



# Valemount

## Official Community Plan

APRIL 20, 2021

Bylaw No. 843, 2021

A photograph of a dense forest covering a hillside, partially obscured by mist. The trees show autumnal colors of orange and yellow, interspersed with evergreens. In the foreground, there is a flat, green grassy field. The sky is overcast and grey.

**The Village of Valemount respectfully acknowledges  
the unceded territory of the Simpcw First Nation.**



## **ACKNOWLEDGMENTS**

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## 1

# HOW TO READ THIS PLAN

This Official Community Plan (OCP) is the Village of Valemount's Vision for the future and playbook for today. When the Village is considering tough decisions, such as priorities for investment and spending, approval of rezoning applications, and infrastructure improvements the OCP can be used to assist in those difficult decisions. For citizens new and old the OCP displays the Village's hopes for the future, priorities for investment and what you, as a citizen, can expect to happen in your neighbourhood and Village.



via Village of Valemount Facebook Page (uncredited)

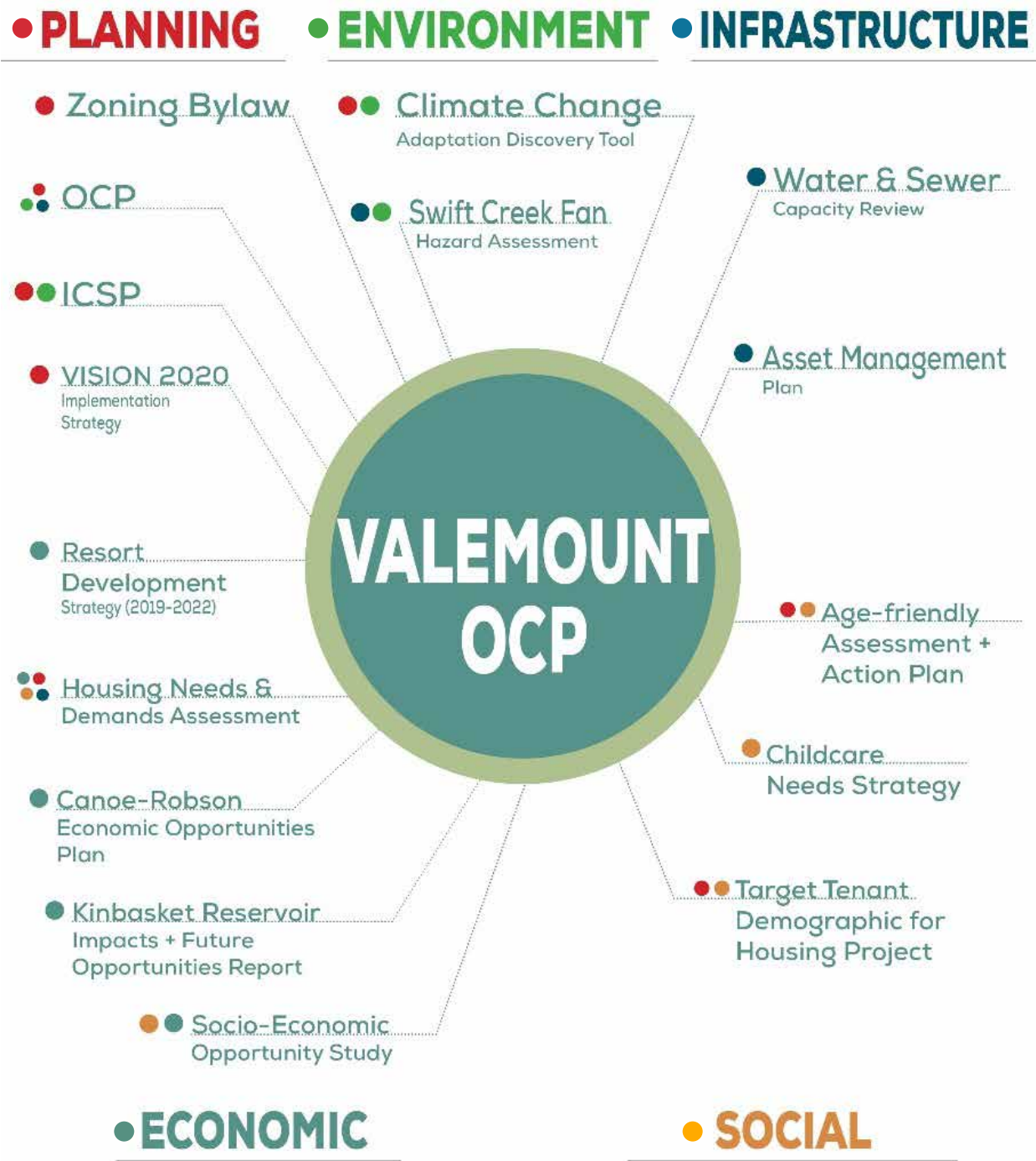



Figure 01: OCP Relationship to Other Valemount Plans and Studies



## 1.1. WHERE TO FIND THINGS IN THIS OCP

**TABLE 1: OCP Quick Reference**

	Where do I find the Village's Vision and Goals?	<b>Section 2 - Vision and Goals on p. 6</b>
	Where can I learn about the future growth directions?	<b>Section 3 - Growth Strategy on p. 11</b>
	What are the key policies I should learn about?	<b>Section 4 - Land Use Policies on p. 19</b>
	I love trails and parks, where should I look?	<b>Section 5 - Community Land Use Policies on p. 39</b> (includes Parks, Open Space, Environmental and Infrastructure policies)
	If I want to develop, where are the Development Permit Areas?	<b>Section 6 - Development Permit Areas on p. 55</b>
	Does the plan address Climate Change?	<b>Section 7 - Energy Consumption &amp; Greenhouse Gas Emissions on p. 75</b>
	So what! It's just a plan. Where are all the action items?	<b>Section 8 - Implementation &amp; action plan on p. 77</b>
	I'm not familiar with all these terms.	<b>Section 9 - Definitions on p. 85</b>

The OCP is not an isolated plan within the policies of the Village of Valemount. In every municipality there are numerous plans, reports, studies and bylaws that interact to collectively plan and regulate the actions and decisions of Council, staff and citizens.

The Local Government Act (LGA) gives extra special importance to the OCP, as it is the highest level statutory plan in a municipality. Legally all other plans, bylaws and policies must comply with

the Village's OCP. As new (or amended) plans, bylaws and policies of the Village are brought forward they must always reflect the Village's adopted OCP. In creating this OCP the Village's existing plans, bylaws and policies have been reviewed to ensure alignment, where possible (see **"Figure 01: OCP Relationship to Other Valemount Plans and Studies"** on page 2). Implementation of the OCP may involve updating some of these plans, bylaws or policies.



# Simpcw Territory



1:1,500,000

0 5 10 20  
km

Highways

Provincial Border

Simpwúfecw Territory

Parks and Reserves

Date Created: August 17, 2020

KAKWA  
PARK

BOWRON  
LAKE  
PARK

Mc Bride

Tete Jaune

Valemount

Jasper

JASPER  
NATIONAL  
PARK

CARIBOO  
MOUNTAINS  
PARK

MOUNT  
ROBSON  
PARK

WELLS  
GRAY PARK

Blue River

100 Mile  
House

Clearwater

Vavenby

Little Fort

Chu Chua

Barriere

Revelstoke

Chase



## 2

## INDIGENOUS ACKNOWLEDGMENT

**Weyt-kp and welcome,**

The Village of Valemount respectfully acknowledges the unceded territory of the Simpcw First Nation, on which we live. As one of 17 Bands of the Secwépemc Nation, the Simpcw First Nation lands extend well beyond the borders of The Village of Valemount.

*Simpcw, the “People of the Rivers,” are a division of the Secwépemc (Shuswap) Nation of the Interior Plateau of British Columbia and speak the western dialect of Secwepemctsin. Simpcwemc (Simpcw people) are the primary occupants, stewards and rightful defenders of Simpcwúlecw (Simpcw territory) which they have used and enjoyed since time immemorial. Simpcwemc are yecwmínmen of 5,000,000 ha, with an external boundary that includes the North Thompson River system, the upper drainages of the Fraser, Athabasca and Smoky Rivers as well as the Canoe River and the Big Bend area of the Columbia River basin. Simpcwúlecw includes the Upper Adams River watershed, as well as a portion of Adams Lake.*

*Simpcwemc traveled throughout the spring, summer and fall, gathering food and materials from across Simpcwúlecw, with careful and coordinated stewardship ensuring that no area was overharvested. Simpcw were noted for their hunting ability, and in the summer months much of their time was spent in hunting camps in the mountains above the North Thompson, upper Fraser and Columbia Rivers. River systems provided salmon, which were caught in weirs, nets and by spear. Both meat and fish were smoked or dried then stored for later consumption in caches at various elevations, to be accessed in relationship to the seasons and snow melt.*

*During s7istk (winter) Simpcwemc resided at village sites in the valleys close to rivers, living in c7ístkteñ (pit-houses). Archaeological studies have identified winter home and food storage sites at locations including Tete Jaune Cache, Jasper, Finn Creek, Raft River, Blackpool, Clearwater, Vavenby, Birch Island, Chu Chua, Barriere River, Louis Creek, and McLure. Contemporary Simpcwemc continue to embody the beliefs for good living and practice the knowledge that has been passed down by Elders for countless generations.*

*Today about half of the 725 Simpcw people live on the North Thompson Indian Reserve at Chu Chua just north of Barriere and on the Louis Creek Reserve. Simpcw Chief & Council oversees the governance, social, educational, and economic development of the Band, in addition to negotiating with outside entities to safeguard Simpcw tmicw (land), resources and cultural heritage. Simpcw Resources LLP, the economic arm of the band, uses sustainable and environmentally responsible methods of monitoring and management in partnership with other companies in Simpcwúlecw. Simpcw membership and community continue to focus on the advancement of its people, culture, language, and educational opportunities, along with the protection, conservation, and sustainable management of the land for generations to come.*

**Figure 02:** (Left) First Nations Traditional Territory





# COMMUNITY VISION

## OUR LEGACY. OUR FUTURE.

We...the people...are enterprising imagineers amidst the bigger peaks and wilder spaces to be free in. Opportunity abounds in Valemount. Creators. Digital and tourism workers. Active outdoor adventurers. Pioneers. Here because we unleashed the power of entrepreneurial spirit in flexible work-live housing, added entrepreneurial guiding to our tourism offering, incentivized downtown investment, and leveraged fibre opportunity from our community forest. Enabled by advanced broadband. Inspired by a new cottage community that reflects the spirit of who we are and want to be.

**VALEMOUNT - 360 DEGREES OF OPPORTUNITY**

## 3.2. KEY GOALS

The foundation for the Community Vision is supported by two key goals that inform community priorities, and policies in this Official Community Plan. Key Goals were identified by the community by consistently being mentioned in our community engagement sessions in the summer and fall of 2020.

### THE TWO KEY GOALS ARE:

**“Incentives will stimulate growth. A vibrant downtown is great for residents and visitors alike.”**

- From Community Survey

# 1

## ENHANCE THE VILLAGE FOR RESIDENTS!

Existing residents have asked for:

- *Better housing affordability;*
- *More diverse housing options for residents of all ages;*
- *Fewer rules for residential properties;*
- *Strategies for vacation rentals;*
- *Faster & more reliable internet;*
- *Downtown infill and parking solutions;*
- *Fewer rules and more incentives for business development;*
- *Improved safety connections to Highway 5; and*
- *Keeping a small village feel.*

# 2

## ATTRACT THE NEXT WAVE OF VALEMOUNT RESIDENTS!

People will want to move here for:

- *An authentic mountain lifestyle;*
- *Flexible affordable housing where they can live AND work;*
- *Attractive neighbourhoods and homes;*
- *An attractive village centre with active businesses and public space;*
- *Fast & reliable internet;*
- *Health & education amenities;*
- *Outdoor recreation amenities;*
- *Opportunities to leave the car at home and walk or bike safely;*
- *Great views;*
- *Local arts & culture; and*
- *A strong, connected community.*

**“Home based businesses allow people to lead more flexible and creative lives. Attracting creative people to a town creates vibrancy.”**

- From Community Survey



### 3.3. BIG MOVES

A vivid, vibrant Valemount demands bold action. 14 BIG Moves connect the dots for us. These Big Moves focus on attracting and retaining people as a beating heart of our economy, and recognizing that housing imagination, pursuit of “*village beautiful*”, and advanced broadband unlock our full potential.

We will aim high and risk falling short versus aiming low and achieving little. These community priorities will guide the policies in this Official Community Plan and establish clear, measurable implementation actions.

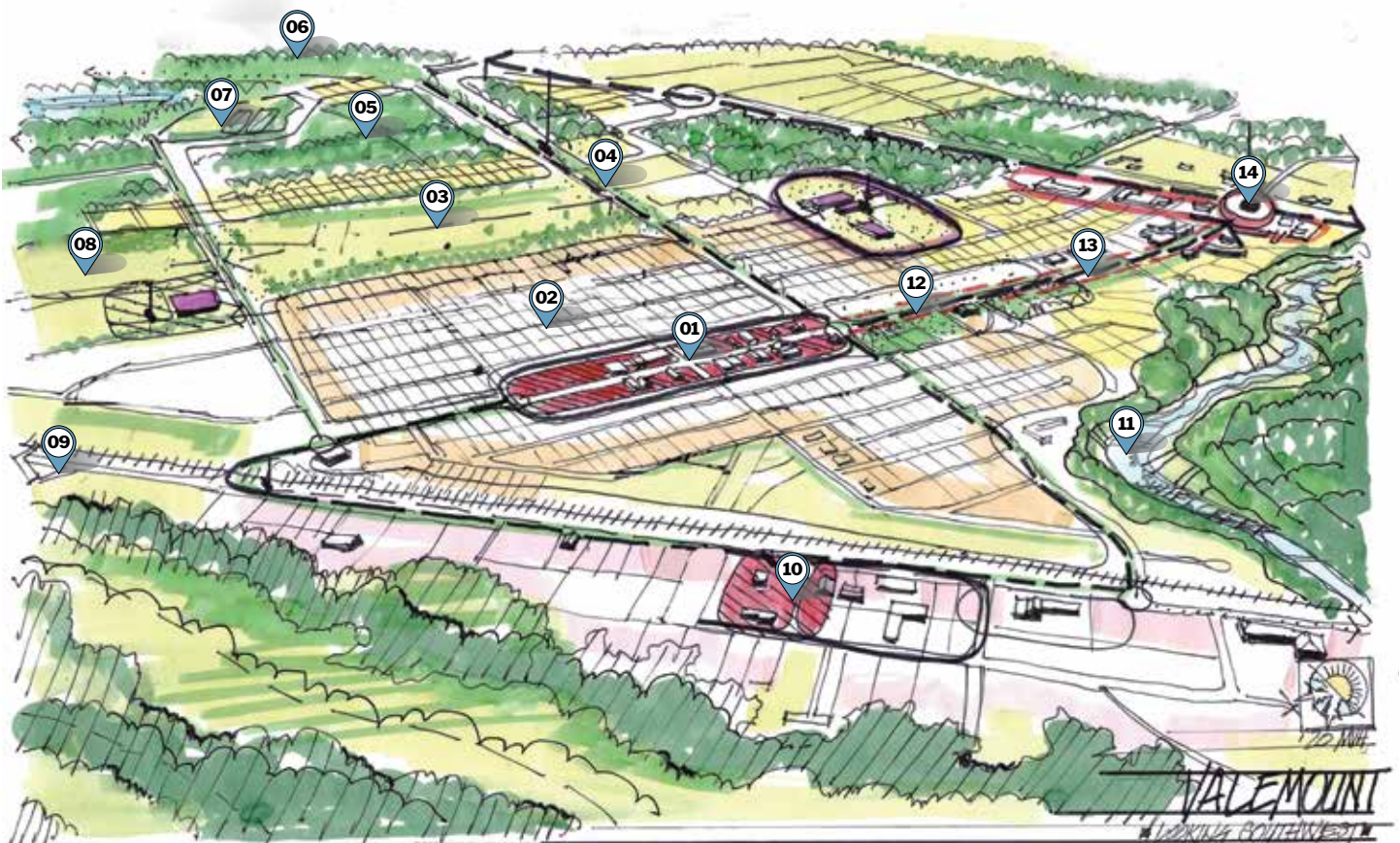


Figure 03: Big Moves

## BIG MOVES FOR A VIBRANT VALEMOUNT

These Big Moves will guide the policies in this Official Community Plan and establish clear measurable implementation actions. Top priorities for the community are:

- 01 **INFILL DOWNTOWN** Valemount with Mixed Use Commercial Buildings.
- 02 **FILL IN EMPTY LOTS IN EXISTING RESIDENTIAL NEIGHBOURHOODS** with a mix of single-family, duplex, and multifamily buildings.
- 03 **MASTER PLAN LARGE VACANT PARCELS** to include a mix of housing and some small neighbourhood commercial.
- 04 **CREATE A WELL-CONNECTED TRAIL NETWORK** that connects the Robert Starret Marsh (Cranberry Marsh) to the Bigfoot Trail and the Highway to Downtown.
- 05 **ALLOW LARGER LOT DEVELOPMENT** in the south.
- 06 **PROMOTE ACCESS TO THE CRANBERRY MARSH TRAILS** on the southern boundary of the Village.
- 07 **PLAN WITH INFRASTRUCTURE NEEDS IN MIND** and don't extend services to new areas without a plan in place for cost recovery.
- 08 **DEVELOP EMPLOYMENT LANDS** that are integrated with the neighbourhood and provide a variety of housing options for people of all ages.
- 09 **INCORPORATE TOURISM INTO THE LOCAL ECONOMY** and support and strengthen connections to existing tourism draws.
- 10 **ESTABLISH THE "RAILTOWN" AREA** as a unique and diverse mixed use neighbourhood.
- 11 **PROTECT ENVIRONMENTALLY SIGNIFICANT LANDSCAPES AND NATURAL ASSETS** as a cornerstone to the environmental sensitive planning framework for the Village.
- 12 **ESTABLISH FIBRE OPTIC INTERNET SERVICE** to attract digital nomads and support new and innovative businesses.
- 13 **LINK THE HIGHWAY TO THE DOWNTOWN** through coordinated streetscaping and design guidelines, business partnerships, parking strategies, and pedestrian linkages.
- 14 **UPGRADE THE HIGHWAY 5 / 5<sup>TH</sup> AVENUE INTERSECTION** to establish an attractive gateway to the community and improve safety.

### 3.4. WHAT ARE THE INGREDIENTS FOR SUCCESS?

So how does Valemount reach its goals to enhance the Village for residents and attract the next wave of residents? How does Valemount move forward with its top priorities?

The Official Community Plan has identified five ingredients for Valemount's successful future:

#### INGREDIENTS FOR SUCCESS:

1. Sustainable Tax Revenue - That pays for what people need and want today and into the future.
2. Stores - A thriving commercial / retail sector.

3. Housing Diversity - To meet the needs of residents and future residents.

4. Fun Places - Parks, open spaces, pathways and trails.

5. Jobs - Career and employment opportunities.

Each section or policy of the OCP assists with enhancing one or more of these ingredients for success. Each land use designation has been measured by how much it will assist with each of the five ingredients for success. Collectively, the OCP land use areas around the Village create a framework for a complete Village that will achieve the goals and priorities of the OCP.

## WHAT ARE THE INGREDIENTS FOR A SUCCESSFUL VALEMOUNT?

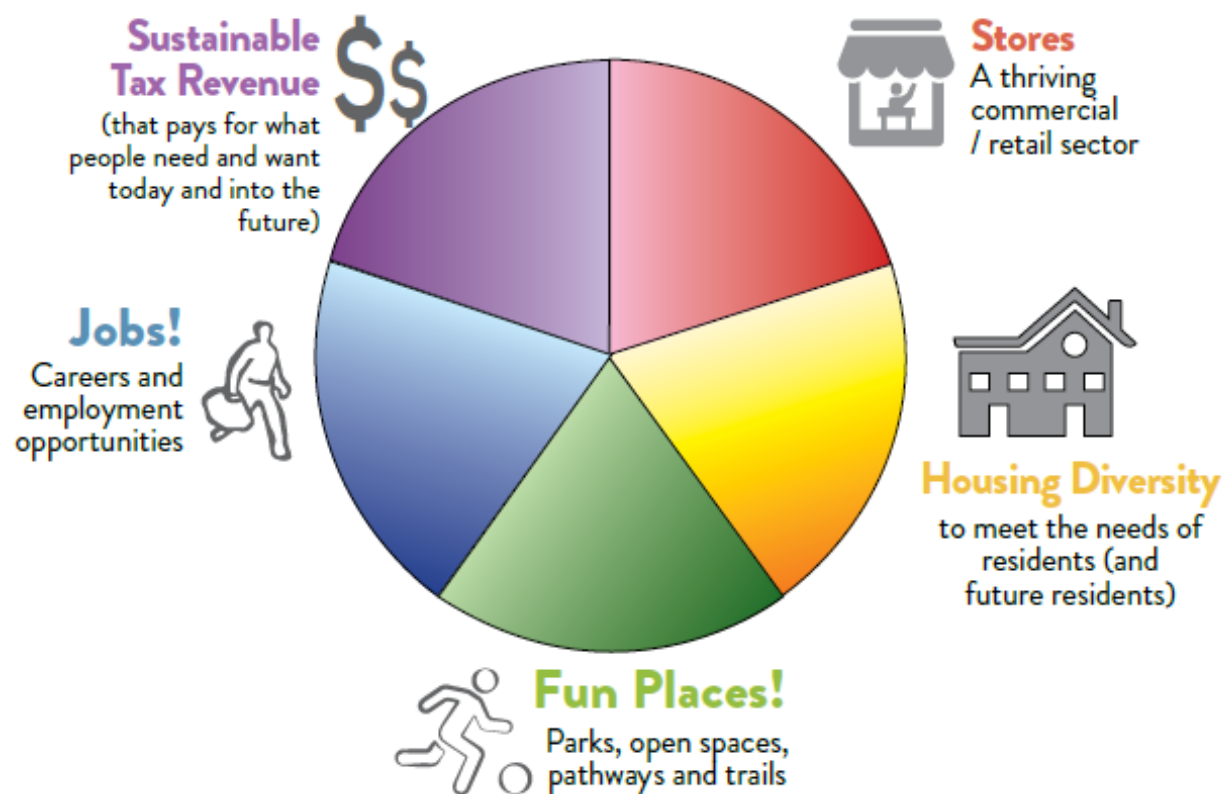


Figure 04: Ingredients for Success



# 4 GROWTH STRATEGY

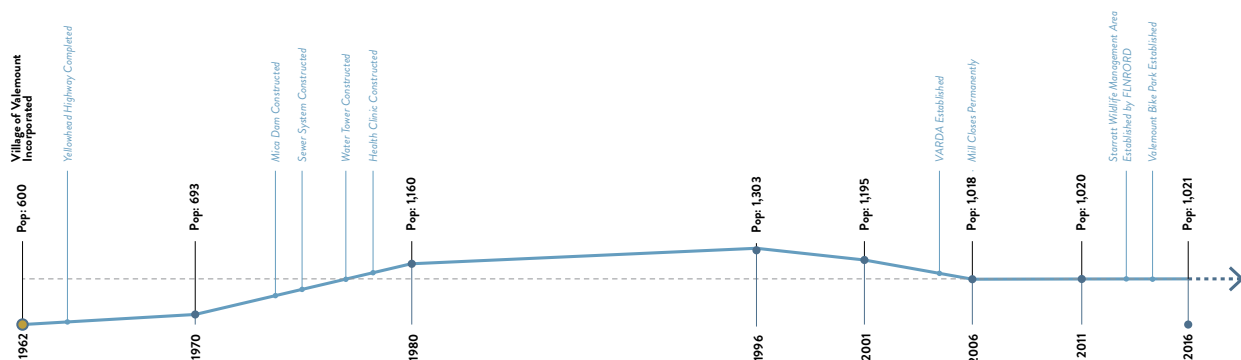
A strategic approach to growth and development is key to economic, social and environmental sustainability for the Village. A lack of new growth can result in a declining population, aging infrastructure and rising taxes. It can contribute to a gradual decline, not healthy growth. Rapid growth can equally result in financial struggles for municipalities with increased taxes required to pay for new infrastructure. Steady and strategic growth, in the right place and in the right way, can be financially beneficial to the Village

with new taxes to pay for aging infrastructure and other Village priorities. Steady population growth can also add to the Village's social life, helps keep schools open, bring vibrancy and welcomes new customers for local businesses. A key principle is to ensure growth occurs in suitable locations where there is a net financial gain for the Village. This is often in locations where water, sewer and road infrastructure already exists and new development can simply tap into existing pipes and roads.

## 4.1. HISTORIC GROWTH & VACANT LAND ANALYSIS

Valemount's population grew steadily from approximately 600 people at incorporation in 1962 to 693 by 1970. Spurred by the construction of the Yellowhead Highway in 1967, the Mica Dam in 1974, and the addition of several infrastructure and service amenities throughout the late 1970s, the population rose to 1,167 by the early 1980s.

The population further grew to a high of 1,303 in 1996. The population then declined by about 22% over the next ten years, which likely coincided with the permanent closure of the mill in 2006. Since 2006, the population has stayed steady at 1,021 (2016 Census).



**Figure 05:** Population and Major Economic Activities (Incorporation to 2016)

### ***What Does this Mean for Valemount?***

Money for the Village to maintain its infrastructure and amenities (roads, sewer, water, parks, etc.) is generated through taxes on residents. Inflation and aging of infrastructure cause costs to maintain this infrastructure to increase over time. Without a growing population to contribute to the maintenance of community infrastructure and amenities, budget shortfalls are created over time.

***The community must then decide whether to reduce maintenance or to raise taxes to cover the increased costs of maintaining its own infrastructure.***



## POPULATION & AMENITIES

Amenities attract new residents. The wider the variety of amenities the Village can offer, the wider the attractiveness to potential new residents. Amenities are normally connected to growth. The larger the amenity, the larger the population needed to support it. Throughout the engagement process several amenities were mentioned. Some being viable in the near future, and others requiring a larger population to support it.

A survey of smaller mountain communities in the Kootenays reveals a minimum population at which services are generally able to be supported.

A summary of the findings include:

**TABLE 2: Survey of Amenities Related to Population**

Amenity	Population
Schools	1,000
Health Clinic	2,000
Arena	4,200
Theatre / Community Hall	3,600
Seniors Centre	3,900
Hospital	4,000
Community Pool	4,500

*Not every community is the same. Some may be able to support amenities despite having a smaller population. This is dependent on community priorities. This table is intended to show a general population at which certain amenities are viable, but many factors need to be considered when communities are determining which amenities they want, and feel they can support.*

### **What Does This Mean for Valemount?**

Below roughly 1,000 residents, the ability of a community to support a school is more challenging. The loss of a schools could further contribute to population decline.

***In order to maintain what is already in Valemount, attract new residents and create more jobs, the Village needs a strategy to grow in a way that is consistent with community values, and add amenities to attract the “right fit” residents.***

## 4.2. VACANT LAND ANALYSIS

An inventory of vacant land is an important tool to improve long-term growth strategies in the Village. A vacant land analysis helps to understand:

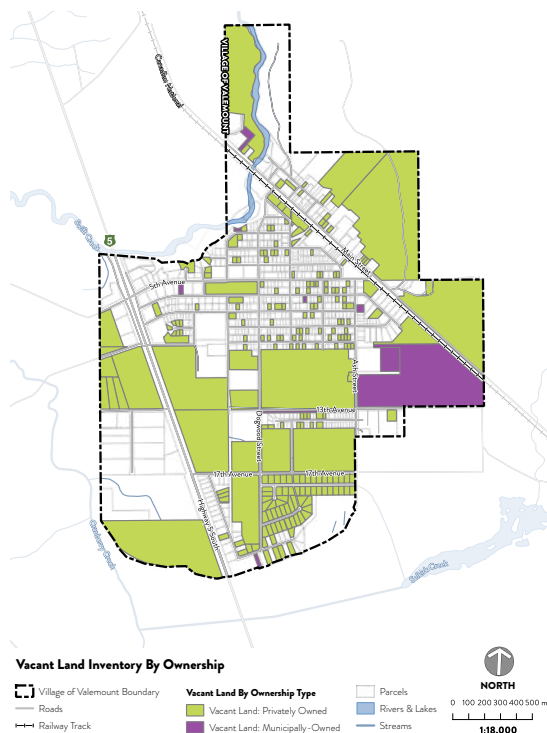
- *How much tax revenue is lost by having properties sit vacant, and*
- *Who is paying their fair share to maintain existing infrastructure.*

### VACANT LAND IN VALEMOUNT: CHALLENGES AND OPPORTUNITIES

A vacant land analysis was conducted for the Village during the OCP process. The major discovery was that approximately 65% of the Village can be considered vacant land. 6.5 % of all land (10% of the vacant land )in the Village is owned by the Village itself, presenting various opportunities.

**TABLE 3: Valemount Vacant Land Statistics**

	Area (Ha.)	% of Vacant Land	% of Total Land
Vacant Private Land	240.9	88.9%	57.9%
Vacant Municipal Land	27.0	10.0%	6.5%
Vacant (Other)	2.8	1.1%	0.7%
<i>Total Vacant Land</i>	<i>270.9</i>	<i>100.0%</i>	<i>65.1%</i>



**Figure 06:** Vacant Land Inventory

#### ***What Does This Mean for Valemount?***

The Village is missing out on tax revenue by having the vacant properties. The return in annual tax revenue is much higher with developed lots versus undeveloped lots. A single-family lot with a house on it earns the village over five times more annual tax revenue than the same property without a house on it. ***It pays to fill up vacant land.*** (refer to Table A in appendices)

Not only does the Village miss out on tax revenue with vacant land, but they must pay to maintain infrastructure (water, sewer, roads, etc.) to or past vacant properties. Without the tax revenue from developed lots, it's up to the rest of the community to cover the costs to maintain and upgrade existing infrastructure. ***This often results in budget shortfalls for infrastructure and future tax increases or the further deterioration of infrastructure.***



## 4.3. HOUSING - AVAILABILITY & AFFORDABILITY

### HOUSING TYPES

The majority of Valemount's existing housing stock (65%) is single-detached (low density) housing.

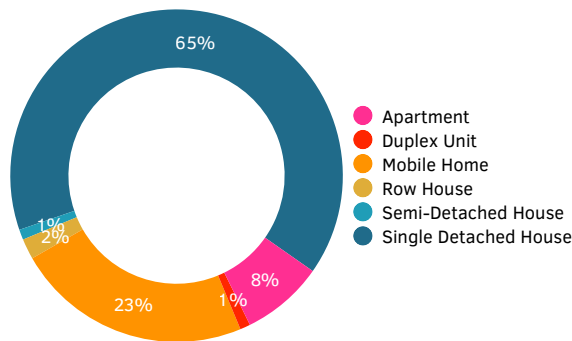


Figure 07: Existing Housing Types

### FUTURE HOUSING

74% of all land in Valemount is zoned for low density residential development (single-detached, duplex, or mobile home dwellings), 0.7% is for medium density (row house or apartment), 13% for Commercial and/or Mixed Use, 12% for Parks and Institutional, and 0.5% for a Comprehensive Development Zone.

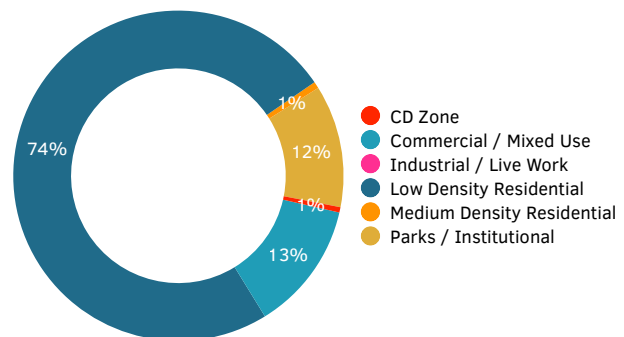


Figure 09: Existing Land Allocation By Housing Type

Figure 09 above shows that future development and infill opportunities are limited primarily to low density residential housing forms.

### HOUSEHOLD COMPOSITION

The majority of households in Valemount are made up of either 1 or 2 people (76%).

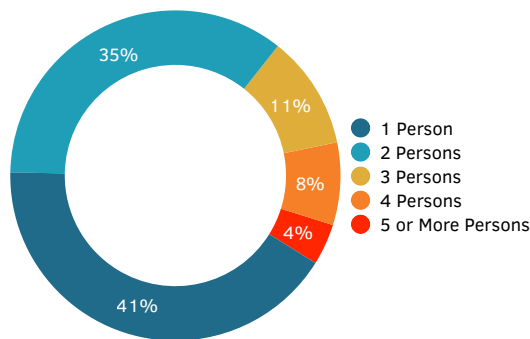
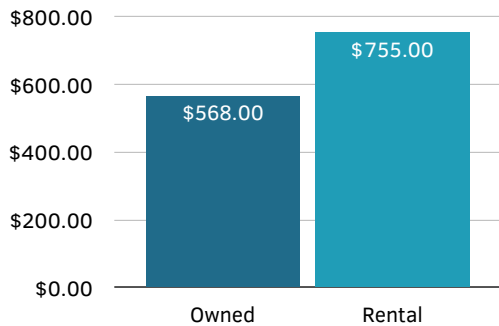


Figure 08: Existing Household Composition

Figure 07 and Figure 08 above show that 76% of Valemount's population is in single-detached houses, while the 1-2 person households could be served by smaller unit types (duplex, row house, apartment).

## HOUSING COSTS (OWNED & RENTAL)

The average median monthly shelter costs for rented dwellings is \$755. The average median monthly shelter costs for owned dwellings is \$568.

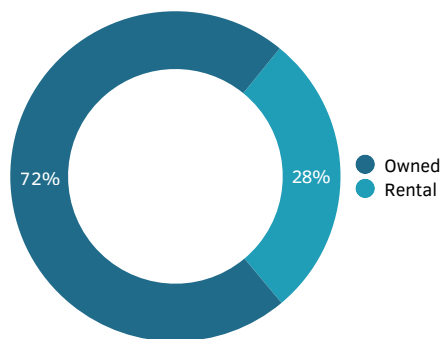


**Figure 10:** Costs of Owned and Rental Units

*Figure 10 shows there is generally better affordability in owning versus renting a home. Increasing ownership by offering a wider variety of units may improve overall affordability, keeping in mind that ownership requires an equity down payment and additional financial commitments.*

## PERCENTAGE OWNED & RENTED

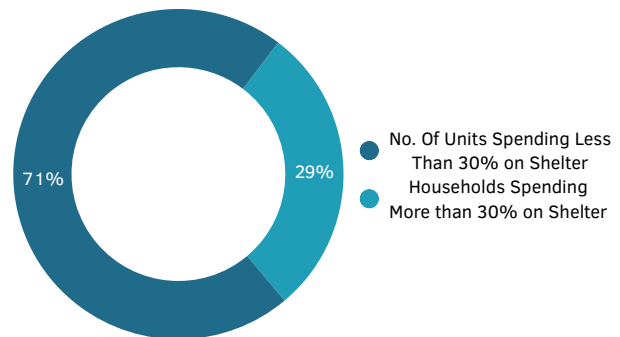
28% of houses in Valemount are Rental Units (140 of 500 total units).



**Figure 11:** Percentage of Owned and Rental Housing Units

## AFFORDABILITY OF RENTAL UNITS

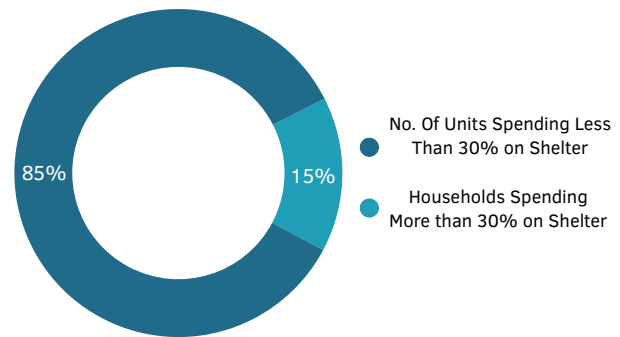
28.6% (40 units) of rental units are spending 30% or more of its income on shelter costs.



**Figure 12:** Rental Units Spending More than 30% on Shelter

## AFFORDABILITY OF OWNED UNITS

The total number of all households spending 30% or more of its income on shelter costs was 95 (19.2%).



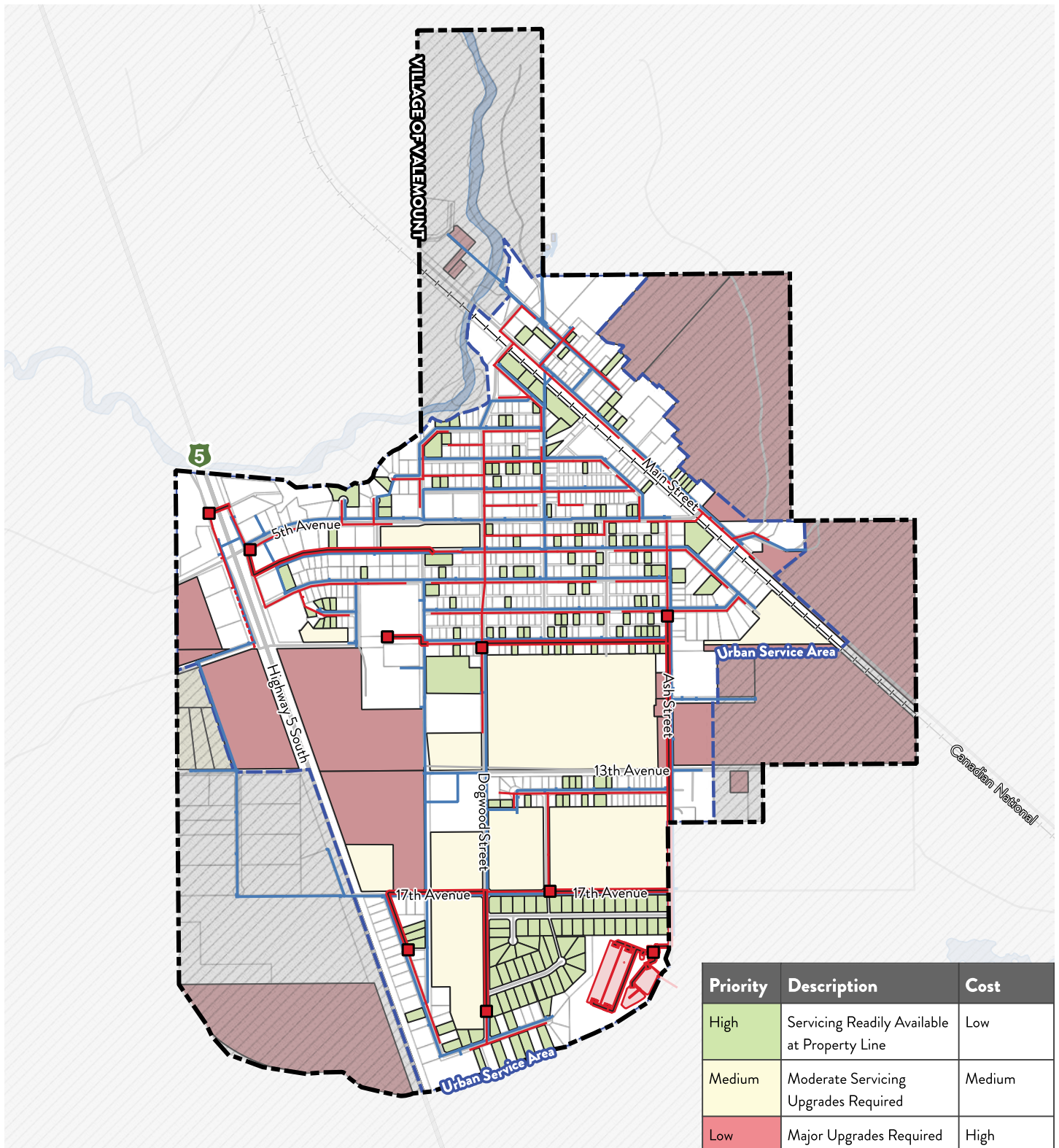
**Figure 13:** Percentage of Households Spending More Than 30% on Shelter

*The total number of all households in Valemount (owned and rented) spending 30% or more of its income on shelter costs is 95 (19.2%).*

### What Does This Mean for Valemount?

The Village has an overabundance of current and future land dedicated to low density residential development. Affordability is generally better for smaller, owned units in Valemount.

***If Valemount wants to improve its overall affordability and use land more efficiently to cover the costs of providing infrastructure to residents, it should encourage more compact, mixed use, and mixed density development.***



**MAP 1: VACANT LAND INFILL PRIORITIES**

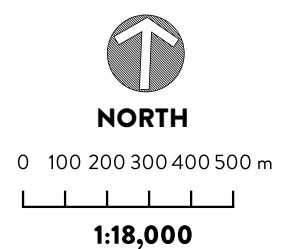
Village of Valemount Boundary

**Vacant Land Infill Priorities**

- High
- Medium
- Low
- Urban Service Area

- Lift Station
- Force Main - Existing
- Gravity Main - Existing
- Gravity Main - Future
- Sanitary Treatment Ponds
- Watermain

- Roads
- Railway Track
- Parcels
- Rivers & Lakes





## 4.4. VILLAGE GROWTH PRIORITIES

The Village's key principle for future growth is to ensure that new growth is a net financial gain for the Village. New growth should also be a net social and environmental gain for the Village. This means that new development doesn't require more financial resources to maintain than it brings in, and forms part of network that improves overall environmental and social goals in this OCP. To achieve net financial gain from new growth, development should be focused on vacant lands within the Village where existing infrastructure (water, sewer, roads) is located and can accommodate future development. The Village has already invested millions of dollars into existing infrastructure and throughout the Village there are vacant lands that can be serviced with minimal new infrastructure investment. **MAP 1: Vacant Land Infill Priorities** identifies these high priority vacant lands that can be developed with minimal new infrastructure.

The following is a summary of the Village's three key growth priorities.

1. **The principal priority is to develop vacant lands that have water and sewer servicing available at the property line (or nearby).** This is to ensure that development doesn't "*leapfrog*" vacant land and extend servicing to areas before vacant lands with existing servicing are fully developed. Vacant lands with servicing available are the most efficient for future development because they require the least infrastructure investment from developers and reduce long-term maintenance costs for the Village.
2. **The second priority for vacant lands are those that can be serviced with a moderate level of infrastructure investment.** Moderate investment that can be contributed by the developer in less than five years. If there's a mutually beneficial outcome, the Village may consider incentives to infrastructure improvements.
3. **The last priority for development is vacant lands that require significant infrastructure investment of water and sewer that would require financing that stretches beyond five years.** If a developer wishes to develop any of these areas in the near or short-term the infrastructure costs will be at the sole expense of the developer with potential cost recovery arrangements.

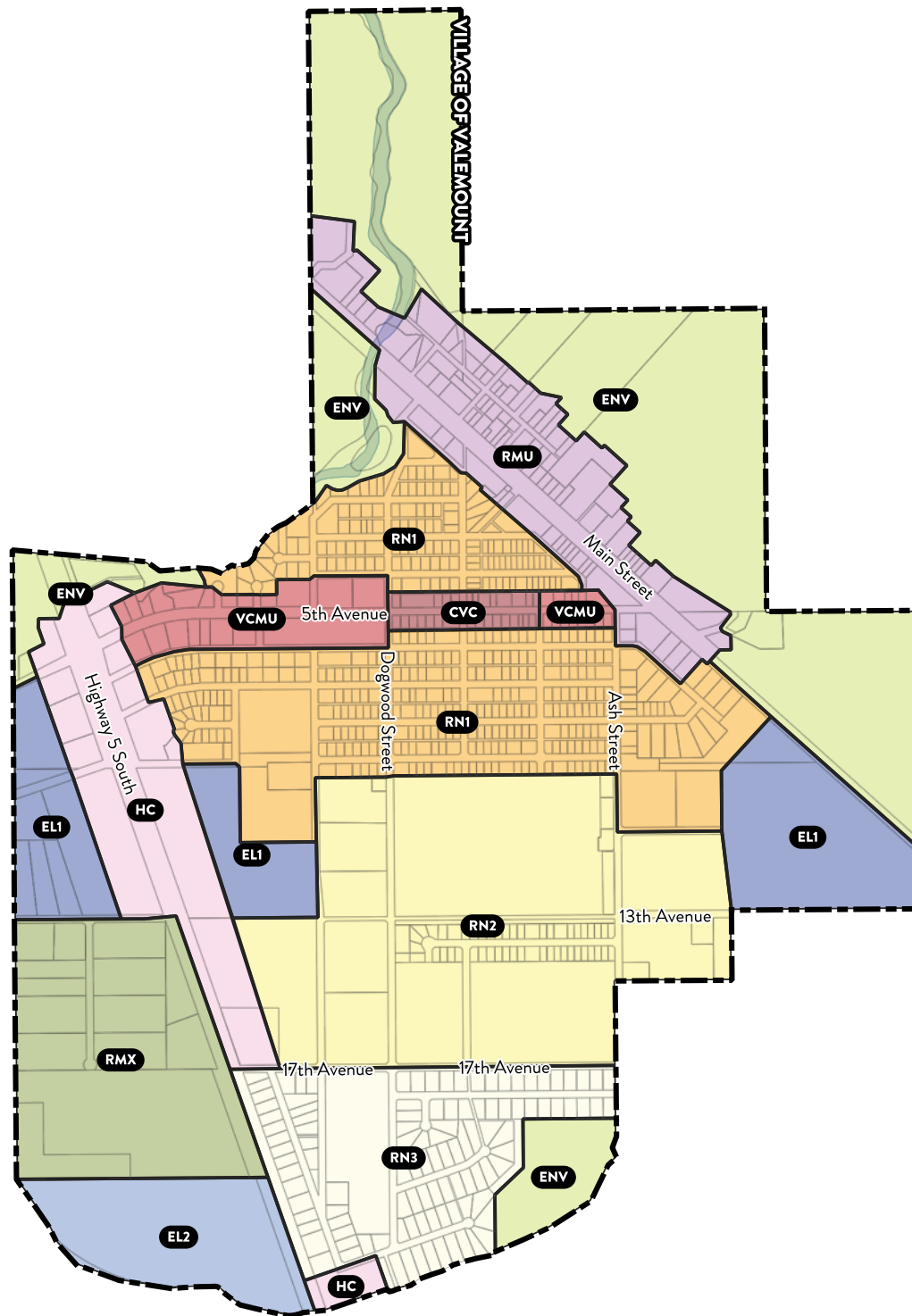
**MAP 1: Vacant Land Infill Priorities** generally identifies areas in the Village that fall within three categories based on the level of infrastructure investment required to begin development.

**MAP 1: Vacant Land Infill Priorities** also delineates the current Urban Service Area, indicating properties with both water and sewer available at the property lines. Some larger parcels along the eastern edge of the Village have services available which would require major upgrades due to the length of servicing required and other challenges such as topographical limitations. Additionally, some lands within the urban service area will require major upgrades due to lift station upgrades and associated costs.

Properties west of Highway 5 are partially serviced with sewer and water. Properties in the southwest are generally unserved. Cost estimates to extend the services west of Highway 5 are very high.

### ***What Does This Mean for Valemount?***

Future development will be undertaken in a manner that is a net financial gain for the Village and will not result in increased taxes for Village residents.



**MAP 2: LAND USE MAP**

Village of Valemount Boundary

**Land Use**

Core Village Centre

Village Centre Mixed Use

Railtown Mixed Use

Highway Commercial

Residential Neighbourhood 1

Residential Neighbourhood 2

Residential Neighbourhood 3

Employment Lands 1

Employment Lands 2

Rural Mixed Use

Environmental

Parcels

Rivers & Lakes



**NORTH**

0 100 200 300 400 500 m



**1:18,000**

# 5 LAND USE POLICIES

## 5.1. GENERAL LAND USE POLICIES

### INTRODUCTION

**MAP 2: Land Use Map** identifies the Village's OCP vision for future land use and development. The designated land use areas are intended to guide day-to-day decision making of the Village, such as the review of development and rezoning applications, infrastructure investment decisions, and other Village policy and spending.

### POLICIES

- 5.1.1.** The Village's decision-making as it relates to planning and development applications, including rezoning applications shall be guided by **MAP 2: Land Use Map**.
- 5.1.2.** Land Use areas on **MAP 2: Land Use Map** are intended to be generally delineated and not exact. Where a land use area does not follow a property boundary the area is meant to be approximate and minor discrepancies between **MAP 2: Land Use Map** and a zoning or development application is acceptable.
- 5.1.3.** Future development applications should be consistent with any Master Plans prepared as a part of this OCP.

**5.1.4.** The Village should develop a Revitalization Tax Exemption Bylaw for development applications that encourage:

- a) Infill projects in the CVC, VCMU, and RMU Land Areas;
- b) Parks Dedication greater than 20% of the total parcel area;
- c) Construct of a minimum of 10% of all units as affordable or staff accommodation units; and
- d) Meet or Exceeds Step Code 5 of BC's Building Code.

### INTENT

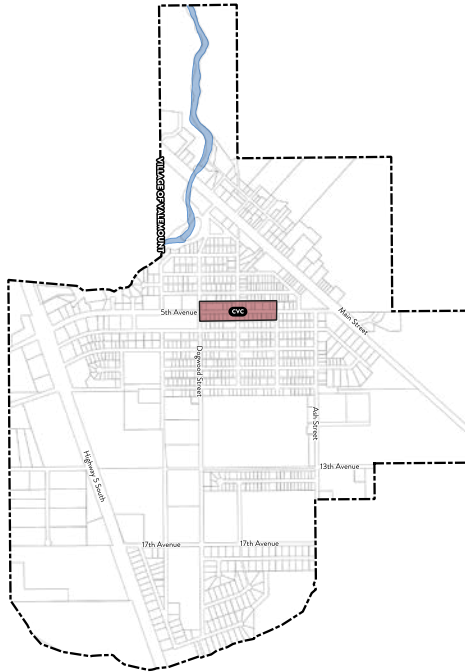
It is recognized that in some cases the designated future land use on **MAP 2: Land Use Map** may be different than existing zoning. The intention is not to change the use or zoning of this land immediately, but to illustrate the preferred pattern of land use as redevelopment occurs. Any development application on these lands, will require a rezoning if the development differs from the existing zoning.



**Figure 14:** Vision for Downtown Valemount Market

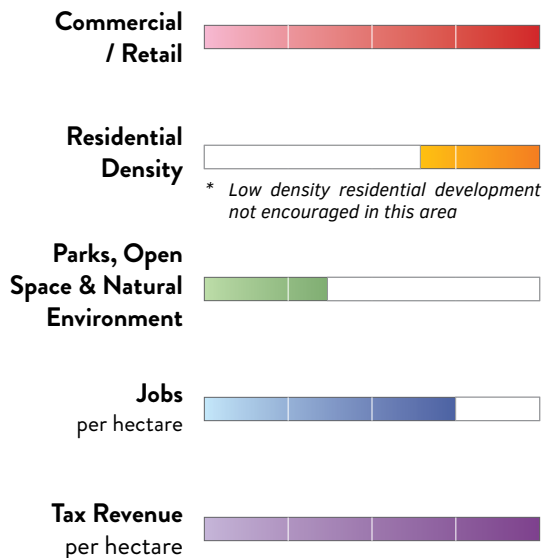


## 5.2. CORE VILLAGE CENTRE



### EVALUATION SUMMARY

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### INTRODUCTION

The Core Village Centre is the heart of Valemount's downtown with a vision to be a gathering area for all seasons. It is located along two blocks of 5<sup>th</sup> Avenue from Dogwood to Birch Street. It has the majority of existing commercial and mixed use buildings in the broader downtown area. In recent years infill of existing lots has occurred with new businesses starting up and bringing a renewed vibrancy to the area. Recent streetscape improvements have enhanced the public realm and are the building blocks for establishing a walkable village feel.

### STRATEGY

This OCP section applies to those lands identified as **"Core Village Centre"** on [MAP 2: Land Use Map](#). The purpose of the CVC area is to serve as the heart of the community. The highest intensity infill of mixed use buildings should occur in this area, and include complimentary streetscaping, and public space. The Core Village Centre should evolve over time to have a commercial feel at the street level, while allowing complementary residential uses in a variety of forms (e.g. upper floors, laneway homes/accessory dwelling units). Existing single-detached dwellings in the Core Village Centre should be supported to either continue as residential dwellings or transition to mixed-use or primary commercial uses through flexible zoning regulations.

### POLICIES

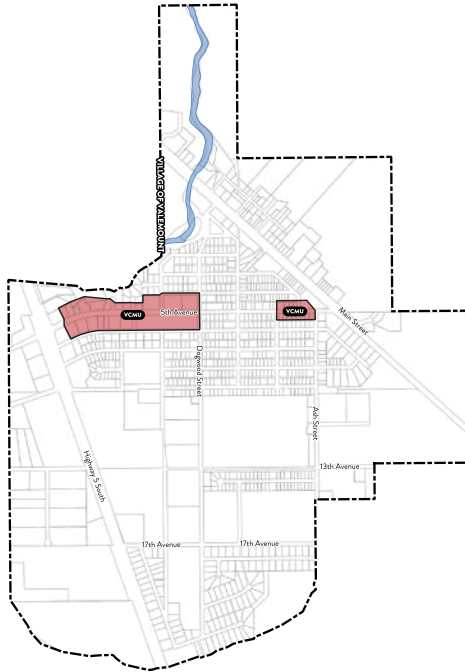
**5.2.1.** The Village shall support land uses that will create a year-round vibrant Core Village Centre, such as commercial and retail, live-work and mixed-use developments, laneway housing or accessory dwelling units, employment hubs and creative industries.

**5.2.2.** The Village shall promote the Core Village Centre as a central gathering area in the Village through public investment of infrastructure (roads, servicing), signage and wayfinding, marketing and promotion, and hosting of community events.

- 5.2.3.** Developments in the Core Village Centre should be Commercial at the street level. Residential units can be located on upper floors of a building, behind the main building, or in the rear of the main building that does not face the street.
- 5.2.4.** To promote efficient use of land and infilling of vacant parcels, the Village should undertake a study to determine the existing water and sewer infrastructure to ensure capacity is available in the Core Village Centre for future development.
- 5.2.5.** The Village shall prioritize development in the Core Village Centre through strategic investment in infrastructure (water, sewer, roads, streetscape design) to ensure this area is ready and available for prospective developers.
- 5.2.6.** The Village shall investigate the feasibility and benefits of creating a Revitalization Tax Exemption Program<sup>1</sup> to encourage development in the Core Village Centre.
- 5.2.7.** The Village shall implement strategies for the attraction and retention of businesses in the Core Village Centre.
- 5.2.8.** Landscaping and building design requirements shall be enforced in the Core Village Centre through the **Village Centre Development Permit Area**.
- 5.2.9.** Construct complete streets that prioritize walkability over car-oriented uses and include street trees, wide and accessible sidewalks, with supportive street furniture (benches, garbage + recycling), protection from traffic, etc.
- 5.2.10.** Integrate stormwater management into the neighbourhood to improve water quality and quantity and include it as a part of the landscaping, streetscaping and public space design within the area.
- 5.2.11.** A Master Plan shall be required for multi-unit residential developments, new developments above 10 units per acre (UPA) and/or for development on parcels greater than 2.47 acres (1 hectare) in area. For further direction on Master Plan submission requirements, see **Appendix C Development Plan Submissions on page 106**.
- 5.2.12.** The Village shall complete a Village Centre Parking Strategy to address parking of large vehicles (e.g. RVs, snowmobile trailers) and safety of vehicles, bicycles and pedestrians. The Parking Strategy should consider the following policies and be guided by **Appendix B Long-Term Parking Strategy on page 99**:
- a) Designated parking areas for large vehicles and trailers;
  - b) Time restricted parking areas on 5<sup>th</sup> Avenue's busiest blocks;
  - c) Accessible parking stalls that are designed and located in accordance with universal design best practices;
  - d) Designated employee parking areas;
  - e) Recommendations on a cash-in-lieu of providing parking program for development in the Village Centre;
  - f) Integration of a way-finding strategy for 5<sup>th</sup> Avenue;
  - g) Shuttle options from the highway hotels to downtown for tourists (e.g. golf carts, vehicles, mini-bus, e-bikes); and
  - h) Quality bicycle parking areas that are safe, accessible, and designed for modern styles of bicycles.
- 5.2.13.** Develop a Wayfinding Strategy that directs people from Highway 5 to the CVC.
- 5.2.14.** Explore opportunities to purchase private land or swap for land on 5<sup>th</sup> Avenue to develop a pedestrian-oriented public plaza.
- 5.2.15.** Support creative and cultural features in public spaces and parks that celebrate the local landscape, culture, and history of Valemount.

<sup>1</sup> A Tax Exemption Program allows the Village to enter into an agreement with property owners to encourage development in the CVC by offering exemptions from paying property taxes for a specified period of time.

## 5.3. VILLAGE CENTRE MIXED USE



### INTRODUCTION

The Village Centre Mixed Use area is the main corridor from Highway 5 to the Core Village Commercial (CVC) Area. It includes properties along 5<sup>th</sup> Avenue from the Highway 5 Corridor to Dogwood Street, and along 5<sup>th</sup> Avenue from Birch Street to Ash Street. It currently includes a variety of unit types and uses from highway-oriented businesses to single-storey small lot commercial units, and civic and low density residential uses. Centennial Park was identified as one of the *“Hearts of the Community”* at several engagement activities.

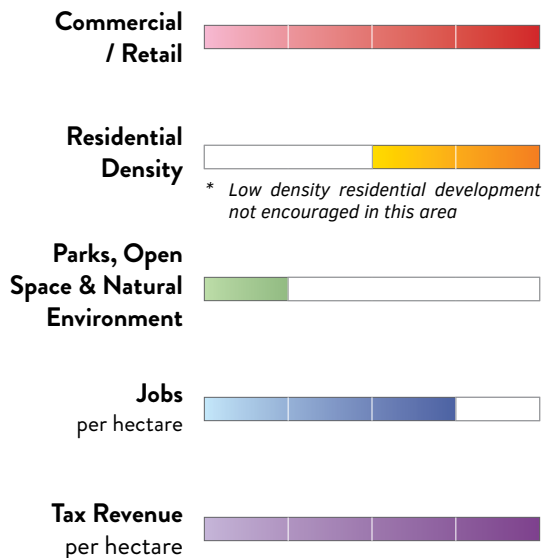
### STRATEGY

This OCP section applies to those lands identified as *“Village Centre Mixed Use”* on [MAP 2: Land Use Map](#). The intent of this policy area is to support the Core Village Centre area by establishing an attractive mixed-use corridor to draw visitors from the periphery of town to a vibrant core.

The Village Centre Mixed Use area should evolve over time to have a commercial feel at the street level, while allowing complementary residential uses in a variety of forms (e.g. upper floors, laneway homes/secondary suites). Wider right of ways to the west will allow for the integration of multi-modal transportation links and parking options for large tourist vehicles. An attractive streetscape design will compliment existing improvements completed within the CVC area and establish a pedestrian-oriented village feel along the extent of 5<sup>th</sup> Avenue. Existing single-detached dwellings in the Village Centre should be supported to either continue as dwellings or transition to mixed-use or primary commercial uses through flexible zoning regulations.

### EVALUATION SUMMARY

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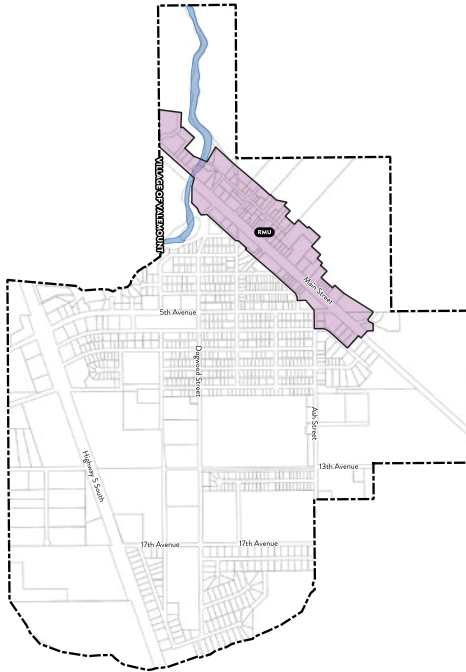




## POLICIES

- 5.3.1.** The Village shall support land uses that will create a year-round vibrant Village Centre Mixed Use area, such as commercial and retail, tourism accommodations, live-work and mixed-use developments, laneway housing or accessory dwelling units, employment hubs and creative industries.
- 5.3.2.** Developments in the Village Centre Mixed Use area should be commercial at the street level. Residential units can be located on upper floors of a building, behind the main building, or in the rear of the main building that does not face the street.
- a)** Notwithstanding the above, existing residential buildings in this area may provide residential at the street level. Conversion of existing residential buildings to a mixed-use building or commercial use is encouraged.
  - b)** Notwithstanding the above, new residential buildings in this area may provide residential at the street level provided they are designed in a way that could see them transition to a ground-floor commercial use over time.
- 5.3.3.** The Village shall investigate the feasibility and benefits of creating a Revitalization Tax Exemption Program to encourage development in the Village Centre Mixed Use area.
- 5.3.4.** The Village shall complete a Village Centre Parking Strategy to address parking of large vehicles (e.g. RVs, snowmobile trailers) and safety of vehicles, bicycles and pedestrians. The Parking Strategy should consider the following policies and be guided by **Appendix B Long-Term Parking Strategy on page 99**.
- a)** Designated parking areas for large vehicles and trailers;
  - b)** Time restricted parking areas on 5<sup>th</sup> Avenue's busiest blocks;
  - c)** Accessible parking stalls that are designed and located in accordance with building code standards;
  - d)** Designated employee parking areas;
  - e)** Recommendations on a cash-in-lieu of providing parking program for development in the Village Centre;
  - f)** Integration of a way-finding strategy for 5<sup>th</sup> Avenue;
  - g)** Shuttle options from the highway hotels to downtown for tourists (e.g. golf carts, vehicles, mini-bus, e-bikes); and
  - h)** Quality bicycle parking areas that are safe, accessible, and designed for modern styles of bicycles.
- 5.3.5.** Develop a Wayfinding Strategy that directs people from Highway 5 to the CVC.
- 5.3.6.** Landscape, streetscape and building design requirements shall be enforced in the Village Centre Mixed Use area through the **"7.5. Downtown / 5<sup>th</sup> Avenue Corridor Development Permit Area" on page 63**.
- 5.3.7.** Construct complete streets that prioritize walkability over car-oriented uses and include street trees, wide and accessible sidewalks, with supportive street furniture (benches, garbage + recycling), protection from traffic, etc.
- 5.3.8.** Integrate stormwater management into the neighbourhood to improve water quality and quantity and include it as a part of the landscaping, streetscaping and public space design within the area.
- 5.3.9.** A Master Plan shall be required for multi-unit residential developments, new developments above 10 units per acre (UPA) and/or for development on parcels greater than 2.47 acres (1 hectare) in area. For further direction on Master Plan submission requirements, see **Appendix C Development Plan Submissions on page 106**.
- 5.3.10.** The Village shall ensure that regulatory flexibility for mixed use developments, home-based businesses, and existing residential units is enabled in the Village's Zoning Bylaw.
- 5.3.11.** Explore opportunities to purchase private land or swap for land on 5<sup>th</sup> Avenue to develop a pedestrian-oriented public plaza.
- 5.3.12.** Support creative and cultural features in public spaces and parks that celebrate the local landscape, culture, and history of Valemount.

## 5.4. RAILTOWN MIXED USE



### EVALUATION SUMMARY

less -> more



### INTRODUCTION

Main Street was once the heart of the community, arising from the establishment of a CNR station in the 1920's. General stores, a clothing store, barber shop and other businesses lined the street. A brick post office was proudly opened in 1959. However, with the establishment of the Yellowhead Highway in the 1960s, the orientation of the Village changed dramatically. Eventually 5<sup>th</sup> Avenue became the new commercial heart of Valemount. Yet, with change comes opportunity, and Main Street hasn't lost its charm or sense of entrepreneurship. The area has an eclectic mixture of stores, artisan shops, creative industries, small wholesalers, public buildings and a diversity of housing types. The future of Main Street is to embrace its mix of land uses and encourage its entrepreneurial spirit and acceptance for diversity.

### STRATEGY

This OCP section applies to those lands identified as **"Railtown Mixed Use"** on **MAP 2: Land Use Map**. Railtown (formerly known as the Main Street area) should continue as a unique, mixed-use enclave of businesses and residents. Businesses and residences should be supported in a variety of forms that add to the unique character, including live-work properties, commercial buildings, single-lot residential and other residential and commercial uses that fit with the current scale of Railtown.

***"We have many craftspeople in the valley...it would be lovely to have a place that would encourage others to come and set up shop!"***

- From Community Survey

***“It is the historical heart of the community, and its unique character should be encouraged and celebrated.”***

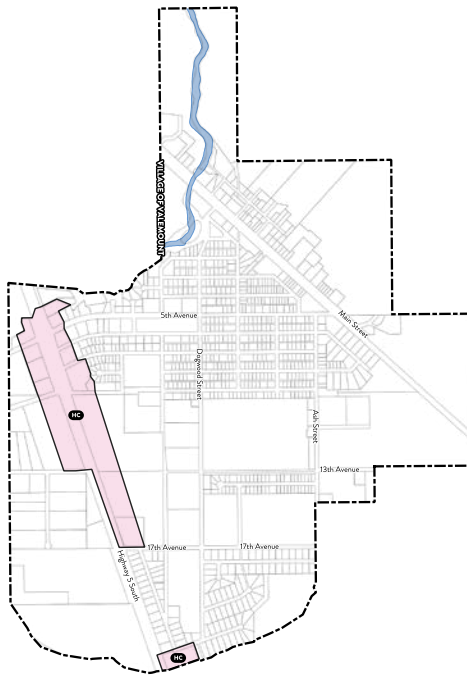
- From Community Survey

## POLICIES

- 5.4.1.** The Village shall support land uses that will create a unique character area in Raitown, such as live-work and mixed-use developments, commercial/retail enterprises, employment hubs, small manufacturing/creative enterprises, and housing diversity and innovation.
- 5.4.2.** The Village should consider a complete streets approach to Raitown, specifically considering pedestrian infrastructure (sidewalk/pathway) on both sides of Main Street to ensure safety and promotion of economic activity in Raitown.
- 5.4.3.** The Raitown streetscape is intended to continue as a mixture of residential and non-residential land uses. Developments may have either residential or non-residential street facing architecture.
- 5.4.4.** Landscape, streetscape and building design requirements shall be enforced in the Raitown Mixed Use area through the ***“7.6. Raitown Development Permit Area” on page 67.***
- 5.4.5.** Construct complete streets that prioritize walkability over car-oriented uses and include street trees, wide and accessible sidewalks, with supportive street furniture (benches, garbage + recycling), protection from traffic, etc.
- 5.4.6.** Integrate stormwater management into the neighbourhood to improve water quality and quantity and include it as a part of the landscaping, streetscaping and public space design within the area.
- 5.4.7.** A Master Plan shall be required for new developments on parcels greater than 2.47 acres (1 hectare) in area. For further direction on Master Plan submission requirements, see ***Appendix C Development Plan Submissions on page 106.***
- 5.4.8.** The Village should consider improved signage for the Valemount Bike Park at the intersection of 5<sup>th</sup> Avenue and Main Street.
- 5.4.9.** The Village should undertake a Whistle Cessation Study to determine if noise mitigation from trains can improve the quality of life in Raitown and Valemount.
- 5.4.10.** Support as a creator and artisan area where entrepreneurship in many forms is encouraged.
- 5.4.11.** Support creative and cultural features in public spaces and parks that celebrate the local landscape, culture, and history of Valemount.
- 5.4.12.** The Village should work with Via Rail to identify and establish amenities (shelter, benches, maps, and information) at the train station to serve visitors stopping in Valemount.
- 5.4.13.** Improve wayfinding throughout the Village to direct visitors to the commercial businesses and neighbourhood amenities in Raitown.



## 5.5. HIGHWAY COMMERCIAL



### EVALUATION SUMMARY

less -> more

**Commercial / Retail**

**Residential Density**

\* Low density residential development not encouraged in this area

**Parks, Open Space & Natural Environment**

**Jobs per hectare**

**Tax Revenue per hectare**

### INTRODUCTION

Highway 5 is the gateway to Valemount for many visitors and travelers through the region. During the peak of summer travel there are approximately 10,000 vehicles per day passing through Valemount on Highway 5. With tourism as the Village's largest economic sector, the highway represents a very important component to life in Valemount.

### STRATEGY

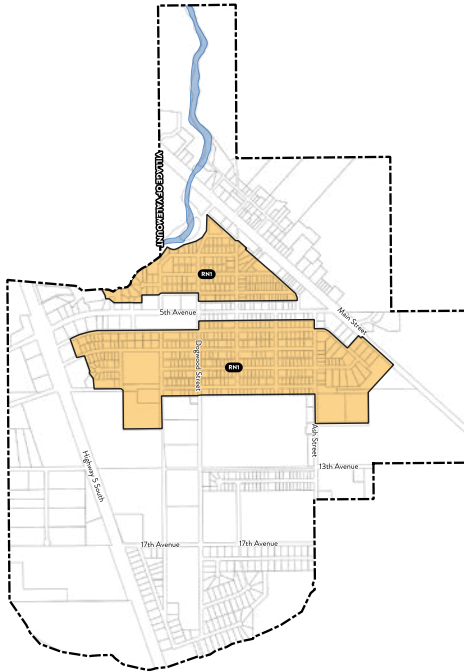
This OCP section applies to those lands identified as **"Highway Commercial"** on [MAP 2: Land Use Map](#). Highway 5 is Valemount's key interface and sense of **"welcome"** to visitors and travelers-by. As tourism is Valemount's top industry, establishing a high-quality gateway to the Village is vital to maintaining and growing the Village's local economy. Additionally, the ability of vehicles to safely enter and exit the Village onto Highway 5 is important from both a transportation safety and tourism perspective. If citizens and tourists alike find it difficult, unsafe and unfriendly to come and go from the Village it will detract from Valemount's economic growth and reputation. Highway 5 is a provincial highway and collaboration with the provincial government will be required for any modifications to the highway.

Highway Commercial land uses should include those uses that provide services to the traveling public, including hotels and motels, food services, gas stations, and rest stops. Major big box retailers should not be encouraged in Highway Commercial lands west of Highway 5.

## POLICIES

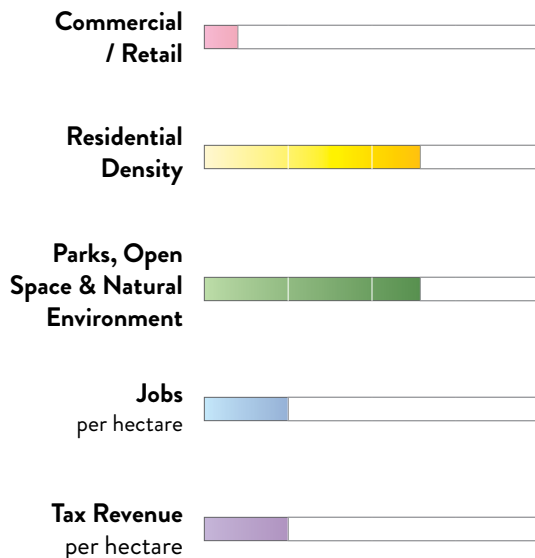
- 5.5.1.** Highway Commercial land uses shall include those uses that benefit from a location nearby a major highway, including large-format hotel and motels, drive-through and fast food restaurants, gas stations and truck stops, and low-density industrial. Major big box retailers should not be located on Highway Commercial lands west of Highway 5.
- 5.5.2.** The Village should create a Gateway / Highway Access Management Strategy that outlines the Village's long-term planning, in collaboration with the provincial Ministry of Transportation and Infrastructure (MOTI), for the following:
- a)** Long-term primary and secondary highway access locations including consideration for roundabouts at primary access locations (e.g. 5<sup>th</sup> Avenue & 17<sup>th</sup> Avenue);
  - b)** Welcome / gateway signage to direct the traveling public to downtown and other local attractions and beautification, including a round-about gateway feature on Highway 5;
  - c)** Strategy for a multi-modal greenway along Highway 5;
  - d)** Strategy for private signage along Highway 5;
  - e)** Appropriate scale, type and location of highway business opportunities that complement rather than detract from the Village Centre.
- 5.5.3.** All new developments on the east side of Highway 5 shall provide safe pedestrian and cycling access to the Village's sidewalk or pathway network to ensure safe active transportation access from the Gateway area to the Village Centre.
- 5.5.4.** Landscaping and building design requirements shall be enforced in the Highway Commercial area through the implementation of a ***"Highway Corridor / Gateway Development Permit Area"*** on page 71.
- 5.5.5.** The Village may consider studying the feasibility of a non-motorized trail within the Highway 5 right-of-way that connects 5<sup>th</sup> Avenue to Canoeview Place and the Cranberry Marsh Trail.
- 5.5.6.** The Village should continue to create public spaces geared to the traveling public to support them stopping in Valemount (e.g. rest stops, parks, picnic areas, and washroom facilities).
- 5.5.7.** The Village may consider creating a parking and transportation strategy to encourage ***"Park at the Highway and Explore Downtown"*** through fun and innovative means, such as electric scooters, e-bikes, or golf carts.
- 5.5.8.** Major big box developments shall be only located on the east side of Highway 5 and limited to 4,645 m<sup>2</sup> (50,000 sq. ft.) in total floor area.

## 5.6. RESIDENTIAL NEIGHBOURHOOD 1



### EVALUATION SUMMARY

less -> more



### INTRODUCTION

The Residential Neighbourhood 1 (RN-1) area is Valemount's core residential neighbourhood that flanks the north and south of the downtown. The area has a spacious residential character with complementary parks and public uses. Housing types are predominantly single-detached with some attached housing in select locations. These neighbourhoods benefit from nearby civic buildings, parks, and recreation areas. Home-based businesses provide both employment and small retail opportunities at an appropriate scale. Sprinkled throughout the neighbourhoods are vacant lots that provide infill opportunities in the RN-1.

### STRATEGY

This OCP section applies to those lands identified as ***“Residential Neighbourhood 1”*** on **MAP 2: Land Use Map**.

The Residential Neighbourhood 1 area has access to full water and sewer service and is located within walking distance of Valemount's downtown. However, there are numerous vacant or underdeveloped lots within the area. Filling in these missing pieces in RN-1 will assist with additional vibrancy, new residents and lower the tax burden on existing residents. Infill development in this area will be encouraged because minimal additional infrastructure is required to accommodate additional development and thus it is fiscally prudent for the Village.

### RESIDENTIAL & HOME BUSINESS POLICIES

**5.6.1.** The Village shall support land uses that will create a unique residential character in RN-1, such as detached and attached housing, including home-based businesses/accessory commercial units, accessory dwelling units, public and institutional buildings, parks, open space, and trails.

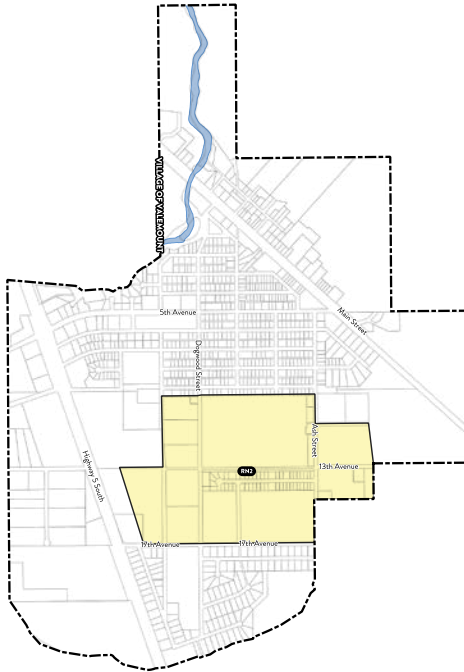


- 5.6.2.** Infill of existing lots is encouraged to provide more efficient use of existing serviced, and easily serviceable land.
- 5.6.3.** The integration of home-based businesses, including accessory commercial units (ACUs) into existing neighbourhoods and new developments shall be permitted and supported in the Zoning Bylaw.
- 5.6.4.** A Master Plan shall be required for multi-residential and new developments above 10 units per acre (UPA) and/or for development on parcels greater than 2.47 acres (1 hectare) in area. For further direction on Master Plan submission requirements, see **Appendix C Development Plan Submissions on page 106**.
- 5.6.5.** The subdivision of land that is not independently serviced to create a new lot that accommodates an Accessory Dwelling Unit (ADU) or Accessory Commercial Unit (ACU) shall not be permitted.
- 5.6.6.** The Village may require, at its discretion, the dedication of municipal rights-of-way and easements for roads, lanes, trails, and utilities, to accommodate and service infill residential development.
- 5.6.7.** Small lot residential subdivision (less than 418 m<sup>2</sup> / 4500 sq. ft.) and development may be supported where full municipal water and sewer servicing is available.
- 5.6.8.** All types of accessory dwelling units (ADUs) including secondary suites, laneway house or garage suite (max. 1 ADU per lot) shall be permitted in the RN-1.
- 5.6.9.** Short or long-term rental of accessory dwelling units (ADUs) may be permitted with the following conditions:
  - a)** The principal dwelling is owner occupied;
  - b)** A maximum of one ADU may be rented per lot;
  - c)** Short-term rentals are not permitted in detached ADUs; and
  - d)** The ADU complies with all applicable Zoning Bylaw and Building Code Regulations.
- 5.6.10.** Short-term (vacation) rentals that are not owner occupied are not encouraged in the RN-1.
- 5.6.11.** The Village shall continue to encourage housing diversity through flexible zoning rules that allow a range of residential unit types that are built at the form and scale of the existing neighbourhood (e.g., allowing duplexes on RN-1 lots).
- 5.6.12.** Village shall prioritize investment in water and sewer infrastructure upgrades where needed to support infill and redevelopment within the RN-1.
- 5.6.13.** The Village should create strong trail and pathway connections to support non-motorized movement.
- 5.6.14.** New infill residential developments (attached or detached) should be compatible with existing single-detached residences in form, massing/size and design.

## COMMUNITY USES POLICIES

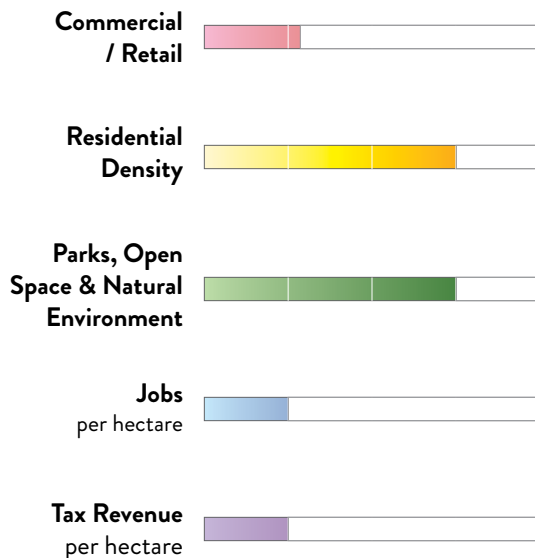
- 5.6.15.** Support the flexible use of civic facilities and open space in the RN-1 for a variety of place-making activities that attract residents and visitors year-round.
- 5.6.16.** The Village and/or developers shall work with local agencies to provide amenities and services that complement supportive, age in place and seniors housing.
- 5.6.17.** The Village supports partnerships within the community that facilitate residential infill development for affordable, rental, supportive and/or seniors housing needs.

## 5.7. RESIDENTIAL NEIGHBOURHOOD 2



### EVALUATION SUMMARY

less -> more



### INTRODUCTION

Valemount's Residential Neighbourhood 2 (RN-2) is an area of primarily undeveloped land with a small amount of existing single-detached residential development along 14<sup>th</sup> Avenue. The land has good access to existing services and is the logical place for future comprehensive neighbourhoods.

### STRATEGY

This OCP section applies to those lands identified as **“Residential Neighbourhood 2”** on **MAP 2: Land Use Map**.

RN-2 is intended for a mix of residential densities from single-detached dwellings to larger multi-unit residential buildings, up to three storey apartments. A high level of connectivity to parks and trails should serve any new neighbourhoods in the RN-2. Along identified transportation routes, small-scale neighbourhood commercial or mixed use developments are appropriate to provide neighbourhood amenities within a walkable distance for residents. Comprehensive master planning will be required for this area to ensure it builds out in a well-planned manner that respects adjacent neighbourhoods and is compatible with the Village's vision.

**“Affordable housing is a huge issue. It would be great to provide business owners either the option to live at their business or to rent out for additional income. Creates a great feel to the town.”**

- From Community Survey

## POLICIES

- 5.7.1.** The Village shall support land uses that will create a unique residential character in RN-2, with a mixture of detached and attached housing, home-based businesses/ accessory commercial units, accessory dwelling units, neighbourhood commercial, public and institutional buildings, parks, open space, and trails.
- 5.7.2.** Development of large vacant lands is encouraged to occur in a sequential pattern from 9<sup>th</sup> Avenue south to 17<sup>th</sup> Avenue to promote an efficient use and logical expansion of the existing infrastructure network.
- 5.7.3.** Comprehensive residential developments in the RN-2 shall provide a minimum of 30% of the total dwelling units in an attached housing form (duplex, townhouse/rowhouse, apartment).
- 5.7.4.** Attached and detached housing forms shall be geographically mixed and integrated in new comprehensively planned developments. The highest density housing forms should be located along the **“Main Road Network”** (**“MAP 4: Transportation & Mobility”** on page 44) and near parks and open spaces.
- 5.7.5.** The Village encourages smaller unit residential buildings to create a diversity of housing units that provide options for residents of varying ages and income levels.
- 5.7.6.** Parks and public spaces shall be required in all new neighbourhoods.
- 5.7.7.** The Village shall require developers to provide the maximum park reserve of 5% in accordance with the Local Government Act. The preference in the RN-2 is for provision of the required park reserve in land.
- 5.7.8.** The Village shall ensure that new developments and redevelopments of existing sites are integrated with the surrounding neighbourhoods through a connected system of roads, sidewalks, trails and public spaces.
- 5.7.9.** The Village may allow small lot single-detached lots (e.g. 10 metre frontage) in new comprehensively planned areas to ensure more efficient use of infrastructure and provide a range of housing options.
- 5.7.10.** Small neighbourhood-scale commercial and mixed use developments are appropriate in the RN-2 and should be located along the **“Main Road Network”** (**“MAP 4: Transportation & Mobility”** on page 44).
- 5.7.11.** Master planning will guide the development of the large vacant parcels. A Master Plan will be required for development of parcels greater than 1.0 hectare (2.5 acres). Master Plan requirements for the RN-2 shall include the following:
- a) A land use plan that identifies areas for both attached and detached housing with a minimum of 30% of the units in an attached housing form.
  - b) Transportation and mobility plan,
  - c) Water and sewer servicing plan,
  - d) Parks, trails and open space plan,
  - e) Written description of the vision, goals and principles of the development along with a policy analysis showing alignment with the Village’s OCP.
- 5.7.12.** All developments should, where possible, strive to integrate the local environment (e.g. preserve existing trees, wetlands, wildlife habitat and **“special areas”**) into the development design to create a unique Valemount character.
- 5.7.13.** The Village shall not permit more than 30 units of Major Short-Term Vacation Rentals in the RN-2 area to encourage the development of smaller, more dense and affordable lots and permanent residents that better recover costs on services.



### 5.8. RESIDENTIAL NEIGHBOURHOOD 3

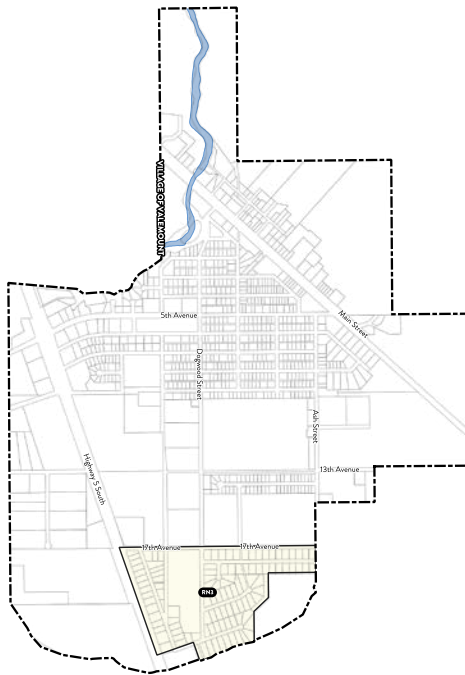
## INTRODUCTION

Residential Neighbourhood 3 (RN-3) is an area with a mix of newer and older large single-detached residential lots and vacation rental units. The area is a popular draw for tourist accommodations and benefits from its close proximity to the Cranberry Marsh. The majority of land in RN-3 has been subdivided with full or partial servicing. Only one block of vacant land exists in RN-3.

## STRATEGY

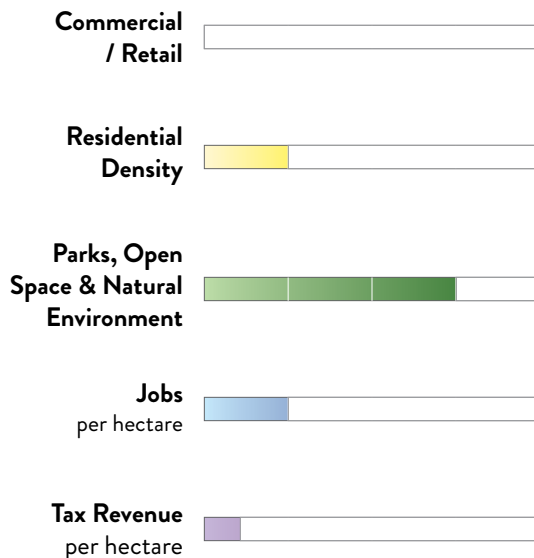
This OCP section applies to those lands identified as “**Residential Neighbourhood 3**” on **MAP 2: Land Use Map**.

The vision for the RN-3 neighbourhood is to continue to build out the subdivided vacant properties to complete the community to optimize the investment in infrastructure that has been built. Future development in the area can be more broad, allowing a slightly more diverse range of residential housing forms while using existing infrastructure more efficiently.



## EVALUATION SUMMARY

less -> more

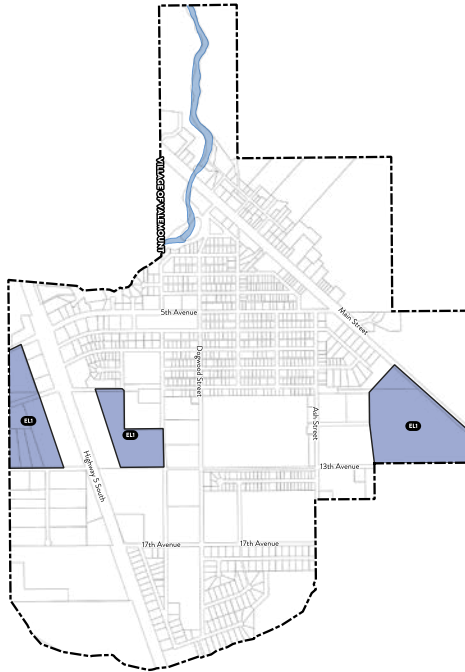


## POLICIES

- 5.8.1.** The Village shall support land uses that will create a larger lot residential character in RN-3, with a mixture of detached housing forms, home-based businesses, accessory dwelling units, and parks, open space, and trails.
- 5.8.2.** The Village should mainly focus large lot residential development in the RN-3 area.
- 5.8.3.** A variety of tourism-oriented residential uses should be permitted in the RN-3 area.
- 5.8.4.** The Village shall ensure proper design, setbacks and trail connections from the RN-3 area to Cranberry Marsh.
- 5.8.5.** All developments should, where possible, strive to integrate the local environment (e.g. preserve existing trees, wetlands, wildlife habitat and *“special areas”*) into the development design to create a unique Valemount character.
- 5.8.6.** Parks and public spaces shall be required in all new neighbourhoods.
- 5.8.7.** The Village shall require developers to provide the maximum park reserve of 5% in accordance with the Local Government Act. The preference in the RN-3 is for provision of the required park reserve in land.
- 5.8.8.** The Village shall ensure that new developments and redevelopments of existing sites are integrated with the surrounding neighbourhoods through a connected system of roads, sidewalks, trails and public spaces.
- 5.8.9.** Master planning will guide the development of the large vacant parcels. A Master Plan will be required for development of parcels greater than 1.0 hectare (2.5 acres). Master Plan requirements for the RN-3 shall include the following:
- a) A land use plan that identifies areas for both attached and detached housing with a minimum of 30% of the units in an attached housing form.
  - b) Transportation and mobility plan,
  - c) Water and sewer servicing plan,
  - d) Parks, trails and open space plan,
  - e) Written description of the vision, goals and principles of the development along with a policy analysis showing alignment with the Village’s OCP.



## 5.9. EMPLOYMENT LANDS 1



### INTRODUCTION

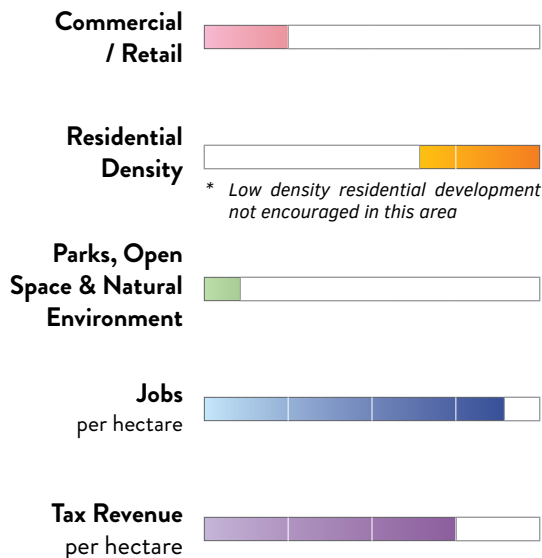
Creating jobs is a key focus for the Village's Growth Strategy. Jobs create a cascade of positive benefits to the community. Jobs bring people; People bring money to the local economy by supporting other local businesses. Jobs bring families that put kids in the local schools, demand more services and amenities that then bring more jobs and residents. However, in today's rapidly changing economy, creating jobs is difficult. The Village's role is to enable businesses to adapt and change through appropriate OCP designation of employment lands and accompanying flexible zoning regulations.

### STRATEGY

This OCP section applies to those lands identified as **"Employment Lands 1"** (EL-1) on [MAP 2: Land Use Map](#). The Village supports the development of these lands as employment areas that will naturally evolve over time as the economy changes through flexible policy and regulation.

### EVALUATION SUMMARY

less -> more



***"I have a home-based business. Smaller micro businesses are far more inviting than allowing big box store to invade our town. The idea of working from home will not only assist in creating businesses in town but will lessen the stress on business owners needing to locate housing."***

- From Community Survey



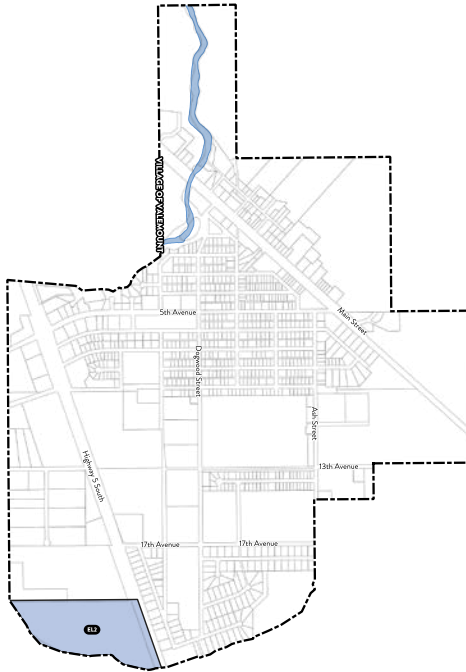
## POLICIES

- 5.9.1.** The Village shall support employment-oriented development such as, but not limited to employment hubs/co-working spaces, small manufacturing, creative enterprises, light to medium industrial uses and business/offices.
- 5.9.2.** Work-live developments may be considered where appropriately located and designed to be compatible with both residential and non-residential land use.
- 5.9.3.** A Master Plan shall be required for Employment Lands developments that are greater than 2 hectares and/or propose multi-lot subdivision for employment land uses (e.g. business or industrial). Further direction on Master Plan submission requirements, see **Appendix C Development Plan Submissions on page 106.**
- 5.9.4.** Where employment land uses create off-site nuisances (e.g. noise, dust, vibration) to residential areas, the owner/developer should mitigate these impacts to an acceptable level.
- 5.9.5.** Developments on Employment Lands are encouraged to provide safe pedestrian and bicycle access to all facilities.
- 5.9.6.** Retail/commercial uses should be limited to not detract from the Village's other retail areas (e.g. 5<sup>th</sup> Avenue). Preferred retail / commercial uses include work-live, artisan/ maker spaces/small manufacturing operations with a retail outlet component, and small scale retail that serves the employment area.
- 5.9.7.** Streetscapes should be non-residential (business, artisan, work-live, industrial) in nature with residential live-work units built above or behind.



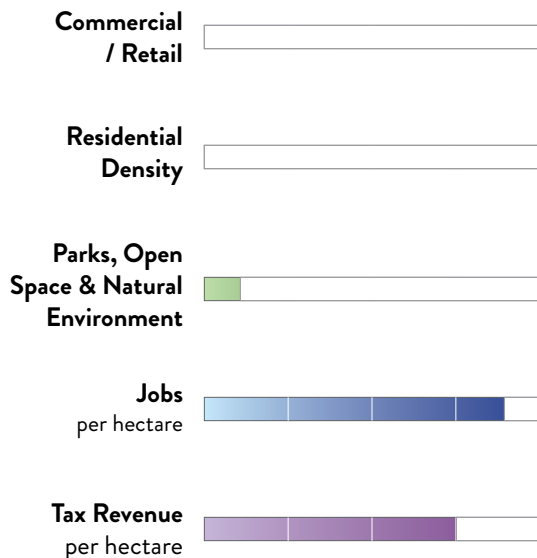
**Figure 15:** Example of Modern Live/Work Buildings

## 5.10. EMPLOYMENT LANDS 2



### EVALUATION SUMMARY

less -> more



### INTRODUCTION

The Village has a need for industrial land within its borders that is appropriately located and adds to diversification and growth of the Village's tax base. Industrial areas serve an important niche in the local and regional economy of the area, such as providing a location for contractors and trades, staging areas for major oil and gas or forestry projects, and potential sites for heavy industry if needed.

### STRATEGY

This OCP section applies to those lands identified as **"Employment Lands 2"** (EL-2) on **MAP 2: Land Use Map**. The Village supports the development of the EL-2 lands as employment areas focused on industrial lands uses that may require large parcels of land and have some off-site nuisances. These industrial land uses must be appropriately located within the Village to minimize impacts to non-industrial uses.

### POLICIES

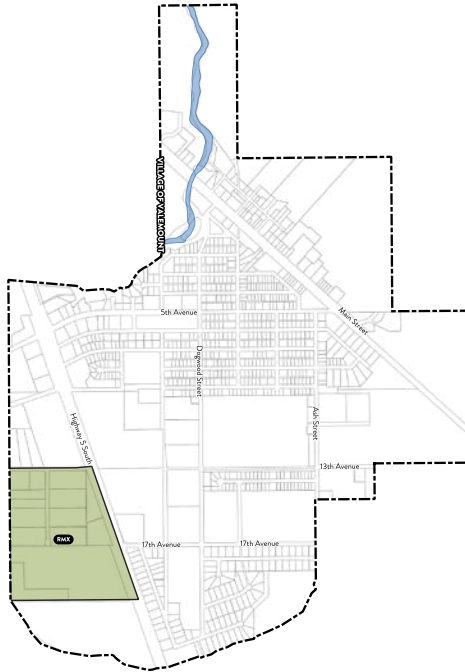
**5.10.1.** The Village shall support industrial development such as, but not limited to contractor yards, industrial or business parks, manufacturing (light, medium or heavy), staging areas, and heavy industry that require large parcels and may have some off-site nuisances.

**5.10.2.** A Master Plan shall be required for Employment Lands developments that are greater than **6 hectares** and/or propose multi-lot subdivision for employment land uses (e.g. business or industrial). Further direction on Master Plan submission requirements, see **Appendix C Development Plan Submissions on page 106**.

**5.10.3.** Where employment / industrial land uses create off-site nuisances (e.g. noise, dust, vibration), the owner/developer shall mitigate these impacts to an acceptable level.

**5.10.4.** Retail/commercial uses shall be limited on EL-2 lands to not detract from the Village's main retail areas (e.g. 5<sup>th</sup> Avenue). Limited highway-oriented retail may be appropriate if it does not inhibit the industrial use of these lands.

## 5.11. RURAL MIXED USE



### INTRODUCTION

The Rural Mixed Use (RMX) area is the transition zone between the urban areas of Valemount and the surrounding rural/agricultural landscape. The area is a combination of unserviced or partially serviced country residential, agricultural properties and recreation areas. The lack of full servicing (water and sewer) has kept the area's rural nature.

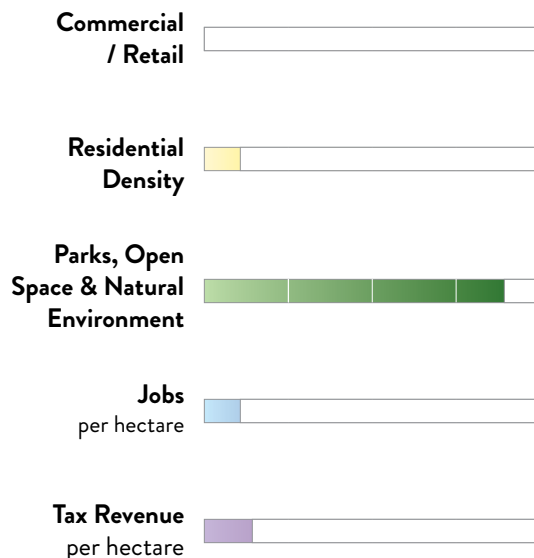
### STRATEGY

This OCP section applies to those lands identified as **"Rural Mixed-Use"** on **MAP 2: Land Use Map**. The Village supports the Rural Mixed-Use area to continue the current rural-type development pattern, including country residential use, rural businesses, and protection of sensitive environmental lands. The spacious and rural nature of this area is important to ensure a sensitive edge to adjacent agricultural land and provide open space for linkages to surrounding recreation areas. Full municipal servicing is not available in the short or medium-term to this area, which limits typical urban development of this area.

### POLICIES

#### EVALUATION SUMMARY

less -> more



**5.11.1.** The Village shall support rural and small scale commercial on lands such as, but not limited to, country residential, rural business or live-work, agricultural production and sales, and recreation land uses.

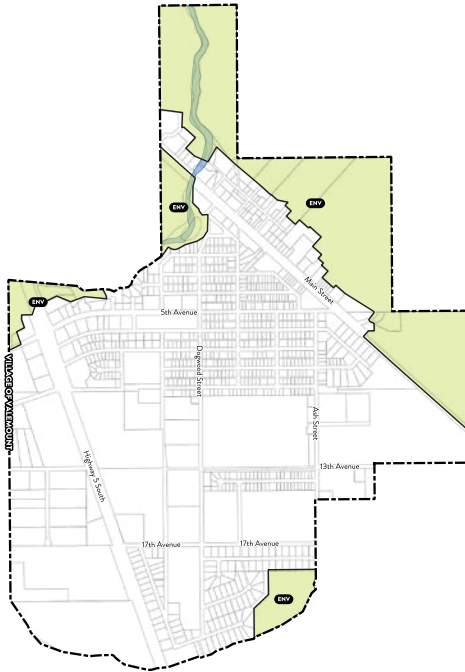
**5.11.2.** The Village should allow small-scale supportive businesses that are complementary to the surrounding landscape (agricultural sales, etc.).

**5.11.3.** Developments should locate buildings and establish landscape buffers adjacent to Agriculture Land Reserve (ALR) parcels in accordance with Provincial ALR Edge Guidelines.

**5.11.4.** The Village should protect sensitive environmental areas including steep slopes, riparian areas, wetlands, and large continuous areas of forest from development through the use of setbacks, buffers, and sensitive site design.



## 5.12. ENVIRONMENTAL



### EVALUATION SUMMARY

less -> more

Commercial / Retail

Residential Density

Parks, Open Space & Natural Environment

Jobs per hectare

Tax Revenue per hectare

### INTRODUCTION

The Environmental (ENV) area includes sensitive environmental lands, such as steep slopes, waterways, as well as major public infrastructure (e.g. sewage lagoons) that require development restrictions.

### STRATEGY

This OCP section applies to those lands identified as **“Environmental”** on **MAP 2: Land Use Map**.

The strategy for the Environmental area is to protect sensitive environmental lands from future development, create a buffer to adjacent residential and agricultural uses, and provide space for linkages to surrounding recreation areas.

### POLICIES

**5.12.1.** The Village should protect sensitive environmental areas including steep slopes, riparian areas, wetlands, and large continuous areas of forest from development through the use of setbacks, buffers, and sensitive site design.

**5.12.2.** The Village should help protect salmon spawning areas in Swift Creek through appropriate land use decision-making within the Village.

**5.12.3.** The Village should establish trail connections and supportive trail infrastructure (trailheads, parking, signage, etc.) to surrounding recreation lands, where possible, in partnership with the applicable agency or jurisdiction.

**5.12.4.** The Village should ensure appropriate land uses and transportation network around the Valemount Bike Park and associated access trails.

**5.12.5.** The Village will work closely with biologists and waste management professionals to determine an appropriate strategy for living with wildlife and minimizing dangerous wildlife encounters in the Village.

## 6

## COMMUNITY LAND USE POLICIES

## 6.1. AFFORDABLE HOUSING

## INTRODUCTION

The Village of Valemout has a village feel with a mixed use commercial area along 5<sup>th</sup> Avenue supported by predominantly single-family neighbourhoods. This has meant that most families in Valemout live in single-family dwellings.

The Village of Valemout Housing Needs and Demands Assessment Report (VHNDAR) (2016) shows that an overabundance of single-family dwellings has contributed to affordable housing challenges for the Village, particularly single parents and low-income earners. The VHNDAR estimates that up to 20% of households in Valemout are likely to be currently in need of affordable housing. Housing speculation has led to an increase in seasonal/recreational home ownership which is estimated to be approximately 20% of the housing stock.

Better housing affordability for residents is an important piece of Key Goal “**1 Enhance the Village for Residents!**” on page 7. As the Village grows, it is important to plan ahead on housing to provide a diversity of housing types and price range for residents to ensure that those that want to live here, can. The goal for short-term vacation rentals (STVRs) is to keep them between 5 and 10% of the available housing stock. It is important for the Village to be ready with policies and tools should the Valemout Glacier Resort project proceed, to ensure that they are not caught off-guard by another surge in speculative housing prices.

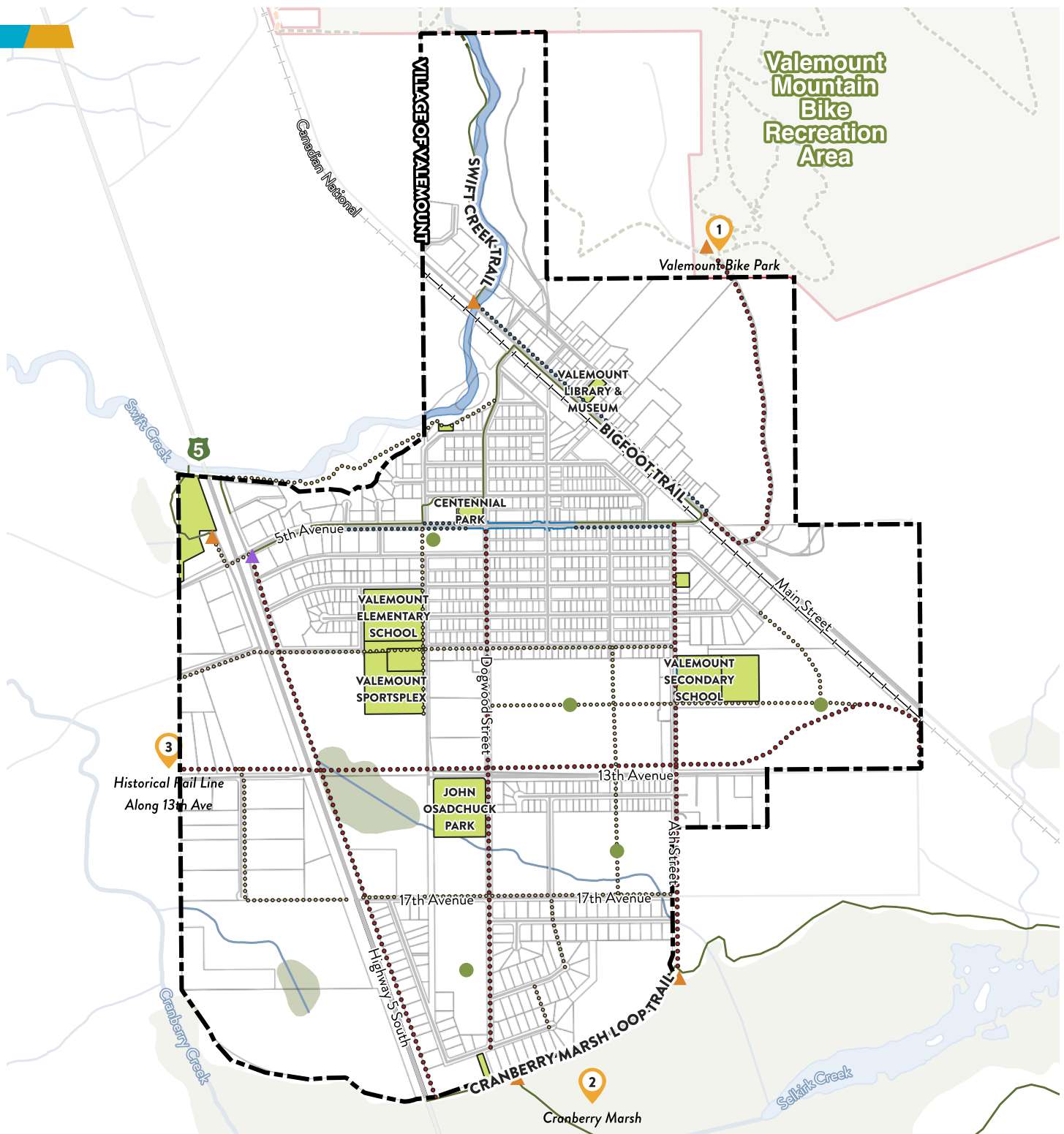
## STRATEGY

The key strategy for the Village is to increase the diversity of housing types within the Village and support affordable housing initiatives throughout the Village. Diversifying the housing stock ensures that there are different types of housing for people throughout their life, allowing them to build community as they age in place. The Village will support this through innovative

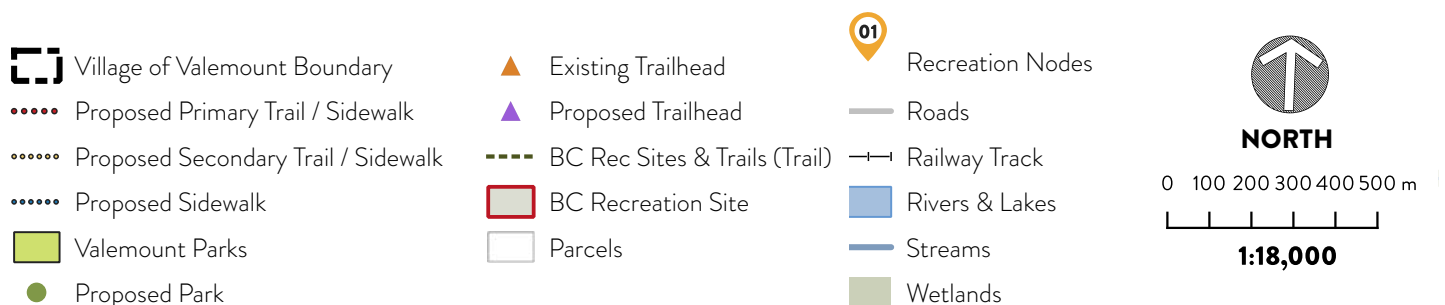
zoning, creating an incentive for the construction of affordable housing units.

## GENERAL POLICIES

- 6.1.1. The Village shall support development applications that integrate a variety of housing types and unit sizes in each neighbourhood.
- 6.1.2. The Village shall develop a Revitalization Tax Exemption Bylaw to incentivize:
  - a) Mixed use infill development in the Core Village Centre (CVC) and Village Centre Mixed Use (VCMU) areas;
  - b) Developments outside the CVC and VCMU areas that provide at least 10% of units as affordable.
- 6.1.3. The Village supports partnerships within the community that facilitate residential infill development for affordable, rental, employee, supportive and/or seniors housing needs.
- 6.1.4. The Village shall encourage the integration of affordable housing throughout different neighbourhoods in the community along walkable routes that are supported by transit.
- 6.1.5. The Village shall support pilot projects that demonstrate innovative models of affordable housing, such as modular housing and co-housing.
- 6.1.6. The Village shall monitor vacation rentals to ensure they are providing a community benefit, and not negatively impacting rental stock or neighbourhood character. Revise Vacation Rental policies and regulations if necessary.
- 6.1.7. The Village should not support the conversions of existing rental units to strata ownership to prevent the future loss of rental units in the community.



**MAP 3: PARKS, OPEN SPACE & RECREATION**





## 6.2. PARKS, OPEN SPACES & RECREATION

### INTRODUCTION

The Village of Valemount is situated within the spectacular Robson Valley with views of three different mountain ranges and world class recreational sites, such as Mount Robson Provincial Park. Parks, open spaces, and recreation opportunities are at the heart of why people call Valemount home.

Closer to the Village, local residents have access to the Valemount Bike Park and beautiful Cranberry Marsh, both superb destinations located just outside the Village boundaries. However, it's just as important to have local parks, open spaces, and recreation opportunities that can be accessed within the Village itself by walking, biking or a short drive. These local opportunities for exercise, relaxation, or active transportation help create a complete community for citizens of all ages. They also take some pressure off destination sites such as the bike park or marsh.

As the Village grows and develops it will be important to maintain and enhance a strong parks, trails, and open space network that can be accessed by all citizens. Large, undeveloped parcels of land currently provide informal trails and recreational opportunities. Future development on these lands should replace what will be lost by creating a formal network of parks and trails.

### STRATEGY

The key strategy for the Village is to dream big and create a Marsh to Mountains parks, trails, and open spaces network. Connecting these two amazing destinations achieves a grand vision through small, incremental, local improvements. It is vitally important that every Village resident has an opportunity to walk to a local park or open space or be able to ride or walk safely to their favourite coffee shop or store.



**MAP 3: Parks, Open Space & Recreation** identifies the Village's vision for Parks, Open Spaces, & Recreation Areas. The map also shows the proposed trail and sidewalk network that will link these spaces together.

Existing trails should be strategically linked to create a looped system and provide long term links to the Valemount Bike Park through the Swift Creek Trail (unsanctioned) and Hillside Drive.

### GENERAL POLICIES

- 6.2.1.** The payment of cash in lieu of the dedication of up to 5% of lands being subdivided shall be at the discretion of the Village.
- 6.2.2.** All new and renovations to parks, open spaces, and recreation amenities shall be designed to a universal access design standard.
- 6.2.3.** The priority for lands dedicated as parks and public open space at the time of subdivision shall be for the creation of trailheads, trails, and multi-use paths.
- 6.2.4.** The Village should complete an Asset Management Plan that includes a maintenance and monitoring program for all parks, open spaces, and recreation amenities.
- 6.2.5.** The Village shall provide a wide range of recreational programs for children, adolescents, adults, and seniors.

***“Physical activity is important. Also encounters with nature can be healing, restorative. Chance encounters also create the chance for communications.”***

- From Community Survey

## PARKS POLICIES

- 6.2.6.** Existing and proposed future neighbourhood parks are shown on **MAP 3: Parks, Open Space & Recreation**. Master Plan Submissions for large parcels where proposed parks are shown should include parks as a part of their submission in the general area shown on **MAP 3: Parks, Open Space & Recreation**.
- 6.2.7.** Every residential lot in the Village should be within 400 metres of a public park or similar open space.
- 6.2.8.** All new Master Planned Parcels (1.0 hectare or greater) shall include public park or open space.
- 6.2.9.** Master Planned Parcels greater than 4 hectares (10 acres) shall include a minimum of 5% of the land dedicated to parks and open space.
- 6.2.10.** Naturalized parks and play structures are encouraged in all park development to symbolize the Village's important relationship and integration with its beautiful natural setting.
- 6.2.11.** New recreation facilities intended to serve the entire community (i.e. arena, pool, skatepark, pump track, etc.) should be located within 400 metres of the majority of residents.

## OPEN SPACE POLICIES

- 6.2.12.** Work with the Regional District of Fraser-Fort George, and Recreation Sites and Trails BC to collaborate on access to regional trails, and environmentally sensitive lands to ensure a safe level of use that will not degrade the environment or the experience.

## RECREATION POLICIES

- 6.2.13.** Create a diverse range of recreation amenities (sports courts, sports fields, skills parks, playgrounds, etc.) to serve the needs of existing residents and attract new ones.

## TRAIL, SIDEWALK & PATHWAY POLICIES

- 6.2.14.** All new residential lots within the Urban Service Area shall be within 100 metres of either a primary trail, secondary trail, or paved pathway.

- 6.2.15.** The Village should strive for all existing residential lots within the Urban Service Area to be within 100 metres of either a primary trail, secondary trail, sidewalk, or paved pathway.
- 6.2.16.** The Village should create a looped trail system that connects the George Hicks, Cranberry Marsh, and Bigfoot Trails together.
- 6.2.17.** The Village should enhance north-south connectivity by creating a multi-use trail on Dogwood Street to connect RN-3 to downtown via an off-street trail.
- 6.2.18.** The Village should ensure safe and efficient connectivity to the Bike Park by working with private land-owners to connect the Valemount Bike Park via Hillside Drive and Swift Creek Trail.
- 6.2.19.** The Village should improve signage and wayfinding for its trail system and key destinations including:
  - a)** George Hicks Trail, especially around the Highway 5 Bridge;
  - b)** Bigfoot Trail;
  - c)** Cranberry Marsh; and
  - d)** The Valemount Bike Park.
- 6.2.20.** The Village should work with private land-owners and the Regional District of Fraser-Fort George to connect the George Hicks Trail to the Bigfoot Trail along Swift Creek.
- 6.2.21.** The extension of the Village's pedestrian infrastructure (e.g. sidewalks, pathways, and trails) shall be required within future neighbourhood developments to promote safety and encourage active transportation modes, and include benches for rest along the way.
- 6.2.22.** The Village should extend the Village's pedestrian infrastructure (e.g. sidewalks, pathways, or trails) into existing neighbourhoods as funds become available.

**6.2.23.** The Village should consider additional sidewalk or multi-modal trail connections in the following areas:

- a) On Dogwood Street connecting downtown to the Cranberry Marsh (*see Figure 16 & Figure 17*).
- b) From Centennial Park along 5<sup>th</sup> Avenue to the Bigfoot Trail on the west side of Elm Avenue.
- c) On the south side of 5<sup>th</sup> Avenue from west of Dogwood Street to Highway 5.
- d) On the north side of Main Street from 5<sup>th</sup> Avenue to Dogwood Street.
- e) Along the east side of Ash Street from the High School to 5<sup>th</sup> Avenue (Downtown).

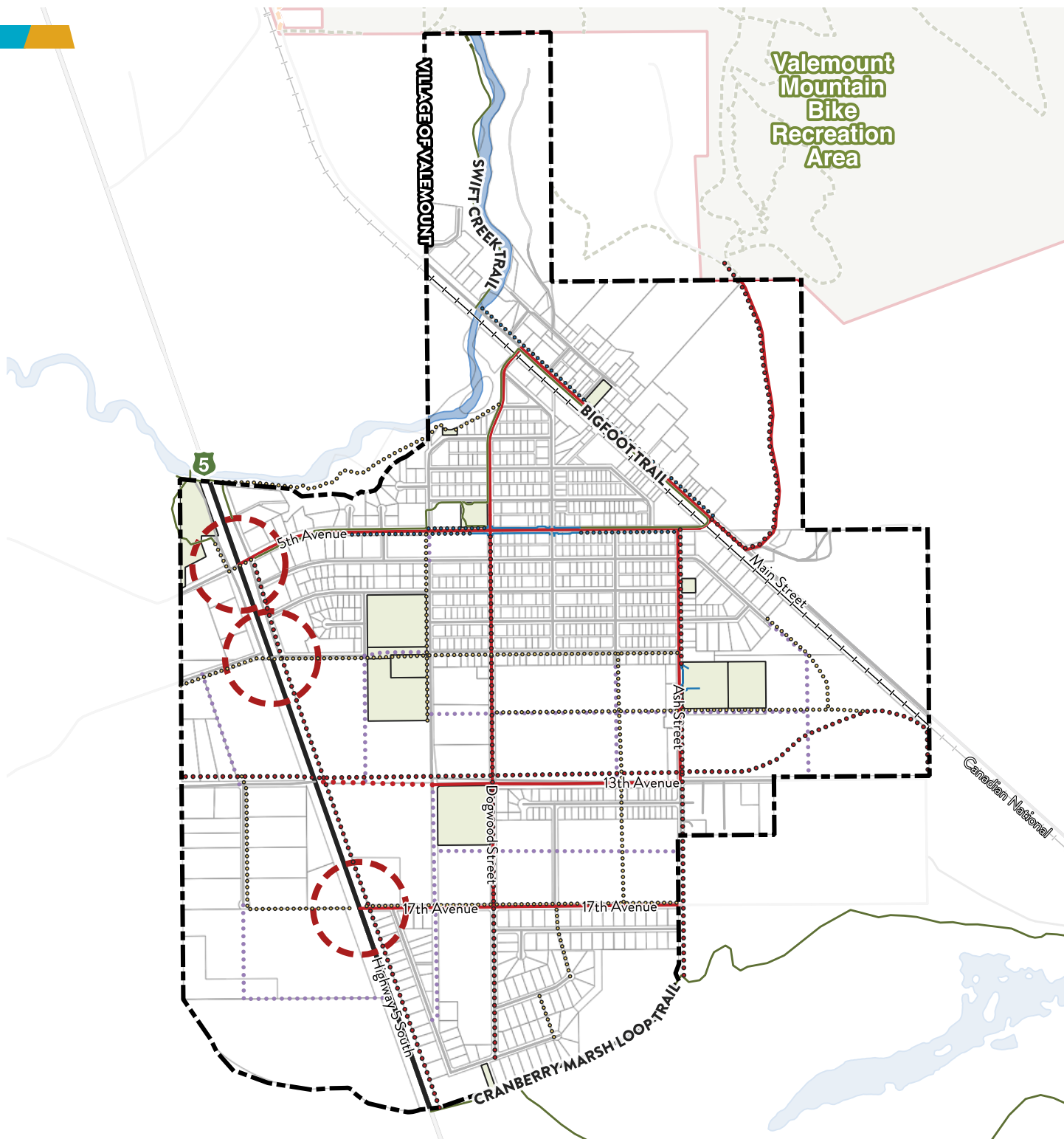


**Figure 16:** Dogwood Multi-Use Trail Vision



**Figure 17:** Dogwood Street looking north





**MAP 4: TRANSPORTATION & MOBILITY**



Village of Valemount Boundary



Highway 5 Gateway Entrance

**Road Hierarchy**

Expressway / Highway

Arterial

Local / Street

Proposed Local Road

Sidewalks\_Existing

Primary Trails

Secondary Trails

Proposed Sidewalk

Existing Trails

Railway Track

Valemount Parks

BC Rec Sites & Trails (Trail)

BC Recreation Site

Parcels

Rivers, Lakes & Streams



**NORTH**

0 100 200 300 400 500 m



**1:18,000**

## 6.3. TRANSPORTATION & MOBILITY

### INTRODUCTION

The Village of Valemount has The Bigfoot, George Hicks, and Cranberry Trails offering a variety of pathway and trail experiences within the Village.

The Village's transportation system comprises a series of local and arterial streets as well as the Yellowhead Highway. The Village's major road system includes the following:

- *Yellowhead Highway (including provision for frontage road, with right-of-way to be protected in the event of future subdivision)*
- *5<sup>th</sup> Avenue*
- *Main Street*
- *Ash Street*
- *Dogwood Street*
- *13<sup>th</sup> Avenue*
- *17<sup>th</sup> Avenue*

Much of the major road system has been paved with the exception of a portion of Dogwood Street, 13<sup>th</sup>, and 17<sup>th</sup> Avenues. There is currently limited use of this road system by heavy truck traffic, except the Yellowhead Highway. Local streets exhibit a combination of gravel and paved surfaces. The Village's program is continuing with priorities set according to use of the road and its present condition. Given the low tax base of the Village, it has proven to be cost-prohibitive to attempt to accomplish all of the Village's paving needs at one time.

### STRATEGY

The existing Road and Sidewalk Hierarchy and Proposed Road and Sidewalk routes are identified on **MAP 4: Transportation & Mobility**.

### GENERAL POLICIES

- 6.3.1.** Developers shall be required to dedicate land for public right-of-ways for the purpose of expansion or completion of the Village's road network with emphasis on maintaining a grid pattern, including roads, lanes or pathways. The Village's land dedication requests should be guided by **MAP 4: Transportation & Mobility**.

- 6.3.2.** The Village shall update the Development Cost Charges (DCC) Bylaw to ensure the full costs of development are borne by developers at the time of development.

- 6.3.3.** Ensure that snow removal on roads and sidewalks is prioritized and completed in accordance with the Village of Valemount's Snow Removal Policy.

- 6.3.4.** The Village should update its current budget to provide funding for the infrastructure plans and studies denoted in the Implementation Matrix (**Section 8 - Implementation & action plan on p. 77**).

- 6.3.5.** A Transportation Master Plan should be prepared to assess current road and trail inventory and inform future growth strategies.

- 6.3.6.** A Transportation Master Plan shall align with this OCP, including incorporation of **MAP 4: Transportation & Mobility**.

### ROAD POLICIES

- 6.3.7.** New development shall maintain the Village's grid network, including closely matching the block size and geometry where possible. Cul-de-sacs are strongly discouraged.

- 6.3.8.** New development may be required to dedicate future road right-of-ways to ensure continuity of the Village's grid road network.

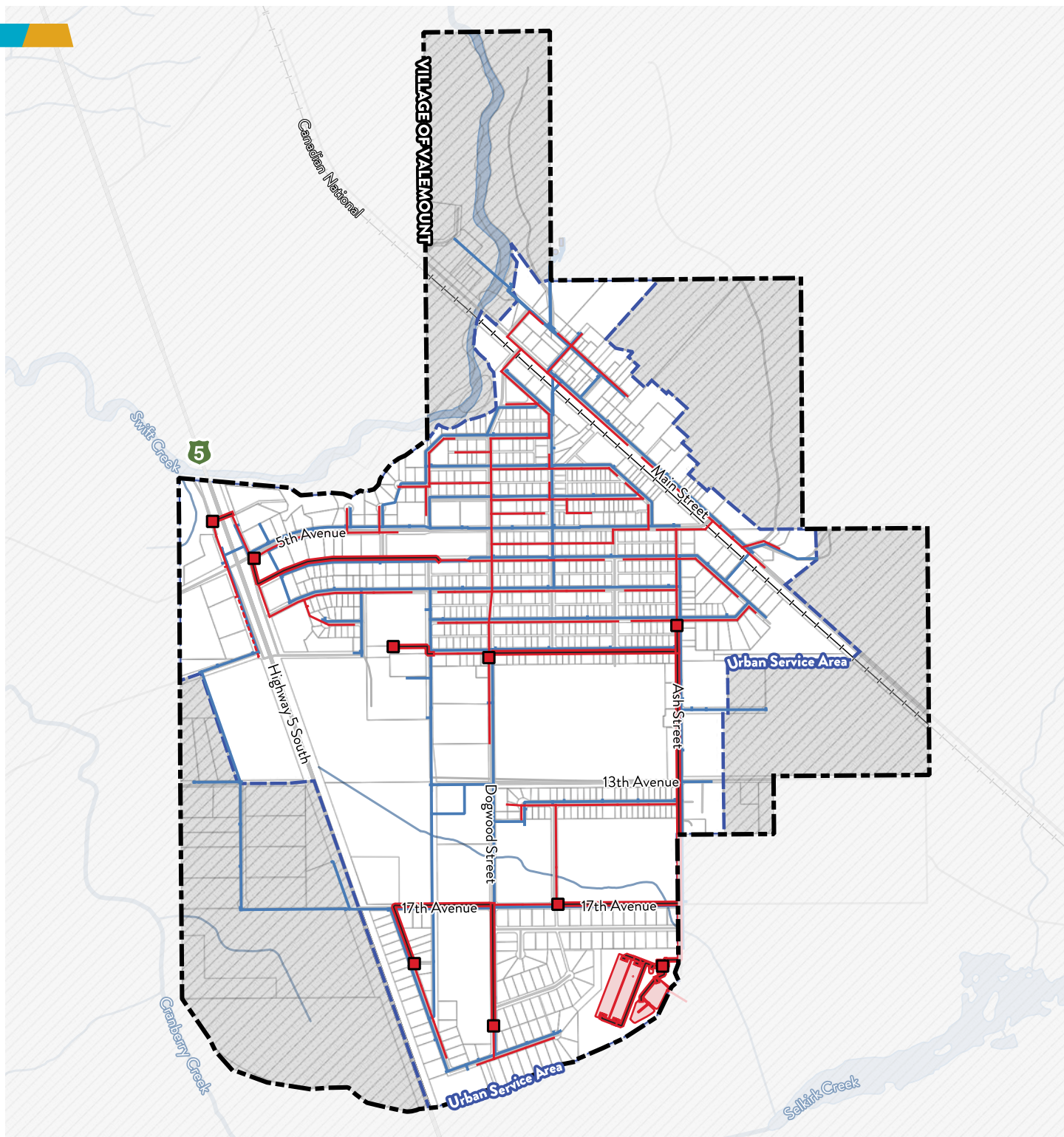
- 6.3.9.** All future road development by private developers or the Village shall show alignment to the Village's Transportation & Mobility Plan in this OCP and/or any Transportation Master Plan the Village may adopt.

- 6.3.10.** The Village should consider new street standards that include: narrower lane widths to reduce costs; incorporation of cycling lanes on major roads (e.g. Dogwood, Ash, Hillside), and stormwater infiltration.

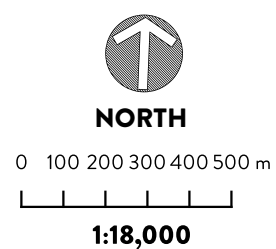
- 6.3.11.** The Village should work with MOTI to identify and establish large-vehicle parking areas around the highway to ensure safety and traffic flow.

### SIDEWALK POLICIES

- 6.3.12.** The village should include future sidewalk construction for inclusion as Development Cost Charges (DCC) projects in an updated DCC Bylaw. Proposed Sidewalks are identified on **MAP 4: Transportation & Mobility**.



**MAP 5: INFRASTRUCTURE**



## 6.4. INFRASTRUCTURE

### INTRODUCTION

Infrastructure includes the utilities, roads, facilities, and services that support life and economic activity within the Village. The Village provides piped water and wastewater (sewer) services throughout the majority of the Village east of Highway 5 (see **MAP 5: Infrastructure**).

The Village's water and sewer infrastructure are some of its most costly assets and require careful planning and budgeting to prevent significant tax increases on citizens. Planning for future infrastructure replacement and maintenance is necessary for safety and financial security of the Village.

Water and wastewater servicing is also a basic requirement for new development and the Village must balance investing in new infrastructure with ensuring existing infrastructure can be maintained. The benefits of new development must not be undermined by creating infrastructure deficits that cannot be funded by the Village's tax base. The optimal infrastructure investments are those for vacant lands within the Village's current Urban Service Area (see **MAP 5: Infrastructure**).

### STRATEGY

In order to ensure the fiscal sustainability of Valemount and maximize the capacity of current infrastructure systems, the Village will prioritize growth and development of lands in close proximity to existing servicing infrastructure.

### General Policies

- 6.4.1.** The Village should use the Asset Management Plan to plan for infrastructure replacement, and coordinate replacement with other infrastructure improvements (road paving, development, etc.), and integrate into Capital Budget Plans.
- 6.4.2.** The Village should undertake the following plans to gain a comprehensive understanding of the current capacity and overall lifespan of the Village's current infrastructure network:
  - a) Transportation Master Plan ;and
  - b) Servicing Master Plan (Water, Sewer, & Stormwater).
- 6.4.3.** Future growth shall be directed to areas that can be fully serviced with municipal piped water and sewer services, with highest priority on infilling existing developed areas where water and sewer capacity is available.
- 6.4.4.** **MAP 5: Infrastructure** has defined an "**Urban Service Area**". Within this area, new developments will be required to connect to community sewer and water. Outside this boundary subdivision applications may apply to Council to opt out of connecting.
- 6.4.5.** Developers shall be required to cover third-party professional costs (e.g. engineering) associated with the review or analysis of the servicing requirements for a proposed development. For example, costs associated with modelling the impact of a proposed development on the water or sewer system.
- 6.4.6.** The Village shall update the Development Cost Charges (DCC) Bylaw to ensure the full costs of development are borne by developers at the time of development, to be informed by the future Master Plans identified in this OCP and future Village budget cycles.
- 6.4.7.** The Village should allocate budget for the infrastructure plans and studies denoted in the Implementation Matrix (**Section 8 - Implementation & action plan on p. 77**).



## WATER SERVICING

Water is the source of life and an essential service for a community. The provision of safe, efficient and affordable water to Village residents and businesses is one of the most important roles of the Village. Presently the Village receives its water from Swift Creek, a relatively small and vulnerable water source that is subject to large water level fluctuations.

Water infrastructure, including the treatment plant, pump stations, and pipes can be costly for a Village and requires careful planning. Furthermore as the Village's water infrastructure ages and improvements are required, money must be set aside for inevitable maintenance.

The majority of the Village is serviced by municipal piped water. There is limited water service south of Cranberry Lake road to King Road. The Village's water treatment facility is just outside the Village's northeast boundary with access off Hillside Drive.

### *Water Servicing Policies*

- 6.4.8.** The Village shall ensure that all residential, commercial, industrial, and public/institutional developments are provided with a safe and healthy supply of water.
- 6.4.9.** The Village should investigate the feasibility of an alternative water intake supply to be utilized should the system based upon Swift Creek become temporarily inoperable.
- 6.4.10.** The Village should assess the adequacy of the water storage reservoirs.
- 6.4.11.** The Village should work towards continuing to loop the water system.
- 6.4.12.** Future growth shall be directed to areas that can be fully serviced with municipal piped water services, with highest priority on infilling existing vacant land where water capacity is available.
- 6.4.13.** Cooperate with the Ministries of Environment, Lands and Parks, Forests, the Department of Fisheries and Oceans, and other relevant agencies to maintain the integrity of the Swift Creek watershed.

## STORMWATER

Valemount is located on a base of sandy soil which has excellent infiltration capabilities. Given this fact, the need to develop an underground storm drainage system has not been prevalent. Storm water is disposed of through ground infiltration and to a lesser extent evaporation. Where small collection systems do exist, such as in areas where extensive paving has taken place, disposal is being achieved through the use of rock pits. Several pits were installed in 1995 and this approach will continue to be used as a remedy where problems are reported. Use of permeable hard surfacing materials is also encouraged.

### *Stormwater Policies*

- 6.4.14.** The Village should complete a Stormwater Master Plan with climate change considerations that explores the following:
  - a)** Source controls, such as but not limited to rain gardens and dry wells.
  - b)** Incentivizing on-site stormwater treatment on private lands.
  - c)** Infill / redevelopment of existing areas where there is a higher proportion of impermeable surfaces.
- 6.4.15.** Implement stormwater best management practices such as absorbent landscapes, infiltration swales, filtering and oil separation, rain gardens and pervious paving to minimize runoff and increase on-site retention and infiltration.
- 6.4.16.** Individual developments shall provide a drainage plan or storm water management plan acceptable to the Village, and is consistent with the Village's Stormwater Management Master Plan (if adopted).

## WASTEWATER

Wastewater (sewage) is another essential service the Village provides to its residents and businesses. Although wastewater servicing is not an exciting component of municipal infrastructure, it is vital to ensure safe and healthy living within the Village. Additionally, new development would not be possible without sufficient capacity within the wastewater servicing system. The Village must ensure that it can continue to provide safe, efficient, and affordable wastewater servicing for both today's citizens and future population growth.

Disposal of wastewater takes place into the marsh located immediately south of the Village boundaries. This method of disposal is unique and, given the quality of the effluent, acts to enhance the hydrologic conditions of the marsh. While the capacity of the collection system is adequate, there are concerns regarding the aging lift stations in the collection system.

The west side of Highway 5 has limited sewer service, north of Cranberry Lake Road.

### Wastewater Policies

- 6.4.17.** The Village shall continue to meet or exceed Provincial and Federal wastewater treatment regulations to safeguard public health and protect the environment.
- 6.4.18.** The Village should ensure the Wastewater Treatment Plant does not negatively impact the Cranberry Marsh.
- 6.4.19.** Future growth shall be directed to areas that can be fully serviced with municipal piped sewer services, with highest priority on infilling existing vacant land where water capacity is available.

## SOLID WASTE

The Regional District of Fraser-Fort George operates a waste transfer station north of Valemount, which accepts commercial and household waste, as well as recycling. Members of the public can drop off small loads of household waste free of charge. Commercial haulers are required to pay a tipping fee, which is determined by vehicle type and load volume.

Paper, Cardboard, and Containers can be dropped off at the Valemount Transfer Station.

### Solid Waste Policies

- 6.4.20.** The Village should work with professional biologists and waste management experts to implement best practices in solid waste management to prevent problems with wildlife. The Village should adopt a **"Bear Aware"** type program that combines public information campaigns with household and municipal level actions.
  - 6.4.21.** The Village should support ongoing initiatives that will provide for effective and responsible solid waste management of recyclables, compostables, and garbage through programs, education, services, policies, and guidelines.
- ### UTILITIES POLICIES
- 6.4.22.** Work with local suppliers and funding bodies to provide high-speed gigabit internet to all residents of Valemount at no- or a minimal-cost.
  - 6.4.23.** Create an underground wiring policy for the Downtown and Railtown Mixed Use Areas.

## 6.5. PUBLIC & INSTITUTIONAL

### INTRODUCTION

Public and institutional facilities are an important component of community planning in Valemount. Public and institutional facilities include such uses as schools, hospitals, government offices, and other public facilities and spaces. These land uses are part of a complete neighbourhood and should be located in close proximity to residential areas to promote walking, biking, and easy accessibility for all people. Where possible public and institutional facilities should be strategically located within the Village in a way that adds to the vibrancy of the Village's core areas and not located in isolated areas.

One initiative supported over the years in Valemount, including in past OCP policy, is the creation of a village square. With a priority on the Village's core area, a central village square could be home to programmed outdoor community events that would entice locals and visitors alike. The village square could be used for a weekly market, a yearly children's festival, outdoor theatre, and other entertainment. Located centrally in the core it could complement Centennial Park by offering a more programmed space, including craft markets and other events.

### STRATEGY

- *Integrate public and institutional buildings into the community in a way that adds to the life and vibrancy of both residential and commercial areas in the Village's core area.*
- *Support downtown vibrancy by hosting events in the Village Centre.*
- *Locate new public and institutional buildings in close proximity to the Village core.*

### POLICIES

- 6.5.1.** The Village should consider locating new public buildings in the Core Village Centre, Village Centre Mixed Use, or Residential Neighbourhood 1 OCP land use areas.
- 6.5.2.** Investigate developing a centrally located community village square, village market or central gathering place in the heart of the Core Village Centre.
- 6.5.3.** Public spaces and community facilities should consider future needs as a result of climate change, and how they can help the community during times of stress. These considerations may include:
  - a) Refuge space from excessive heat, wildfire smoke, power outages, and others;
  - b) Cool and clean air refuges; and
  - c) Shaded outdoor public spaces.
- 6.5.4.** New public or institutional uses should be strategically located to ensure easy and safe access by walking or cycling for the majority of Village residents.
- 6.5.5.** The Village should prioritize active mobility infrastructure (pathways, sidewalks) and associated snow clearing to public and institutional buildings and uses.
- 6.5.6.** The Village should work collaboratively with private or non-governmental institutional partners and agencies on the strategic location and design of new institutional developments to ensure alignment with the OCP.
- 6.5.7.** The Village will continue to work with its partners at Prince George School District on creating a great community for students and families.

## 6.6. NATURAL ENVIRONMENT

### INTRODUCTION

The Village of Valemount is uniquely situated amongst three mountain ranges: the Cariboo, Columbia, and Rocky Mountains. Surrounded by several protected areas, the Fraser River, Kinbasket Lake, and more locally the Swift Creek salmon spawning area and the Cranberry Marsh, it is home to a variety of regionally important wildlife species. This abundance of environmental resources is a draw for residents and visitors who enjoy recreating outdoors. The role of the Village is to ensure that environmental values are protected for the health of the surrounding ecosystem, while promoting sustainable growth and development.

### STRATEGY

Swift Creek, which runs directly through and adjacent to the Village of Valemount is home to the chinook salmon run and is the only source of drinking water for the Village. It is an environmentally and culturally significant component of the region. The Cranberry Marsh, adjacent to the south end of the Village, is an important wildlife habitat and recreational area. It is essential to continue to protect these and other surrounding environmentally sensitive areas, preserving significant natural features, air quality, water bodies, and wildlife habitat. The Village of Valemount will continue to foster relationships with the Simpcw First Nation, Provincial and Federal governing bodies, non-profits, private landowners, and other agencies which have a stake in environmental protection and conservation.

### POLICIES

**6.6.1.** Provincial and Federal environmental regulations are recognized and applicable within the Village boundaries.

**6.6.2.** Protection and enhancement of local environmentally sensitive areas, local water bodies and aquatic species, and wildlife corridors shall be undertaken through **Section 6 - Environmental Development Permit Area on p. 57**.

**6.6.3.** Master Plans are required for lots that include areas of sloped land greater than 20% and/or are larger than 2.0 hectares (5 acres) in area. For further direction on master plan submission requirements, refer to **Appendix C Development Plan Submissions on page 106**.

**6.6.4.** All development must show an understanding of and incorporate FireSmart Canada principles and design standards.

**6.6.5.** Support local, regional, and Provincial efforts to protect the Village from flooding, including enforcement of the **Section 6 - Environmental Development Permit Area on p. 57** in this OCP.

**6.6.6.** Support efforts to maintain the water quality and environmental integrity (e.g. riparian areas, salmon habitat) of Swift Creek due to the many ecosystem services the creek provides to the Village and the region, and for its tourism value.

**6.6.7.** Low impact environmental construction methods should be utilized whenever constructing in areas identified in **Section 6 - Environmental Development Permit Area on p. 57**.

**6.6.8.** Recognize the value of urban trees to store carbon, reduce water run-off, buffer windstorms, and mitigate summer heating impacts.

**6.6.9.** Promote strategies that reduce local air pollution within the North Thompson Valley airshed from additional point pollution sources such as wood-burning stoves and industrial activities.



## 6.7. AGRICULTURE & FOOD SECURITY

### INTRODUCTION

Food is an essential part of life. While there is some household production of food, the Village largely relies on outside sources to bring food into the Village. This fact combined with the Village's heavy reliance on a single highway for goods means the Village is vulnerable to food and other shortages. Increasing the Village's food security is important.

The Village has larger rural properties and is surrounded by rural and forested landscapes. There are no Agricultural Land Reserve (ALR) lands within the Village, however, there are several parcels adjacent to the Village boundary to the West and East.

### STRATEGY

The purpose of the Agriculture & Food Security policies are to encourage and support agricultural uses within the Village to promote compatibility between urban and agricultural areas. Food production within the Village is supported through flexible policies that encourage food production in every neighbourhood and commercial and mixed use areas. Compatibility between urban and agricultural areas is supported by creating farm-friendly urban development within the Village which promotes compatibility with agriculture and stabilizes the ALR boundary.

### FOOD SECURITY POLICIES

#### Urban Areas

- 6.7.1.** Support access to sustainable local food production by encouraging backyard gardens and food production.
- 6.7.2.** Review zoning and other relevant regulations to allow for small-scale animal husbandry, including backyard chickens, bees, and other small livestock for food production.

- 6.7.3.** Support community initiatives which promote environmentally and agriculturally sustainable practices, such as community gardens, a community compost program, and rainwater collection.
- 6.7.4.** Continue to support food security by promoting/ supporting things such as farmers markets and permitting supermarkets that offer healthy food options and fresh produce.
- 6.7.5.** Support public spaces that can be used to host community events such as fairs, farmer markets, or festivals and help promote community involvement, integration of greenspace and help promote surrounding retail businesses.
- 6.7.6.** Enhance the capacity of city-owned and school lands to establish community gardens, thereby providing access to local food and educational programs.
- 6.7.7.** Consider incorporating appropriate native edible landscaping and pollinator gardens on public land, parks, and encourage private developments to incorporate these principles.

#### Rural Areas

- 6.7.8.** Encourage new economic opportunities whereby residents can produce food for the community in a sustainable and ethical manner.
- 6.7.9.** Support and show leadership in the development of agricultural innovation, including the development of greenhouses for large-scale local food production.
- 6.7.10.** Consider tax breaks for local food businesses producing, processing or supplying local food (agricultural uses within city limits, small hobby farms, businesses using locally sourced ingredients).
- 6.7.11.** Consider providing tax breaks for land-owners leasing property for food production.

### ADJACENT ALR LAND POLICIES

**6.7.12.** Ensure Recommendations from the Province of BC's "*Guide to Edge Planning*"<sup>1</sup> are considered for all development applications adjacent to ALR Lands.

**6.7.13.** Use subdivision layouts which limit potential, future urban encroachment into the ALR or other farming areas.

**6.7.14.** Limit the effects of urban development on farming by managing water, pedestrians, and traffic.

**6.7.15.** Minimize the effects of farm activities on urban development through visual and spatial separation, reduction of risks, and public awareness of normal farm practices.

**6.7.16.** Village boundary expansion into adjacent ALR lands is not supported.

**6.7.17.** Ensure Minimum Building Setbacks adjacent to the ALR properties are:

- a) 15.0 m for commercial or industrial uses;
- b) 30.0 m for residential uses; and
- c) 90.0 m for institutional uses.

**6.7.18.** Create a continuous vegetation buffer along the agriculture-urban edge to provide a visual screen of farm buildings and activities provide a deterrent to trespass and capture some dust and spray drive, and filter farm odours somewhat. The following policies apply to the vegetation buffer:

- a) Height at plant maturity of 6.0m min;
- b) Vegetation buffer width of a minimum of:
  - iii) 8.0 m for commercial or industrial uses;
  - iv) 15.0 m for residential uses;
  - v) 15.0 m for institutional uses; and
  - vi) 3.0 m for properties where available space is currently limited.

## 6.8. SAND & GRAVEL RESERVES

**6.8.1.** No sand and gravel reserves have been identified in this Plan. Sand and gravel extraction activities will be directed to sites outside of Village boundaries.

<sup>1</sup> ([https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/agriculture-and-seafood/agricultural-land-and-environment/strengthening-farming/planning-for-agriculture/823100-3\\_edge\\_guide\\_2015.pdf](https://www2.gov.bc.ca/assets/gov/farming-natural-resources-and-industry/agriculture-and-seafood/agricultural-land-and-environment/strengthening-farming/planning-for-agriculture/823100-3_edge_guide_2015.pdf))





## 7

## DEVELOPMENT PERMIT AREAS

## 7.1. WHAT IS A DEVELOPMENT PERMIT AREA?

The design, form, and character of developments is important to the overall small Village feel of Valemount. Additionally, the Village believes it is important to protect sensitive natural areas, such as Swift Creek, steep slopes, and wetlands from inappropriate development. The Village can use a planning tool called **Development Permit Areas** (DPAs) to either control the design, form, and character of developments or protect sensitive natural areas. Within a DPA, a property owner is required to obtain a development permit before:

- *Subdividing land; or*
- *Constructing, adding to or altering a building.*

The DPA process is to confirm whether the proposed development meets the policies of the DPA as outlined in the OCP. A local government may issue a development permit that varies or supplements a subdivision or zoning bylaw, and it must not vary the use or density permitted in the bylaw (except in relation to health, safety or protection of property from damage).

## 7.2. DPA REQUIREMENTS &amp; EXEMPTIONS

## DPA REQUIREMENTS

**7.2.1.** Within all Development Permit Areas, property owners and developers must obtain a Development Permit before:

- a) Subdivision, which means creating one or more vacant parcel(s) where any portion of the parent parcel under application is located within any DPA;
- b) Construction, which means new builds, addition to, or alteration of a building or structure where any portion of the proposed development footprint is located within any DPA; or
- c) Stripping and Grading, which includes removal of trees, vegetation, stripping and grading of land for the purposes of development, where any portion of the proposed development footprint is located within any DPA.

## DPA EXEMPTIONS

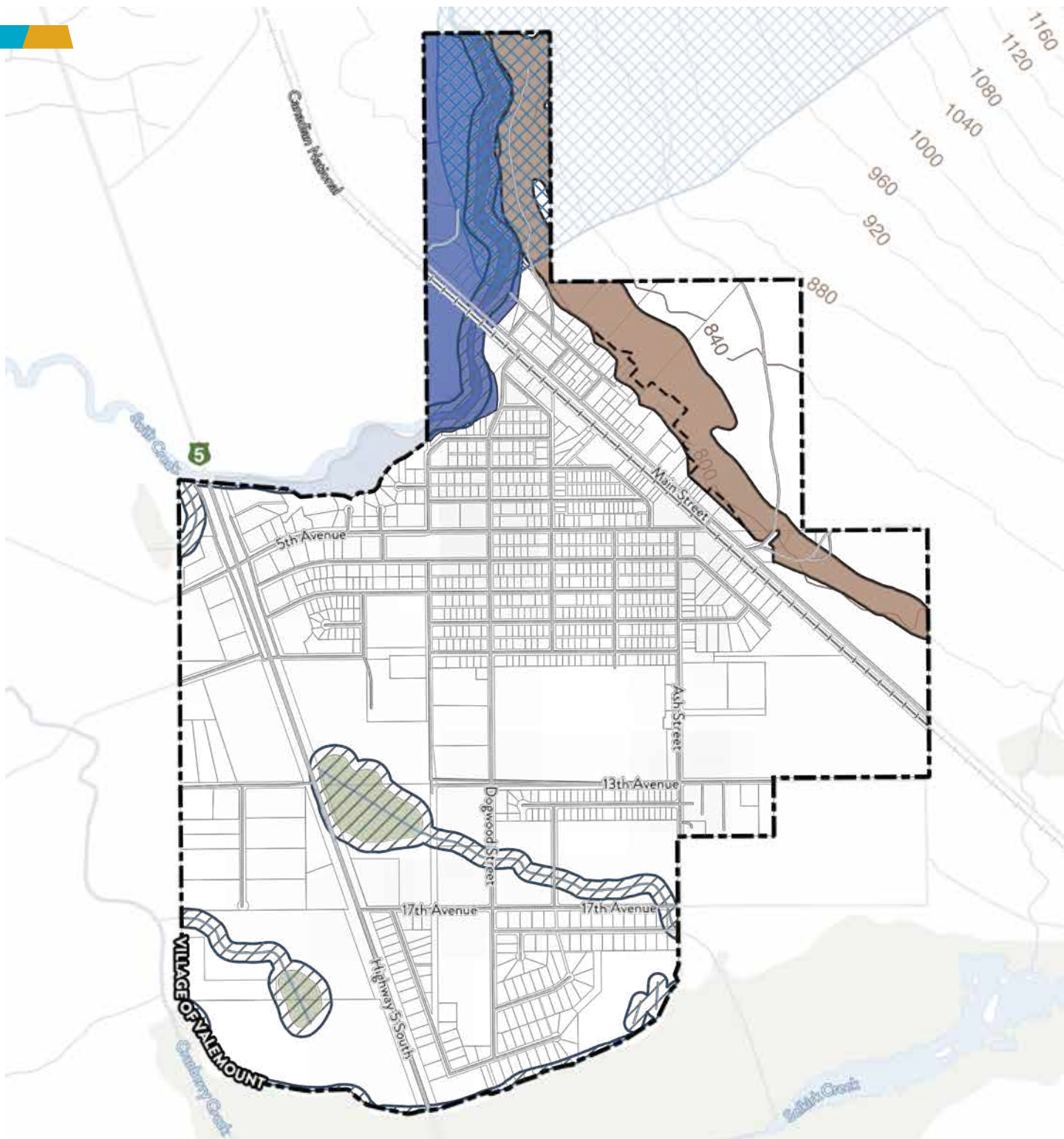
**7.2.2.** Within all Development Permit Areas, a Development Permit is not required for:

- a) Internal alterations which do not affect the outer appearance of the building;
- b) Accessory buildings less than 47 m<sup>2</sup> (500 ft<sup>2</sup>);
- c) Replacement, upgrading, or repair of roofing;
- d) Additions to buildings that increase the floor area by an amount less than 25% of the area;
- e) The installation, repair or placement of utilities infrastructure in a highway right-of-way;
- f) General road construction or maintenance within the right-of-way; or
- g) The removal of dead or dying trees, pruning of undergrowth, supplementing or maintaining natural existing vegetation.









**7.2.3.** Within Development Permit Areas 2, 3, & 4, a Development Permit is not required for:

- a) One-, and two-family dwellings.










**MAP 6: ENVIRONMENTAL DEVELOPMENT PERMIT AREAS**

-  Village of Valemount Boundary
-  Rivers & Lakes
-  Streams
-  Wetlands
-  40m Contour
-  Parcels
-  Roads
-  Railway Track

#### Environmental DPAs

-  Community Watersheds
-  30m Riparian Buffer
-  High Flood Risk
-  Steep Slopes\_Historical\_Line
-  Steep Slopes\_Revised



**NORTH**

0 100 200 300 400 500 m



**1:18,000**

## 7.3. ENVIRONMENTAL DEVELOPMENT PERMIT AREA

### OVERVIEW

The Village's special character can be partially attributed to the special environmental areas that surround the Village. A Development Permits Area has been put in place to ensure these vital natural areas are protected from inappropriate development.

### INTENT

The intention of the Environmental DPA is to ensure development does not negatively impact the important ecosystem function of riparian areas, including enhancement of water quality, wildlife habitat and flood protection, and regulate steep slope development to minimize risk to health, safety and property.

### GENERAL POLICIES

**7.3.1.** The following policies apply to “*Environmental Development Permit Area*” as shown on **MAP 6: Environmental Development Permit Areas**.

**7.3.2.** The Village shall complete an updated floodplain study to inform future floodplain regulations.

**7.3.3.** Developers and local homeowners should meet the following objectives during floodplain and steep slopes development:

- a) Direct development away from sensitive shoreline areas and steep slopes;
- b) Reduce hazards posed by development on or in proximity to steeply sloped areas;
- c) Protect the ecological values of sensitive shoreline areas during and after development;
- d) Provide buffer areas and explore protection and restoration measures for sensitive shoreline areas, including the management of recreational access;
- e) Design developments to allow for the continuation of ecological processes that are essential for ecosystem sustainability (erosion, slip and subsidence, flooding, fire, etc.); and;
- f) Prevent the spread of invasive alien species in shoreline areas.

**7.3.4.** All lands within 30 meters from the natural boundary of a stream or watercourse shall be undevelopable.

- a) Notwithstanding the above clause, a lesser setback is permissible in accordance with information provided by a Qualified Environmental Professional (QEP) detailing how the development will minimize shoreline impact and provide for natural environment and habitat restoration, where applicable.

**7.3.5.** Stormwater shall be managed on-site during and after the construction period in order to ensure water quality and quantity (equivalent to a 2-year, 24-hour storm event).

**7.3.6.** A site-specific stormwater management plan shall be designed to manage sediment and run-off during construction for Master Plans and areas within “*Environmental Development Permit Area*”.

**7.3.7.** Preparation of a site-specific stormwater management plan shall be undertaken by a QEP or related professional.

**7.3.8.** Post development flows shall not exceed pre-development flows into watercourses and such requirement shall be demonstrated in the site-specific storm water management plan.

**7.3.9.** Steep slopes, understood to be lands with a natural slope in excess of 20%, shall remain free of development and in their natural condition.

- a) Notwithstanding the above clause, where the steep slope area renders a property undevelopable, a lesser setback may be permissible in accordance with information provided by a Professional Engineer:
  - ii) Detailing how the development will mitigate erosion, land slip, rock falls or subsidence;
  - iii) How the development will not pose hazards to developments on or near the site, and;
  - iv) Provide for natural environment and habitat restoration, where applicable.

- 7.3.10.** Buildings already partially or wholly constructed within the 30m riparian setback, community watershed, floodplain, or steep slopes areas shall be recognized as legally non-conforming.
- 7.3.11.** Alteration of the natural drainage courses and topography of the site shall be minimized.
- 7.3.12.** Total impervious surface coverage of properties in the **“Environmental DPA”** shall be minimized.
- 7.3.13.** A landscape plan shall be submitted as part of the Development Permit application and shall indicate all existing and proposed landscape features.
- 7.3.14.** Landscape plans will detail plantings within the setback area with attention to:
- a) Erosion control;
  - b) Policy protection of banks; and
  - c) Maintenance of the watercourses hydrological function, where property damage is a consideration (*see Section 12 - Development Plan Submissions on p. 106 for an example*).
- 7.3.15.** Where there is evidence of or potential history of site contamination the Village shall request the submission of an Environmental Site Assessment or an Environmental Impact Assessment prepared by an independent QEP.
- 7.3.16.** Additional site-specific information may be required as part of the Development Permit application process.



📷 Alec Pytlowany via Province of British Columbia Flickr photostream



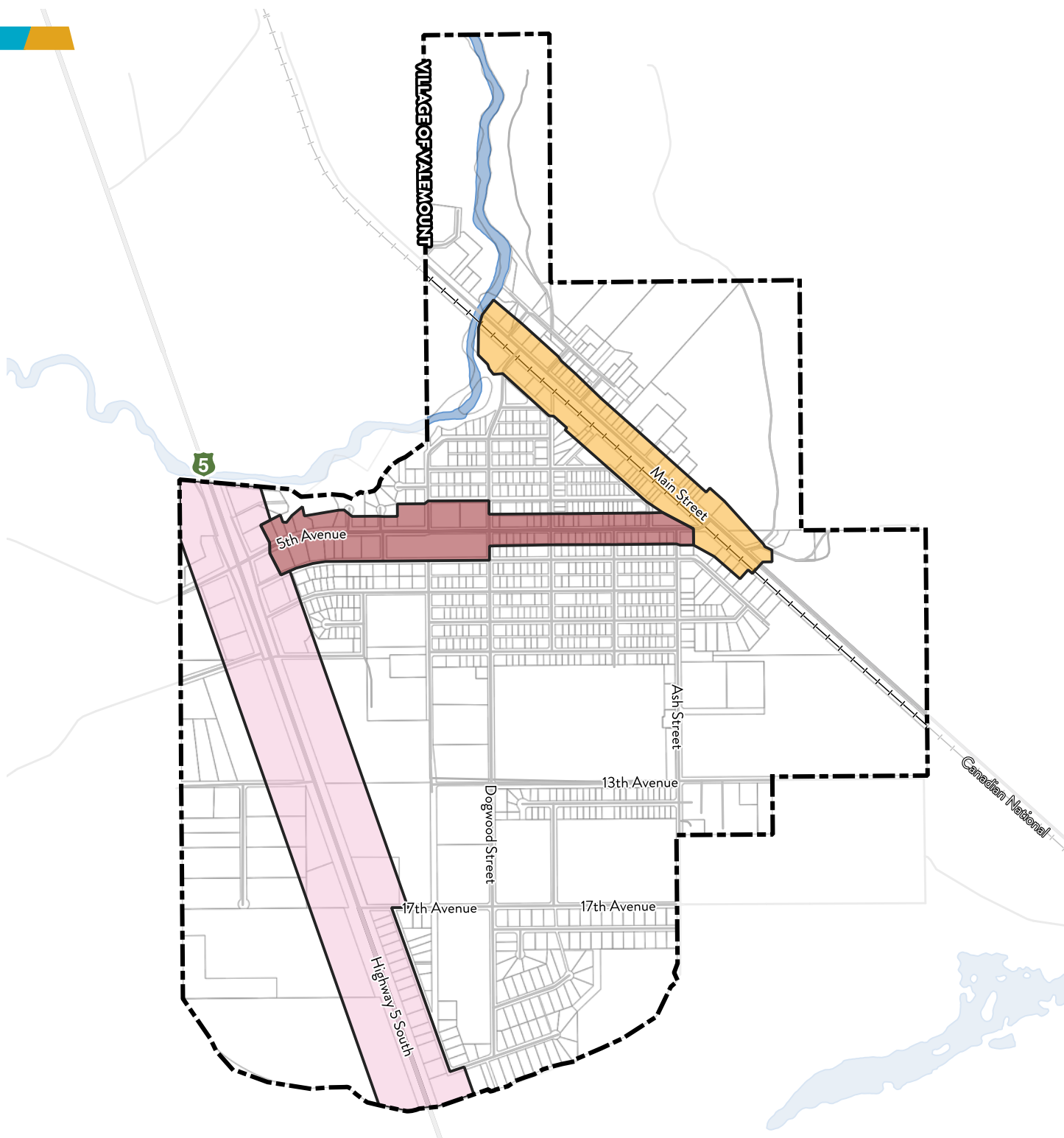


***“It is important to keep the environment a high priority in the community since so many rely on it and it is part of our daily lives in general.”***









**- From Community Survey**

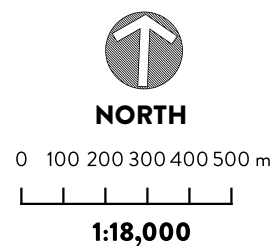






**MAP 7: NEIGHBOURHOOD CHARACTER DEVELOPMENT PERMIT AREAS**

- |  |  |
|--|--|
|  Village of Valemount Boundary                      |  Roads          |
|  Development Permit Area 2 - Downtown / 5th Ave DPA |  Railway Track  |
|  Development Permit Area 3 - Railtown DPA           |  Parcels        |
|  Development Permit Area 4 - Highway / Gateway DPA  |  Rivers & Lakes |



## 7.4. NEIGHBOURHOOD CHARACTER DEVELOPMENT PERMIT AREAS

### OVERVIEW

The design and character of a neighbourhood is an important aspect of quality of life. Citizens of Valemount talk about their appreciation for the **“Small Village Atmosphere.”** While it’s difficult to put these qualitative statements into policy, the Village does wish to remain a Village with a special small village feeling, character and design. The following development permit areas regulate the design and architecture of buildings and sites to ensure the Village maintains its desired look and feel while still evolving over time.

### GENERAL POLICIES

**7.4.1.** Buildings shall reflect a **“Mountain Valley”** style, which includes sloped roofs, exposed wood and use of natural materials for building exteriors including rock, stone, and wood.



**Figure 18:** Inspiration for the Mountain Valley Style



**Figure 19:** Example of a Mixed-Use Building in the Downtown With a Sloped Roof and Natural Materials

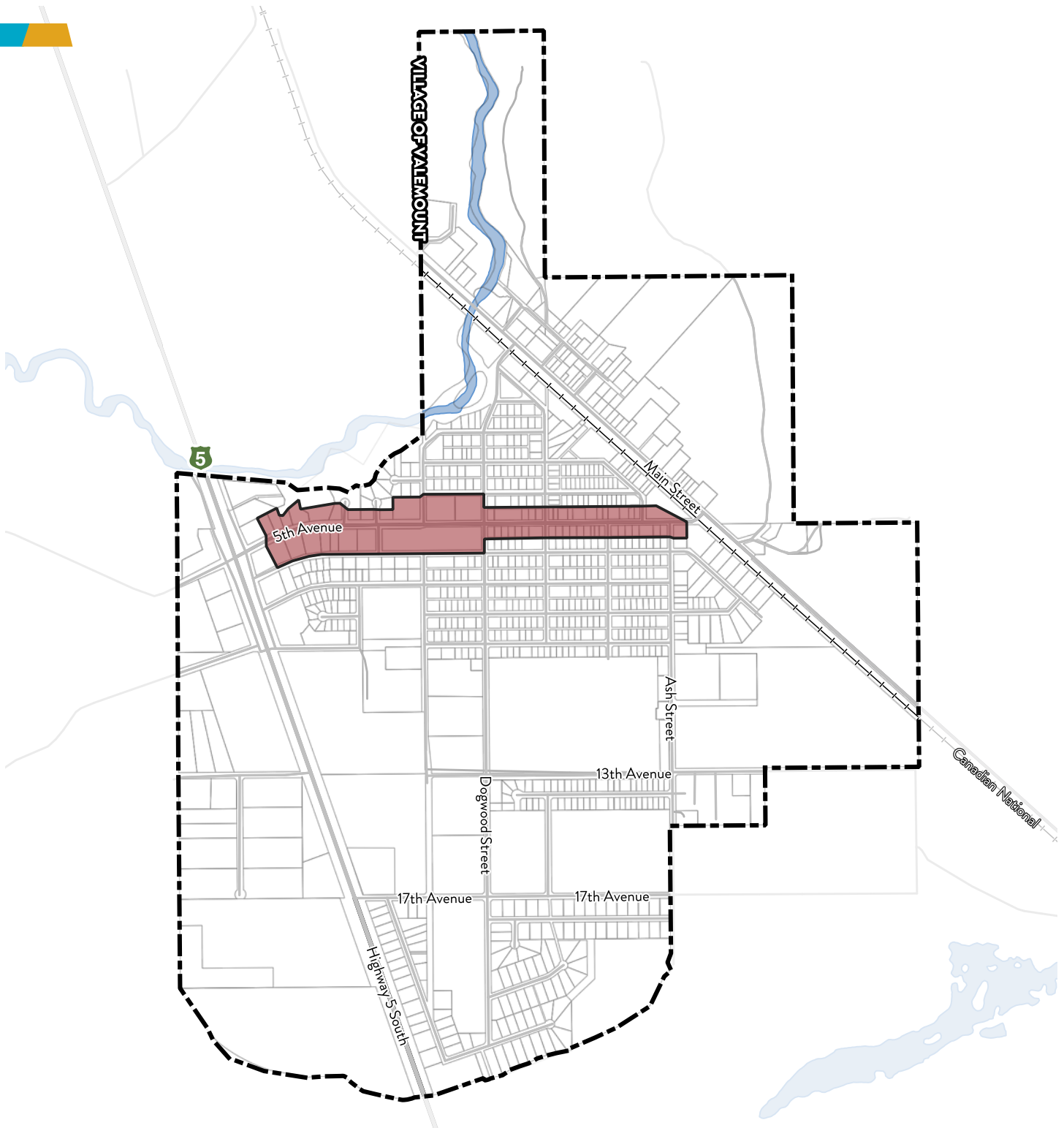
**7.4.2.** Civic buildings should be comprehensively planned in conjunction with other nearby civic buildings, public spaces, and non-civic buildings to ensure connectivity and well-designed public spaces;

**7.4.3.** Extend the elements of the attractive entrance and gateway from the Highway / Gateway DPA, westward along 5<sup>th</sup> Avenue;







**7.4.4.** To promote a high quality of aesthetics in the Village, the use of stucco and vinyl siding is discouraged.

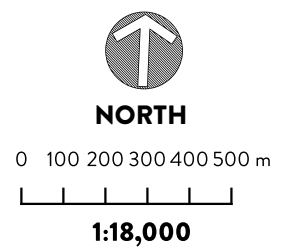
**7.4.5.** Buildings should incorporate sustainable or green building materials, including recycled, recyclable and locally sourced materials.

**7.4.6.** Use of natural colours found in the local natural landscape or accent colours complementary to these natural colours are strongly encouraged.



**MAP 8: DEVELOPMENT PERMIT AREA 2 - DOWNTOWN / 5<sup>TH</sup> AVENUE CORRIDOR DPA**

- |  |  |
|--|--|
|  Village of Valemount Boundary                      |  Railway Track  |
|  Development Permit Area 2 - Downtown / 5th Ave DPA |  Parcels        |
|  Roads  |  Rivers & Lakes |





## 7.5. DOWNTOWN / 5<sup>TH</sup> AVENUE CORRIDOR DEVELOPMENT PERMIT AREA

### INTENT

The intention of the **“Downtown/5<sup>th</sup> Avenue Corridor Development Permit Area”** (DPA) is to regulate and guide the streetscape design and site and building design within the heart of the Village, its downtown along 5<sup>th</sup> Avenue. The desired character of development in this DPA is a vibrant retail atmosphere at street-level with two- to three-storey buildings that accommodate residential units on upper floors or at the rear of sites.

### APPLICABILITY

**7.5.1.** The following policies apply to the **“Downtown/5<sup>th</sup> Avenue Corridor Development Permit Area”** as shown on **MAP 8: Development Permit Area 2 - Downtown / 5<sup>th</sup> Avenue Corridor DPA.**

**7.5.2.** Existing single-detached dwellings shall be exempt from the following **“Downtown/5<sup>th</sup> Avenue Corridor DPA”** policies even if the building is being changed from a residential to a commercial use, on condition that the current architectural design of the dwelling is generally maintained. Minor alternations to the exterior of the building are permitted where they are required for maintenance, safety, and to ensure structural integrity.

### CHARACTER

**7.5.3.** Buildings shall reflect a **“Mountain Valley”** style, which includes sloped roofs, exposed wood and use of natural materials for building exteriors including rock, stone, and wood.



Figure 20: Inspiration for the Mountain Valley Style



Figure 21: Example of a Mixed-Use Building in the Downtown With a Sloped Roof and Natural Materials



## BUILDING SITING & ORIENTATION

- 7.5.4.** Buildings on 5<sup>th</sup> Avenue shall be oriented towards the street with minimal or no front setback.
- 7.5.5.** Parking areas shall be located in the rear of the site behind the main building or beside the main building. Parking in the rear is preferred.



**Figure 22:** Preferred Parking Locations

- 7.5.6.** Parking areas that are not located in the rear of the site behind a building shall provide a 2m landscaped area along any street-facing property. The landscaped area shall be composed of soft landscaping (grass or mulch) and plantings (shrubs, tall grasses, or trees).
- 7.5.7.** Buildings shall have a front setback no greater than 2 metres except where patios or plazas are provided.

## BUILDING FORM, MASSING & MATERIALS

- 7.5.8.** Building shape should be sufficiently varied to create interest and avoid a monotonous appearance. Long expanses of plain walls are strongly discouraged. Long walls and large boxy forms should be broken into individual sections using roof and façade articulation, and vertical features, to create the appearance of smaller, individual storefronts.

**NOT RECOMMENDED:**  
Large, Boxy Building Forms



**RECOMMENDED:**  
Larger form broken into individual sections to develop appearance of individual store fronts



**Figure 23:** Discouraged and Encouraged Building Form

- 7.5.9.** Buildings should create active frontages with transparent glazing and doors and windows that face the street.
- 7.5.10.** The width of large horizontal buildings should be broken up with architectural elements (e.g. gables, awnings, windows, material change, insets/recess) every 6-8 metres.
- 7.5.11.** Buildings shall incorporate sloped and/or pitched roofs with a recommended pitch of at least 5:12.
- 7.5.12.** The palette of colours used for the majority of the building exterior should be from an earth tone palette, including gray blues, greys, browns, greens, fall yellows, oranges, and soft reds. Vibrant accent colours should be used sparingly and counterbalanced with neutral colours and natural materials.
- 7.5.13.** To promote wildfire resistance for built structures, the use of cedar shakes and box batten roof materials is discouraged.

## LANDSCAPING & LIGHTING

**7.5.14.** A landscaping plan shall be submitted as part of a Development Permit application.

**7.5.15.** A landscape plan shall include:

- a) Identification of planting areas and types of plantings;
- b) Site access points (vehicle and pedestrian); and
- c) A lighting strategy.

**7.5.16.** A landscape plan may also include:

- a) Identification of signage;
- b) Public art;
- c) Outdoor amenity space;
- d) Seating areas; and
- e) Bicycle parking.

**7.5.17.** Landscaping shall be provided to soften the visual impacts of building edges as well as interfaces between buildings and parking areas. A mix of trees, shrubs, grasses, and soft landscaping should be provided.



**Figure 24:** Sidewalk and Amenity Zone



**Figure 25:** Fencing and Wall Detail for Parking Areas

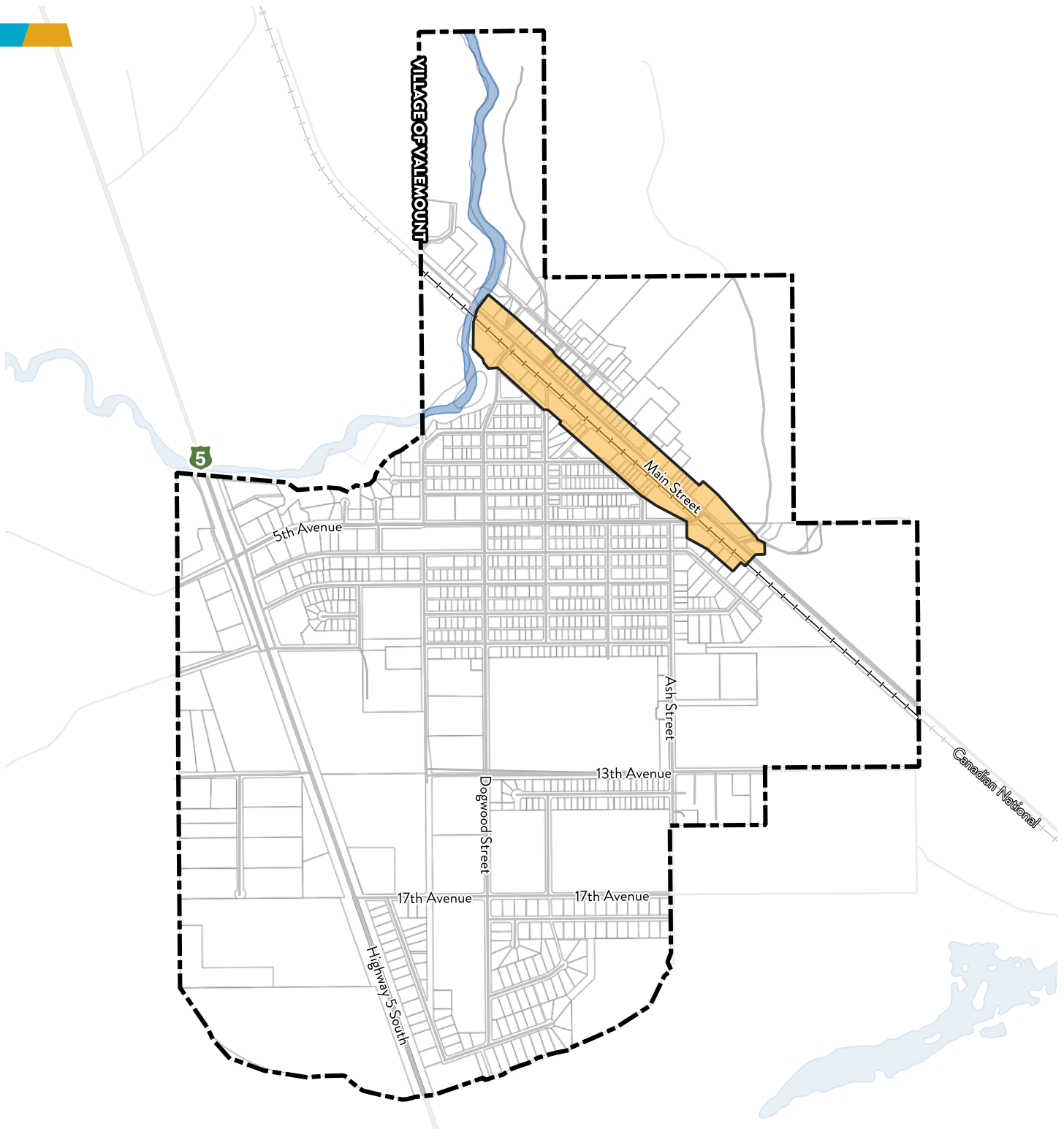
**7.5.18.** Landscaping should incorporate plants native to the Valemount region and should be selected in accordance with FireSmart Canada standards wherever possible.

**7.5.19.** Outdoor storage areas should be fenced or screened with vegetation. Garbage areas should be fully enclosed and bear/wildlife proof, similar to the type used by the municipality for commercial waste collection.







**7.5.20.** Exterior lighting should be kept onto the subject property and shall minimize light trespass onto adjacent properties.

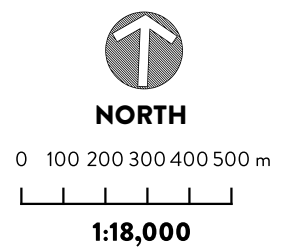
## SIGNAGE

**7.5.21.** Signs should fit with the overall character of the Village Core and be complementary to the design of the principal building on the site. Sign information should be provided at the pedestrian scale. Doorway, hanging, awning, fascia, and window signs are encouraged.



**MAP 9: DEVELOPMENT PERMIT AREA 3 - RAILTOWN DPA**

- |  |  |
|--|--|
|  Village of Valemount Boundary            |  Railway Track  |
|  Development Permit Area 3 - RAILTOWN DPA |  Parcels        |
|  Roads                                    |  Rivers & Lakes |





## 7.6. RAILTOWN DEVELOPMENT PERMIT AREA

### INTENT

The intention of the **“Railtown Development Permit Area”** (DPA) is to regulate and guide the site and building design within the historic Main Street Area of Valemount. The desired character of development in this DPA is a mixed use area with a variety of building types that complements the Village Core.

### APPLICABILITY

**7.6.1.** The following policies apply to the **“Railtown Development Permit Area”** as shown on **MAP 9: Development Permit Area 3 - Railtown DPA.**

**7.6.2.** New or existing single-detached dwellings shall be exempt from the following DPA policies.

### CHARACTER

**7.6.3.** Buildings should reflect a **“Mountain Valley”** style, which includes sloped roofs, exposed wood and use of natural materials for building exteriors including rock, stone, and wood.



**Figure 26:** Inspiration for the Mountain Valley Style



**Figure 27:** Example of a Mixed-Use Building in the Downtown With a Sloped Roof and Natural Materials



## BUILDING SITING & ORIENTATION

- 7.6.4.** Parking areas are encouraged to be located in the rear of the site behind or beside the main building.



**Figure 28:** Preferred Parking Locations

- 7.6.5.** Parking areas that are not located in the rear of the site behind a building shall provide a 2m landscaped area along any street-facing property. The landscaped area shall be composed of soft landscaping (grass or mulch) and plantings (shrubs, tall grasses, or trees).

## BUILDING FORM, MASSING & MATERIALS

- 7.6.6.** Buildings on Main Street are encouraged to have active frontages with transparent glazing and doors and windows that face the street.
- 7.6.7.** Building shape should be sufficiently varied to create interest and avoid a monotonous appearance. Long expanses of plain walls are strongly discouraged. Long walls and large boxy forms should be broken into individual sections using roof and façade articulation, and vertical features, to create the appearance of smaller, individual storefronts.

**NOT RECOMMENDED:**  
Large, Boxy Building Forms



**RECOMMENDED:**  
Larger form broken into individual sections to develop appearance of individual store fronts



**Figure 29:** Discouraged and Encouraged Building Form

- 7.6.8.** The width of large horizontal buildings should be broken up with architectural elements (e.g. gables, awnings, windows, material change, insets/recess) every 6-8 metres.
- 7.6.9.** To promote wildfire resistance for built structures, the use of cedar shakes and box batten roof materials is discouraged.

## LANDSCAPING & LIGHTING

**7.6.10.** A landscaping plan shall be submitted as part of a Development Permit application for any development on a site greater than 1 hectare.

**7.6.11.** A landscape plan shall include:

- a) Identification of planting areas and types of plantings;
- b) Site access points (vehicle and pedestrian); and
- c) A lighting strategy.

**7.6.12.** A landscape plan may also include:

- a) Identification of signage;
- b) Public art;
- c) Outdoor amenity space;
- d) Seating areas; and
- e) Bicycle parking.

**7.6.13.** Landscaping shall be provided to soften the visual impacts of building edges as well as interfaces between buildings and parking areas. A mix of trees, shrubs, grasses, and soft landscaping should be provided.

**7.6.14.** Landscaping should incorporate plants native to the Valemount region and should be selected in accordance with FireSmart Canada standards wherever possible.

**7.6.15.** Outdoor storage areas should be fenced or screened with vegetation. Garbage areas should be fully enclosed and bear/wildlife proof, similar to the type used by the municipality for commercial waste collection.

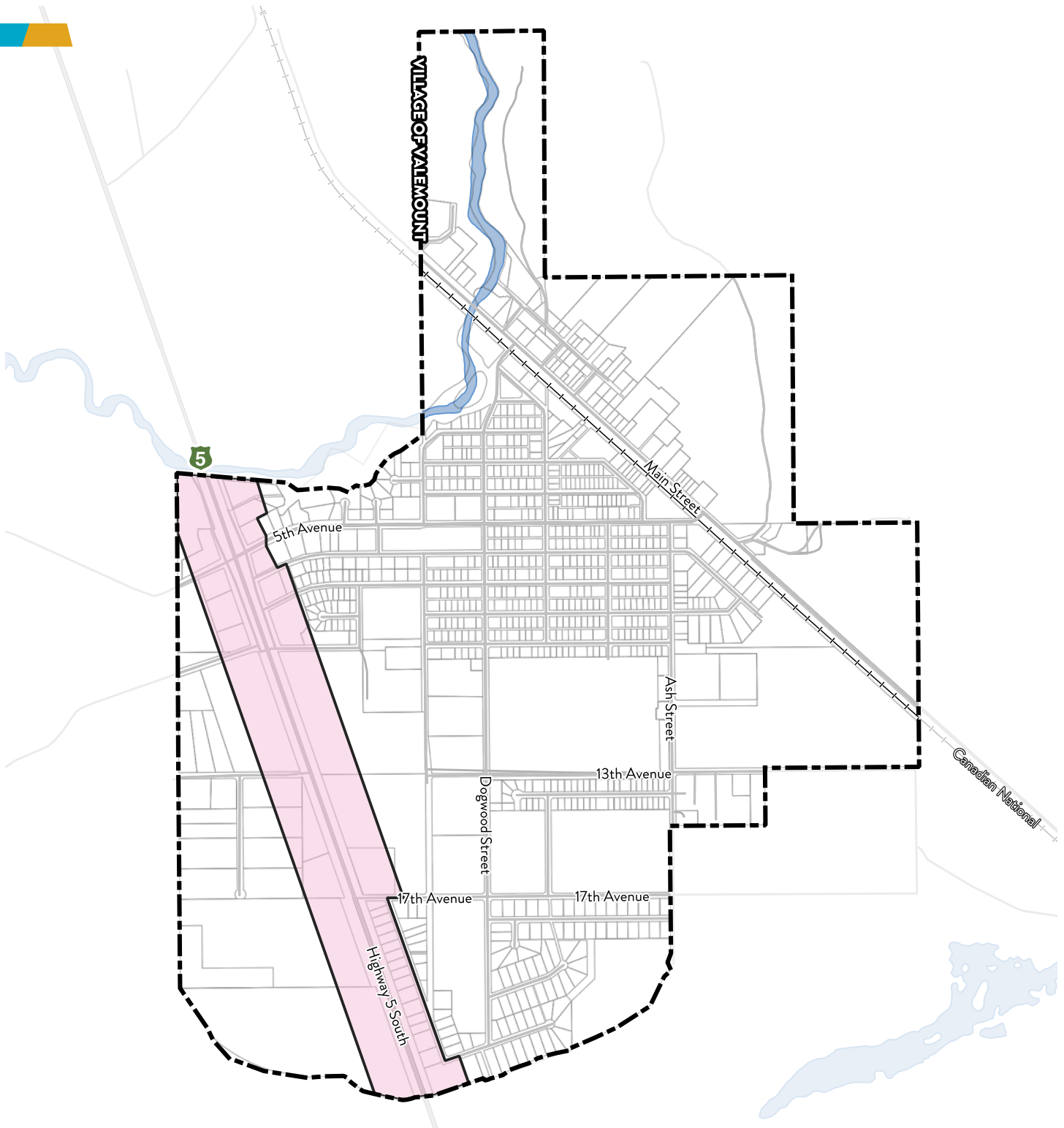
**7.6.16.** Exterior lighting should be kept onto the subject property and shall minimize light trespass onto adjacent properties.

## SIGNAGE




**7.6.17.** Signs should fit with the overall character of the Village Core and be complementary to the design of the principal building on the site. Sign information should be provided at the pedestrian scale. Doorway, hanging, awning, fascia, and window signs are encouraged.










**MAP 10: DEVELOPMENT PERMIT AREA 4 - HIGHWAY CORRIDOR / GATEWAY DPA**

-  Village of Valemount Boundary
-  Development Permit Area 4 - Highway / Gateway DPA
-  Roads

-  Railway Track
-  Parcels
-  Rivers & Lakes



**NORTH**

0 100 200 300 400 500 m



**1:18,000**



## 7.7. HIGHWAY CORRIDOR / GATEWAY DEVELOPMENT PERMIT AREA

### INTENT

The intention of the **“Highway Corridor / Gateway Development Permit Area”** (DPA) is to regulate and guide the streetscape, site and building design within the Highway 5 Corridor Area of Valemount. The desired character of development in this DPA is focused on ensuring an aesthetically pleasing and inviting gateway to the Village.

### APPLICABILITY

**7.7.1.** The following policies apply to the **“Highway Corridor / Gateway Development Permit Area”** as shown on **MAP 10: Development Permit Area 4 - Highway Corridor / Gateway DPA**.

### CHARACTER

**7.7.2.** Buildings should reflect a **“Mountain Valley”** style, which includes sloped roofs, exposed wood and use of natural materials for building exteriors including rock, stone, and wood.



Figure 30: Inspiration for the Mountain Valley Style



Figure 31: Example of a Mixed-Use Building in the Downtown With a Sloped Roof and Natural Materials



## BUILDING SITING & ORIENTATION

- 7.7.3.** Buildings shall be oriented towards Highway 5 with moderate front setback.
- 7.7.4.** Buildings at the corner of Highway 5 and 5<sup>th</sup> Avenue shall front onto both streets, with smaller setbacks towards 5<sup>th</sup> Avenue to support the visual link to a walkable downtown.
- 7.7.5.** Parking and drive-through areas shall be located in the rear of the site behind the main building or beside the main building. Parking in the rear is preferred.



**Figure 32:** Preferred Parking Locations

- 7.7.6.** Parking areas that are not located in the rear of the site behind a building shall provide a 4m landscaped area along any street-facing property. The landscaped area shall be composed of soft landscaping (grass or mulch) and plantings (shrubs, tall grasses, or trees).

## BUILDING FORM, MASSING & MATERIALS

- 7.7.7.** Building shape should be sufficiently varied to create interest and avoid a monotonous appearance. Long expanses of plain walls are strongly discouraged. Long walls and large boxy forms should be broken into individual sections using roof and façade articulation, and vertical features, to create the appearance of smaller, individual storefronts.

**NOT RECOMMENDED:**  
Large, Boxy Building Forms



**RECOMMENDED:**  
Larger form broken into individual sections to develop appearance of individual store fronts



**Figure 33:** Discouraged and Encouraged Building Form

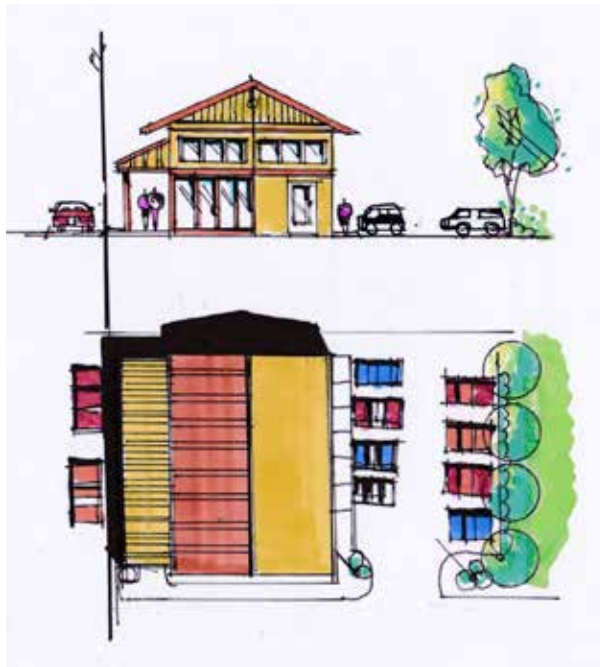
- 7.7.8.** The width of large horizontal buildings shall be broken up with architectural elements (e.g. gables, awnings, windows, material change, insets/recess) every 6-8 metres.
- 7.7.9.** To promote wildfire resistance for built structures, the use of cedar shakes and box batten roof materials is discouraged.



📷 kevin pan via flickr

## LANDSCAPING & LIGHTING

- 7.7.10.** Landscaping shall be provided to soften the visual impacts of building edges as well as interfaces between buildings and parking areas. A mix of trees, shrubs, grasses and soft landscaping should be provided.
- 7.7.11.** A landscaping plan shall be submitted as part of a Development Permit application for any development on a site greater than 1 hectare.
- 7.7.12.** Landscaping shall be used to screen parking and loading areas.



**Figure 34:** Landscaping to Screen Parking

- 7.7.13.** A landscape plan shall include:
- a) Identification of planting areas and types of plantings;
  - b) Site access points (vehicle and pedestrian); and
  - c) A lighting strategy.
- 7.7.14.** A landscape plan may also include:
- a) Identification of signage;
  - b) Public art;
  - c) Outdoor amenity space;
  - d) Seating areas; and
  - e) Bicycle parking.

- 7.7.15.** Landscaping should incorporate plants native to the Valemount region and should be selected in accordance with FireSmart Canada standards wherever possible.
- 7.7.16.** Outdoor storage areas should be fenced or screened with vegetation. Garbage areas should be fully enclosed and bear/wildlife proof, similar to the type used by the municipality for commercial waste collection.
- 7.7.17.** Exterior lighting should be kept onto the subject property and shall minimize light trespass onto adjacent properties.

## SIGNAGE

- 7.7.18.** Signs should fit with the overall character of the Village Core and be complementary to the design of the principal building on the site. Sign information should be provided at the pedestrian scale. Doorway, hanging, awning, fascia, and window signs are encouraged.
- 7.7.19.** The Village will consult with MOTI on Highway-oriented vehicular signage to ensure that it is of moderate size and have limited lighting to reduce light pollution along the highway corridor, and be consistent with MOTI policies and design requirements.
- 7.7.20.** Defined vehicular and RV Parking shall be visible from Highway 5 and encourage the traveling public to park near the highway and walk / bike to downtown.







## 8

# ENERGY CONSUMPTION & GREENHOUSE GAS EMISSIONS

## 8.1. ENERGY CONSUMPTION

The Village of Valemount has set out several policies outlining community-wide Greenhouse Gas (GHG) reduction actions to help mitigate the impacts of climate change. To achieve these reductions, Village Council has committed to the following policies:

- 8.1.1.** Develop a Village Energy and Emissions Plan in collaboration with Village Citizens and local organizations, First Nations, local municipalities, and the Regional District of Fraser-Fort George (RDFFG).
- 8.1.2.** The Village shall prioritize and support energy efficient infill development and intensification of currently serviced areas that are located within walking/biking distance to stores, services and amenities (e.g. Core Village Centre & Village Centre Mixed Use areas).
- 8.1.3.** Encourage the design and construction of energy efficient new buildings, and retrofits in existing residential, commercial and

institutional buildings and infrastructure, using means such as Revitalization Tax Exemption Programs, reduced development fees, and partnerships with other local and regional environmental organizations.

- 8.1.4.** The Village shall prioritize and support new developments that promote walkability and connectivity between areas of the Village that contain open space, recreational facilities and land designated as institutional, commercial, or residential.
- 8.1.5.** The Village supports site design that maximizes FireSmart compliant tree planting and green space retention with an emphasis on open space and street trees to reduce building energy demand.
- 8.1.6.** Explore incentives such as fee reductions, density bonuses, and tax strategies to encourage development to meet BC's Step Code and educate residents about Provincial rebates for achieving Step Code.<sup>1</sup>

## 8.2. GREENHOUSE GAS EMISSIONS

- 8.2.1.** The Village shall invest in growing and improving pedestrian and cycling infrastructure including sidewalks, bike lanes, and trails to support multi-modal connectivity and safety across the community and reduce reliance on automobiles.
- 8.2.2.** Research and promote incentive programs that target the reduction of GHG emissions (e.g. a wood stove exchange program).
- 8.2.3.** Consider establishing a Climate Action Reserve Fund to support the reduction of GHG emissions at the corporate and community levels. This fund would collect carbon tax to be used to fund initiatives resulting in lowered GHG emissions and energy efficiency.
- 8.2.4.** Consider adoption of new regulatory and legislative mechanisms as tools to promote green and energy efficient development.

<sup>1</sup> <https://betterhomesbc.ca>

- 8.2.5.** Continue to research and support the development and implementation of low-emission, efficient energy and heat generation, aiming to reduce local air pollution and overall GHG emissions and increase energy resilience (e.g. geothermal). Work with the province and utility providers to incentivize local renewable energy production.
- 8.2.6.** Consider implementing recommendations from the Geothermal Generation Downstream Economic Development and District Energy Pre-Feasibility Study (July 2012), to build greenhouse infrastructure and provide a local food source to the residents of Valemount, thereby reducing the GHG emissions from the transportation of agricultural products.
- 8.2.7.** Improve the resiliency and self-sufficiency of the local food system by encouraging consumers and businesses to choose low-carbon foods and reduce wood waste, thereby reducing carbon emissions through local food production.
- 8.2.8.** Investigate the implementation of a municipal food and yard waste diversion program to reduce organics in the waste stream, thereby reducing GHG emissions within the landfill.



📷 Dolf Botha via Flickr

## 9

## IMPLEMENTATION &amp; ACTION PLAN

A successful OCP requires a strong linkage from Vision to Goals; Goals to Policies; and Policies to Action. It is vital that the effort focused on this OCP and its vision for the Village continue

through on-the-ground actions during the coming years and decades. The following policies outline how the Village can take the OCP vision and make it a reality.

## 9.1. IMPLEMENTATION TARGETS

The following targets and measurable goals will guide the Village during its implementation of the OCP. While the Village does not have direct influence on these goals, the Village can enable and promote conditions for which these goals can be reached.

**9.1.1.** The Village should consider the following goals and targets:

- a) 100 new permanent residents by 2026
- b) Average of 2% annual population growth by 2031
- c) 5% of the employment lands developed by 2031
- d) Increase the percentage of attached housing types from 12% to 15%
- e) Infill a minimum of 1 vacant lot in the RN-1 area each year
- f) Add 20,000 sq. ft. of commercial space to the Core Village Centre by 2031
- g) Add 25 new residential units in the Core Village Centre by 2031







## 9.2. IMPLEMENTATION POLICIES

### *Monitoring, Reporting & Review*

- 9.2.1.** The Village will monitor the OCP implementation targets every two years and report to Council and the public on the progress towards the targets.
- 9.2.2.** The OCP should be reviewed no later than 5 years from the date of adoption (2026) to ensure the goals, policy directions, processes, and actions reflect current growth forecasts, market trends, overall community values, and the Village's financial capacity.

### *Administration*

- 9.2.3.** Village Administration shall be guided by the goals, policies, and implementation targets identified in the OCP in making recommendations to Council.

### *Approving Authorities*

- 9.2.4.** All approving authorities including Village Council shall be guided by the goals and policies of the OCP and applicable plans and policies in making decisions.

### *Land Use Planning*

- 9.2.5.** The policies of this OCP will be further refined and implemented through the preparation, adoption, and implementation of local plans, master plans, and the Zoning Bylaw.
- 9.2.6.** The Zoning Bylaw shall be brought into alignment with the OCP and following every major review of this plan.

### *Capital Budgeting*

- 9.2.7.** A two-year capital budget shall be prepared to identify the actions and expenditures that may be taken to implement the policies of this plan.
- 9.2.8.** The Village's capital budget shall be reviewed annually as part of the regular budgeting process and shall follow Council's requirements for public input through Council meetings and any other public engagement process the Council deems necessary.

## 9.3. ADMINISTRATION RESPONSIBILITIES

Policy	Description	Timeframe
<b>9.3.1.</b> Update Capital Budget 2022-2023 to reflect this OCP Implementation Strategy.	The goal of the Capital Budget is to understand the Village's ability to fund this implementation strategy.	IMMEDIATE
<b>9.3.2.</b> Review and update the Zoning Bylaw to ensure its alignment with this OCP.	Aligning this lower hierarchy statutory document with the OCP is a Local Government Act (LGA) requirement and will ensure efficiency and cohesion between the documents and future planning efforts, and will promote the best opportunity for successful implementation of the OCP.	IMMEDIATE
<b>9.3.3.</b> The Village shall review taxation rates and incentives to encourage the development of vacant lands.	Taxation returns for developed lands are much higher than vacant land. The Village should incentivize the development of vacant lands and consider different taxation rates for large vacant land parcels to better recover costs for infrastructure maintenance.	IMMEDIATE
<b>9.3.4.</b> Strengthen relationships and cooperation with local First Nations.	Actively engage local First Nations on any major projects or initiatives within the Village.	IMMEDIATE
<b>9.3.5.</b> Develop a Revitalization Tax Exemption Bylaw	Under Section 226 of BC's Community Charter, the Village can provide tax exemptions for infill, affordable housing and other community development goals, however, a bylaw must be adopted as outlined in Section 226 (4) of the Community Charter.	SHORT
<b>9.3.6.</b> Develop a Transportation Master Plan.	A Transportation Master Plan (TMP) should inventory and assess the current transportation network. The TMP should help inform infill strategies. The TMP shall emphasize the importance of non-motorized and active transportation options within the Village core and trail connections to key locations outside the Village core.	SHORT
<b>9.3.7.</b> The Village shall develop and adopt a 5 <sup>th</sup> Avenue Corridor Enhancement Plan that connects Highway 5 to the Downtown.	The goal of this Plan is to develop a cohesive streetscape design that visually links Highway 5 to the Downtown, and draws the traveling public to the Downtown.	SHORT
<b>9.3.8.</b> Develop a Servicing Master Plan.	A comprehensive Servicing Master Plan should incorporate all facets of the Village management, and capital and life-cycle maintenance costs of the water, sewer and stormwater systems, and identify triggers for expansion and potential funding sources.	SHORT
<b>9.3.9.</b> Develop a Wayfinding Strategy.	This strategy is intended to support tourism and downtown businesses. It should include public consultation and engagement with stakeholder groups, and should be developed in consideration of the Transportation Master Plan and the Village of Valemount Parks, Open Space & Recreation Plan in this OCP.	MED
<b>9.3.10.</b> Develop a Parks, Recreation & Trails Master Plan	This strategy should assess existing parks, recreation & trail facilities, identify community needs, and plan for the future provision of those amenities. This should also include a long-term maintenance and budgeting strategy.	MED

## 9.4. VILLAGE CORE & MIXED USE AREAS

Policy	Description	Timeframe
9.4.1.	The Village shall develop temporary use permits to permit short-term activation of existing vacant lands within the CVC and VCMU areas.	IMMEDIATE
9.4.2.	The Village shall review the Revitalization Tax Exemption policy to encourage pedestrian-oriented, mixed-use, energy efficient re-development, and infill in the Village Centre.	IMMEDIATE
9.4.3.	Light industrial artisan activities shall be encouraged within the Railtown area.	SHORT
9.4.4.	The Village shall implement the 5 <sup>th</sup> Avenue Corridor Enhancement Plan.  A comprehensive design plan should include a cohesive design for sidewalks, bike lanes, street furniture, street trees and landscaping, and wayfinding signage.  The plan should also include parking strategies including considerations for RVs and large vehicles.	MED

## 9.5. RESIDENTIAL

Policy	Description	Timeframe
9.5.1.	The Village shall work with local and regional partners to develop a Master Plan for the Ash Street Property.	IMMEDIATE
9.5.2.	The Village shall promote alternative forms of residential development by facilitating the construction of small house types.	IMMEDIATE
9.5.3.	The Village shall review the Revitalization Tax Exemption policy to encourage infill in residential areas.	IMMEDIATE
9.5.4.	The Village shall update its Vacation Rental Policy.	IMMEDIATE
9.5.5.	The Village shall establish incentives and standards for the design and development of infill housing projects (see <i>Appendix E Development Plan Submissions on page 106</i> ).  Incentives should include the development of a streamlined application process for infill within existing neighbourhoods.  Design and development standards shall establish siting, form and scale of accessory dwellings, mixed-use units and multi-unit developments to encourage new infill to match existing neighbourhood character.	SHORT



Policy	Description	Timeframe
<b>9.5.6.</b> The Village shall update the Valemount Affordable Housing Needs & Demands Analysis every 5 years.	The Valemount Affordable Housing Needs & Demands Analysis Report should be updated at a maximum of every 5 years to provide accurate information on housing affordability. Adjust policies as required.	MED

## 9.6. ECONOMY

Policy	Description	Timeframe
<b>9.6.1.</b> Develop an Economic Development Strategy.	Develop a resident attraction-based Strategy that capitalizes on a community forest fibre, housing affordability, and low business cost value proposition with focus on niche forestry opportunities, resident attraction via housing innovation and choice, service centre enterprise, entrepreneurship supports (business retention), and tourism sector development.	SHORT
<b>9.6.2.</b> Develop an Innovative Agriculture and Food Security Study.	The goal of this Study is to investigate opportunities for innovative and sustainable agricultural developments that may be best implemented in the Village.	SHORT
<b>9.6.3.</b> Develop an Advanced Broadband Infrastructure Master Plan and implementation plan.	The goal is to implement an affordable gigabit fibre/5G solution to every premises in Valemount that enables next generation economic activity. Master planning – like planning for pipes and roads – establishes what a service plan looks like, cost, and implementation phasing based on priority. Foundation planning enables implementation discussion with providers (incumbents vs other models) and identifies shovel-ready projects for grant and other funding.	SHORT
<b>9.6.4.</b> Update and adopt the Valemount Resort Development Strategy and tourism marketing plan.	Capitalize on trail-based tourism products (Valemount Mountain Bike Park, snowmobiling) and establish new guided experiential tourism products through updating of resort development strategy and tourism marketing plan.	MED
<b>9.6.5.</b> Develop a plan for pilot projects on Village-owned land to demonstrate the implementation of this OCP.	Explore potential for a pilot mixed-use development on public lands focused on resident attraction (entrepreneurs/digital workers/creators/tourism workers).	MED

## 9.7. HEALTH & SAFETY

Policy	Description	Timeframe
9.7.1. Complete an updated Floodplain Study.	The Village should complete an updated Floodplain Study and integrate it into relevant Development Permit Area Maps.	IMMEDIATE
9.7.2. Develop an Emergency Response and Management Plan.	The Village should create and review an Emergency Response and Management Plan. The plan should examine existing capacity to respond to emergencies within the Village. The plan should also incorporate wildfire best practices and guidelines established by FireSmart Canada and should be updated every 5 years after its adoption.	SHORT
9.7.3. Complete a feasibility study for the development of a local health centre.	Village residents have expressed a strong desire to have a local health centre. A feasibility study should include a financial and social analysis of the costs and benefits and identify targets that would make this project feasible.	SHORT
9.7.4. Increase support for the Robson Valley Search and Rescue Service in coordination with increased tourism visits.	As tourism grows in Valemount, the Village should explore ways to secure funding to support SAR services to keep residents and visitors safe in the backcountry.	LONG

## 9.8. MOBILITY & TRANSPORTATION

Policy	Description	Timeframe
9.8.1. Implement the Transportation Master Plan.	The goal of this project is to implement the Transportation Master Plan (including project surveying, construction, engineering, public realm enhancements, etc).	MED
9.8.2. Implement the Wayfinding Strategy.	The goal of this project is to implement the Wayfinding Strategy (including project surveying, construction, engineering, public realm enhancements, etc)	LONG

## 9.9. DCC BYLAW

Policy	Description	Timeframe
9.9.1. Update the Development Cost Charges (DCC) Bylaw.	Update the Development Cost Charge Bylaw with information from the Servicing Master Plan to ensure adequate level of service, and cost recovery for required future infrastructure, parks and facilities upgrades.	SHORT

## 9.10. ALTERNATIVE DEVELOPMENT STANDARDS

Policy	Description	Timeframe
<b>9.10.1.</b> The Village shall review the Subdivision Servicing Bylaw to ensure its alignment with the OCP and Zoning Bylaw.	Aligning this lower hierarchy statutory document with the OCP will ensure efficiency and cohesion between the documents and future planning efforts, and will promote the best opportunity for successful implementation of the OCP.	SHORT
<b>9.10.2.</b> The Village shall review alternative water and sewer technologies to service lands outside the Urban Service Area with water and sewer.	In partnership with Northern Health Authority, this study should establish acceptable alternative water and sewer technologies that may be employed outside the Urban Service area to allow for more innovative forms of business and housing options.	MED

## 9.11. GHG EMISSION REDUCTION

Policy	Description	Timeframe
<b>9.11.1.</b> Incorporate BC's Step Code into the Building Bylaw.	Incentivize new construction to meet or exceed BC's 2030 Building Bylaw by providing discounts or rebates, and developing a streamlined application process for Building Permit Applications that exceed Step Code 5.	IMMEDIATE
<b>9.11.2.</b> Develop a Village Energy and Emissions Plan.	The Village should research available and emerging policy tools and incentive programs and study the feasibility of implementing these tools to encourage the construction of energy efficient buildings in new development and re-development projects, and/or the retrofitting of existing buildings.	SHORT
<b>9.11.3.</b> Complete a Geothermal Energy Implementation Plan.	The goal of this plan is to take advantage of good access to geothermal energy sources and explore the potential to incentivize and develop this as a community energy source.	LONG



## 9.12. ENVIRONMENTAL PROTECTION

Policy	Description	Timeframe
<b>9.12.1.</b> Protect areas around Swift Creek and the Cranberry Marsh from development impacts and monitor to ensure usage is at a sustainable level.	The Village should work with Regional and Provincial Governments, and First Nations to ensure these environmental and cultural resources have adequate protection and a sustainable level of use. A monitoring program should be established.	MED
<b>9.12.2.</b> The Village shall develop a Stormwater Management Plan that explores source controls, such as rain gardens and dry wells.	Stormwater Management best practices identified through this study should be integrated into the Subdivision & Servicing Bylaw and inform updates to the Master Plan Submission requirements.	LONG

## 9.13. INFRASTRUCTURE

Policy	Description	Timeframe
<b>9.13.1.</b> Construct infrastructure upgrades at Ash Street to encourage and support the infill of the Village-owned Ash Street property.	Village Council recently approved funding for infrastructure upgrades. The upgrades should be constructed to support the development of a Master Plan for the Ash Street property.	SHORT
<b>9.13.2.</b> Develop new street sections for Subdivision and Development Servicing Bylaw No. 450	Develop new street sections for Subdivision and Development Servicing Bylaw No. 450 that incorporates cycling routes and encourages stormwater infiltration.	SHORT
<b>9.13.3.</b> Construct servicing priorities identified in the Servicing Master Plan	The goal of this project is to implement the Servicing Master Plan (including project surveying, construction, engineering, public realm enhancements, etc).	MED
<b>9.13.4.</b> Monitor and Update the Servicing Master Plan at least every 5 years.	Updating this plan should ensure that DCC's, taxation rates and levels of service can be sustainably managed for future generations.	LONG

### Implementation Timeframe

IMMEDIATE	These projects should be commenced within the 6-months to 1 year after the adoption of this OCP.
SHORT	These projects should be commenced within 1-3 years after the adoption of this OCP.
MEDIUM	These projects should be commenced within 2-5 years after the adoption of this OCP.
LONG	These projects should be commenced within 5-10+ years after the adoption of this OCP.

# 10 DEFINITIONS

## 10.1. DEFINITIONS

**ACCESSORY COMMERCIAL UNIT (ACU) MEANS** a room or set of rooms in a single-family home or a stand-alone residential building or structure that (a) has been designed as a separate commercial unit and has been established as a separate commercial unit by permit; and (b) is attached to, located within, or unattached to the lot's principal building; and (c) is a secondary use to the lot's principal building, structure, and use.

**ACCESSORY DWELLING UNIT (ADU) MEANS** a room or set of rooms in a single-family home or a stand-alone residential building or structure that (a) has been designed as a separate dwelling unit and has been established as a separate dwelling unit by permit; and (b) is attached to, located within, or unattached to the lot's principal building; and (c) is a secondary use to the lot's principal building, structure, and use.

**AFFORDABLE HOUSING MEANS** when a household spends less than 30% of its pre-tax income on adequate shelter. Households that spend more than 30% of their income on shelter are deemed to be in core housing need.

**CASH IN LIEU MEANS** the acceptance of monetary funds instead of land-based requirements.

**DARK SKIES MEANS** the use of full-cutoff fixtures that cast little or no light upward in public areas. Dark Skies is a worldwide campaign to reduce light pollution.

**DEVELOPMENT COST CHARGES (DCCS) MEANS** the levying of funds on new development to pay for new or expanded infrastructure such as sewer, water, drainage, parks and roads necessary to adequately service the demands of that new development.

**DEVELOPMENT PERMIT AREAS (DPAS) MEANS** locations that need special treatment for certain purposes including the protection of development from hazards, establishing objectives for form and character in specified circumstances, or revitalization of a commercial use area.

**HOME OCCUPATION OR HOME-BASED BUSINESS MEANS** an occupation or profession carried out in a dwelling unit, or a building accessory to a dwelling unit, primarily by a permanent resident of the dwelling unit, where such occupation or profession is accessory to the residential use of the dwelling unit.

**GROUND ORIENTED DEVELOPMENT MEANS** buildings that provide direct outdoor access to and from each unit at grade, rather than from a common entrance or hallway.

**HOUSEHOLD MEANS** a person or group of persons who occupy the same dwelling.

**HOUSEHOLD INCOME MEANS** the sum of the incomes of all people aged 15 years or older residing at a single address.

**INFILL MEANS** development a vacant piece of land in areas fully serviced by community infrastructure (water, sewer, roads, etc.).

**INTENSIFICATION MEANS** upgrading an existing developed property to a more intensive development or higher density than currently exists. Intensification can include adding additional units (such as ACUs, ADUs and secondary suites) or the conversion of existing buildings (ex: converting a single-family dwelling to a triplex).

**LEGALLY NON-CONFORMING MEANS** occurs when the use of land or a building or structure is not permitted by the current zoning bylaw, but was permitted by a previous bylaw.

**MASTER PLAN MEANS** a planning document that provides a conceptual layout of a site to guide future growth and development that includes making the connection between buildings, social settings, and their surrounding environments. A Master Plan shall Include: Building Siting, Orientation and Uses; A Landscape Plan; a Phasing Plan; site statistics (density and Gross Floor Areas); a Grading Plan that identifies sloped areas above 20% and demonstrated steps to mitigate environmental impact on these areas; and a Servicing and Stormwater Management Plan.

**MASTER PLANNED MIXED USE MEANS** an area that is a focal point for tourist and the traveling public commercial areas and acts as a transition area between the traditional Village residential areas and vibrant commercial Village Centre areas. MPMU area may include residential, retail commercial, and civic land uses, as well as tourist oriented and highway commercial uses.

**MIXED-USE MEANS** the combination of more than one use, such as residential, commercial (office and/or retail), or institutional uses, in the same building or development.

**NATURAL BOUNDARY MEANS** the visible high water mark where the presence and action of water are so common and usual and continued in all ordinary years as to mark upon the soil of the bed of a lake, river or stream or other body of water a character distinct from that of the banks thereof, in respect to vegetation as well as in respect to the nature of the soil itself.

**NEIGHBOURHOOD COMMERCIAL MEANS** small-scale commercial amenities typically located at key intersections along arterial roads that provide retail sales or limited service functions (e.g. convenience store, coffee shop, neighbourhood pub), that are intended to serve residences within a walkable distance in the immediate neighbourhood.

**PHASING PLAN MEANS** the breaking down of large-scale development projects into manageable project components and subsequently mapping out the life cycle of the project, including the timeline for construction of buildings, roads, and provision of services.

**QUALIFIED ENVIRONMENTAL PROFESSIONAL (QEP) MEANS** an applied scientist or technologist who is registered and in good standing with an appropriate B.C. professional organization constituted under an Act. The QEP must be acting under that association's code of ethics, and subject to the organization's disciplinary action.

**OPEN SPACE MEANS** any open piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public.

**SHORT-TERM VACATION RENTAL, MAJOR MEANS** a single-detached dwelling unit that is rented for less than 30 consecutive days per month.

**SHORT-TERM VACATION RENTAL, MINOR MEANS** an accessory dwelling unit contained within a single-detached dwelling that is rented for less than 30 consecutive days per month.

## 10.2. GLOSSARY

Agricultural Land Commission (<https://www.alc.gov.bc.ca/alc/content/home>)

Better Homes BC - Energy Efficiency Incentives (<https://betterhomesbc.ca>)

Columbia Basin Trust (<https://ourtrust.org/>)

Community Lifecycle Infrastructure Costing (BC) (<https://www2.gov.bc.ca/gov/content/governments/local-governments/planning-land-use/local-government-planning/community-lifecycle-infrastructure-costing>)

Dark Skies (<https://www.darksky.org>)

Firesmart Canada (<https://www.firesmartcanada.ca/>)

Invasive Species Council of BC (<https://bcinvasives.ca/>)

Universal Accessibility / Universally Accessible Design (<https://www2.gov.bc.ca/gov/content/industry/construction-industry/building-codes-standards/accessibility>)



A photograph of a red wooden building with a gabled roof. The building has white trim around the windows and roofline. Two white louvered vents are visible in the gable. A white sign with black lettering is mounted on the side of the building. In the foreground, there are some green leaves and small white flowers on the left side.

**VALEMOUNT**

## A

## ENGAGEMENT SUMMARY

<b><i>Project Start</i></b>	June 2020
<b><i>Community Engagement</i></b>	July 2020 – March 2021
<b><i>July Outreach</i></b>	July 6 - 8, 2020
<b><i>September Engagement Week</i></b>	September 14 - 16, 2020
<b><i>Community Circles Kits</i></b>	Due October 12, 2020
<b><i>OCP Support Committee Meetings</i></b>	August 19, 2020 September 30, 2020 October 14, 2020 October 28, 2020 November 10, 2020
<b><i>Village Council Workshops</i></b>	July 6, 2020 August 11, 2020 November 25, 2020 March 2, 2021
<b><i>Draft Directions Engagement</i></b>	Open House Webinars November 23, 2020 Survey available November 23 - December 7, 2020
<b><i>Draft OCP &amp; Zoning Bylaw Engagement Sessions</i></b>	Open House Webinar March 15, 2021 Survey available March 2 - 26
<b><i>Draft Plan &amp; Consultation</i></b>	December 2020 – March 2021
<b><i>Plan Approval Process</i></b>	March - May 2021

Previously updated in 2006, public involvement in the Valemount OCP Project is key to ensure chosen strategies, policies and regulations reflect citizen's current vision for their community and address present-day concerns. The OCP Project began in June 2020, with an anticipated completion

date of March 2021. The Village of Valemount has undergone four engagement phases for the Official Community Plan (OCP) and Zoning Bylaw update: July Outreach, September Engagement Week, Draft Directions Engagement, and the Draft OCP & Zoning Bylaw Sessions.

## 1. JULY OUTREACH

July Outreach signified the project kick-off with the project team visiting Valemount to meet with Village Council and Staff, participate in a walking & photo tour, and meet with VCTV to discuss the OCP Project. This trip allowed the project team to discuss the current OCP and the community's vision for the future and meet with Village residents and stakeholders to learn more about the community.

## 2. SEPTEMBER ENGAGEMENT WEEK

The September Engagement Week was the first significant in-person engagement session to speak with council, citizens, and various stakeholders within the community. Themes for the week centered around priorities for the future, opportunities for growth, identifying concerns, and discussing solutions. *“Engagement Reimagined”* is a common thread for 2020 while the world is adapting to the COVID-19 pandemic. Several in-person events were held within the Village in an outdoor setting, adhering to protocols for safe interaction and social distancing. The following activities and events were hosted:

### 1. SEPTEMBER 14 LUNCH STROLL ON 5TH AVE.

Participants met with the OCP Team to walk a portion of 5<sup>th</sup> Ave and the Bigfoot Trail. The group discussed planning objectives and citizens were able to express thoughts, ideas, concerns, and give feedback. This event provided an opportunity to envision the possibilities for empty space in the downtown core and discuss topics such as connectivity and how to foster a vibrant community hub. 16 participants attended.

### 2. SEPTEMBER 14 VILLAGE OF VALEMOUNT COUNCIL WORKSHOP

The OCP Team met with Village Council to discuss a Village Growth Strategy, development within the community, and the long-term vision of *“Who is Valemount?”*

### 3. SEPTEMBER 15 OUTDOOR WORKSHOP

Community members came to Centennial Park for an interactive visioning and mapping exercise. In small groups, participants identified areas on the map using the following guidelines:

1. The heart of Valemount
2. New housing
3. Amenities
4. Areas for improvement
5. Big ideas

This activity was followed by lively debate within groups on a series of topics ranging from the pros and cons of population growth, to the development of a ski hill, to becoming a geothermal hub. 18 participants attended.

### 4. SEPTEMBER 16 ELEMENTARY SCHOOL WORKSHOPS

Using a scaled mapping exercise, students in grades 4, 5, and 7 gave their feedback on concerns they have for their community, what they love the most, and what they hope for the future of Valemount. Two full classrooms of students participated in the workshops and Community Circles Kits were available for students to take home who were unable to participate.

### 5. SEPTEMBER 16 BIG IDEAS REVEAL

Ideas, maps, and concept illustrations were created by the OCP Team based on feedback from previous sessions and shared with the public during this capstone event. This event provided an opportunity for citizens to give feedback on more defined concepts and further discuss ideas with the team. 27 participants attended.





### 3. COMMUNITY CIRCLES KITS

The Community Circles Kits present an interactive way to give feedback on the OCP and ZBL process while at home. Available in paper form or digitally, this kit contained several activities to be done with friends, family, or individually. Content included debate questions, a mapping exercise, a creative digital activity, and a survey. Kits were available at several locations throughout the community

and were designed to make key information more accessible to demographics which are less likely to access information online. The kits were also used to work with elementary school students and teachers, and during the September 15 Outdoor Workshop. Kits were distributed via PO boxes, throughout the High School, with Meals on Wheels, and through other community services.



### SEPTEMBER ENGAGEMENT KEY THEMES

1. Maintain **"Village"** feel / sense of community / sustainable growth
  - a. Keep quality of life, keep the small Village charm / not too much too fast
  - b. Higher population may help Village qualify for medical services and other amenities
  - c. Want to attract young families, investment, youth who return as adults
  - d. More people could help create an increase in jobs / local economy
  - e. Need working families – full time – contributing to local economy
  - f. Want everyone to feel included
  - g. Need to beautify / develop 5<sup>th</sup> Ave. towards Hwy 5
  - h. Control sprawl and focus on core of Village
  - i. Cultural scene



**2. Housing Diversity and Affordability**

- a. Generally affordable, but not for everyone, and building costs are high
- b. Tourism sector and seniors need affordability
- c. Mixed-use commercial downtown can have residential – keep this affordable
- d. Development of the large vacant lots in the future would be desirable – keep this affordable
- e. Seniors housing and supportive amenities
- f. Management of vacation homes / rentals are affecting the housing market.

**3. Connectivity / mobility / trails & transportation safety**

- a. Connect Trails to downtown (**“Marsh to Mountain”**)
- b. Make it easier to walk and bike for all ages
- c. Improve connectivity and accessibility for all ages
- d. Build on success of bike park
- e. Complete road network (e.g. dirt roads)
- f. Sidewalk development
- g. Hwy 5 intersection with 5<sup>th</sup> Ave. safety concerns

**4. Parking**

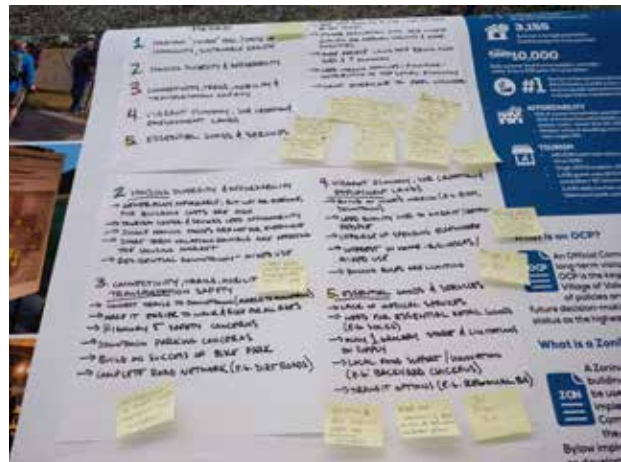
- a. Truck pull out with amenities on or near the highway
- b. There are currently parking issues downtown with larger vehicles (e.g. RVs)
- c. Allow for people to park and walk – a walkable downtown core – park once
- d. Review policy to be more friendly for businesses – current regulations are too rigid

**5. Vibrant Economy, Job Creation / Employment Lands Needed**

- a. Build on what is working (e.g. focus on the downtown core, broad mixed zoning / use, bike park)
- b. Need quality jobs to attract / retain people
- c. Leakage of spending elsewhere
- d. More small businesses and less big box stores
- e. Interest in home businesses
- f. Zoning rules are limiting

**6. Need for Essential Goods and Services**

- a. Lack of medical services
- b. Need for essential retail goods (e.g. socks)
- c. Only 1 grocery store / limitations on supply / groceries are expensive / would benefit from competition
- d. Local food support innovation (e.g. backyard chickens)
- e. Food security strategy needed
- f. Transportation (e.g. regional bus)

**OPPORTUNITIES**

- Significant parcels of developable land within the Village
- Interest in live work / home business opportunities (i.e. 5<sup>th</sup> Ave., downtown)
- Trail networks
- Build on the success of the bike park

**CHALLENGES**

- Transportation safety concerns on Hwy 5
- Locked up land in the downtown / speculation market
- Gaps in pedestrian infrastructure
- Affordability
- Investment development
- Making everyone feel included in the community

## 4. OCP SUPPORT COMMITTEE MEETINGS

The role of the OCP Support Committee is to assist in the direction and guidance of the OCP and bylaw development by providing feedback and acting as a sounding board. Five workshops were held with the OCP support committee as well as email correspondence and participation at in-person and virtual events. A volunteer committee of 7 members was established with representative members from the following community groups:

- *Business/development/Chamber of Commerce.*
- *Environmental/Recreation.*
- *Housing/Seniors/Community Development.*
- *Village Council.*
- *Social Service Sector.*
- *Long Standing Community Member.*
- *Community Member / Full-Time Student / Homeowner.*

## 5. VILLAGE COUNCIL WORKSHOPS

Four workshops were hosted in-person and digitally with the Village Council. This included a Visioning Workshop, a presentation / workshop with Marketing & Economic Development Expert Chris Fields, and two workshops designed to dive into more specific policies and draft directions for both the OCP and the Zoning Bylaw.



## 6. DRAFT DIRECTIONS ENGAGEMENT

The Draft Directions phase of the Official Community Plan (OCP) and Zoning Bylaw update took place during November / December, with the opportunity for the public to give input as the Draft OCP is completed. When the BC government announced stricter COVID-19 mitigation measures in November 2020, the traditional Open House which was originally scheduled for November 23, 2020 was turned into two online webinars focusing on pertinent planning topics. Open House style poster boards were shared online which outlined the vision for the OCP Land Use Map and Zoning Bylaw Map. Citizens were invited to give their feedback through an online survey, also available in paper copy, which focused in on specific policies. 48 surveys were completed.

### WEBINAR #1 – MIXED USE

**November 23, 2020**

The webinar included an overview of the OCP process and draft directions, previous engagement activities, and key themes that we have heard from community members. The presentation included an overview of what mixed uses in the downtown area means and potential benefits. An overview of the purpose and intent and draft policy direction for each downtown zone was presented and participants were invited to join in the discussion and ask questions. 15 participants joined in, including Village staff and Consultant team

### WEBINAR #2 – RESIDENTIAL AND VACATION RENTALS

**November 23, 2020**

Webinar #2 began with the same overview of the OCP process, which led into the topic of Housing and Vacation Rentals. This included an overview of the housing challenges and opportunities in Valemount, accessory dwelling units, and vacation rentals. An overview of the purpose and intent and draft policy direction for each residential neighbourhood zone was presented in relation to these key topics and participants were invited

to join in the discussion and give feedback. 17 participants were present including Village staff and Consultant team

For those unable to attend, webinar recordings were available to view online and throughout the day broadcasted on VCTV.

### DRAFT DIRECTIONS ENGAGEMENT HIGHLIGHTS

#### CORE VILLAGE CENTRE (CVC)

- *Tax incentives can help spur business development in the downtown core, but this needs to be fair amongst all businesses and extended to areas such as Railtown. Additional incentives to spur businesses should be considered as well.*
- *A parking strategy is supported which would address employee and RV parking and would keep the downtown core accessible for residents and tourists.*
- *Regulations should not be overly restrictive but should encourage a cohesive mountain town feel.*

#### Village Centre Mixed Use (VCMU)

- *Supporting home-based businesses will open up job opportunities in a town where opportunities can be limited. This will help more people who are required to / benefit from work from home opportunities.*
- *Ground level commercial allows for accessibility.*



### Highway Commercial (HC)

- Safety needs to be improved in this area, with proper signage and parking areas for trucks. A more attractive intersection will encourage travellers to stop in town.
- A variety of different sized retailers has the potential to service the community and create jobs, but it is still important to support small businesses and keep the small-town feel.
- A parking strategy is important to address congestion in the downtown core. This would allow visitors to drive into town and explore 5<sup>th</sup> Ave., without having to walk too far. This strategy can tie into a mobility and trails network.

### Railtown Mixed Use (RMU)

- Already an eclectic mix, encouraging this area to be an artisan hub would attract tourists, and they have to go through core to get there.
- A pedestrian network of trails would benefit this area along with the entire community, encouraging physical activity and connectivity. Safety is an important consideration for trails.

### Residential Neighbourhoods 1,2,3

- A variety of housing options will help ease the unavailability of rentals, increase their affordability, and increase income opportunities. It is important that long-term rental options are available for Valemount residents.
- As more residential areas are developed, small commercial developments such as a convenience store or coffee shop would create a neighbourhood feel and offer amenities close to home.
- A variety of lot sizes gives residents options, but a cohesive feeling between residential areas and the Village of Valemount as a whole is important.

### Employment Lands 1,2

- Employment lands are supported with a variety of uses but should be kept away from the Village Core, residential areas, and tourism draws.

- Businesses should be supported with less restrictions in these areas, but still with a cohesive design.

### Country Residential

- Small scale business could open opportunities for residents and benefit the community. This is traditional in this valley and would integrate well into the surrounding land uses within the Regional District.

### Environmental

- The environment is important and wildlife habitat and corridors should be preserved. The natural areas surrounding Valemount are what draws people here.
- The environment should be a high priority in the OCP.
- The bike park has become very important to the community, and an emphasis on connectivity and safety is important. Private property and sensitive environments in this area should be considered and protected.





## 7. DRAFT OCP & ZONING BYLAW ENGAGEMENT SESSIONS

With COVID-19 restrictions still in place, engagement continued online. The draft OCP was available on the Village website for review and comment and was shared with key stakeholders for direct feedback. A summary of key topics and an online / paper copy survey were available which focused on key “**hot topics**”, such as accessory dwelling units, short term vacation rentals, downtown & mixed-uses, and more. Village staff discussions were held on March 8, 10 and 16 and a webinar was hosted for the

public on March 15 via Zoom and the Village YouTube Live channel. Topics for the webinar were similar to those within the survey and focused on the draft OCP policy and Zoning Bylaw rules for key topic areas. 20 participants attended the webinar on Zoom including Village staff and the Consultant team. Additional participants joined the discussion through the YouTube Live stream. The recording from the webinar was available online and broadcast on VCTV from March 17 - April 4, 2021.

### DRAFT OCP AND ZBL ENGAGEMENT HIGHLIGHTS

Overall feedback for the OCP was supportive and respondents felt the OCP was accessible and reflected the needs of their community and addressed key issues for maintaining a vibrant small community in a sustainable way. The feedback received shows a community which truly cares about its citizens and how community growth and change is managed. Highlights include:

- *Support for the Mountain to marsh trail network and increasing walking / biking accessibility.*
- *Policies should foster community resilience.*
- *Downtown infill will increase the vibrancy of that area and should be a priority.*
- *Maintain environmental areas in an untouched, wild natural state.*
- *Keep housing affordable and accessible to residents so they are not displaced.*
- *Ensure OCP legislative requirements are met.*
- *Better internet.*
- *Address drainage issues.*
- *Affordable and environmental heating solutions.*
- *Set clear and realistic expectations for growth and development.*
- *Fill existing land.*
- *Make it possible for future generations to stay in the community after post-secondary school.*
- *Address parking issues for larger vehicles.*



Figure 35: What do you value the most about your community?

### Accessory Dwelling Units (ADUs)

- Agreement with flexibility to make home ownership more affordable but prefer residences to be occupied by those who live and work in the community.
- Control on-site parking.
- Ensure infrastructure can handle increased use.

### Short Term Vacation Rentals (STVRs)

- Need to be balanced to not negatively effect the long-term rental market.
- Would be worth having a cap on the total number of principal use STVRs in all zones.
- Limiting ADUs by lot size will exclude those with smaller lots.

### Downtown & Mixed-Uses

- Having increased flexibility is better and can increase affordability for business owners / those renting commercial space.
- The idea of having more residents in the core is favourable.
- Ensure parking needs are met for home-based businesses.

### Revitalization Tax Exemption Bylaw

- Ensure that incentives have a reasonable time frame to spur development in the short term.
- Tax incentives should not be given at the expense of others.

### Village Amenities and Services

- 47.83 % of respondents agree with the following: **“Incentivize the development of new neighbourhoods in large vacant properties. This will fill in infrastructure gaps between existing developed areas where services already exist, resulting in increased revenue for the Village (e.g. the new development can tie into existing sewer and water lines).”**

### Backyard Chickens

- 56.52% of respondents do not support a bylaw that allows backyard chickens. 43.48% are supportive.
- An application fee is supported but an increase in property taxes is not supported.
- Applications fees should cover the cost of inspections, permitting, and other staffing and enforcement costs.

### Parks, Open Space and Recreation

- Choosing between the Sportsplex and John Osadchuk Park, which one of these two areas would you like to see additional Village investment? 57.14% of respondents chose the Sportsplex as where they would like to see further investment.



Figure 36: Priorities for Parks, Open Space and Recreation





# B LONG-TERM PARKING STRATEGY

Too many vehicles in a community is not a **“problem”** in itself. Vehicles in our society represent economic activity and population. Lots of vehicles represent vibrancy and a desirable place to live. But similar to having money in your pocket; while not a problem, you still must figure out where to put it. For far too long vehicles and the issue of parking is dealt with as a problem to be fixed rather than an opportunity to discern the true values of a community. The traditional engineering mentality of parking is that a community can rid itself of all headaches and still be a vibrant, attractive and exciting place to live.

However, the latest research in the field of community planning clearly indicate that successful communities openly accept certain trade-offs to achieve the larger benefits they wish to realize. For example, accepting slower speed limits to realize fewer pedestrian fatalities

or fewer vehicle lanes to allow for pathways or bike lanes. Other communities have been more dramatic, getting rid entirely of minimum parking standards to promote infill development and economic activity (e.g. Edmonton, Portland). A proper parking strategy for Valemount needs to first look at the local values and what the Village wishes to achieve with parking.

In community planning there are no parking strategies that do not have direct or indirect effects on economic development, commercial activity and the costs of development. Each required parking stall or cash-in-lieu payment has a direct impact on the costs of development and thereby the decision of whether a development proceeds or walks down the road to another municipality. On the flip side, every development that does not adequately address parking has a community impact.

## 1. CURRENT ECONOMIC POSITION OF VILLAGE

Because parking has a direct affect on the economics of development it's important to examine the current state of the Village's economic position relative to the region at-large and its historic population growth.

Although there are some recent success stories, the Village's current position economically is relatively small or stagnant growth over the last decade. Without crunching all the numbers, this means the Village is larger looking to attract new development and must remain competitive in all aspects of development economics for new developments to come to Valemount. The attractive aspects of Valemount, proximity to mountains, trails and a small community are largely also present in nearby towns and villages. Thus to be attractive to potential developments the economics are extremely important and parking is a key piece to that - even in a small Village.

### CURRENT ZONING REGULATIONS ON PARKING

The Village's Parking Requirements are mainly found in Schedule B of the Zoning Bylaw. A summary is as follows:

- Cash in lieu amount is \$1500/stall for commercial areas
- Most commercial uses have 1 stall per 30-40m<sup>2</sup> (323-430 sq. ft.) of floor area.
- 1 per 3 or 4 seats for nightclub, pub, & microbrewery
- 1 or 2 unit dwelling (2 per dwelling unit)
- 1.25 - 1.5 for multi-unit residential dwellings



Relative to other municipalities the cash-in-lieu is competitive, but would still require an average pub to provide to pay \$15,000 for 10 stalls (40 seats/10 tables). In a pandemic world where

restaurants and pubs can only realize partial capacity it makes it even more difficult financially to invest in new development.

## 2. GUIDING PRINCIPLES

The following principles will guide the Village's approach long-term parking strategy:

- The Village is committed to being an economically competitive place to develop and start new businesses, including the costs of parking.
- Businesses and new developments shall contribute a fair share to the Village's parking solutions
- The Village will maintain and update its long-term parking strategy to ensure parking issues are dealt with in a comprehensive way that balances community needs and economic development goals.
- The Village parking strategy will keep accessibility for people of all ages at the forefront of any implementation strategies.
- The Village's parking strategy will respect and address both local residents and visitors/tourists.

## 3. SOLUTIONS

### DOWNTOWN / 5<sup>TH</sup> AVE

#### 1. No employee parking on 5<sup>th</sup> Ave

Parking studies routinely note that employees often take up the prime parking spots in front of commercial outlets. This is likely the case in the Village, as there's a general attitude of parking as close to the front door as possible whether a customer or employee.

Either a hard or soft approach can solve this problem. The soft approach is to encourage business owners to direct staff to park on side streets or other designated areas thereby allowing customers the prime parking areas. This makes the customers happy, increases sales and is typically not a significant inconvenience for employees.

A long-term solution would be to designate an employee parking area or side street. The Town of Fort Macleod, Alberta did this adjacent to their historic mainstreet following a parking study at that concluded employees were taking up prime parking spots. Similar to Valemount, Fort Macleod sees a big fluctuation of tourist traffic

in the summer, but quite small numbers in their off-seasons (see image).



#### 2. More accessibility Stalls

Downtown Valemount appears to have a shortage of accessibility parking stalls and this was heard during public engagement for the OCP. Some existing accessible parking stalls exceed standards for maximum slope and would be challenging and perhaps quite unsafe for anyone in a wheelchair. Typically accessible parking stalls should account for 2-5% of total parking stalls when there is less than 100 stalls. However local considerations

should be reflected, including the number of elderly citizens and visitors, concentration of stores, and the number of available on-site accessible stalls. Presently there are limited on-site accessible stalls in the core of the downtown and an additional 1-3 accessible stalls should be created between Dogwood and Birch along 5<sup>th</sup> Avenue. The Village should work closely with the IGA grocery store to ensure marked accessible stalls meet all modern standards of safety (see image below). The stall in the photo does not appear to meet standards and should be evaluated by an engineer and corrected to be in compliance with safety standards, if found to be not compliant.



### 3. Time Limited Parking Area

One method for ensuring that employees do not park in prime locations is to place time limits on parking for busy locations. The Village's busy downtown area is largely restricted to one or two blocks of Fifth Avenue and thus it would not be difficult to identify where this would be effective. Although local sentiment is that time-restricted parking is not preferred the solution is key and widely effective tool in parking management. A generous time limit (3-4 hours) is suggested to begin with. This would prevent day parking in-front of retail stores, restaurants and cafes where turnover is an important

### 4. RV / Trailer Restricted Areas

During public engagement during the OCP it was heard that large RVs and snowmobile trailers take up significant parking areas within the

downtown during busy times. Being able to move these larger vehicles onto side streets or away from prime locations will allow for the available parking stalls to be used as they were intended. However, one challenge to this solution is the fact that a portion of RV users are elderly and require parking nearby the stores they wish to use. This dilemma is difficult to solve as few perfect solutions exist. It is not typical in many other communities to provide for either RVs in the downtown or provide accessible stalls large enough for an average RV.

A few suggested solutions could be: (i) a designated RV/trailer parking area and a local shuttle (e.g. golf cart tourist shuttle) or (ii) creation of one or two large RV parking stalls either along 5<sup>th</sup> Ave or on a nearby side street.

### 5. RV / Trailer Parking Area

A dedicated RV/Trailer Parking Area outside the downtown core should be considered by the Village. Other tourism-oriented municipalities do not accept these types of vehicles in their downtown core during the busy tourist seasons.

The creation of a dedicated RV/trailer parking area should be created and funded through the Village's cash-in-lieu fund.

Two locations are proposed:

A) 6<sup>th</sup> Avenue (north side - see map). This location has the benefit of being off 5<sup>th</sup> Avenue, but still nearby the downtown core. The road right-of-way is wide and presently vacant. Parking here would have minimal impact on adjacent land uses; however there may be minor impacts to the adjacent homes on the south side of 6<sup>th</sup> Avenue.

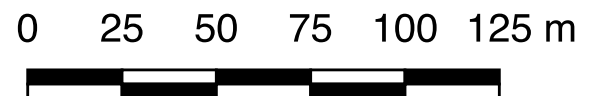
B) 5<sup>th</sup> Avenue (south side - see map). This location has the benefit of being on 5<sup>th</sup> Avenue and just west of the downtown core. Walking would be less than the 6<sup>th</sup> Avenue location. However the downside is that visitors would see a row of RVs as they approach the downtown from the west and parallel parking may interrupt vehicle movement on 5<sup>th</sup> Avenue while people try to park. Angled parking may present challenges if vehicles were backing up.

## PARKING ANALYSIS - CURRENT DOWNTOWN AREA



### Parking Analysis:

- **76 total parking stalls**
- 28 angled parking stalls
- 48 parallel parking stalls
- 4 accessible parking stalls



### Alternative Locations:

Although not within the direct control of the Village, the Village may be able to lease vacant land within the downtown core for use as a temporary RV parking area. The landowner would receive money for the vacant land the Village would address a pressing need in an affordable way that may be closer and more optimal than options A and B presented above.

### CASH-IN-LIEU PRIORITIES

Cash-in-lieu provisions within the Zoning Bylaw dictate that it be used in commercial developments. Thus the focus is clearly on the downtown. The following priorities are suggested for use of parking cash-in-lieu funds in the downtown:

1. Dedicated RV/trailer parking area
2. Accessible parking stalls
3. Signage and enforcement of No RV/ Trailers parking areas
4. Education program on employee parking

### CREATIVE IDEAS

There are a suite of creative tools to address both parking issues and tourism promotion available to municipalities. A few of them that Valemount should consider include:

- Bike parking, especially with the Bike Park success;
- Tourist shuttles (vehicles or golf carts), perhaps from the highway hotels/motels into downtown so people can **“park once”** and enjoy drinks without driving.
- Bike share / e-bike / e-scooter program to promote the **“park once”** idea. Could really give the Village a fun vibe.
- Golf carts, made popular in retirement communities in southern USA.

### RESIDENTIAL LAND USES

As stated earlier, parking has a direct impact on the cost of development and thereby housing affordability. The Village has stated its desire to address housing affordability both within the OCP and through other initiatives. Enabling development of affordable housing through creative parking policy and regulations can go a long ways in the Village.

Recommendations for residential land uses include the following:

1. One (1) parking stall per accessory dwelling unit.

Rationale: typically ADUs are small units and do not require multiple parking spaces. In addition, requiring two parking stalls would widely discourage the development of ADUs in the Village.

2. One (1) parking stall per multi-unit dwelling unit.

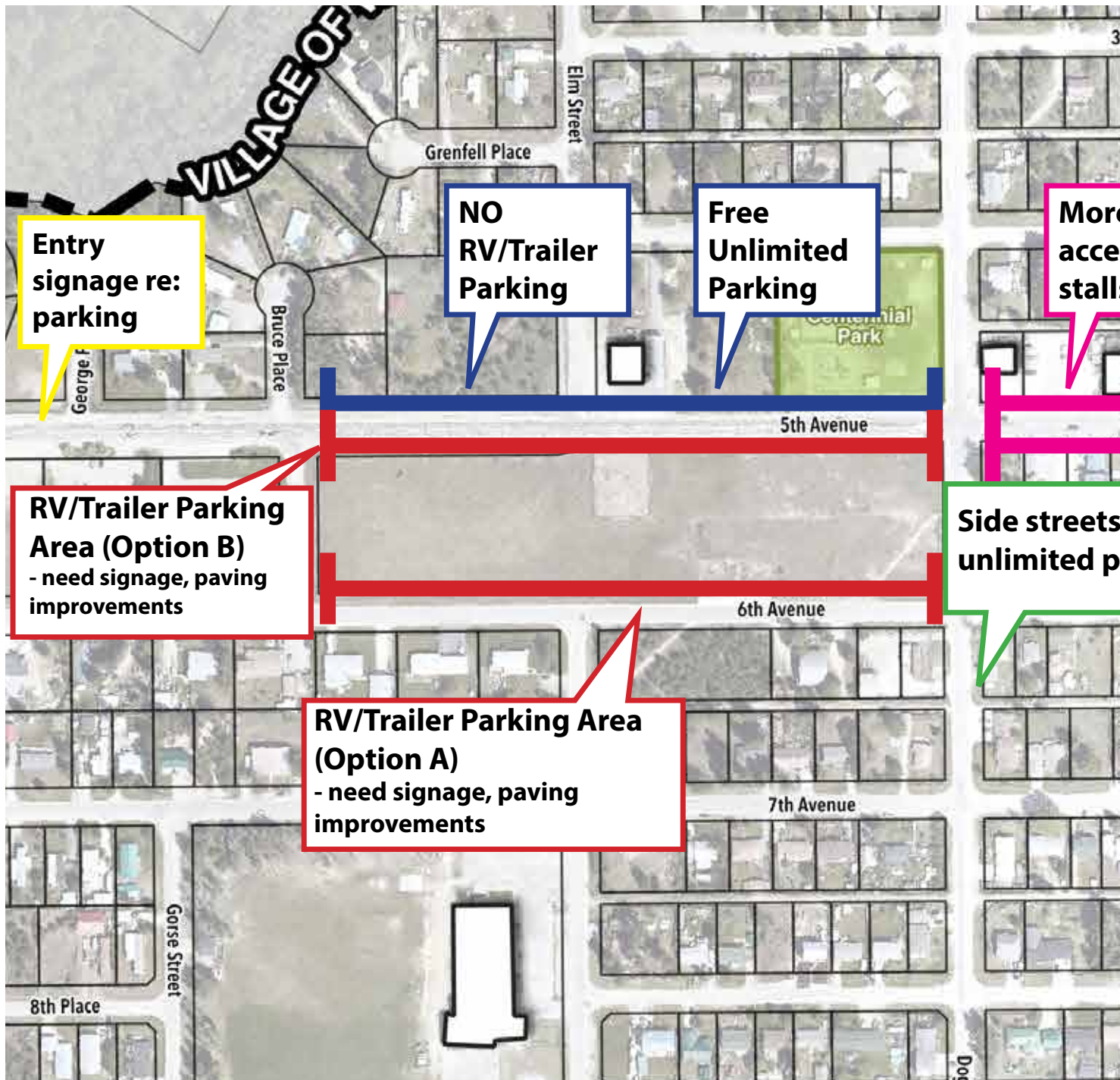
Rationale: Multi-unit housing is not common in Valemount, yet the desire for affordable housing will, over time, require the addition of more multi-unit housing in the Village. Thus, the Village should be innovative in its approach to parking regulations to encourage multi-unit dwellings to be constructed and to address affordability.

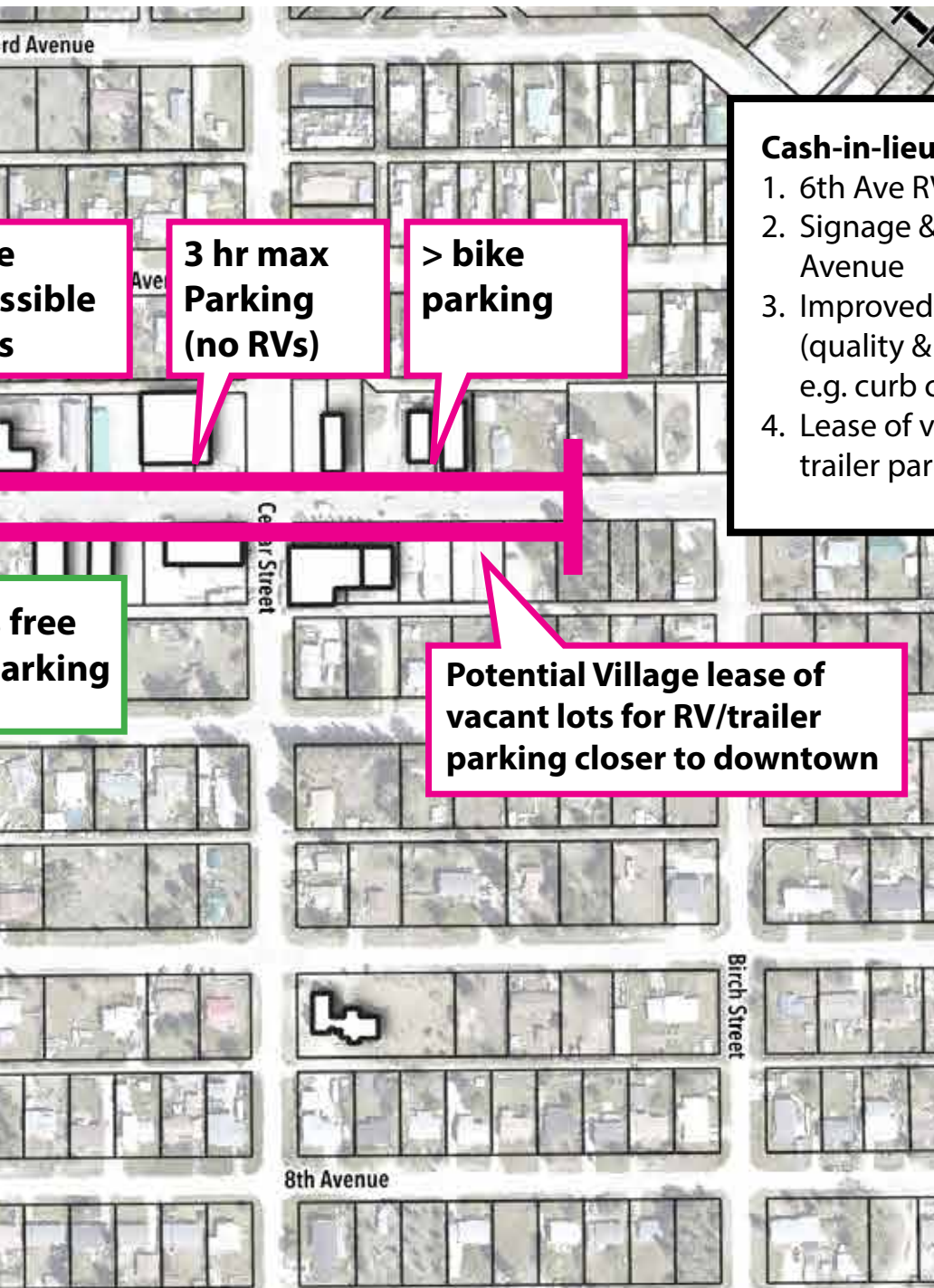
3. Two (2) parking stalls per single detached dwelling or per unit for a two-unit dwelling.

Rationale: It is proposed at the present time to keep this existing regulation. The Village may wish over time to reduce the requirement to encourage development.



## LONG-TERM PARKING PLAN - CURRENT DOWNTOWN AREA




**Cash-in-lieu priorities:**

1. 6th Ave RV parking
2. Signage & Wayfinding on 5th Avenue
3. Improved Accessible stalls (quality & quantity on 5th Ave), e.g. curb cuts needed near IGA
4. Lease of vacant lot(s) for RV/trailer parking

## 1. MASTER PLAN SUBMISSION REQUIREMENTS

### WHAT IS A MASTER PLAN?

An overall plan for a subdivision or large development that may include supporting studies and reports.

### WHEN IS A MASTER PLAN REQUIRED?

The Village's new Official Community Plan (OCP) require submission of a master plan for several types of developments and subdivisions. In general larger developments and multi-lot subdivisions require submission of a master plan.

Please consult the OCP for whether your development requires a master plan.

### WHAT IS REQUIRED?

The following items are required to be submitted as part of the master plan:

1. Site plan drawn to scale identifying:
  - a. Location of legal property lines and setbacks from property lines of any existing or proposed buildings or structures;
  - b. Road access and parking area(s) and estimated number of parking stalls;
  - c. Landscaping/sidewalks/internal pathways;
  - d. Location of adjacent roads/buildings/structures;
  - e. Drainage patterns;
  - f. Slopes (if applicable);
  - g. Proposed subdivision lines (if applicable);
  - h. Features that will be kept (e.g. buildings, trees / shrubs)
2. Written report or memo describing the development
  - a. Other items that may be required as part of a development, re-zoning or subdivision application;
  - b. Elevation Drawings (optional or may be required depending on complexity of development);

- c. Development Permit Application may be required if the subject site is within a Development Permit Area.
3. The following items may be required to be submitted as part of the master plan, at the discretion of the Village:
  - a. Technical Reports detailing:
    - i. Drainage/stormwater management;
    - ii. Geotechnical review;
    - iii. Historical resources review;
    - iv. Biophysical/environmental assessment;
    - v. Servicing requirements; and
    - vi. Transportation management (access, egress, traffic management).



### CONTACT

For more information contact the Village of Valemount

Phone: 250.566.4435

Web: <http://www.valemount.ca/contact-us>

## 2. LANDSCAPE PLAN SUBMISSION REQUIREMENTS

### WHAT IS A LANDSCAPE PLAN?

A map or drawing showing the location and types of landscaping and related features proposed for a development.

### WHEN IS A MASTER PLAN REQUIRED?

The Village's new Official Community Plan (OCP) requires submission of a landscape plan for a number of types of developments, especially developments located within a Development Permit Area (DPA).

Please consult the OCP for whether your development requires a landscape plan.

### WHAT IS REQUIRED?

The following items are required to be submitted as part of the landscape plan:

1. Site plan drawn to scale identifying:
  - a. Location of legal property lines and setbacks from property lines of any existing or proposed buildings or structures;
  - b. Road access and parking area(s) and estimated number of parking stalls;
  - c. Proposed landscaping features, plantings and types of plants
  - d. Existing drainage patterns, slopes and any water features
  - e. Proposed subdivision lines (if applicable);
  - f. Features that will be kept (e.g. buildings, trees / shrubs)
  - g. Lighting features and strategy considering '*dark skies*' design
  - h. Pedestrian and cycling features – walkways, sidewalks, trails, pathways, outdoor seating areas
  - i. Fencing/ screening

Other items that may be required as part of a development, rezoning or subdivision application:

- a. Development Permit Application may be required if the subject site is within a Development Permit Area;
- b. Technical Reports detailing:
  - i. Drainage/stormwater management;
  - ii. Geotechnical review;
  - iii. Historical resources review;
  - iv. Biophysical/environmental assessment;
  - v. Servicing requirements; and
  - vi. Transportation.



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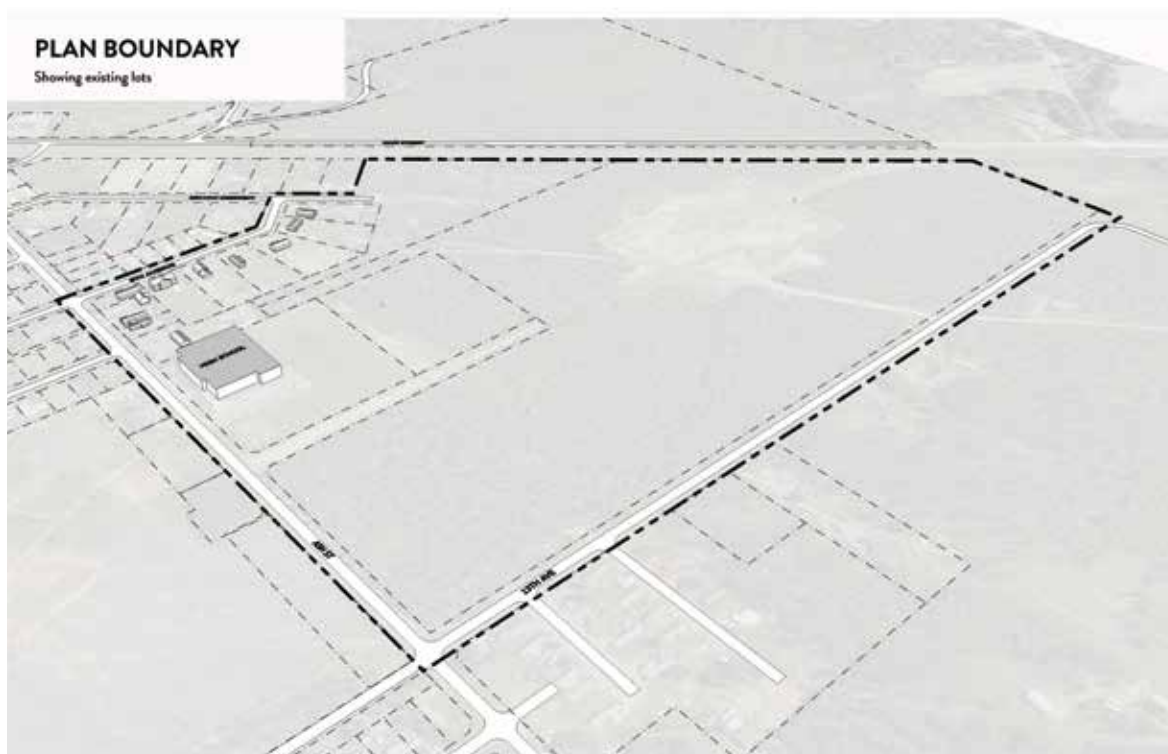


## 1. MASTER PLAN CONTEXT

The “**Ash Street Site**” is located between Ash Street to the West, the CN Railway Tracks to the East, Valemount High school and 8<sup>th</sup> Avenue to the North, and 13<sup>th</sup> Avenue to the South. The majority of the master plan area is a currently vacant site that is approximately 25.3 hectares including the existing right-of-way, and the parcel east

of the school. Incorporated into this project are the Valemount High school, and large residential properties north to 8<sup>th</sup> Avenue. This includes the terminus of Beavan Crescent that has adjacent industrial properties.

The total project area is 32.8 hectares.



### OCP ENGAGEMENT SEPTEMBER 2020

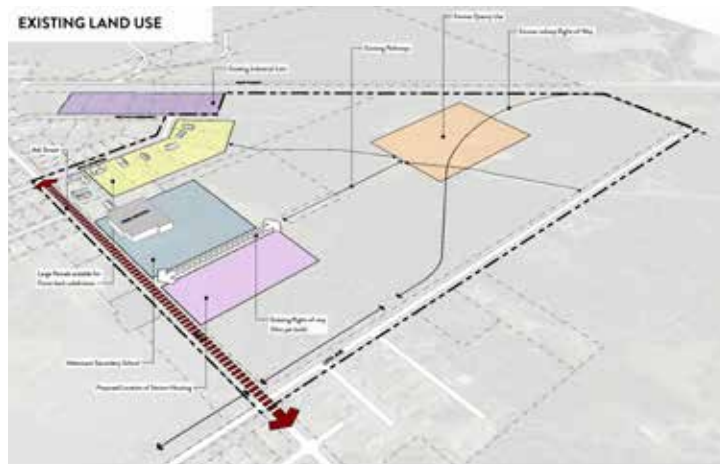
During the OCP engagement in Valemount in September 2020, this property was identified as a significant opportunity. The Village could initiate the development of this site as an example project of implementation of the OCP.

A preliminary design was developed incorporating seniors housing, a mix of residential densities and a large amount of parks and recreation space. The concept was well received at the “**Big Moves**” reveal.

However, the site plan didn’t have specifics for the requirements of the seniors housing. Land was allocated for this use as a more compact development.

As the seniors housing project moved forward additional details were added to the site requirements.

## 2. SITE CONTEXT



## CURRENT USES

The majority of the site is vacant. Part of the site was previously used as a quarry. Running through the site in a curvilinear route is the historical railway line that runs west along 13<sup>th</sup> Avenue across Highway 5.

There are industrial Lands off Beavan Crescent that could link into future employment lands.

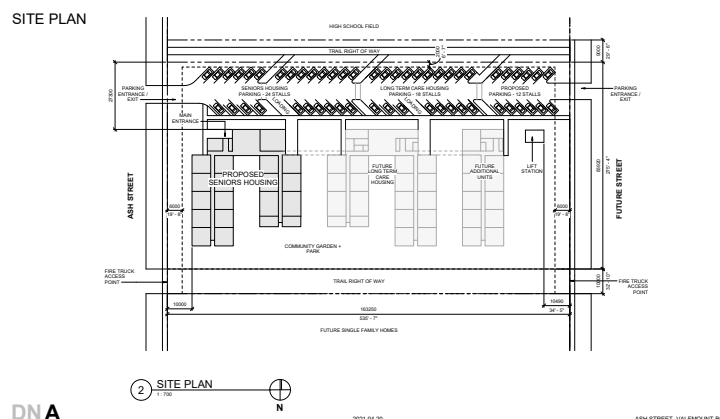
There are also several large residential parcels which could be subdivided front-to-back with a coordinated road access to provide additional income to existing land-owners and infill with higher density.



## OWNERSHIP

The majority of the land is owned by the Village of Valemount. School District 57 owns the site with the high school, and several private land owners.

A master plan was initiated for the site to demonstrate how the Village could encourage development in a way consistent with this OCP.



## MASTER PLAN INITIATOR

Valemount Cares, a committee of the Valemount Senior Citizens Housing Society has proposed to develop an independent living seniors facility along Ash Street, south of the mid-block right-of-way that runs south of the high school.

The master plan was initiated as a part of Valemount's Official Community Plan development to coordinate future development on the site, and demonstrate implementation of policies in the OCP.

### 3. LEGAL HISTORY

#### Rezoning Approval for Senior Housing

At the December 8<sup>th</sup> Regular Meeting of Council, Village of Valemount Zoning Amendment Bylaw No. 833, 2020 and Village of Valemount Official Community Plan Amendment Bylaw No. 832, 2020 received final approval to change a portion of the subject property's zone from Institutional and Cultural Facilities (P3) to High Density Residential (R5), and to change the Official Community Plan (OCP) designation from Public and Institutional (PI) to Multiple Family Residential (MF).

#### Contribution to Lift Station

At the December 8<sup>th</sup> In Camera Meeting of Council, it was approved:

THAT Council resolve to install a lift station to service the Subject Property, to support the VSCHS Master Plan and potential future economic opportunities on the Property, by committing \$660,000.00 from the Northern Capital Planning Grant, and \$126,500 from the Trans Mountain Community Benefit Agreement **IF** the Valemount Senior Citizens Housing Society is awarded funding for the affordable housing development.

Urban Systems estimates that the cost for this lift station is \$847,000. Based on the total footprint of the master plan, and its percentage of the Subject Property, each party's contribution is established as follows:

<b>Seniors' Contribution:</b>	<b>\$187,000</b>
<b>Village Contribution:</b>	<b>\$660,000</b>
<b>TOTAL:</b>	<b>\$847,000</b>

The funding options approved by Council to pay for this infrastructure, are:

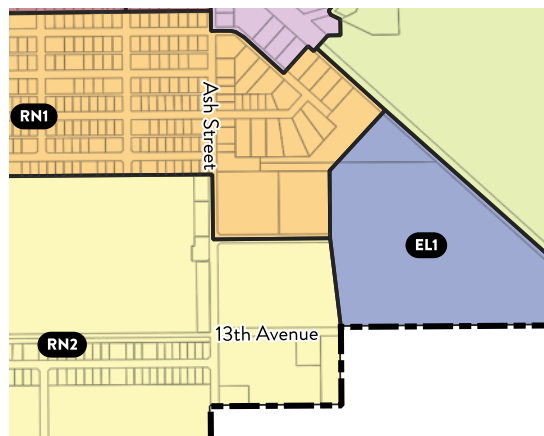
Funding Options for Village Owned Lift Station Option #1:

<b>Trans Mt Community Benefit Agreement:</b>	<b>\$126,500</b>
<b>Seniors' Contribution:</b>	<b>\$60,500</b>
<b>Northern Capital Planning Grant:</b>	<b>\$660,000</b>
<b>TOTAL:</b>	<b>\$847,000</b>

#### Official Community Plan No. 842, 2021

The Official Community Plan Land Use Designation in the 2021 OCP is a combination of the RN-1, RN-2, and EL1 areas.

- A key goal in RN-1 is to infill existing residential development.
- A key goal in RN-2 is to infill vacant land with a mix of residential development.
- A key goal of EL-1 is to create employment lands such as live/work, service commercial and light industrial lands.



#### Zoning Bylaw No. 843, 2021

The Zoning designation for the properties are:

- R2-Single-Detached & Duplex Residential
- R3-Neighbourhood-Oriented Multi-Unit Residential
- P2-Public & Institutional
- C5-Live/Work



## 4. MASTER PLAN DESIGN RATIONALE

### VALEMOUNT CARES SITE PLAN ANALYSIS

The Valemount Cares site plan for seniors housing used two u-shaped buildings (Phase 1 and 2) and one I-shaped building (Phase 3). Phases were to be constructed west to east along the interior access road. Parking access is proposed off Ash street and included 22 parking spaces along the interior access road, with room for parking expansion. Parking was located along the interior road with the principal buildings being set back 30 m from the interior road, and 10 m from Ash Street.

The site also needed to include the lift station in the northeast corner of the property. A fire truck emergency access was provided along the southern edge of the functional building use area. This left an approximately 50 m wide greenspace buffer south from the fire access road to the southern edge of the property.

The original site plan measured 155 x 140 m (2.18 hectares) and included 42 units and 48 beds (22 bed units per hectare).

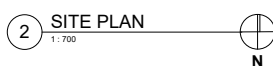
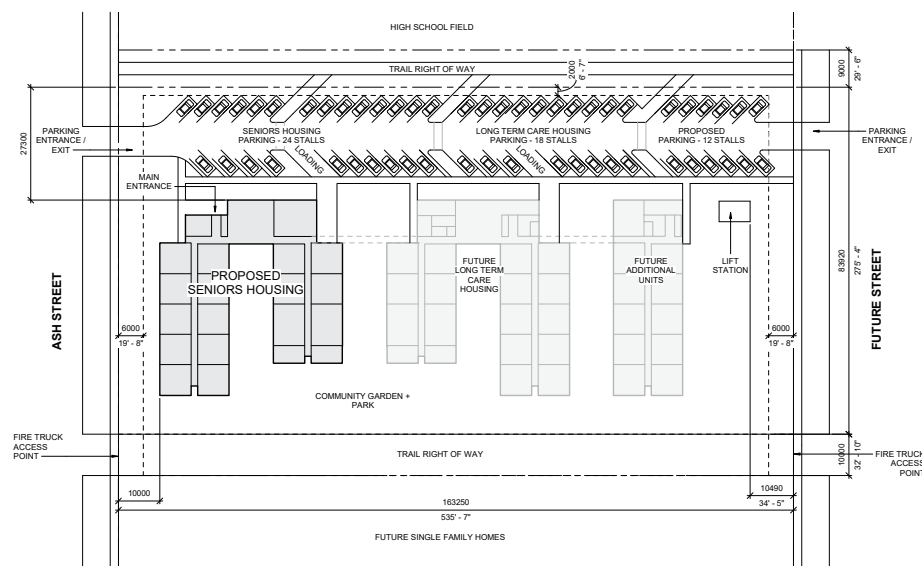
### Valemount Cares Site Plan Strengths

This plan has several strengths which are summarized below:

1. U-shaped buildings capture the sun and create a pleasant common space for residents;
2. Each unit has an indoor and outdoor porch which supports improved social connections between residents within the building and with the neighbourhood;
3. Skylight access provides daylight to the interior porch areas improving the quality of the space;
4. The units are compact and well designed;
5. Common space and an entry lobby along the interior road create a logical face / front to the building;
6. The amount of greenspace provides outdoor recreation opportunities for residents; and
7. Greenway linkages between buildings create pedestrian connectivity at a micro scale.

### VALEMOUNT CARES SENIORS HOUSING

#### SITE PLAN





## MASTER PLAN GOALS

Several Master Plan Goals were developed to inform the neighbourhood master plan. They are summarized below:

1. Reduced right-of-way south of highschool from 20.0m to 9.0m (maximum);
2. Incorporate Strengths from the Valemount Cares Site Plan;
3. Incorporate the former railway right of way into the site as a historic trail;
4. Create a well connected road and trail system;
5. Aim for close to 10% park space;
6. Create a range of housing options that include single-detached, duplexes, rowhouses, apartment houses, and live/work units;
7. Look for opportunities to subdivide existing lots to increase density and provide a financial opportunity to existing home-owners; and
8. Develop employment lands by including live/work units, service and light industrial lots, and mixed use buildings to serve local commercial needs.

## Proposed Alterations to Valemount Cares Site Plan

Some minor changes are proposed for the Valemount Cares site plan in order to achieve the master plan goals. Changes include:

9. Show full parking (Phases 1-3) with a 2.0m setback;
10. Break parking up into phased separate lots that provide the required parking identified by Valemount Cares;
11. Provide a 10.0m trail right of way along the south side of the parcel that connects into the **“rail trail”** further east and would create a future trail connection across Ash Street.
12. Wrap the block with sidewalks that connect to surrounding park and trail spaces.

The proposed lot dimensions would measure approximately 163.3 x 94.3 m (1.54 hectares - 31 units per hectare).

Lot coverage for this site is 23% leaving 77% as open space.

## 5. MASTER PLAN SUMMARY

Proposed Use	Area (m <sup>2</sup> )	Area (Acre)	Percentage	Estimated Residential Units	Estimated Residents	Estimated Businesses	Estimated Jobs
<b>EMPLOYMENT</b>	<b>117,081</b>	<b>28.9</b>	<b>35.7%</b>	<b>55</b>	<b>79</b>	<b>85</b>	<b>395</b>
LIVE/WORK	15,722	3.9	4.8%	43	65	43	43
LIGHT INDUSTRIAL (2 LOT SIZES)	99,052	24.5	30.2%	-	-	34	272
NEIGHBOURHOOD MIXED USE	2,307	0.6	0.7%	8	14	8	80
<b>PUBLIC INSTITUTIONAL</b>	<b>39,871</b>	<b>9.9</b>	<b>12.2%</b>	<b>42</b>	<b>48</b>		
SCHOOL	24,472	6.1	7.5%			-	-
SENIORS	15,399	3.8	4.7%	42	48	-	-
<b>PARK</b>	<b>27,866</b>	<b>6.9</b>	<b>8.5%</b>				
<b>RESIDENTIAL</b>	<b>75,132</b>	<b>18.6</b>	<b>22.9%</b>	<b>168</b>	<b>407</b>		
SINGLE- DETACHED / DUPLEX	29,290	7.2	8.9%	74	200	-	-
SINGLE-DETACHED (INFILL AREA)	30,862	7.6	9.4%	16	43	-	-
MULTI-FAMILY	14,980	3.7	4.6%	78	164	-	-
<b>RIGHT OF WAY</b>	<b>67,893</b>	<b>16.8</b>	<b>20.7%</b>				
<b>Total</b>	<b>327,846</b>	<b>81.01</b>	<b>100.0%</b>	<b>256</b>	<b>534</b>	<b>85</b>	<b>395</b>



# CONCEPT PLAN

## Labelled Rationale













# CONCEPT PLAN





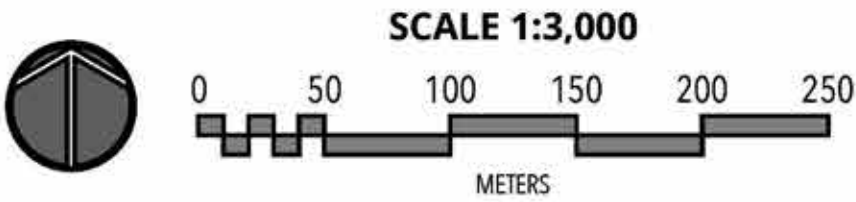
# LAND USE ALLOCATION



LAND USE ALLOCATION			
Proposed Use	Area (m2)	Area (Acre)	Percentage
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## PROPOSED USE

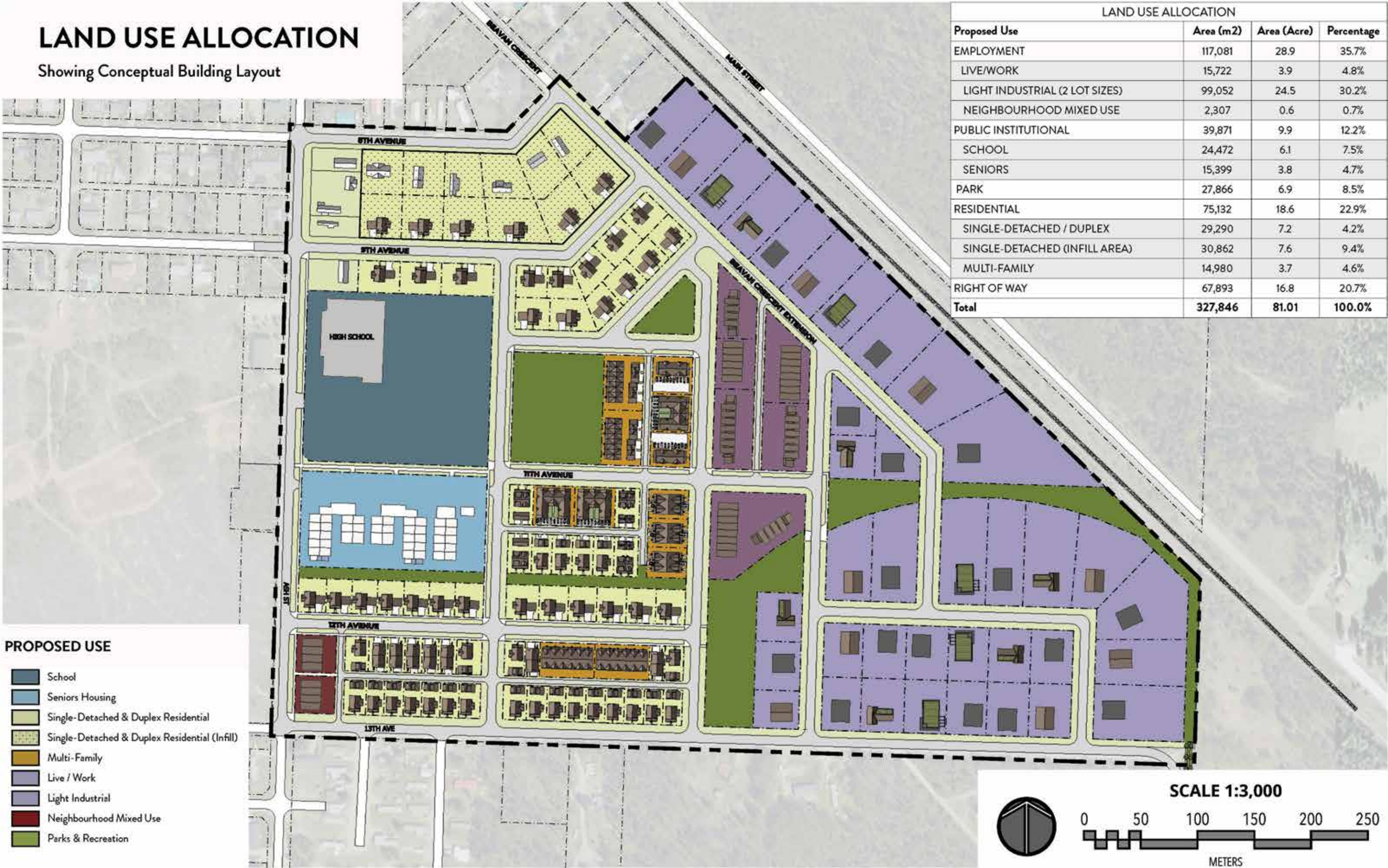
- School
- Seniors Housing
- Single-Detached & Duplex Residential
- Single-Detached & Duplex Residential (Infill)
- Multi-Family
- Live / Work
- Light Industrial
- Neighbourhood Mixed Use
- Parks & Recreation





# LAND USE ALLOCATION

Showing Conceptual Building Layout







View of Seniors Housing



View of Live / Work Area



View of Residential Infill



View of Trail System



View of Industrial Area



View Across Main Street