

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 & 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.

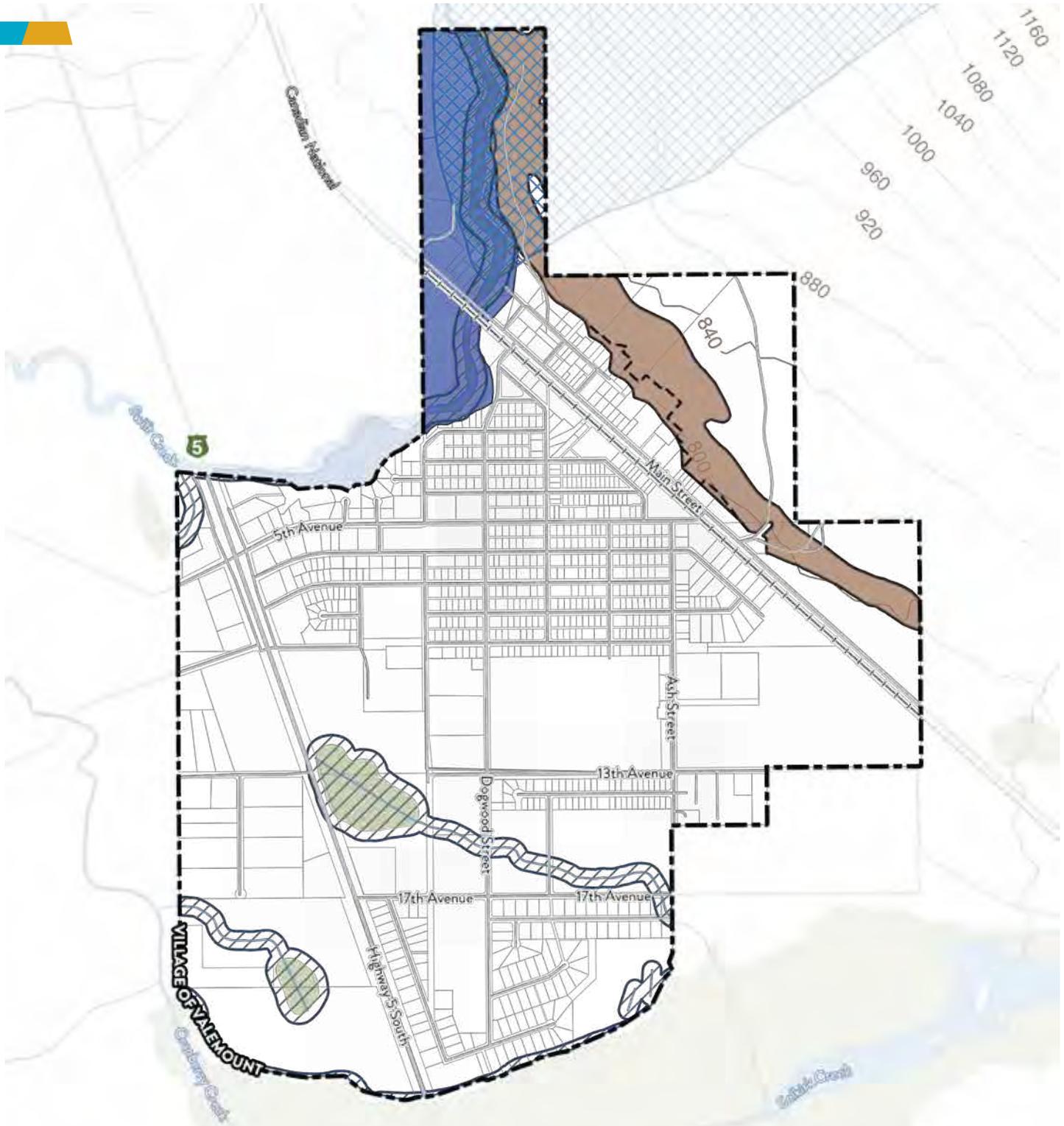
DPA EXEMPTIONS

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

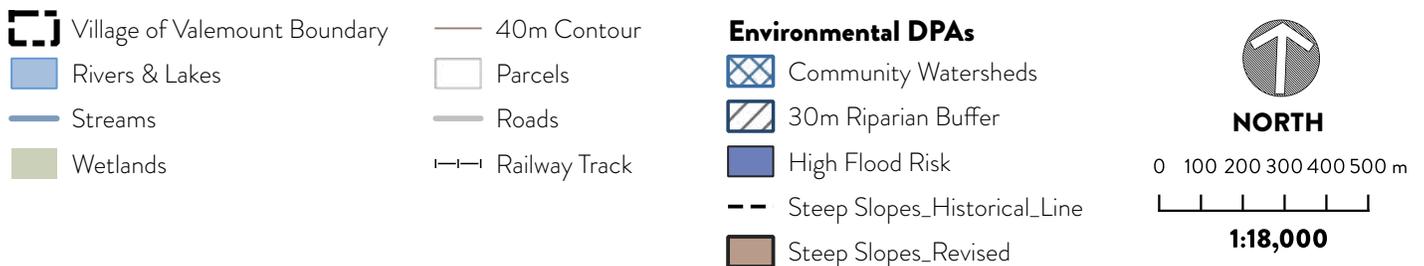
- a) Internal alterations which do not affect the outer appearance of the building;
- b) Accessory buildings less than 47 m² (500 ft²);
- c) Replacement, upgrading, or repair of roofing;
- d) Additions to buildings that increase the floor area by an amount less than 25% of the area;
- e) The installation, 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



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.



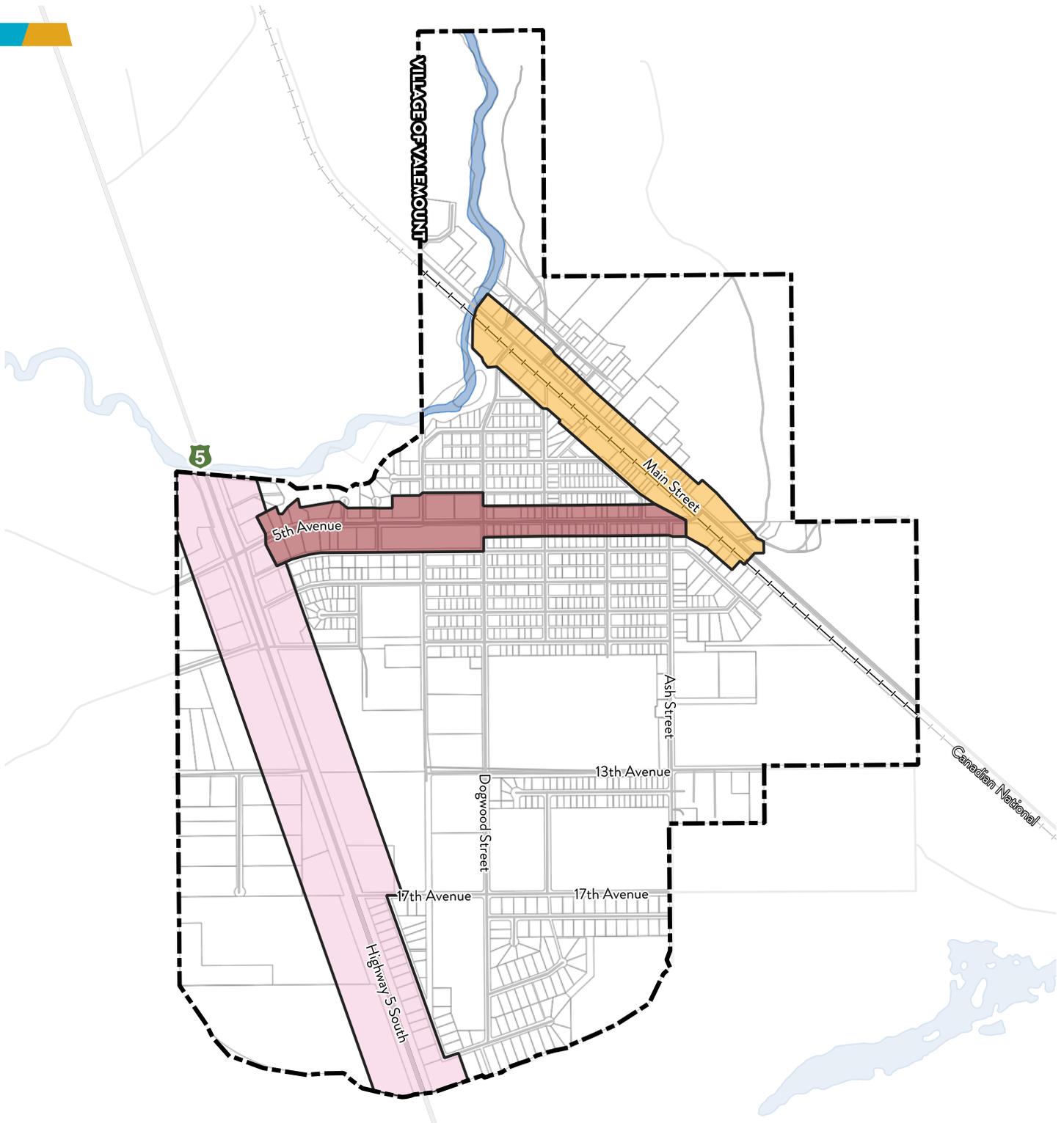
📷 Alec Pytlowany via Province of British Columbia Flickr photostream



“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.”

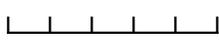
- From Community Survey





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 |


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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.

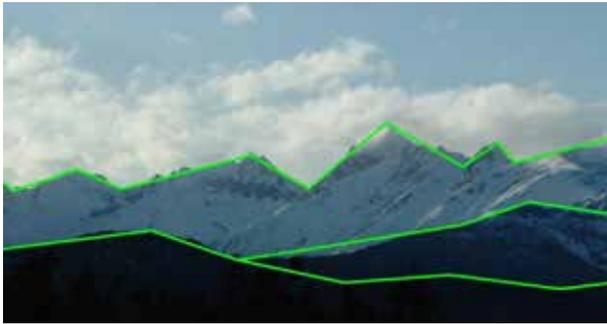


Figure 18: Inspiration for the Mountain Valley Style



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

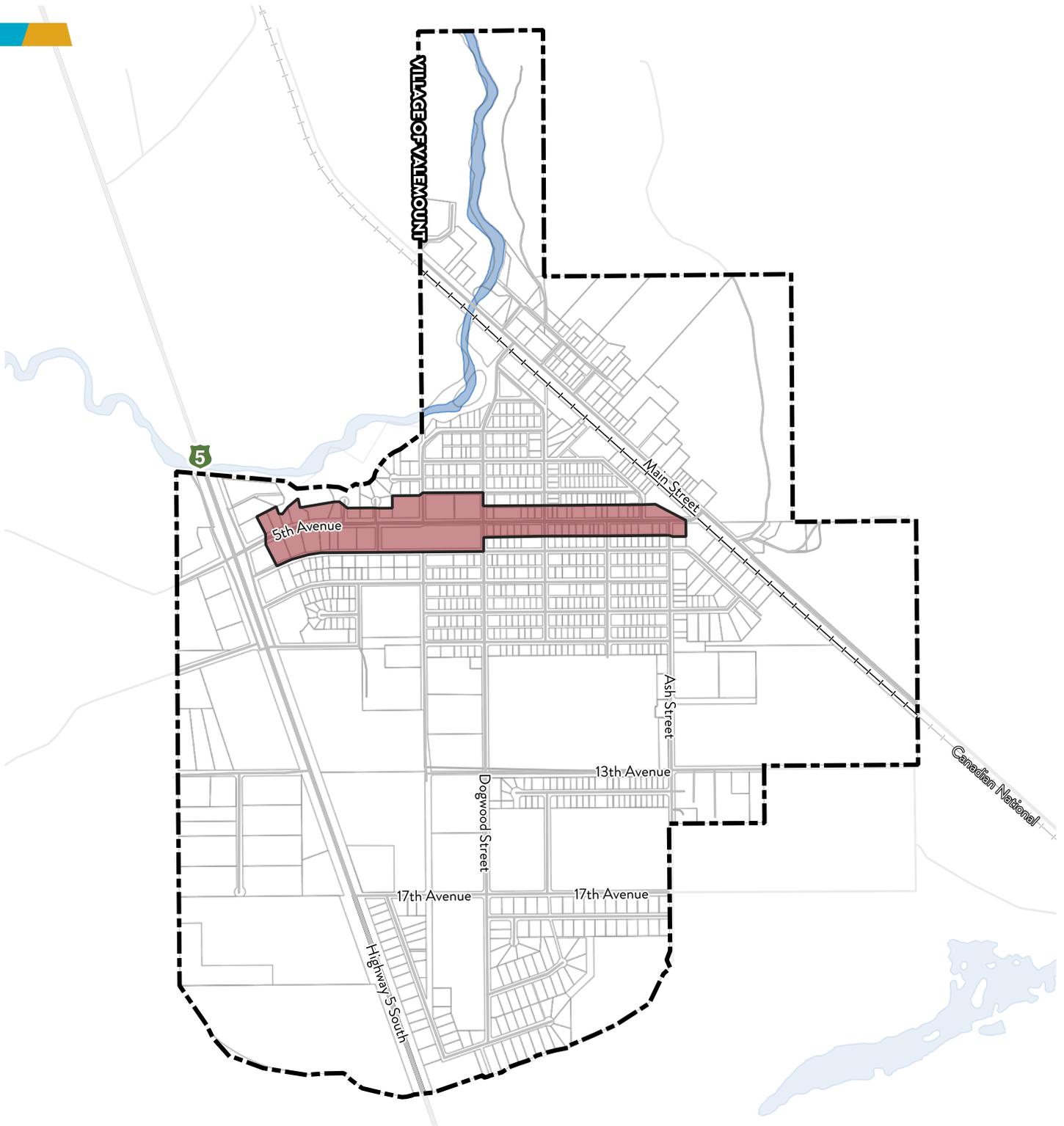
7.4.2. Civic buildings should be comprehensively planned in conjunction with other nearby civic buildings, public spaces, and non-civic buildings to ensure connectivity and well-designed public spaces;

7.4.3. Extend the elements of the attractive entrance and gateway from the Highway / Gateway DPA, westward along 5th 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 / 5TH AVENUE CORRIDOR DPA

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


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7.5. DOWNTOWN / 5TH AVENUE CORRIDOR DEVELOPMENT PERMIT AREA

INTENT

The intention of the **“Downtown/5th 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 5th 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/5th Avenue Corridor Development Permit Area”** as shown on **MAP 8: Development Permit Area 2 - Downtown / 5th Avenue Corridor DPA.**

7.5.2. Existing single-detached dwellings shall be exempt from the following **“Downtown/5th 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 5th 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

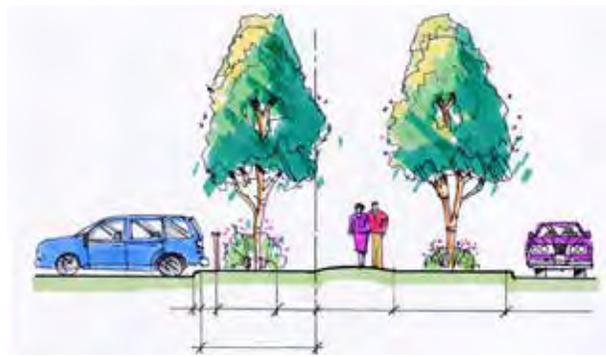


Figure 25: Fencing and Wall Detail for Parking Areas

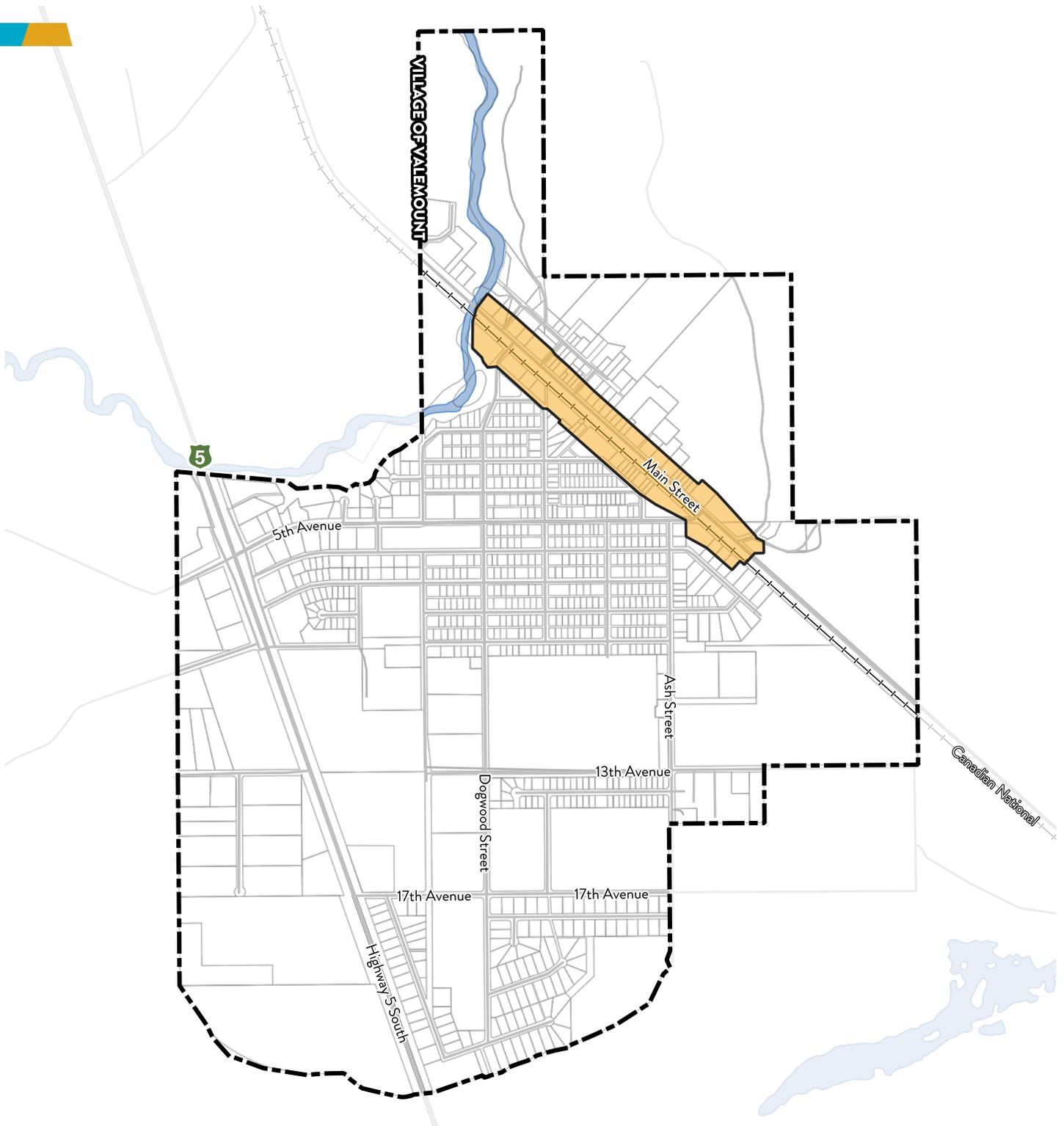
7.5.18. Landscaping should incorporate plants native to the Valemount region and should be selected in accordance with FireSmart Canada standards wherever possible.

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
-  Development Permit Area 3 - Railtown DPA
-  Roads
-  Railway Track
-  Parcels
-  Rivers & Lakes



NORTH

0 100 200 300 400 500 m



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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.

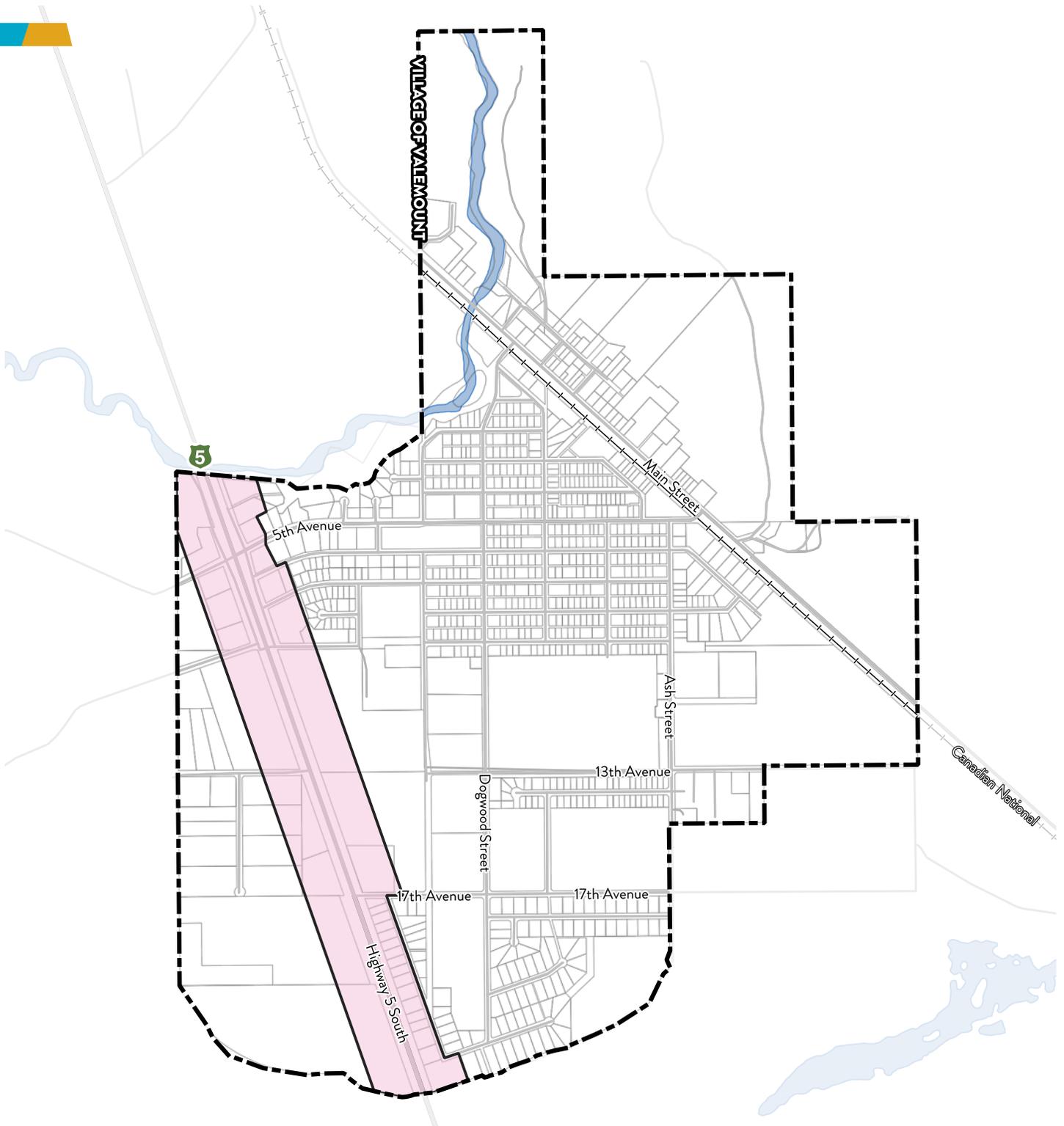
7.6.15. Outdoor storage areas should be fenced or screened with vegetation. Garbage areas should be fully enclosed and bear/wildlife proof, similar to the type used by the municipality for commercial waste collection.

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


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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 5th Avenue shall front onto both streets, with smaller setbacks towards 5th 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.

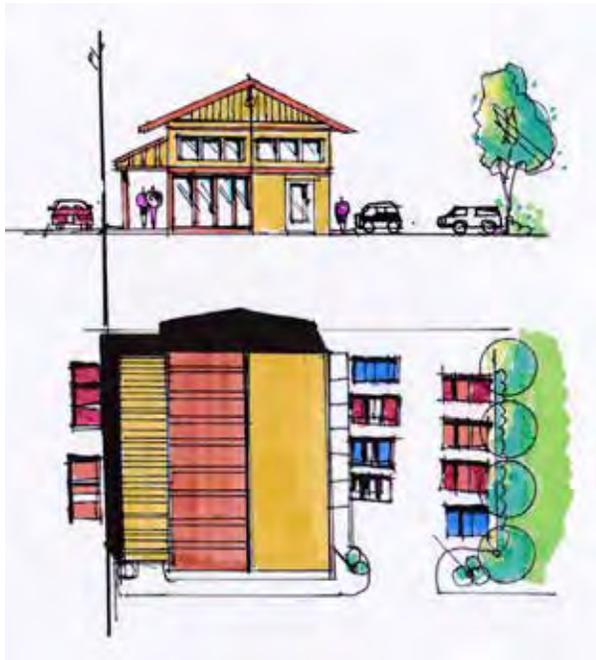


Figure 34: Landscaping to Screen Parking

- 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.