may require the installation of a holding tank instead of an on-site sewage disposal system where local conditions warrant.

Design

- .3 Buildings should strive to be architecturally designed in a way that makes a positive, noteworthy, creative and unique contribution to the community.
- .4 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces.
- .5 Building shape, siting, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.
- .6 Roof-lines should relate to adjacent building forms and styles. Varied roof-lines should be used to avoid the appearance of a long, flat building façade.

- .7 Buildings are encouraged to be surfaced with natural building materials. Some use of wood is preferred, but brick, stone or stucco is also acceptable. The use of steel and concrete are permitted but large, unarticulated walls of concrete block, corrugated steel, vinyl siding and similar materials are discouraged.
- .8 Doorway entrances and window frames should be highlighted through vertical façade articulation including roof line accents, the use of awnings or other architectural features.
- .9 Mechanical appurtenances on the rooftop of buildings should be completely screened from public view particularly where they are visible from adjacent roadways.

Landscaping

- .10 A minimum of 2.0m of landscaping shall be provided between parking areas and the road right of way.
- .11 The site should be provided with landscaping in the following areas:
 - Along the property to the edge of roadways,
 - Between buildings and parking areas,
 - Along on-site access roads,
 - Along the sides of buildings, and
 - In other open space areas not required for parking, access roads or walkways.
- .12 The landscaping components should be designed as part of a comprehensive landscaping plan that complements the building and surrounding areas.
- .13 Where appropriate, development should include the planting of trees parallel to the street or highway right-of-way. To help ensure proper growth, the trees should be protected from damage and be of an appropriate species considering relation to power lines.
- .14 For major developments, particularly those with significant frontages, a landscape plan certified by a member of the British Columbia Society of Landscape Architects shall be submitted and accepted by the City if considered appropriate.
- .15 Loading, garbage and on-site storage areas shall be screened and landscaped from view of the highways or adjacent residential or commercial properties.
- .16 Screening should be provided when the development is adjacent to parcels used for residential purposes. Where a landscape screen is considered to be insufficient for protecting the privacy of an adjoining residence, an opaque fence should be installed along the lot line. Chain-link fences with privacy slats are discouraged.
- .17 Garbage containers or recycling bins should be placed in an inconspicuous location with convenient access for the users and collectors. They should be totally enclosed by a fence or other approved structure.
- .18 Encourage the use of native and low water consumption plant species, suitable for the Castlegar region.
- .19 Require in-ground irrigation to promote water conservation and ensure on-going ease of maintenance and quality of landscaping.

Parking

- .20 Parking areas shall include landscaped features to minimize the visual impact of large areas of open asphalt.
- .21 A large parking facility should be divided into smaller clusters and each cluster should be separated with landscaped buffer. For larger commercial developments with outdoor parking facilities, a cast-in-place concrete curb meeting the City standards should be installed along the edge of the pavement.
- .22 Parking should be designed to provide maximum traffic safety for pedestrians and vehicles, and security from vandalism and crime. While one-way vehicle maneuvering aisles should be avoided wherever possible, where such one-way aisles are unavoidable, permanent structures (i.e. curbed islands) and signs directing traffic flows are required.
- .23 Parking should be developed where it is conveniently located for ease and safety of access.
- .24 Shared access and egress points should be encouraged where possible.
- .25 The parking facility and landscaped area should be adequately illuminated.
- .26 Consideration should also be given to accessibility by pedestrians, including those in wheel-chairs.

Signage

- .27 Signage should complement the existing building designs and finishes.
- .28 The location, sizes, shape, type, colour, and graphics of signs and awnings should be determined with careful consideration of the building design, façade and other signs both on the buildings and on the site.
- .29 Free standing signs should be low to the ground, externally lit or unlit, with a landscaped base.

Access

- .30 Safe and efficient pedestrian access around a development should be a priority. This includes ensuring sidewalks connect the sidewalks along a street to the building. Pedestrian access should also be provided through landscape buffers.
- .31 All pedestrian accesses should be universally accessible.
- .32 Access to new development should address safety and congestion issues.
- .33 Access should comply with existing access management plans.
- .34 Access to and from a site shall be provided in a way that will not obstruct the safe movement of vehicles on the roadways. There should be a minimum number of accesses onto all public highways, and efforts should be made by adjoining properties to share a common access to Columbia Avenue.

Crime Prevention Through Environmental Design

- .35 Design shall discourage crime by:
 - Reducing concealment opportunities,

- Providing lighting to minimize dark spaces,
- Placing windows in order to maximize informal surveillance, and
- Providing street addresses that are easy to identify.

Integration with surrounding developments

.36 A phased development should be sited in a manner that, when the surrounding area is completely developed, the existing building could be readily amalgamated into the entire complex by sharing parking, access and other common facilities.

25.5 Columbia Avenue Commercial Development Permit Area

25.5.1 Category

The Columbia Avenue Commercial Development Permit Area is designated under Section 919.1 (1): (d) of the *Local Government Act* for the revitalization of an area in which a commercial use is permitted; and (f) of the *Local Government Act* for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

25.5.2 Area

The Columbia Avenue Commercial Development Permit Area applies to the area designated Columbia Avenue Commercial as shown on Schedule B - Future Land Use Map, which forms part of this Bylaw.

25.5.3 Justification

Development in the Columbia Avenue Commercial areas creates a strong impression on residents and visitors travelling between 17th Street / Woodland Drive and the Downtown. It is important that any development along the Columbia Avenue Corridor presents an attractive appearance as a gateway to the Downtown.

The objective of this designation is to ensure that all new development meets a consistently high standard of visual quality and to ensure that safe and efficient access is provided.

25.5.4 Guidelines

Development Permits issued in this area shall be in accordance with the following guidelines:

Design

- .1 Buildings should strive to be architecturally designed in a way that makes a positive, noteworthy, creative and unique contribution to the community.
- .2 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces.
- .3 Building shape, siting, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.
- .4 Buildings should be located close to the street, although space for pedestrians and outdoor commercial activity is allowed between the building and the street.
- .5 Parking should be located to the rear of the building.
- .6 Buildings should relate well to existing buildings along this corridor that are located close to the street and relate well to pedestrian, cycling and automotive activity along Columbia Avenue.
- .7 For standalone buildings on a site, the front of the building and the main entrance should face the principal street (which in most cases would be Columbia Avenue).
- .8 Where there are two or more buildings on a site, the front of the building and the main entrance may face the principal street or the public open space between the buildings.
- .9 Buildings and vehicle areas should be sited and articulated to provide positive outdoor space for pedestrian and commercial activities such as outdoor sales or eating.
- .10 Roof-lines should relate to adjacent building forms and styles. Varied roof-lines should be used to avoid the appearance of a long, flat building façade.
- .11 Buildings are encouraged to be surfaced with natural building materials. Some use of wood is preferred, but brick, stone or stucco is also acceptable. The use of steel and concrete are permitted but large, unarticulated walls of concrete block, corrugated steel, vinyl siding and similar materials are discouraged.
- .12 Doorway entrances and window frames should be highlighted through vertical façade articulation including roof line accents, the use of awnings or other architectural features.
- .13 Mechanical appurtenances on the rooftop of buildings should be completely screened from public view particularly where they are visible from adjacent roadways.

Landscaping

- .14 A minimum of 2.0m of landscaping shall be provided between parking areas and the road right of way.
- .15 The site should be provided with landscaping in the following areas:
 - Between buildings and parking areas,
 - Along on-site access roads,
 - Along the sides of buildings, and
 - In other open space areas not required for parking, access roads or walkways.

- .16 The landscaping components should be designed as part of a comprehensive landscaping plan that complements the building and surrounding areas.
- .17 Where appropriate, development should include the planting of trees parallel to the street or highway right-of-way. To help ensure proper growth, the trees should be protected from damage. Trees should be of an appropriate species considering relation to power lines.
- .18 For major developments, particularly those with significant frontages, a landscape plan certified by a member of the British Columbia Society of Landscape Architects shall be submitted and accepted by the City if considered appropriate.
- .19 Loading, garbage and on-site storage areas shall be screened and landscaped from view of the highways or adjacent residential or commercial properties.
- .20 Screening should be provided when the development is adjacent to parcels used for residential purposes. Where a landscape screen is considered to be insufficient for protecting the privacy of an adjoining residence, an opaque fence should be installed along the lot line. Chain-link fences with privacy slats are discouraged.
- .21 Garbage containers or recycling bins should be placed in an inconspicuous location with convenient access for the users and collectors. They should be totally enclosed by a fence or other approved structure.
- .22 Encourage the use of native and low water consumption plant species, suitable for the Castlegar region.
- .23 Require in-ground irrigation to promote water conservation and ensure on-going ease of maintenance and quality of landscaping.

Parking

- .24 Parking areas shall include landscaped features to minimize the visual impact of large areas of open asphalt.
- .25 A large parking facility should be divided into smaller clusters and each cluster should be separated with landscaped buffer. For larger commercial developments with outdoor parking facilities, a cast-in-place concrete curb meeting the City standards should be installed along the edge of the pavement.
- .26 Parking should be designed to provide maximum traffic safety for pedestrians and vehicles, and security from vandalism and crime. While one-way vehicle maneuvering aisles should be avoided wherever possible, where such one-way aisles are unavoidable, permanent structures (i.e. curbed islands) and signs directing such traffic flows are required.
- .27 Parking should be developed where conveniently located for ease and safety of access.
- .28 Shared access and egress points should be encouraged where possible.
- .29 Shared parking facilities should be considered if it can facilitate shared access points.
- .30 The parking facility and landscaped area should be adequately illuminated.
- .31 Consideration should also be given to accessibility by pedestrians, including those in wheel-chairs.

Signage

- .32 Signage should complement the existing building designs and finishes
- .33 Signage on buildings is encouraged and free standing signs are discouraged.
- .34 The location, sizes, shape, type, colour, and graphics of signs and awnings should be determined with careful consideration of the building design, façade and other signs both on the buildings and on the site.
- .35 If free standing signs are constructed, then they should be low to the ground, externally lit or unlit, with a landscaped base.

Access

- .36 Safe and efficient pedestrian access around a development should be a priority. This includes ensuring sidewalks connect the sidewalks along a street to the building. Pedestrian access should also be provided across landscape buffers in appropriate locations.
- .37 All pedestrian accesses should be universally accessible.
- .38 Access to new development should address safety and congestion issues.
- .39 Access should comply with existing access management plans.
- .40 Access to and from a site shall be provided in a way that will not obstruct safe movement of vehicles on the roadways. There should be a minimum number of accesses onto all public highways, and efforts should be made by adjoining properties to share a common access to Columbia Avenue.

Crime Prevention Through Environmental Design

- .41 Design shall discourage crime by:
 - Reducing concealment opportunities,
 - Providing lighting to minimize dark spaces,
 - Placing windows in order to maximize informal surveillance, and
 - Providing street addresses that are easy to identify.

Integration with surrounding developments

A phased development should be sited in a manner that, when the surrounding area is completely developed, the existing building could readily be amalgamated into the entire complex by sharing parking, access and other common facilities.

25.6 Transition Development Permit Area

25.6.1 Category

The Transition Development Permit Area is designated under Section 919.1 (1): (d) of the *Local Government*

Act for the revitalization of an area in which a commercial use is permitted; and (f) of the *Local Government Act* for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

25.6.2 Area

The Transition Development Permit Area applies to the area designated Transition as shown on Schedule B - Future Land Use Map, that forms part of this Bylaw.

25.6.3 Justification

Development in the Transition areas creates a strong impression on residents and visitors to the community. It is important that any development within these areas present an attractive appearance as significant areas of the community.

The objective of this designation is to enhance the appearance of developments having public view, to ensure that all new development meets a consistently high standard of visual quality, to improve the appearance of highway and service commercial properties in the City, and to ensure that safe and efficient access is provided. The objective is also to ensure that the area is visually appealing and functions well as it changes through the transition process. The area should look good and work well both during and after the years-long transition process.

25.6.4 Guidelines

Development Permits issued in this area shall be in accordance with the following guidelines:

Design

- .1 Buildings should strive to be architecturally designed in a way that makes a positive, noteworthy, creative and unique contribution to the community.
- .2 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces.
- .3 Building shape, siting, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.
- .4 Roof-lines should relate to adjacent building forms and styles. Varied roof-lines should be used to avoid the appearance of a long, flat building façade. For example, buildings should step down and roof lines should be sloped down to fit well and allow for a respectful transition to adjacent properties.
- .5 New buildings should be designed in such a manner that recognizes this is an area undergoing transition; new buildings should respect and relate well to existing buildings. For example a new building should not present a two storey blank concrete wall to an existing home and yard in the area.

- .6 The site layout and building design should work well with the existing buildings and also function well once the area has redeveloped
- .7 The building and site layout should have parking areas located to the rear or the side of the building rather than the front of the building.
- .8 The development should make effective use of existing buildings on the site where feasible.
- .9 The design of buildings should reflect the positive elements of existing buildings in the area, to provide some connection with existing architecture, while still incorporating new design elements.
- .10 The site should be designed to foster good pedestrian and cycling access as transitional development occurs in the area.
- .11 Buildings are encouraged to be surfaced with natural building materials. Some use of wood is preferred, but brick, stone or stucco is also acceptable. The use of steel and concrete are permitted but large, unarticulated walls of concrete block, corrugated steel, vinyl siding and similar materials are discouraged.
- .12 Doorway entrances and window frames should be highlighted through vertical façade articulation including roof line accents, the use of awnings or other architectural features.
- .13 Mechanical appurtenances on the rooftop of buildings should be completely screened from public view particularly where they are visible from adjacent roadways.
- .14 Consideration should be given to green roofs to soften the impact of the building from adjacent roadways and contribute to energy efficient design.

Landscaping

- .15 A minimum of 2.0m of landscaping shall be provided between parking areas and the road right of way.
- .16 The site should be provided with landscaping in the following areas:
 - Along the property to the edge of roadways,
 - Between buildings and parking areas,
 - Along on-site access roads,
 - Along the sides of buildings, and
 - In other open space areas not required for parking, access roads or walkways.
- .17 The landscaping components should be designed as part of a comprehensive landscaping plan that complements the building and surrounding areas.
- .18 Where appropriate, development should include the planting of trees parallel to the street or highway right-of-way. To help ensure proper growth, the trees should be protected from damage and be of an appropriate species considering relation to power lines.
- .19 For major developments, particularly those with significant frontages, a landscape plan certified by a member of the British Columbia Society of Landscape Architects shall be submitted and accepted by the City if considered appropriate.

- .20 Loading, garbage and on-site storage areas shall be screened and landscaped from view of the highways or adjacent residential or commercial properties.
- .21 Screening should be provided when the development is adjacent to parcels used for residential purposes. Where a landscape screen is considered to be insufficient for protecting the privacy of an adjoining residence, an opaque fence should be installed along the lot line. Chain-link fences with privacy slats are discouraged.
- .22 Garbage containers or recycling bins should be placed in an inconspicuous location with convenient access for the users and collectors. They should be totally enclosed by a fence or other approved structure.
- .23 Encourage the use of native and low water consumption plant species, suitable for the Castlegar region.
- .24 Require in-ground irrigation to promote water conservation and ensure on-going ease of maintenance and quality of landscaping.

Parking

- .25 Parking areas shall include landscaped features to minimize the visual impact of large areas of open asphalt.
- .26 A large parking facility should be divided into smaller clusters and each cluster should be separated with a landscaped buffer. For larger commercial developments with outdoor parking facilities, a cast-in-place concrete curb meeting the City standards should be installed along the edge of the pavement.
- .27 Parking should be designed to provide maximum traffic safety for pedestrians and vehicles, and security from vandalism and crime. While one-way vehicle maneuvering aisles should be avoided wherever possible, where such one-way aisles are unavoidable, permanent structures (i.e. curbed islands) and signs directing such maneuver flows are required.
- .28 Parking should be developed where conveniently located for ease and safety of access.
- .29 Shared access and egress points should be encouraged where possible.
- .30 The parking facility and landscaped area should be adequately illuminated.
- .31 Consideration should also be given to accessibility by pedestrians, including those in wheel-chairs.

Signage

- .32 Signage should complement the existing building designs and finishes.
- .33 The location, sizes, shape, type, colour, and graphics of signs and awnings should be determined with careful consideration of the building design, façade and other signs both on the buildings and on the site.
- .34 Free standing signs should be low to the ground, externally lit or unlit, with a landscaped base.

Access

- .35 Safe and efficient pedestrian access around a development should be a priority. This includes ensuring sidewalks connect the sidewalks along a street to the building. Pedestrian access should also be provided through landscape buffers.
- .36 All pedestrian accesses should be universally accessible.
- .37 Access to new development should address safety and congestion issues.
- .38 Access should comply with existing access management plans.
- .39 Access to and from a site shall be provided in a way that will not obstruct safe movement of vehicles on the roadways. There should be a minimum number of accesses onto all public highways, and efforts should be made by adjoining properties to share a common access to Columbia Avenue.

Crime Prevention Through Environmental Design

- .40 Design shall discourage crime by:
- Reducing concealment opportunities,
 - Providing lighting to minimize dark spaces,
 - Placing windows in order to maximize informal surveillance, and
 - Providing street addresses that are easy to identify.

Integration with surrounding developments

- .41 A phased development should be sited in a manner that, when the surrounding area is completely developed, the existing building could be readily amalgamated into the entire complex by sharing parking, access and other common facilities.

25.7 Downtown Development Permit Area

25.7.1 Category

The Downtown Development Permit Area is designated under Section 919.1 (1): (d) of the *Local Government Act* for the revitalization of an area in which a commercial use is permitted; and (f) of the *Local Government Act* for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

25.7.2 Area

The Downtown Development Permit Area applies to the area designated Downtown as shown on Schedule B - Future Land Use Map, which forms part of this Bylaw.

25.7.3 Justification

The Downtown area is the historical, commercial and cultural heart of Castlegar and the surrounding market area. The visual impression of this Downtown area forms a strong part of the community's identity. Council would like to ensure that the visual character of the Downtown area improves as development occurs over time.

The objective of this Permit Area is to ensure that new development enhances the appearance of the Downtown and meets a consistently high standard of visual quality.

25.7.4 Guidelines

Development Permits issued in this area shall be in accordance with the following guidelines:

Design

- .1 Buildings in Downtown Castlegar, the area that was refurbished by the Downtown Revitalization Program from 1993 to 1996, should be consistent with the design theme of "Clean and Green" as described in the City's Building Design Guidelines written by Mainstreet Consulting Associates (Robert Inwood) in 1992, and as fine-tuned and adjusted from time to time.
- .2 Buildings should strive to be architecturally designed in a way that makes a positive, noteworthy, creative and unique contribution to the community.
- .3 Monolithic structures and long expanses of straight walls should be avoided. Large buildings should be designed in a way that creates the impression of smaller units and less bulk by building jogs and irregular faces.
- .4 In downtown areas, the City would like to encourage buildings that are two storeys or greater, or if the building is only one storey, it is designed to create the impression of a higher building.
- .5 In the downtown, the City would like to encourage buildings to cover a significant portion of the parcel.
- .6 In downtown areas, buildings are generally encouraged to be close to the sidewalk, however, the City wants to encourage a variety of setbacks in order to create spaces for plazas, benches and other landscaping features.
- .7 The ground floor should have a strong pedestrian orientation with windows, recesses and attractive entrance features.
- .8 Building shape, siting, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.
- .9 Roof-lines should relate to adjacent building forms and styles. Varied roof-lines should be used to avoid the appearance of a long, flat building façade.
- .10 Buildings are encouraged to be surfaced with natural building materials. Some use of wood is preferred, but brick, stone or stucco is also acceptable. The use of steel and concrete are permitted but large, unarticulated walls of concrete block, corrugated steel, vinyl siding and similar materials are discouraged.

- .11 Doorway entrances and window frames should be highlighted through vertical façade articulation including roof line accents, the use of awnings or other architectural features.
- .12 Mechanical appurtenances on the rooftop of buildings should be completely screened from public view particularly where they are visible from adjacent roadways.

Landscaping

- .13 A minimum of 2.0m of landscaping shall be provided between parking areas and the street.
- .14 The site should be provided with landscaping in the following areas:
- Along the property to the edge of roadways, if the buildings are set back from the roadways,
 - Between buildings and parking areas,
 - Along on-site access roads,
 - Along the sides of buildings if the buildings are set back from property lines, and
 - In other open space areas not required for parking, access roads or walkways.
- .15 The landscaping components should be designed as part of a comprehensive landscaping plan that complements the building and surrounding areas.
- .16 Where appropriate, development should include the planting of trees parallel to the street or highway right-of-way. . To help ensure proper growth, the trees should be protected from damage and be of an appropriate species considering relation to power lines.
- .17 For major developments, particularly those with significant frontages, a landscape plan certified by a member of the British Columbia Society of Landscape Architects shall be submitted and accepted by the City if considered appropriate.
- .18 Loading, garbage and on-site storage areas shall be screened and landscaped from view of the highways or adjacent residential or commercial properties.
- .19 Screening should be provided when the development is adjacent to parcels used for residential purposes. Where a landscape screen is considered to be insufficient for protecting the privacy of an adjoining residence, an opaque fence should be installed along the lot line. Chain-link fences with privacy slats are discouraged.
- .20 Garbage containers or recycling bins should be placed in an inconspicuous location with convenient access for the users and collectors. They should be totally enclosed by a fence or other approved structure.
- .21 Encourage the use of native and low water consumption plant species, suitable for the Castlegar region.
- .22 Require in-ground irrigation to promote water conservation and ensure on-going ease of maintenance and quality of landscaping.

Parking

- .23 Parking areas shall include landscaped features to minimize the visual impact of large areas of open asphalt.
- .24 A large parking facility should be divided into smaller clusters and each cluster should be separated with landscaped buffer. For larger commercial developments with outdoor parking facilities, a cast-in-place concrete curb meeting the City standards should be installed along the edge of the pavement.
- .25 Parking should be designed to provide maximum traffic safety for pedestrians and vehicles, and security from vandalism and crime. While one-way vehicle maneuvering aisles should be avoided wherever possible, where such one-way aisles are unavoidable, permanent structures (i.e. curbed islands) and signs directing such traffic flows are required.
- .26 Parking should be developed where conveniently located for ease and safety of access.
- .27 Shared access and egress points should be encouraged where possible.
- .28 The parking facility and landscaped area should be adequately illuminated.
- .29 Consideration should also be given to accessibility by pedestrians, including those in wheel-chairs.

Signage

- .30 Signage should complement the existing building designs and finishes.
- .31 The location, sizes, shape, type, colour, and graphics of signs and awnings should be determined with careful consideration of the building design, façade and other signs both on the buildings and on the site.
- .32 Free standing signs are strongly discouraged.

Access

- .33 Safe and efficient pedestrian access around a development should be a priority. This includes ensuring sidewalks connect the sidewalks along a street to the building. Pedestrian access should also be provided through landscape buffers.
- .34 All pedestrian accesses should be universally accessible.
- .35 Access to new development should address safety and congestion issues.
- .36 Access should comply with existing access management plans.
- .37 Access to and from a site shall be provided in a way that will not obstruct safe movement of vehicles on the roadways. There should be a minimum number of accesses onto all public highways, and efforts should be made by adjoining properties to share a common access.

Crime Prevention through Environmental Design

- .38 Design shall discourage crime by:
 - Reducing concealment opportunities,
 - Providing lighting to minimize dark spaces,

- Placing windows in order to maximize informal surveillance, and
- Providing street addresses that are easy to identify.

Integration with surrounding developments

.39 A phased development should be sited in a manner that, when the surrounding area is completely developed, the existing building could be readily amalgamated into the entire complex by sharing parking, access and other common facilities.

25.8 Multiple Family Development Permit Area

25.8.1 Category

The Multiple family Development Permit Area is designated under Section 919.1 (1) (f) of the *Local Government Act* for the establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

25.8.2 Area

The Multiple Family Development Permit Area is the area designated Medium Density Residential as shown on Schedule B - Future Land Use Map, which forms part of this Bylaw.

25.8.3 Justification

Multiple family developments can have a significant impact on the character of an area. Many Multiple Family developments are located in areas next to major roadways, areas next to low density residential use, and areas going through a transition from low density residential to multiple family residential use. Because of their prominent size and location, multiple family developments can have a significant visual impact on the surrounding area.

Good design guidelines can help ensure that the development enhances the area rather than create issues between existing residents and the new development.

The objective of this designation is to ensure that multiple family developments are attractive and compatible with the surrounding area.

25.8.4 Guidelines

Development Permits issued in this area shall be in accordance with the following guidelines:

Design

- .1 The siting, scale and massing of buildings should be consistent with adjacent development and prevailing neighbourhood character. Where larger multiple family developments meet single family residential developments, roof lines should slope down and building shapes should be stepped down to meet the height of the adjacent single family development.
- .2 Buildings should strive to be architecturally designed in a way that makes a positive, noteworthy, creative and unique contribution to the community.
- .3 Monolithic structures and long expanses of straight walls should be avoided. Second and third storeys should be stepped back, especially when adjacent to single storey developments.
- .4 Large buildings should be designed to create the impression of smaller units and less bulk by encouraging architectural treatments for roof systems, façade relief and variety between sections.
- .5 Building shape, siting, architectural features and exterior finish should be sufficiently varied to create interest and avoid a monotonous appearance.
- .6 Sloping roof lines are encouraged.
- .7 Multiple family dwellings that look like rectangular boxes with flat roofs will not be accepted.
- .8 Buildings are encouraged to be surfaced with natural building materials. Some use of wood is preferred, but brick, stone or stucco is also acceptable. The use of steel and concrete are permitted but large, unarticulated walls of concrete block, corrugated steel, vinyl siding and similar materials are discouraged.
- .9 Buildings clad entirely in vinyl siding are discouraged; if vinyl siding is used, it should be combined with significant amounts of other material in order to avoid expansive areas of featureless vinyl siding.
- .10 Three storey developments are encouraged to set back the third storey from roadways, lanes and lower density residential areas. These setbacks allow for usable outdoor space while retaining a sense of privacy for adjacent lower density residential uses.
- .11 Clustering and other creative spatial arrangements with common open areas and facilities are encouraged. These types of housing should be designed to promote visual quality and interest, efficient use of land and building materials, community interaction and amenities, and natural drainage and environmental management systems.
- .12 Doorway entrances and window frames should be highlighted through vertical façade articulation including roof line accents, the use of awnings or other architectural features.
- .13 Mechanical appurtenances on the rooftop of buildings should be completely screened from public view particularly where they are visible from adjacent roadways.
- .14 Consideration should be given to green roofs to contribute to energy efficient design.

Landscaping

The site should be provided with screening in the form of walls, fencing, hedging, planting other screening materials or a combination of materials in the following areas:

- .15 Between parking areas and the street a minimum of 2.0m of landscaping shall be provided either on private land or the City roadway right of way property.

- .16 The site should be provided with landscaping in the following areas:
- Along the property to the edge of roadways, if the buildings are set back from the roadways,
 - Between buildings and parking areas,
 - Along on-site access roads,
 - Along the sides of buildings if the buildings are set back from property lines, and
 - In other open space areas not required for parking, access roads or walkways.
- .17 The landscaping components should be designed as part of a comprehensive landscaping plan that complements the building and surrounding areas.
- .18 Where appropriate a development should include the planting of trees parallel to the street or highway right-of-way. To help ensure proper growth, the trees should be protected from damage and be of an appropriate species considering relation to power lines.
- .19 Loading, garbage and on-site storage areas shall be screened and landscaped from view of the highways or adjacent residential or commercial properties.
- .20 Garbage containers or recycling bins should be placed in an inconspicuous location with convenient access for the users and collectors. They should be totally enclosed by a fence or other approved structure.
- .21 Encourage the use of native and low water consumption plant species, suitable for the Castlegar region.
- .22 Consider in-ground irrigation where appropriate to promote water conservation and ensure on-going ease of maintenance and quality of landscaping.

Parking

- .23 Parking areas shall include landscaped features to minimize the visual impact of large areas of open asphalt.
- .24 A large parking facility should be divided into smaller clusters and each cluster should be separated with landscaped buffer. For larger commercial developments with outdoor parking facilities, a cast-in-place concrete curb meeting the City standards should be installed along the edge of the pavement.
- .25 Parking should be designed to provide maximum traffic safety for pedestrians and vehicles, and security from vandalism and crime. While one-way vehicle maneuvering aisles should be avoided wherever possible, where such one-way aisles are unavoidable, permanent structures (i.e. curbed islands) and signs directing such traffic flows are required.
- .26 Parking should be developed where conveniently located for ease and safety of access.
- .27 Shared access and egress points should be encouraged where possible.
- .28 The parking facility and landscaped area should be adequately illuminated.
- .29 Consideration should also be given to accessibility by pedestrians, including those in wheel-chairs.

Signage

- .30 Signage should complement the existing building designs and finishes.
- .31 The location, sizes, shape, type, colour, and graphics of signs and awnings should be determined with careful consideration of the building design, façade and other signs both on the buildings and on the site.
- .32 Free standing signs should be low to the ground, externally lit or unlit, with a landscaped base.

Access

- .33 Safe and efficient pedestrian access around a development should be a priority. This includes ensuring sidewalks connect the sidewalks along a street to the building. Pedestrian access should also be provided through landscape buffers.
- .34 All pedestrian accesses should be universally accessible.
- .35 Access to new development should address safety and congestion issues.
- .36 Access should comply with existing access management plans.
- .37 Access to and from a site shall be provided in a way that will not obstruct safe movement of vehicles on the roadways. There should be a minimum number of accesses onto all public highways, and efforts should be made by adjoining properties to share a common access

Crime Prevention Through Environmental Design

- .38 Design shall discourage crime by:
 - Reducing concealment opportunities,
 - Providing lighting to minimize dark spaces,
 - Placing windows in order to maximize informal surveillance, and
 - Providing street addresses that are easy to identify.

25.9 Energy, Water and GHG Reduction Development Permit Area

25.9.1 Category

The Energy, Water and GHG Reduction Development Permit Area is designated under, Section 919.1 (1) (h) (energy conservation), Section 919.1 (1) (i) (water conservation), and Section 919.1 (1) (j) (reduction of greenhouse gas emissions), of the Local Government Act.

25.9.2 Area

- .1 The Energy, Water and GHG Reduction Development Permit Area apply to the areas designated in Schedule B - Future Land Use Map, as:
 - Medium Density Residential
 - Airport;

- Downtown;
- Columbia Avenue Commercial;
- Regional Commercial;
- Regional Commercial Airport;
- Light Industrial;
- Heavy Industrial; and,
- Transition.

25.9.3 Justification

The City is committed to addressing sustainability and climate change. Government, civic, commercial, multiple family, institutional, and industrial areas can significantly influence the amount of greenhouse gases emitted, and water and energy consumed in Castlegar. By implementing a variety of guidelines, these forms of development can reduce water and energy consumption and thereby the amount of greenhouse gasses emitted.

The objective of this designation is to ensure that new development conserves energy and water, thereby reducing the amounts of GHG emissions, and contributing in a positive way to making Castlegar a resilient and sustainable community.

25.9.4 Guidelines

Development Permits issued in this area shall be in accordance with the following guidelines:

Layout and design features

- .1 Where possible and within the existing block pattern, new buildings should be designed (oriented and sited) to take maximum advantage of passive solar energy.
- .2 Where possible, provide landscaping that protects from direct sunlight in the afternoon hours or during the summer, and permits sunlight penetration in the winter.
- .3 Where feasible, the reuse of local materials or environmentally sourced materials is encouraged for both the interior and the exterior of the building.
- .4 Natural ventilation for buildings should be used as much as possible and energy efficient windows should be installed.
- .5 Irrigation of landscaped areas should use building run-off where possible (downspouts connected to the irrigation system).

Building features

- .6 As much as possible, mitigate radon in new development.

- .7 Buildings should strive to be engineered in a way that they are environmentally friendly and a positive, noteworthy, creative and unique contribution to the community.

Stormwater Management

- .8 As much as possible, stormwater should be detained on-site with slow release, as a means to stagger stormwater runoff, particularly from parking lots and large flat roof structures.
- .9 Strongly encourage the use of bioswales as linear retention basins and native wetland plants to move run-off as slowly as possible and help biologically break down pollutants.

Water Conservation

The Applicant must appoint a Qualified Professional to create and submit a Landscape Plan and supervise installation to produce a landscape installation that:

- .10 Groups planting areas into 'hydrozones' of high, medium and low or unirrigated/unwatered areas. A plan diagram and table showing the extent and area of hydrozones in the project must be submitted showing the appropriate use of plant material, including:
- plant suitability,
 - survival rate,
 - growth habit,
 - size,
 - disease resistance,
 - grouping plants with similar water demands,
 - Provides site grading of landscape areas that minimizes disruption of natural drainage patterns, soil erosion, runoff, and water waste by keeping irrigation and normal rainfall within property lines and landscape areas, and
 - Implements stormwater best management practices such as absorbent landscape, infiltration swales, and rain gardens into the landscape and grading to minimize runoff and to increase on-site retention and infiltration.
- .11 Maximizes the percentage of landscape area that is unirrigated/unwatered, commensurate with landscape aesthetics and plant survival e.g. using unplanted stone or organic mulch.
- .12 Maximizes the use of vegetation that has low water-use requirements after the establishment period, through retention of existing vegetation or new plantings, e.g. native vegetation, wildflower meadow, rough grass, and xeriscape species.
- .13 Minimizes mown turf areas that are high water use areas - substituting with areas of groundcover or unplanted mulch.
- .14 Ensures landscape installation standards including growing medium depth and quality meet the requirements of the BC Landscape Standard (Latest Edition) and/or the Master Municipal Construction

Document (Gold Book Edition). A submitted soils report or notes on the plans will indicate proposed growing medium depth, amendments, and reference or custom specification.

.15 Provides mulch cover to shrub and groundcover areas, to reduce evaporation from soil.

.16 Uses re-circulated water systems for any water features such as pools and fountains.

If irrigation is to be installed, the Applicant shall appoint a Qualified Professional to create and submit an Irrigation Plan and supervise installation to produce an irrigation system that:

.17 Groups irrigation circuits/ zones into 'hydrozones' of high, medium and low or unirrigated areas consistent with the landscape planting plan.

.18 Uses reclaimed or recycled water or rainwater capture from roofs or rain barrels for outdoor water use when such is available.

.19 Employs drip or low volume irrigation where practical to meet the watering needs of hydrozones.

.20 Uses surface or subsurface drip irrigation or low volume irrigation technology to water long, narrow or irregularly shaped areas.

Energy Conservation

.21 Passive Solar Design elements should be incorporated that facilitate the retention of solar heat through either direct-gain, indirect-gain or both approaches.

.22 Green roofs are encouraged to reduce heating and cooling needs, enhance biodiversity, reduce fire hazards, and realize other benefits.

.23 Roofing Material should incorporate the use of materials that absorb less sunlight, such as light coloured materials.

.24 Orientation - Buildings should be oriented to the street. However, when the main axis of the building is within 15 degrees of due south, use of solar thermal and solar voltaic modules is strongly encouraged.

.25 Landscaping - In order to improve the energy performance of the building, landscaping should be designed to shield buildings from the strong prevailing wind and to not block solar access for south facing walls and windows.

.26 Renewable Energy Generation - It is strongly encouraged that all buildings over 5,000 square feet meet at least 10% of their annual combined lighting, space heating and water heating energy demand using one or more of the following renewable energy generation technologies: solar thermal hot water heaters; solar photo-voltaic (PV) panels; micro-wind turbines; and ground-source heat pumps.

25.10 21st Street Steep Slope Development Permit Area

25.10.1 Category

The 21st Street Steep Slope Development Permit Area is designated under Section 919.1 (1) (b) of the *Local Government Act* for the protection of development from hazardous conditions.

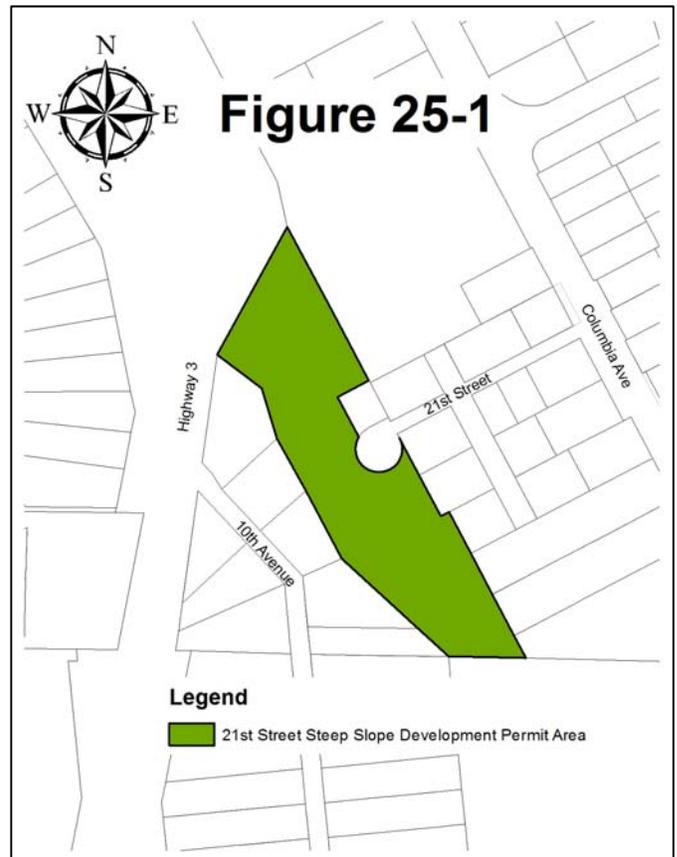
25.10.2 Area

The 21st Street Steep Slope Development Permit Area is the area shown on figure 25-1, which forms part of this Bylaw.

25.10.3 Justification

Properties within the 21st Street Steep Slope Development Permit Area are located on slopes with grades steeper than 30 percent. These steep sloped areas could affect visual quality, the environment, and safety related to development. These lands present special challenges in terms of slope instability, soil erosion, storm water drainage, groundwater management, and other environmental and visual impacts.

Protecting surrounding areas from the creation of hazardous conditions is the objective of this Development Permit Area.



25.10.4 Guidelines

Development Permits issued in this area shall be in accordance with the following guidelines:

.1 All applications for a development permit shall be accompanied by a report certified by a Professional Engineer or Geoscientist registered in the province of B.C. and experienced in hydrogeological investigations. The purpose of the report is to ensure that alterations to the site will not compromise the integrity of the steep slopes. The report shall address site design, and Best Management Practices for erosion and sediment control.

A Surface and Foundation Drainage Plan may be required which shows that storm water will be appropriately collected and discharged as part of a system designed, certified, and inspected as-built by a Professional Engineer registered in the province of B.C. The location of development and tree removals shall be identified in the report.

The report, which will form part of the Development Permit terms and conditions, may include recommendations pertaining to registration of a Restrictive Covenant to prohibit particular high risk land uses or activities or to specify other restrictions on use of the property.

.2 The report will be used to assist the City in determining the conditions and requirements it will impose in the Permit.

- .3 No excavation of filling shall be undertaken, nor any building or permanent structure erected, constructed or placed except in accordance with the recommendations in the report.
- .4 Minimize the removal of trees.
- .5 Minimize slope alterations and retain the natural terrain and topography of the site.
- .6 Erosion and sediment impacts should be managed during and after construction according to measures prescribed in the most current provincial Best Management Practices, and amendments thereto, or other standards or guidelines of the City of Castlegar.
- .7 Avoid any disturbance of native vegetation and wherever possible retain existing native vegetation within the development area(s) and encourage the planting of native and appropriate plant landscaping in disturbed areas.
- .8 May require the registration of restrictive covenants for areas that have been identified as hazardous.
- .9 Require rock fall mitigation recommendations for rock fall hazards on the subject, adjacent and potentially affected properties.

26.0 DEVELOPMENT APPROVAL INFORMATION

26.1 Development Approval Information Required

For the purpose of section 920.01 of the *Local Government Act*, development approval information may be required under any of the following circumstances:

- .1 The development results in any of the following:
 - A change in Official Community Plan land use designation,
 - A change in zoning,
 - A requirement for a development permit, or
 - A requirement for a temporary commercial or industrial use permit.
- .2 The development may result in impacts on:
 - Transportation patterns and traffic flow,
 - Infrastructure including sewer, water, roads, drainage, street lighting, and other infrastructure,
 - Public facilities such as schools and parks,
 - Community services, or
 - The natural environment.
- .3 The development could result in other impacts that may be of concern to the residents of Castlegar, City Staff or Council.

26.2 Objectives

The main objective of the specification is to ensure that appropriate studies and information are provided to the City prior to development, in order for the City to evaluate the impact of the development on the community.

26.3 Studies Required

The types of studies that may be required include, but are not limited to, the following:

- .1 Transportation impact studies.
- .2 Infrastructure impact studies.
- .3 Studies on the impacts on public facilities.
- .4 Studies on the impacts on community services.

- .5 Environmental impact studies.
- .6 Studies that identify the impacts on other matters that are a concern to the residents of Castlegar, City Staff or Council.

27.0 INTERGOVERNMENTAL RELATIONSHIPS

Castlegar is surrounded by a number of rural settlements which are unincorporated. The proximity to these communities presents synergistic opportunities for the City and the Regional District of Central-Kootenay (RDCK). Yet, like other communities, the contradicting land use objectives between the two authorities do not easily allow for cooperative and coherent planning.

The City of Castlegar is committed to establishing a regionally-focused land use planning and economic development strategy. This can only be achieved through positive communication with the RDCK, as well as with neighboring municipalities.

27.1 Objectives

Council's objectives are as follows:

- .1 Work cooperatively with the RDCK and neighbouring municipalities to strengthen relationships and reconcile contradicting land use strategies.

27.2 Policies

Council's policies are as follows:

- .1 Support a joint effort to achieve a regional growth strategy with particular reference to the fringe areas abutting the City of Castlegar.
- .2 Support the potential expansion of City boundaries or incorporation of adjacent areas subject to the completion of required boundary extension or boundary restructure studies.
- .3 Ensure that peripheral development outside of the City's boundary is not serviced by City water supply.

27.3 Action Steps

- .1 Analyze the potential for a City boundary expansion in conjunction with the Regional District.
Develop a Regional Growth Strategy in collaboration with the Regional District.

28.0 IMPLEMENTATION

Implementation is the key to moving objectives, policies and actions in the Official Community Plan forward. The table below summarizes the action steps from each section of the OCP.

Table 28.1 – Implementation

Action Step
<i>Environmental Responsibility and Stewardship</i>
.1 Create a Community Energy Plan
.2 Create an environmental responsibility and stewardship education and awareness campaign
.3 Partner on a voluntary cooperative management agreement to reduce point source emissions
.4 Investigate the opportunities and capitalize on water, wind and solar resources
.5 Develop a sustainable water policy
.6 Continue to implement universal water metering
.7 Identify other municipal facilities to retrofit for water and energy conservation
.8 Investigate opportunities to regulate the installation of radon ventilation in new buildings
.9 Require new development to be Solar power ready
.10 Monitor the effectiveness of the Anti-idling bylaw
.11 Establish a street tree program
.12 Amend the Subdivision and Development Servicing bylaw to include street trees
.13 Restrict back yard burning
.14 Work with Min of Environment to optimize air quality reporting
<i>Residential</i>
.1 Develop an infill development strategy
.2 Determine if the regulation of the resale price of new affordable units is appropriate in Castlegar.
.3 Explore special needs housing requirements in secondary suites
.4 Develop an Affordable Housing Strategy
.5 Advocate for increased funding for affordable housing projects
.6 Assess market demand for single detached dwellings
.7 Evaluate home based business opportunities in multiple unit buildings
.8 Evaluate appropriateness of secondary suites in Duplexes
.9 Develop a sustainable development checklist
.10 Prepare a feasibility analysis for LEED development
.11 Identify sites for community gardens and plazas
<i>Downtown</i>
.1 Develop a market strategy and brand for downtown
.2 Develop a program to increase consumer and pedestrian traffic downtown
<i>Commercial</i>

Action Step

- .3 Develop a commercial growth strategy

Transition

- .1 Prepare a feasibility assessment for land acquisition

Airport

- .1 Prepare material to educate Staff and Developers of Federal restrictions for development near airports
- .2 Develop a market strategy for the airport

Industrial

- .1 Identify industrial development potential by undertaking a strategic planning and economic development analysis
- .2 Conduct an industrial land needs assessment to determine light and heavy industry needs.

Institutional

- .1 Establish an Educational Advisory Committee
- .2 Complete an institutional community needs assessment

Urban Reserve

- .1 Review and update the Zoning Bylaw to preserve Urban Reserve designations
- .2 Adopt a bylaw to preserve trees on private Urban Reserve

Parks and Open Space

- .1 Prepare a Twin Rivers Park Master Plan
- .2 Complete a Park and Open Space Master Plan
- .3 Assess funding options for acquisition and development of new parks and open spaces
- .4 Assess feasibility of including a Parkland Development Cost Charge.
- .5 Assess support for a bylaw to restrict pesticide use on private lands.

Natural Environment and Hazardous Areas

- .1 Assess feasibility of creating a bylaw that regulates vegetation removal on private property.
- .2 Develop a Columbia River front protection plan
- .3 Establish a Hazardous Area Development Permit Area

Transportation

- .1 Identify active transportation funding strategies
- .2 Develop active transportation educational programs
- .3 Assess the feasibility of a Columbia River pedestrian bridge
- .4 Investigate the use of existing rail lines for transit
- .5 Undertake a comprehensive traffic study of Columbia Avenue
- .6 Identify and extend necessary infrastructure to the airport
- .7 Plan for industry and business growth at the airport

Infrastructure

- .1 Analyze water meter data for system performance
- .2 Prepare a Master Sanitary Plan
- .3 Implement the recommendations in the "Adapting to Climate Change" report

Sand and Gravel

Action Step

- .1 Assess local sand and gravel supply and demand
- .2 Establish a monitoring procedure to limit incompatible uses adjacent to extraction activities

Social & Cultural

- .3 Establish a plan to protect historical records and artifacts
- .4 Create a heritage directory/registry
- .5 Support the Castlegar Cultural Policy
- .6 Create an easily accessible master directory of community groups/services
- .7 Establish design guidelines for universal accessible streets and public spaces

Local Food Production and Security

- .1 Implement the Adapting to Climate Change report recommendations
- .2 Develop a grow a row program
- .3 Identify locations for future community gardens

Intergovernmental Relationships

- .1 Analyze the potential for a City boundary expansion in conjunction with the Regional District
- .2 Collaborate with the Regional District to develop a Regional Growth Strategy

The action steps listed above are a summary for ease of reference. The detailed action steps are provided in each respective section of the OCP.

In addition to the action steps listed above, the 12 **Big Ideas** that have emerged from the ICSP process will be used as stepping stone for future initiatives. Some of these emerge as implementation steps from this OCP, and others from directions in the Sustainability Discussion Paper. In addition, the City has also identified a number of early success suggestions as part of the Sustainability Discussion Paper. These also expand beyond the OCP actions to encompass the broader umbrella of sustainability planning.