What We Heard Report

Draft Directions - November / December 2020

BACKGROUND

The final engagement 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. 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 Draft Directions Engagement took place online through a series of webinars and a survey designed to gather feedback on specific policies.
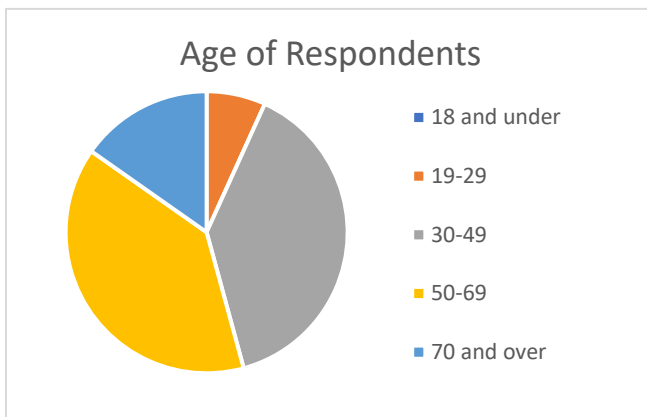
TIMELINE

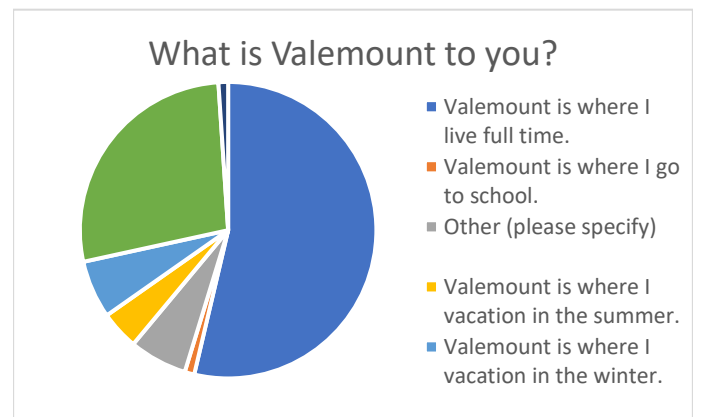|	
Project Start	**June 2020**
Community Engagement	**July - November 2020**
July Outreach (Community Walk & Council Workshop)	**July 6-8, 2020**
September Engagement Week	**September 14 - 16, 2020**
OCP Support Committee Meeting	**September 30, 2020**
Community Circles Kits Due	**October 12, 2020**
November Engagement Sessions	**Open House Webinars November 23, 2020** **Survey closed December 7, 2020**
Draft Plan & Consultation	**December / January 2020**
Plan Approval Process	**January - March 2021**

ENGAGEMENT FORMAT

"Engagement Reimagined" is a common thread for 2020 while the world is adapting to the COVID-19 pandemic. 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.
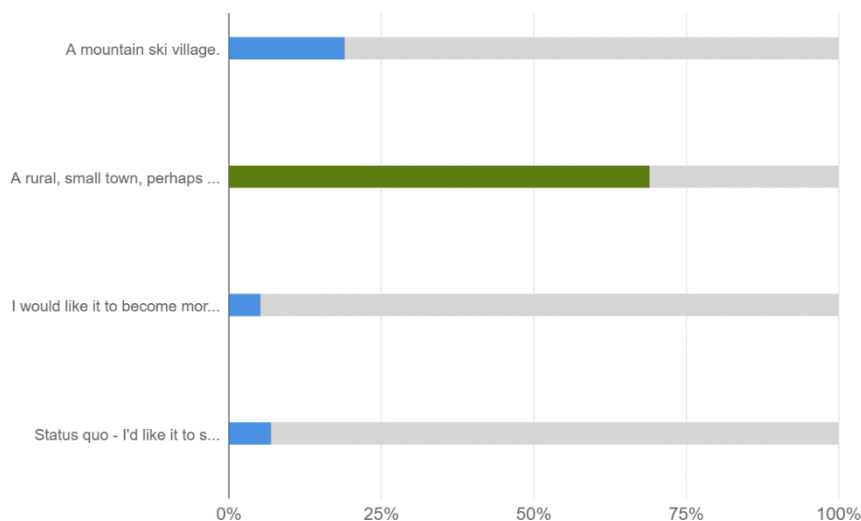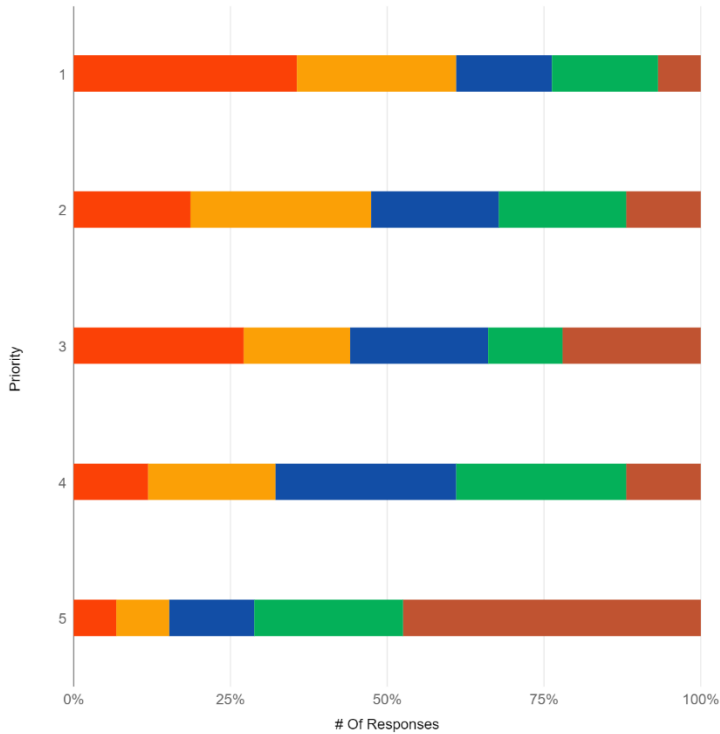
SURVEY RESULTS

What is your age category?

Age of Respondents

- 18 and under
- 19-29
- 30-49
- 50-69
- 70 and over

What is Valemount to you?

What is Valemount to you?

- Valemount is where I live full time.
- Valemount is where I go to school.
- Other (please specify)
- Valemount is where I vacation in the summer.
- Valemount is where I vacation in the winter.

What do you think Valemount's future should look like?

- A mountain ski village.
- A rural, small town, perhaps ...
- I would like it to become mor...
- Status quo - I'd like it to s...

0%   25%   50%   75%   100%

VILLAGE OF
VALEMOUNT
Let the mountains move you

My favourite thing about Valemount is...

Priority (axis), # Of Responses (axis): 0%, 25%, 50%, 75%, 100%

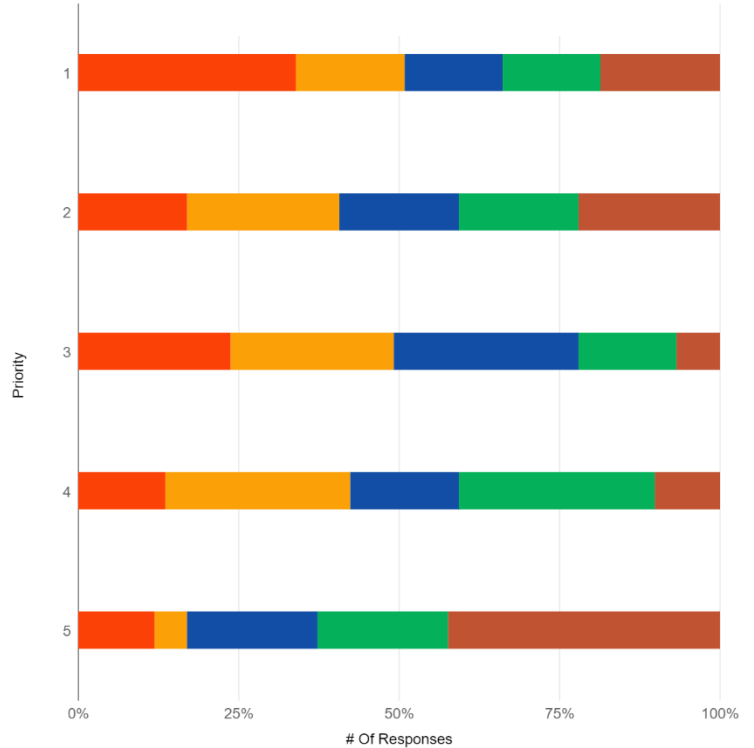Legend:
- The mountains
- The small town, village atmosphere
- The outdoor recreation opportunities
- The people
- The potential for development and growth

My least favourite thing about Valemount is...

Priority (axis), # Of Responses (axis): 0%, 25%, 50%, 75%, 100%

Legend:
- Lack of health services
- Lack of housing options
- Unaffordable housing
- Lack of job opportunities
- Remoteness

POLICY SPECIFIC QUESTIONS AND ANSWERS

CORE VILLAGE CENTRE (CVC)

1) Consider tax rebate incentives to draw development the downtown area (e.g. reduced taxes for the first few years while a new development is being established).
2) A parking strategy is required, including a pay-for-parking strategy, addressing RV/trailer parking areas, accessible stalls, and employee parking locations.
3) Set regulations for high-quality design and landscaping for new developments in this area to create a coordinated Valemount character, ensuring curb appeal and appropriate fit with existing neighbourhood (regulations would be set through a Development Permit Area).

CORE VILLAGE CENTRE (CVC)
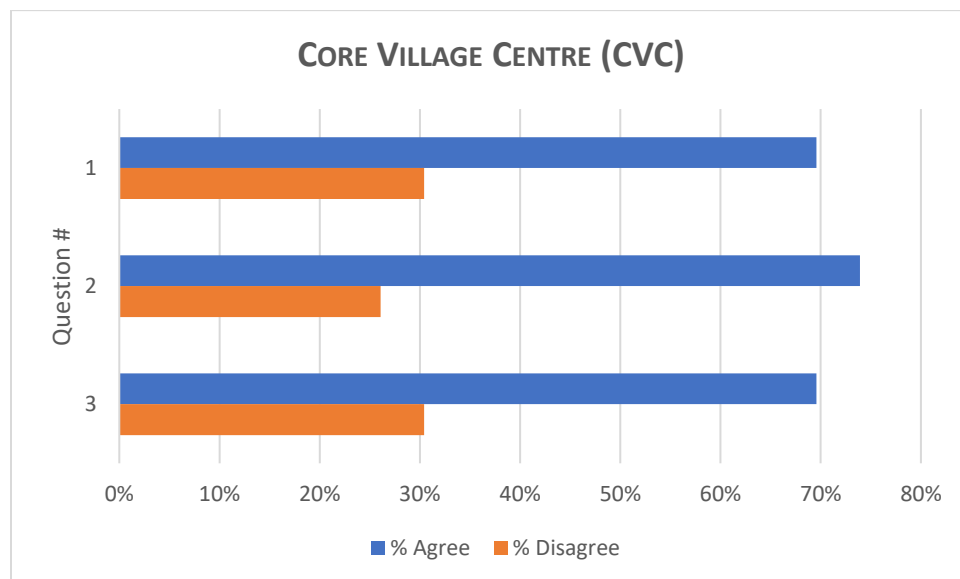
HIGHLIGHTS

- 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)

4) Create greater zoning flexibility for existing residential units to have home-based businesses.
5) Commercial must be at ground level, residential can be mixed in a variety of ways (e.g. upper floors, laneway homes, secondary suites).

VILLAGE CENTRE MIXED USE (VCMU)
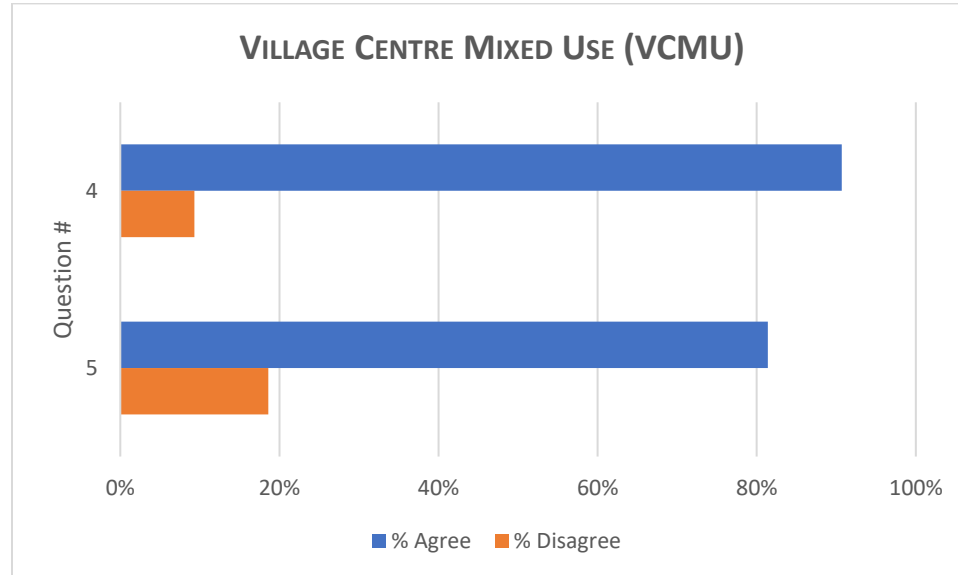
HIGHLIGHTS

- 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)

6) Upgrade the Highway 5 / 5th Ave intersections to establish an attractive gateway to the community and improve safety (e.g. roundabout).
7) Limit the creation of major big box retailers through regulations on maximum building square footage. This would create a cap on the size of buildings allowed in this area, encouraging smaller retailers.
8) Create a parking and transportation strategy to encourage "Park at the Highway and Explore Downtown".
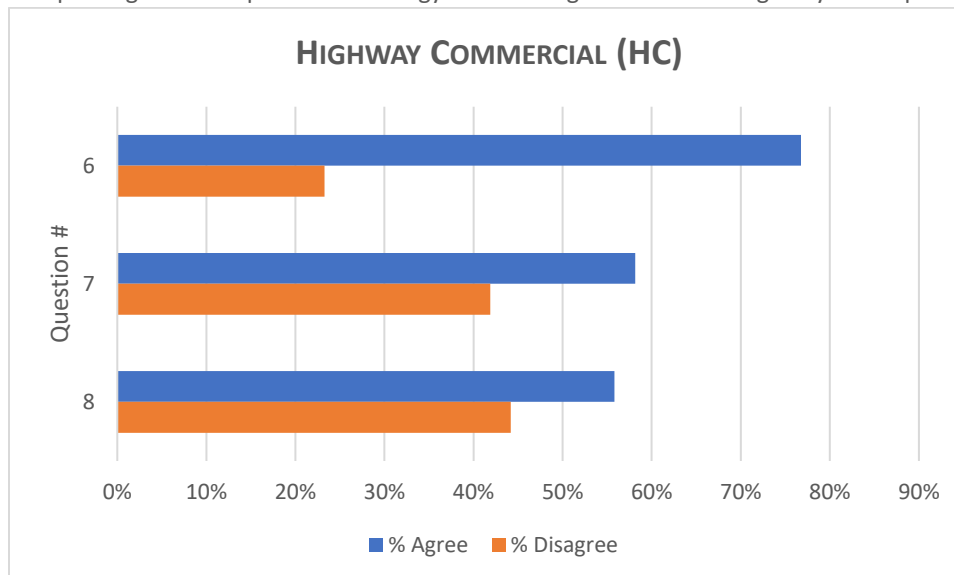
HIGHLIGHTS

- 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 5th Ave., without having to walk too far. This strategy can tie into a mobility and trails network.

RAILTOWN MIXED USE (RMU)

9) Support and promote this area as a creator and artisan hub where entrepreneurship in many forms is encouraged.
10) Have no restrictions on whether commercial or residential is street facing.
11) Consider creating pedestrian infrastructure on both sides of Railway Ave (e.g. walking / cycling paths).
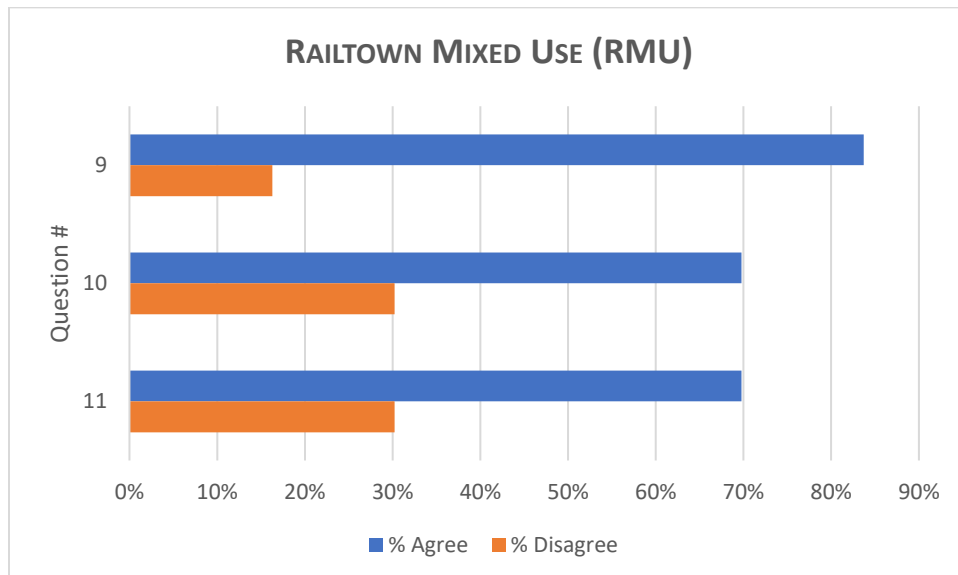
HIGHLIGHTS

- 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 NEIGHBOURHOOD 1

12) Allow all types of accessory dwelling units (ADUs) including secondary suites, laneway house or garage suite (max. 1 ADU per lot).
13) Encourage small lot development to ensure more efficient use of infrastructure and existing services and provide a range of housing options.

RESIDENTIAL NEIGHBOURHOOD 2

14) Permit small neighbourhood commercial and mixed use development along main transportation routes that won't compete with the Village Core (e.g. neighbourhood bakery or convenience store). Use and size must be appropriate for the neighbourhood.
15) Place higher density development along main transportation routes and around public spaces to support public transportation and create "eyes on the street".
16) Require the creation of parks and public spaces in all new neighbourhoods that are sized to serve the community.

RESIDENTIAL NEIGHBOURHOOD 3

17) Ensure that new developments and redevelopments are integrated with the surrounding neighbourhoods through a connected system of roads, sidewalks, trails and public spaces.
18) Allow a variety of tourism-oriented residential uses, such as vacation rentals.
19) Focus large lot residential development in the RN3 area.

RESIDENTIAL NEIGHBOURHOOD 1, 2, 3
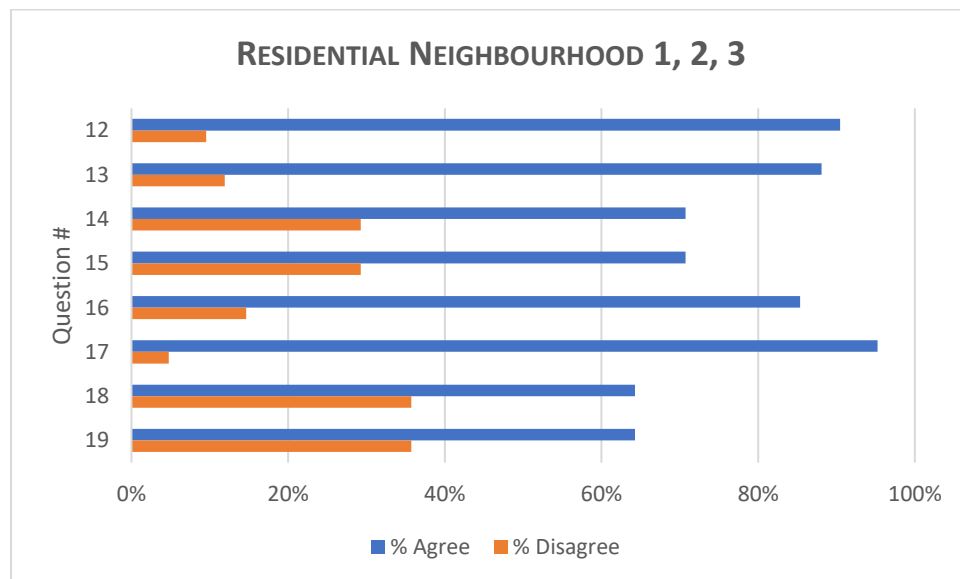
HIGHLIGHTS

- 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.
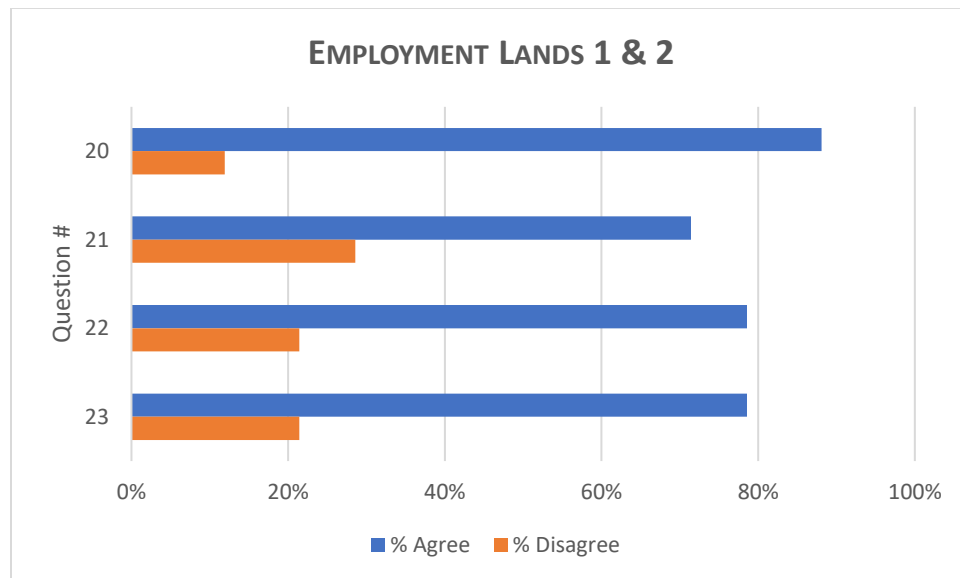
EMPLOYMENT LANDS 1

20) The focus of E1 lands should be a variety of employment land uses, including business parks, live-work areas, co-working spaces, light industrial, or small manufacturing.

21) Streetscapes should be non-residential in nature (business, artisan, live-work, commercial) with residential live-work units above or behind.

EMPLOYMENT LANDS 2

22) E2 lands are suitable for industrial land uses (e.g. contractor yards, industrial or business park, light-medium manufacturing) that require large parcels and may have some off-site nuisances (e.g. noise or dust).

23) Retail/commercial uses should be limited to not detract from the Village's other retail areas (e.g. 5th Ave). Highway retail may be appropriate.

EMPLOYMENT LANDS 1 & 2 (chart showing % Agree and % Disagree for Questions 20–23)
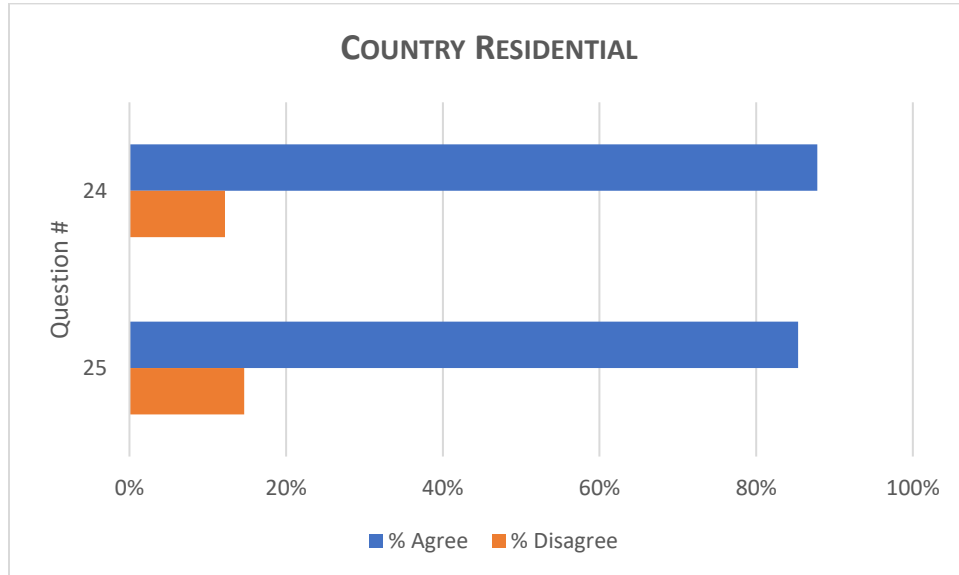
HIGHLIGHTS

- 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

24) Allow rural / acreage residential subdivision and development where appropriate.

25) Allow small-scale supportive commercial businesses that are complimentary to the surrounding landscape (e.g. agricultural sales).

COUNTRY RESIDENTIAL

HIGHLIGHTS

- 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

26) Buffer and protect sensitive environmental areas including steep slopes, riparian areas, wetlands, and large continuous areas of forest.
27) Ensure appropriate land uses and transportation network around the Bike Park and associated access trails.
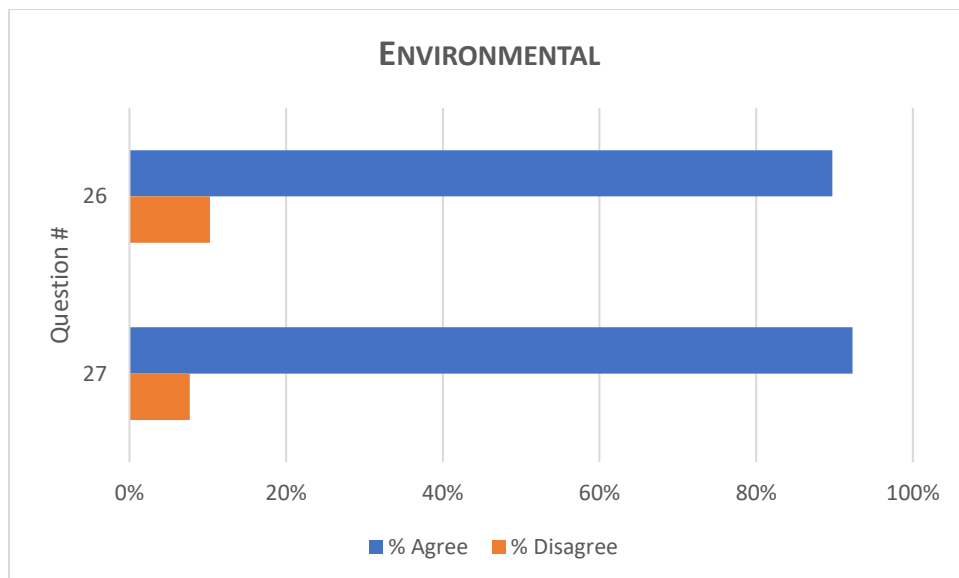
ENVIRONMENTAL

HIGHLIGHTS

- 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.

MOBILITY PLAN

PURPOSE & INTENT

The purpose of the Mobility Plan is to integrate both vehicle and non-vehicle transportation and mobility planning. A Mobility Plan is different compared to a transportation plan, which typically just focuses on moving vehicles.

The Mobility Plan looks holistically at the entire network around and through the Village. The Mobility Plan will guide future decisions on infrastructure improvements to roads, pathways, and trails.

28) Create a "Marsh to Mountains" non-vehicle / pathway connection - from Cranberry Marsh to the Bike Park.
29) Establish a strong north-south trail / pathway along Dogwood Street to connect the north and south.
30) Ensure pedestrian pathway connections through large development areas when they develop.


MOBILITY PLAN
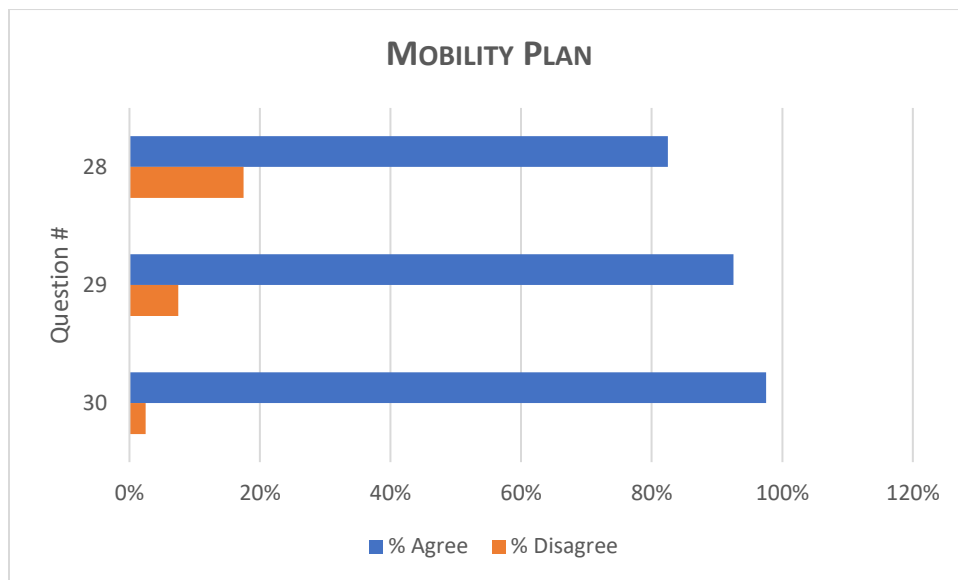
ADDITIONAL QUESTIONS

31) The Village currently allows short-term / vacation rentals on properties that are 1500 m2 (approx. 0.37 acres / 16,000 sq. ft.).

VACATION RENTALS

Legend: ■ Policy should stay the same (%) ■ Policy should change (%) ■ Other (%)
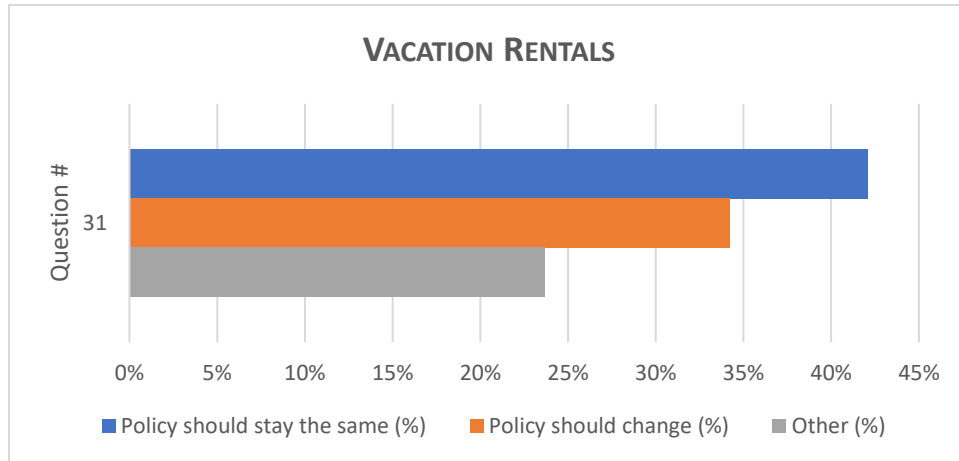
Residents have commented that when considering policies for vacation rentals, it is important to consider noise complaints, adequate rental inventory for residents, parking availability, utility usage, and the density of rentals allowed in one particular area.

32) Would you support allowing homeowners to have a short-term "mortgage helper" on their property (e.g. renting out a basement suite or secondary unit if the owner lives in the main house)?

MORTGAGE HELPERS

Legend: ■ Supportive (%) ■ Unsupportive (%) ■ Other (%)
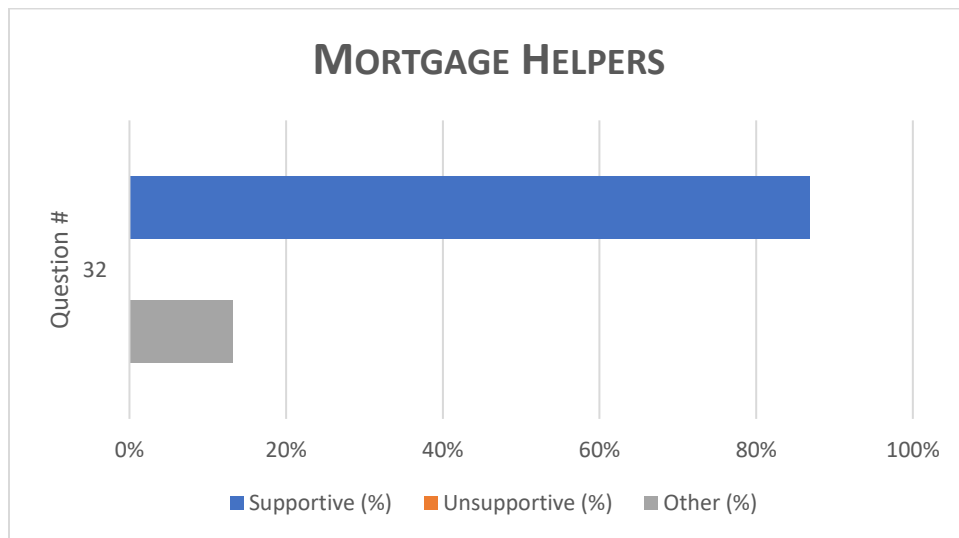
Residents agree that mortgage helpers should be allowed, as long as vacation rentals are limited, in compliance with bylaws, and appropriate taxes and utility fees are captured.

33) The installation of fibre optic internet service should be a priority for the Village of Valemount to support development of local and home-based businesses.

34) The Village should encourage the infill of vacant spaces in downtown Valemount with mixed use commercial buildings, and support temporary activities (like a farmer's market or food truck court) to

encourage a diverse and vibrant downtown core (e.g. add buildings with commercial on the ground floor / residential on upper floors or behind).

35) Support and strengthen connections to existing tourism draws, therefore incorporating tourism into the local economy.