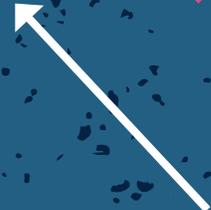


# Community Plan

VERSION 5  
2023



**OUR WAY  
TO 2033**  
CASTLEGAR



## Interactive Document Style Guide

- Cross-Reference** Indicates an active link to a cross-reference within the document  
Will jump you to the appropriate page with the cross-reference
- "Definition"** Indicates an active link to a definition for the term  
Will jump you to the page in the Definitions section with the appropriate definition
- "Glossary"** Indicates an active link to a definition and web link for more information  
Will jump you to the page in the Glossary section with the appropriate glossary term
- Existing Document / Legislation** Indicates an active link to an existing document or Provincial Legislation with a web link to the document / legislation  
Will jump you to the page in the Existing Document section with a link to the website
- Hyperlink** Indicates an active web link to the website  
Will automatically open your browser and open the hyperlink

## Interactive Buttons



Will take jump you to the Table of Contents Page



Will jump you back to the previously-viewed page  
This is especially useful when clicking on a definition or glossary term. This button will take you back to the page you wer previously reading



Jump to the next page  
Best if used in full screen as it may jump you 2 pages

## Castlegar Community Plan Version Tracking

Version	Summary	Key Department(s)	Draft Sent Date:	Comments Received Date:
1	1 <sup>st</sup> Rough Draft	Planning & Development	January 26, 2024	February 2, 2024
2	Internal City Review	All Departments & Sr. Management	February 12, 2024	March 19, 2024
3	Additional Internal City Review 2	Relevant Departments & Sr. Management	April 2, 2024	April 2024
4	Pre-Public Release Version	Advisory Committee	April 12, 2024	April 2024
5	<b>Public Draft Version</b>	<b>Public / Citizens / Agencies / Comms</b>	<b>May 1, 2024</b>	<b>May 22, 2024</b>
6	1 <sup>st</sup> Reading Version	Council		
7	2 <sup>nd</sup> / 3 <sup>rd</sup> Reading Version	Council		
8	Final Approved Version	Council		

**Gold Highlight Indicates Current Draft**



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# **1.0 CASTLEGAR'S FUTURE 2033**

## **1.1 COMMUNITY VISION**

**As a regional hub in the West Kootenay, Castlegar is a welcoming and diverse community where people of all ages and abilities can belong.**

**We are a community that respectfully honours our past while moving forward with a vision where everyone has a safe place to live, move, work, connect and feel supported.**

**Surrounded by the mountains and rivers that connect us, we embrace the outdoors and our responsibility of looking after the land now and for future generations.**

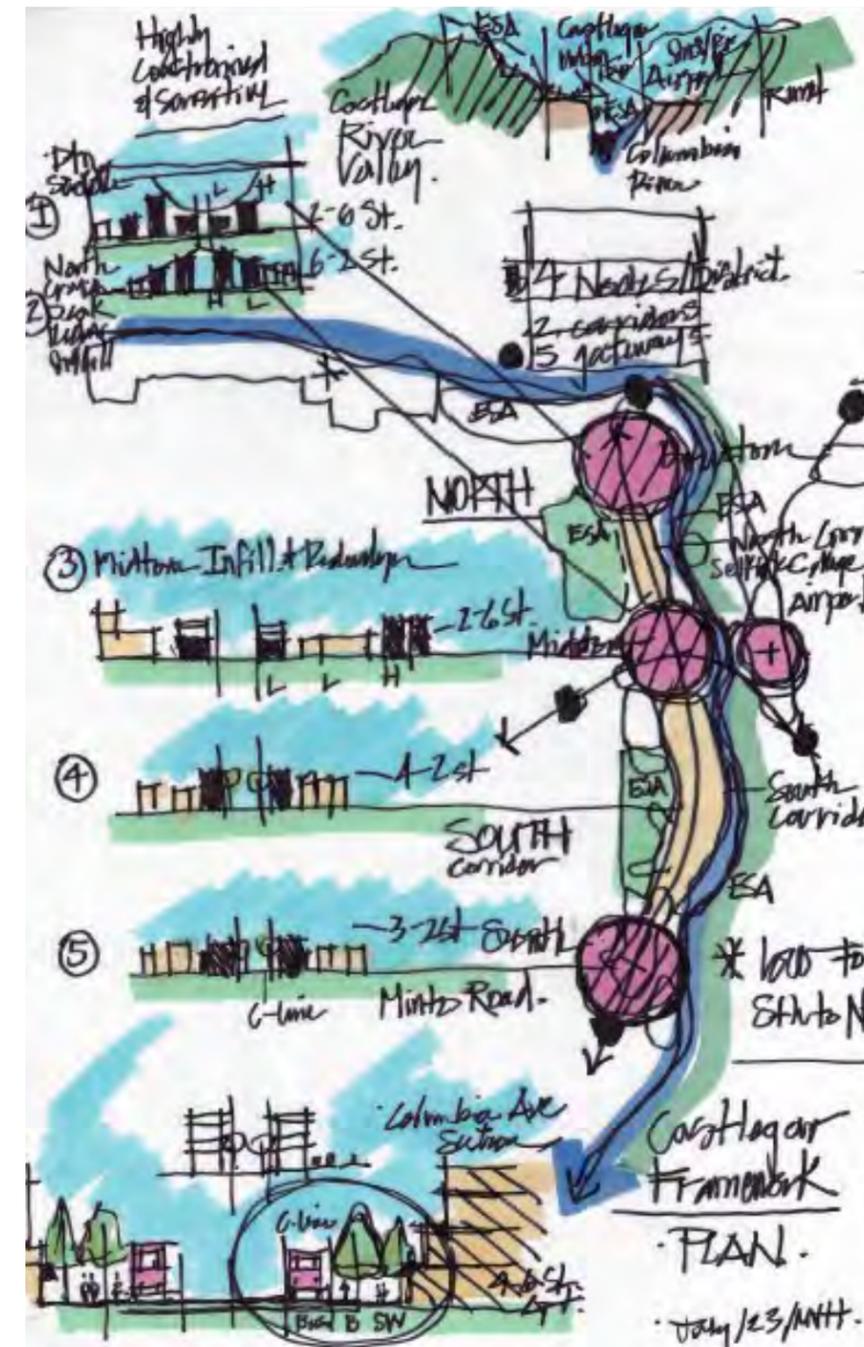
## 1.2 Guiding Principles

Seven guiding principles shape the Community Plan. The guiding principles were the framework for the community engagement and each one has a corresponding objective that helps achieve the community vision.

- 
**Housing**  
 Housing for everyone that meets people's current and future needs within the City.
- 
**Climate Action & Ecological Protection**  
 Action on climate change through reduction of the city's greenhouse gas emissions and protection of key ecological areas and function.
- 
**Employment**  
 A strong local economy that provides for a diversity of employment opportunities within the City.
- 
**Parks & Recreation Amenities**  
 Parks and recreational opportunities that are accessible and nearby to where people live.
- 
**Community Well-being**  
 People feel supported, connected and nurtured in the City.
- 
**Mobility & Transportation**  
 People can move freely and safely throughout the City using all modes of transportation.
- 
**Infrastructure**  
 Basic infrastructure is a right for all City residents and is properly funded, maintained and managed through the City's asset management system.

## 1.3 Five Priorities for Castlegar 2033

To achieve the community vision and seven guiding principles the Plan has established five priorities that are fulfilled through all aspects of the Community Plan. These five priorities are translated into policies, development permit areas, and mapping throughout the Community Plan. Together they will help the City reach its desired community vision.



## Focus Growth in Key Nodes

**Why?** Focusing growth in key nodes creates vibrant areas in the City where people want to gather, live, and shop. If development sprawls these opportunities are missed. Growth in key nodes also helps prioritize City investment into these areas.

**How?** The Community Plan identifies three scales of nodes: **City Activity Nodes, District Nodes, and Neighbourhood Nodes.**

**City Activity Nodes** will encourage the highest density of shops, businesses, and housing.

**District Nodes** will encourage mixed-use development at medium densities.

**Neighbourhood Nodes** promote corner store type developments in residential areas.

Addresses the following Guiding Principles:



## Protect and Restore the City's Ecosystems

**Why?** Healthy ecosystems provide many benefits, including air, water, recreation areas, and help with storm run-off. As the City has urbanized there is less land for natural areas. Ensuring these remaining natural areas have healthy ecosystems will help the City function better and ensure nearby areas to recreate for citizens, while also providing buffers that help mitigate risk from natural hazard areas.

**How?** The Community Plan identifies **'Natural and Hazard Areas'** that will have limited development to ensure protection of ecosystems. Any development in these areas will require additional studies.

Environmental Development Permit Areas will add an additional layer of protection to environmental and hazards lands within the City.

Addresses the following Guiding Principles:



## Create A Dynamic Columbia Avenue Corridor

**Why?** Columbia Avenue is the City's main artery, its lifeblood for transportation and economic development. But, it needs to feel more vibrant socially and culturally with improved transit service – built for humans and not just cars.

**How?** The Community Plan identifies the Columbia Avenue Corridor for more **"Mixed Use Buildings"** and improved public spaces for gathering. The Corridor also needs better all-day/all-night bus service with a dedicated bus route with more frequent service. New Development Permit Area guidelines for sites and buildings will also help shape the corridor to be more accessible and people-friendly, with sidewalks, bike lanes, and trees for sun and weather protection.

Addresses the following Guiding Principles:

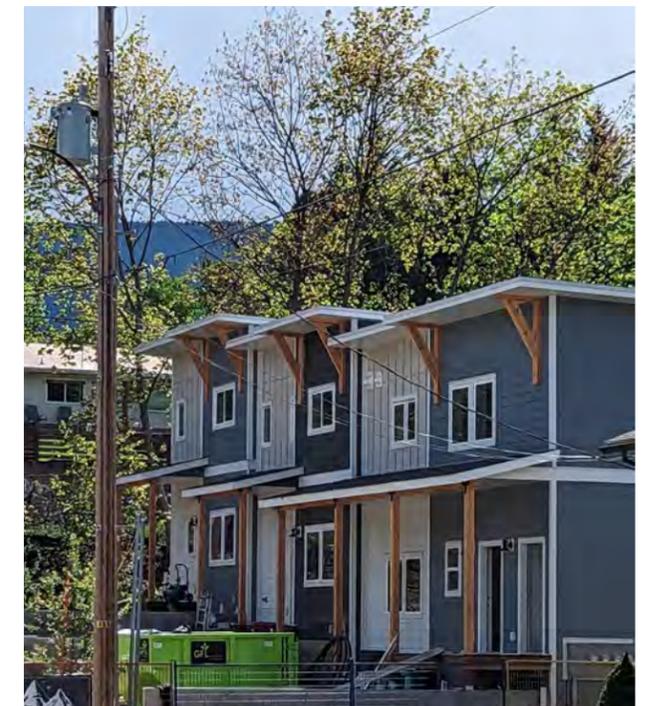


## Diversify the City's Neighbourhoods

**Why?** There is a strong need for more housing diversity, affordability and choice. Most existing neighbourhoods are mainly single-detached homes, making it challenging for young people to get into the market and older people to stay. There are opportunities to add more types of housing to ensure everyone has a safe, affordable place to live.

**How?** The Community Plan supports adding housing diversity in all neighbourhoods. For example, duplexes, triplexes, fourplexes, detached accessory units, and secondary suites will be permitted on all residential lots of sufficient size. Medium density housing (5+ unit townhouses and apartments) will be permitted in select locations, such as neighbourhood nodes, and along transit corridors.

Addresses the following Guiding Principles:



## Nurture an Active City

**Why?** Citizens of Castlegar love to bike and recreate! However, there are still many missing connections for those wishing to live an active lifestyle. More pathways, sidewalks, bike lanes, and active facilities (e.g. bike racks) are needed throughout the City. This will help reduce the City's carbon footprint and increase personal health.

**How?** The Community Plan identifies numerous pathway connections that should be completed as development occurs or the City has funds. Further, City Activity Nodes (Downtown and Uptown) will focus on becoming more friendly and accessible for walking and biking through new Development Permit Area guidelines for buildings and sites.

**Addresses the following Guiding Principles:**



## 1.4 How It All Fits Together

The Community Vision is supported by seven guiding principles with associated objectives. These principles and objectives are fulfilled through five priorities that provide the framework for the Community Plan and are realized through policies and mapping in the Plan.



# 1.5 How the Plan was Created

## Engagement Summary & Overview

Public engagement took place throughout the development of the Community Plan and has been integral in creating a solid foundation for a document which reflects the needs of Castlegar. During the initial phase of the Plan development, the *"Plan to Plan"* phase, staff and community partners worked together to chart out a Communications and Engagement Plan which would set the foundation for engagement. During this phase, seven themes were identified to help guide this process:

1. **Housing** – Where We Live
2. **Business Land** – Where We Work
3. **Amenities** – Where We Play and Gather
4. **Public Space & Services** – How We Connect
5. **Transportation** – How We Move
6. **Climate Change** – How We Adapt
7. **Revenue & Expenses** – How We Balance Our Budget

These themes, alongside a commitment to connect with community members and groups that normally don't participate in community planning, has helped to create a renewed vision for Castlegar's future which reflects the needs of all residents.

Engagement events throughout spring and fall 2023 emphasized the idea of *"meeting people where they are at"* and took a variety of forms. Coffee shop pop-ups, classroom lesson plans, workshops at the seniors centre, and conversations at the food bank were effective ways to understand different community perspectives.

An Advisory Committee helped guide the engagement process and facilitated connections with different segments of the community, resulting in over 650 face-to-

face connections. Creative tools such as a *"Community Workbook"* were also key to engaging over 600 residents to answer questions within each theme.

Feedback gathered from the Community Workbooks, events, workshops and conversations was distilled down into seven key themes.

We heard that residents want to:

- **Increase housing choice and diversity;**
- **Enhance transit and active transportation options;**
- **Create opportunities for connection and gathering;**
- **Celebrate our cultural diversity and heritage;**
- **Protect natural assets and build on our outdoor nature;**
- **Show we care through expanded social supports and programming; and**
- **Ensure core services are maintained to a high standard.**

These themes became the foundation for the *"Guiding Principles"* and *"Five Priorities."* Engagement events that took place in the fall of 2023 gauged citizens on their support for the principles and priorities. Community support for these priorities confirmed policy directions of the *"Community Plan."*



# 1.6 Current Trends

## HOUSING

**Housing is getting expensive!**  
Average price of a home is **↑200%** since 2001

**Housing variety keeps taxes low**  
Single-detached homes collect about **50%↓** tax/hectare than compact development

## CHILDREN

**Schools are filling up**  
Primary schools are above capacity and Castlegar is considered a "childcare desert."  
**19%** less childcare coverage for children aged 0-12 than the BC average

## MOBILITY

**We love our cars and trucks**  
Castlegar's greatest contribution to carbon pollution comes from the way we move.  
**90.5%** of commutes are as a driver (85.4%) or passenger (5.1%)

**You don't go far**  
**49%** of trips are less than 15 minutes  
Providing most of a person's daily needs within a short walk can help cut emissions by approximately 25%.

## ECONOMY

**We're powered by trees**  
**50%** of our export value is in forestry

## PARKS

We maintain about **49 hectares** of parkland **58 m<sup>2</sup>** of parkland per resident

## PEOPLE

**The City is becoming more diverse**  
**8.5%** of residents are immigrants

## CLIMATE

**It's getting hotter & more extreme!**  
By 2050, the average annual temperature could rise **↑0.8-3.1°C**  
By 2050, the number of days above 30°C could increase from **13 days/year to 27-44 days/year**



## 2.0 Why & How of the Plan

### 2.1 Why Do We Have A Community Plan?

Without a plan it's difficult to make good decisions about the future. A Community Plan is simply a plan to guide future decisions of the City. Legally, the City is required to have an Official Community Plan as outlined in the **"Local Government Act" (LGA)**. However, in an effort to make the plan language easier to read and understand, it is simply referred to as the Community Plan.

The Community Plan is the top long-term planning document for the City of Castlegar and is adopted through a Bylaw process, making it legally binding (see **Figure 1: Hierarchy of Plans**).

The Community Plan not only guides decisions of City Council and administration, but also determines where developments on private land (e.g. housing and businesses) may be located. The Community Plan could be viewed as a handshake or agreement between the government of Castlegar (Council and Administration) and the people on how and where the City will grow, develop, invest and spend tax dollars. This plan focuses on a ten-year horizon, looking to implement solutions that address Castlegar's current issues.

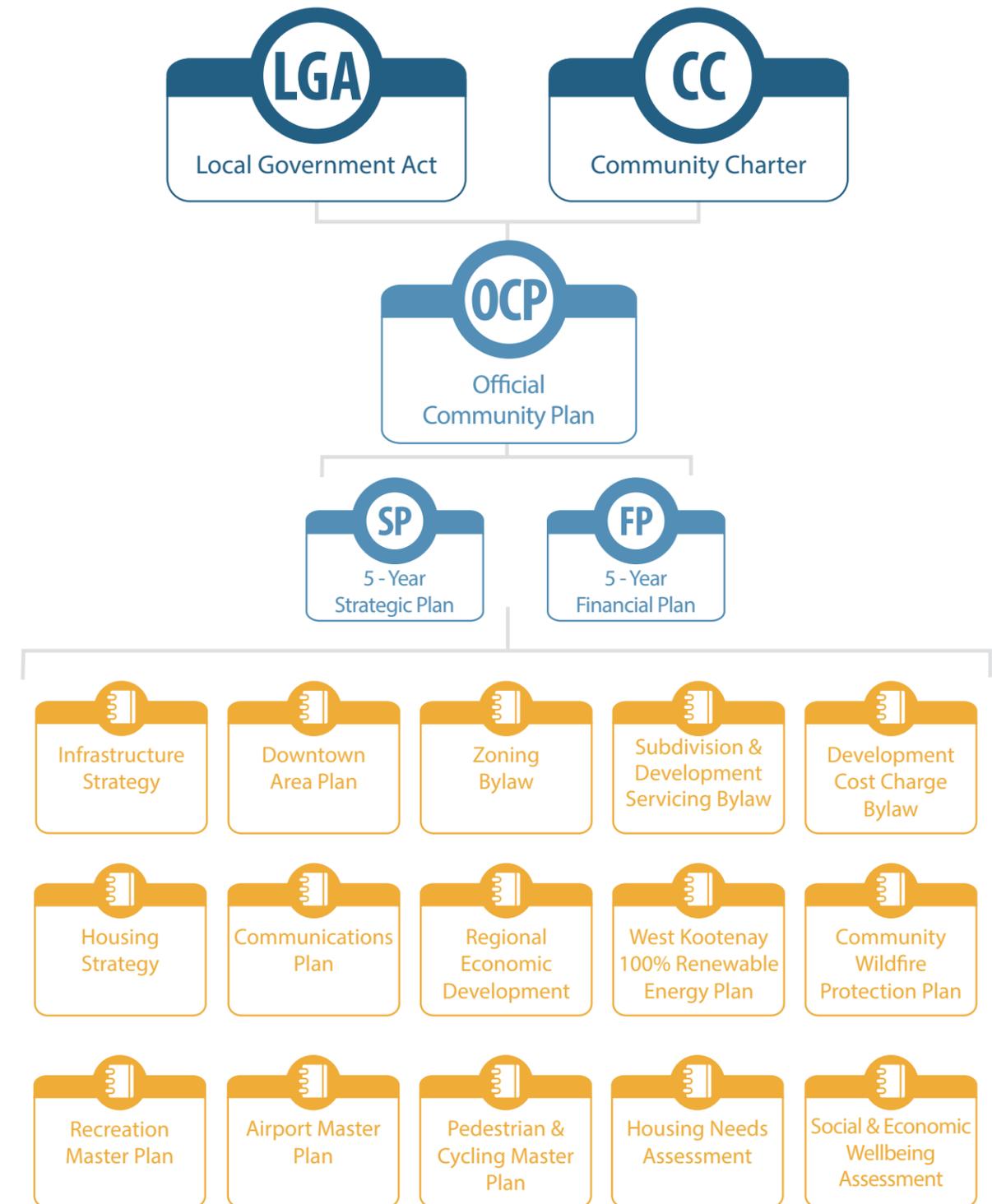


Figure 1: Hierarchy of Plans

## 2.2 How to Use This Plan

The Community Plan is a comprehensive document with many different parts. While the whole Plan can be read at one time, often a user is looking for a particular section or topic area. The following is a quick summary to help you read this Community Plan.

Table 1: How to Use this Plan			
	What you want to know	Section	Contents
	I want to understand the vision, priorities, and big picture.	1 & 2	<a href="#">1.0 Castlegar's Future 2033</a> <a href="#">2.0 Why &amp; How of the Plan</a>
	I love history and statistics about Castlegar.	3	<a href="#">3.0 Castlegar Then &amp; Now</a>
	I want to learn about how climate change could impact the City.	4	<a href="#">4.0 How We Adapt and Protect</a>
	I want to know where different residential, business, and environmental lands are in the City.	5	<a href="#">5.0 How We Want to Use the Land</a>
	I want to know about physical and social connections in the City.	6	<a href="#">6.0 How We Connect the Community</a>
	I want to know about protections from hazard areas, and how we're maintaining the community character of our neighbourhoods.	7	<a href="#">7.0 How We Protect &amp; Enhance</a>
	I want to a list of actions that will be done to reach the Plan's vision.	8	<a href="#">8.0 How We Get It All Done</a>
	I want to find definitions and a list of acronyms.	9	<a href="#">9.1 Definitions</a> <a href="#">9.2 Glossary</a>
	I want extra reading about the City's history, demographics and more maps.	Appendices	<a href="#">10.0 Appendices</a>

## 2.3 Legislative Requirements

The *"Local Government Act" (LGA)* outlines the legal requirements of the contents and process of an Official Community Plan (OCP). In 2023, there were substantial changes to the LGA to enable a greater diversity of housing across British Columbia. The changes included requiring that up to three dwelling units be permitted on any residential parcel and four units on parcels greater than 280m<sup>2</sup>.

In addition to enabling more diverse housing types, the legislative changes will require the City to revisit its [Housing Needs Assessment](#) and ensure this Community Plan and Zoning is aligned to meet those needs every five years.

While the LGA must be referenced for exact wording, a general summary is provided below for convenience purposes only.

An OCP must include policies, statements, and map designations respecting:

- The approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 20 years;
- The approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- The approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
- Restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- The approximate location and phasing of any major road, sewer and water systems;
- The approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;
- Housing policies of the local government respecting affordable housing, rental housing and special needs housing; and
- Targets and policies for the reduction of greenhouse gas emissions.



# 3.0 Castlegar Then & Now

## 3.1 Location & Context

The City of Castlegar is located at the confluence of the Columbia and Kootenay Rivers between the Monashee and Selkirk Mountain Ranges in Southeastern British Columbia. The municipality manages 2.3 square kilometers of land that includes two hydro dams (Hugh L. Keenleyside and Brilliant Dam), a large mill (Mercer-Celgar), an airport (West Kootenay Regional Airport) and approximately 350 businesses. Home to 8,338 people (Census Canada, 2021), the community serves as a larger regional hub for surrounding communities. The City is surrounded by Electoral Areas I and J of the Regional District of Central Kootenay (RDCK).

The area has long been used seasonally and permanently by Indigenous peoples of the region. Castlegar has always been an important home for the Sinixt people who travelled between the area around what is

now Revelstoke and Kettle Falls, Washington, USA. Sinixt pit houses are still found in the Castlegar area at various locations along the banks of the Columbia River. The Syilx and Ktunaxa peoples also consider Castlegar as a part of their traditional territory.

The area across the Columbia and Kootenay Rivers known as Brilliant was originally a former Sinixt village site referred to as kp'ilt'els.

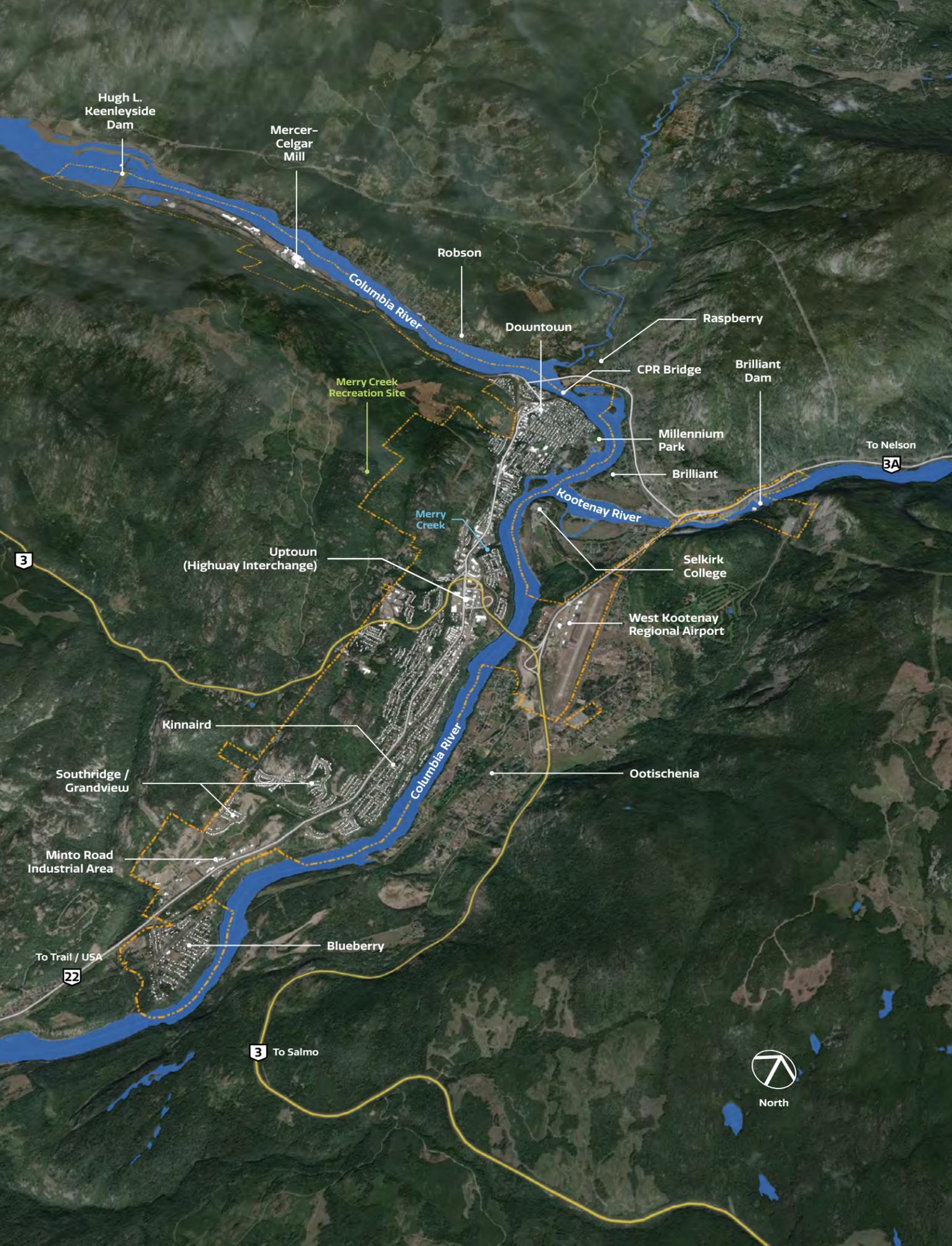
Settler history started in West Waterloo (now the Kinnaird area of Castlegar) as a gold prospecting settlement that was active until the end of the 20<sup>th</sup> Century. The Canadian Pacific Railway (CPR) laid out a grid network of streets and blocks. The CPR Plan established Castlegar's current downtown and north residential area in 1897. The area was planned around the 1902 construction of the CPR bridge over the Columbia River, connecting present-day Raspberry to Castlegar.



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[https://historicbridges.org/britishcolumbia:castlegarrobsonrailway:historical\\_large.jpg](https://historicbridges.org/britishcolumbia:castlegarrobsonrailway:historical_large.jpg)



The Village (est. 1946), and Town (est. 1966) grew slowly until it amalgamated with Kinnaird into a City on January 1<sup>st</sup>, 1974. Edward Mahon established the settlement of “**Castlegar**,” which he named after his ancestral family residence in County Galway in Ireland.

There is a long Doukhobor history in the area, focusing particularly across the River at Brilliant, BC, with several influential Doukhobor families in Castlegar throughout its history.

In 2004, the City’s boundary was extended south to encompass the Blueberry area. A regional airport was constructed in 1950 on the east side of the Columbia River (near Ootischenia), which was then replaced with the current terminal in 1971. Ownership of the airport was transferred from Transport Canada

to the City in 1997, and officially became known as the West Kootenay Regional Airport in 2009. The City is serviced by Highways 3, 3A and 22 which meet around the uptown commercial area. The United States border is a short 45-minute drive south along Highway 22.

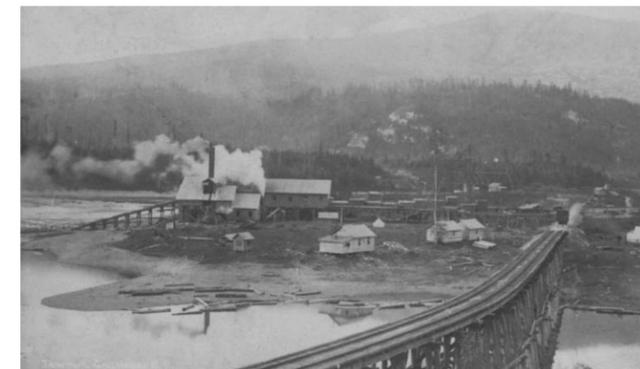
Castlegar’s population has grown slowly over the last 20 years, growing at approximately 0.5% over that time. If current trends continue Castlegar can expect to have approximately 8,850 residents by 2033 (~510 more residents than present). If Castlegar’s growth rate moves to a high traditional growth rate of 1%, Castlegar could expect approximately 9,380 residents by 2033 (~1,040 more residents than present).



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[https://www.bpmcdn.com/f/files/castlegar:import:2020-04:21231775\\_web1\\_CastlegarPostcard-Sawmill.jpg;w=787.jpeg](https://www.bpmcdn.com/f/files/castlegar:import:2020-04:21231775_web1_CastlegarPostcard-Sawmill.jpg;w=787.jpeg)

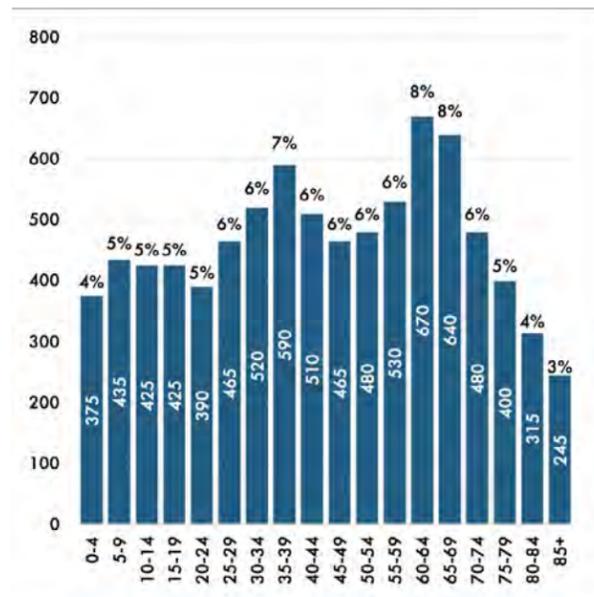


<http://www.destinationcastlegar.com/wp-content/uploads/2018/08/brilliant2.gif>

## 3.2 Demographics and Growth

### Updated Demographics

Castlegar is showing continued population growth despite the COVID-19 pandemic and challenges of housing supply. The City's population is typical of most Canadian cities with an aging population (See Figure 2).



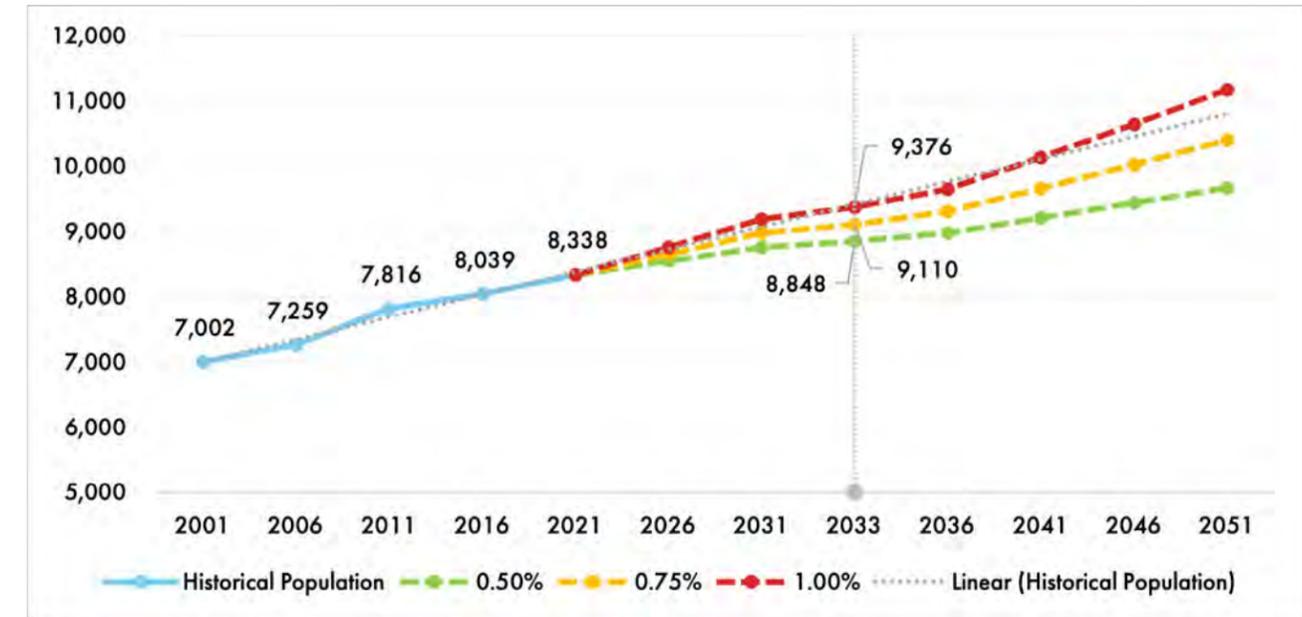
**Figure 2: Population Age Groups (2021)\***  
\*Source: Statistics Canada, 2021 Census of Population.

The median age of residents in 2006 was 44 and in 2021 it was 45.6. This aligns with the growing share of people over the age of 65, which rose from 17% in 2006 to 25% in 2021. However, an aging population is not the whole story as the youngest demographic (0-9 years) has also been showing growth since 2011. The 25-39 year-old demographic also grew since 2011, indicating young adults may be returning home or making Castlegar home after taking time for educational pursuits or to gain job experience in larger centres before settling down in Castlegar.

### Growth Projections

The City's growth rate has historically been around 0.5% per year, however, trends indicate the City could see a higher growth rate in the future. This is due to migration out of the lower mainland and elsewhere in Canada where high housing prices are pushing people into smaller, more relatively affordable, urban centres such as Castlegar. Growth rates of 0.75% and 1.0% may be possible and thus are shown in Table 2 and Figure 3 below. This growth rate range could result in a population between 9,670 and 11,174 by the year 2051. Given the City's physical constraints (rivers and steep slopes) future growth will be dependent on growing up (i.e. more density) and/or identifying new growth areas.

Table 2: Growth Projections 2021-2051*				
		Growth Rate		
Year	Historical Population	0.50%	0.75%	1.00%
2001	7,002			
2006	7,259			
2011	7,816			
2016	8,039			
2021	<b>8,338</b>	<b>8,338</b>	<b>8,338</b>	<b>8,338</b>
2026		8,546	8,651	8,755
2031		8,760	8,975	9,193
2033		<b>8,848</b>	<b>9,110</b>	<b>9,376</b>
2036		8,979	9,312	9,652
2041		9,204	9,661	10,135
2046		9,434	10,023	10,642
2051		<b>9,670</b>	<b>10,399</b>	<b>11,174</b>



**Figure 3: Population Growth 2021-2051**

**In 20 years, Castlegar's population may exceed**

**10,000**



### 3.3 Future Housing Needs

Housing is a core human need and one of the seven guiding principles for this Plan.



#### Housing

Housing for everyone that meets people's current and future needs within the City.

As shown in the sculpture art below called *"Housing Crisis"* by Rabi'a, housing can come in a wide variety of shapes and sizes. We are all different and have different housing needs. However, historically, Castlegar has built a limited range of housing types - mainly single-detached homes with 3 or 4 bedrooms. This oversupply of one type of home has resulted in a need for more variety of homes. The [Housing Needs Assessment](#) explains in detail the City's current needs and is addressed in this Plan.



#### Housing Needs Assessment

The *"Local Government Act" (LGA)* requires an analysis of the City's housing needs for the next 20 years; however much of the existing data is taken from the 2021 Federal Census. Thus, analysis will also look at five and ten-year timeframes beginning in 2021 and going to 2041. This aligns with the City's recently adopted [Housing Needs Assessment](#) prepared by Resilience Planning. The following housing needs analysis borrows from that Assessment and other Census Canada and City data.

Using a moderate growth rate of 0.75%, [Table 2: Growth Projections 2021-2051\\*](#) shows a potential City population of over 10,000 by the year 2046. This is an additional 1300 people who all need a home. Let's look at how the City will provide housing for everyone as the population grows to 10,000.

#### Housing Supply & Demand

The [Housing Needs Assessment](#) clearly outlines the City's demand for smaller housing units (e.g. studio, 1- and 2-bedroom units). There is a significant need for 0, 1 and 2 bedroom housing units as demographics in the City change ([See Table 3](#)). The Assessment states a need in 2026 for 947 studio and 1 bedroom units and 729 two bedroom units, which results in a total need 1,676 units. Since there's an over-supply of 3 and 4+ bedroom housing units, if the total over-supply is converted and subtracted from the equation then the net need is only 464 units. It should be noted that conversions are often challenging to complete, so are expected to account for only a small percentage of total housing units supplied. Strategies for achieving the housing needs targets can be found in [Sections 5.0 How We Want to Use the Land](#) and [6.6 Housing](#).

Table 3: Housing Needs Assessment 2021-2041<sup>1</sup>

# of Bedrooms	2021	5 years (2026)		10 years (2033)		20 years (2041)		Housing Types
	Existing Supply	Demand	Difference	Demand	Difference	Demand	Difference	
Studio (0-1)	260	1,207	947	1,239	979	1316	1056	ADUs / Secondary Suites Apartments / Conversions
2	810	1,539	729	1,581	771	1679	869	Small-med single-detached / 2-4 unit dwellings / apartments / mixed-use / Conversions
3	1,190	547	(643) Over-supply	562	(628) Over-supply	596	(594) Over-supply	Single-detached units / triplexes / duplexes / larger apartments
4+	1,285	716	(569) Over-supply	735	(550) Over-supply	781	(504) Over-supply	Single-detached units / triplexes / duplexes / larger apartments
<b>Total</b>	<b>3,545</b>	<b>4,009</b>	---	<b>4,117</b>	---	<b>4,372</b>	---	

**In 20 years, Castlegar will require 1,925 more studio & 2-bedroom housing units<sup>1</sup>**



**+1056**  
Studio (0 & 1)  
Bedroom Units

**+869**  
2-bedroom  
Units

<sup>1</sup>Source: [2023 Castlegar Housing Needs Assessment](#)

## Current Housing Applications

To fully understand the future housing needs for the City, the current in-stream housing applications should be calculated. **Table 4: In-Stream Housing Developments** details the in-stream housing applications at the City and the total units that may be provided, if the projects were to be completed as planned.

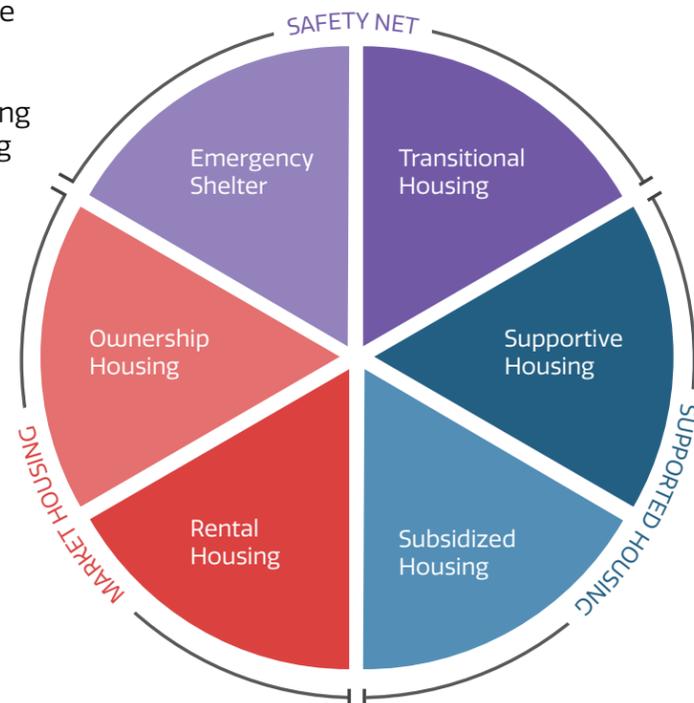
Data from the City's application process suggests there are approximately 82 units within in-stream applications and housing developments that could reduce the total need further. There are also 21 single-detached residential lots in-stream.

Table 4: In-Stream Housing Developments			
Market Type	Housing Type	Status	Total units
Market Housing	Multi-unit housing	In-stream applications	82
Market Housing	Single-detached lots	In-stream applications	21
<b>Grand Total</b>			<b>103</b>

Assuming the multi-unit homes are provided in the form of studio and 2-bedroom units, this reduces the 20 year demand to **1,843**. The single-detached units add to the over-supply of 3 and 4 bedroom units.

## How will the City meet its housing needs?

Housing is a complicated problem and there will not be a single solution. As shown in **Figure 4: Housing Wheel**, from the City's **Housing Strategy**, there is a range of housing types, from safety net to supported housing to market housing. This Plan emphasizes a series of solutions to address the City's diverse housing needs. This next section of the Plan and **Table 5: Housing Solutions** summarize how the City is tackling this critical issue. Further, these housing solutions are aligned with the Community Evolution Strategy, which focuses 75% of new housing within existing areas of the City, ensuring efficient use of resources and putting people where there is access to services, amenities and transportation.

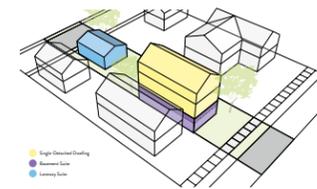


**Figure 4: Housing Wheel**

## Housing Solutions

This Plan creates opportunities for increased housing choice and diversity. Six Housing Solutions, as shown below, guide the Plan and detail how 75% of housing can be built within existing neighbourhoods to meet the 20-year housing needs of the City. For more, **See Section 5.0** and **6.6**.

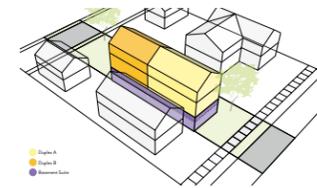
**SOLUTION 1:** Create "Accessory Dwelling Unit (ADU)" on 15% of single-detached lots (that are not converted to other housing).



**Total Anticipated Units:** 363

**Type of Units:** Studio

**SOLUTION 2:** Conversion of 5% of the over-supply of single-detached dwellings to attached 2 or 3 unit buildings.



**Total Anticipated Units:** 257

**Types of Units:** Studio & 2-bedroom units, some 3-bedroom units

**SOLUTION 3:** Develop 50% of vacant lots with attached housing at approximately 40 units per hectare (e.g. townhouses).



**Total Anticipated Units:** 956

**Total Vacant Lots (by area):** 48 hectares

**SOLUTION 4:** Creation of housing in mixed-use buildings within identified mixed-use areas (Downtown, Uptown & Columbia Ave Corridor).



**Total Anticipated Units:** 150

**Type of Units:** Apartments

**SOLUTION 5:** Redevelopment of existing buildings into multi-unit dwellings (e.g. tear down and re-build).



**Total Anticipated Units:** 444

**Types of Units:** Studio & 2-bedroom units, some 3-bedroom units

**SOLUTION 6:** Develop greenfield lands at a moderate density of 20 units per hectare with housing variety (e.g. 50% multi-unit housing).



**Total Anticipated Units:** 650 (32.5 ha of land)

**Types of Units:** Studio, 2-, 3-, & 4-bedroom units

Five out of the six housing solutions focus on infill and redevelopment. These five solutions support 75% of the City's new housing being built within existing neighbourhoods as infill and redevelopment. The remaining 25% of homes are projected to be built as greenfield development (see **Table 5: Housing Solutions**).

Infill and redevelopment has been shown to be a more cost-effective way to develop, and the City's greenfield areas pose challenges related to steep slopes, costly infrastructure and ecological sensitivity. By absorbing growth within existing neighbourhoods, infill provides for the efficient use of infrastructure and services, and reduces growth pressure on undeveloped areas and open spaces. Castlegar has many vacant and underutilized lots that can house future residents and save the City from too much outward expansion.

**Table 5: Housing Solutions** below summarizes the six housing solutions that are integrated throughout this Plan in various policies and implementation action items. The six solutions will collectively provide for the housing needs of the City of Castlegar for the next 20 years. These projections indicate a surplus of 60 studio units, 515 - 2-bedroom units, 423 - 3+ bedroom units and a total housing surplus of 998 units based on the

**Housing Needs Assessment.** While a surplus is shown, there are many unknown factors and the City should be diligent in supporting these solutions to ensure enough housing is being built. Redevelopment is dependent on many factors, including the desires of land owners, value and condition of existing homes, level of service available, and market demand.

Further, the housing solutions are based on assumptions of what percentage of new housing will be created in various forms and locations in the City. Since there is limited historical data available from the City on these solutions, data and knowledge from other municipalities who have implemented these solutions was used as a guide.

However, infill and redevelopment strategies can be a challenge due to the need for many different sites and smaller developers building incrementally. The City must meet these challenges by supporting the necessary infrastructure and amenities to accommodate new housing within existing neighbourhoods. If housing is not accommodated within existing neighbourhoods as prescribed here, then additional greenfield land, and potential boundary expansion, which is likely to be significantly more costly for the City and its residents, will be required to accommodate the City's housing needs.

**These five solutions support 75% of the City's new housing being built within existing neighbourhoods.**

<b>Table 5: Housing Solutions</b>				
<b>Housing Solutions (20 year period – 2041)</b>	<b>Studio</b>	<b>2 bed</b>	<b>3+ bed</b>	<b>Total Units</b>
<b>1. Create ADUs on 15% of single-detached lots (that are not converted to multi-unit residential)</b>	363	--	--	363
<b>2. Conversions of 5% of the over-supply of single-detached dwellings to a 2 or 3 unit dwelling</b>	77	129	51	257
<b>3. Develop 50% of vacant lots with attached housing @40 units per hectare density</b>	261	479	131	870
<b>4. Creation of housing in mixed-use buildings within identified mixed-use areas (Downtown, Uptown, Columbia Ave Corridor)</b>	53	75	23	150
<b>5. Redevelopment of existing buildings into multi-unit dwellings (e.g. tear down and rebuild)</b>	133	289	22	444
<b>6. Develop Vacant Greenfield Lands Within the City (32.5 ha@ 20 Units Per Hectare)</b>	163	325	163	650
<b>TOTAL UNITS ANTICIPATED</b>	<b>1049</b>	<b>1296</b>	<b>389</b>	<b>2734</b>
<b>TOTAL UNITS NEEDED</b>	<b>1056</b>	<b>869</b>	<b>0</b>	<b>1,925</b>
<b>IN-STREAM APPLICATIONS</b>	<b>41</b>	<b>41</b>	<b>21</b>	<b>103</b>
<b>NET DIFFERENCE</b>	<b>+34</b>	<b>+468</b>	<b>+410</b>	<b>+912</b>

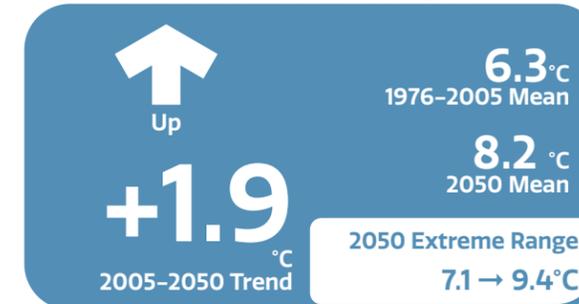




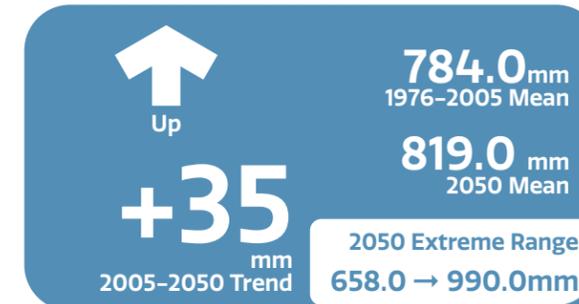
## Annual Projected Changes

Climate Change Projections (2022–2050)

### ANNUAL MEAN TEMPERATURE



### ANNUAL PRECIPITATION



#### Wet Days



#### Dry Days



#### Heavy Precipitation Days (10mm)



#### Heavy Precipitation Days (20mm)



#### Maximum 1-Day Precipitation



#### Maximum 5-Day Precipitation



Source: "Climate Atlas of Canada"

### What to expect by 2050...

The annual average temperature is expected to be approximately 2°C warmer than the mean (1976–2005). The average temperature is a key indicator for potential impacts on all aspects of daily life.

Overall Castlegar can expect warmer days, increased precipitation in three of the four seasons, longer, hotter summers with longer heat waves, and shorter, warmer winters. The community will need to anticipate more heat-related health issues and increased threat of forest fires as summer precipitation is reduced. Increasing the tree canopy can help reduce the urban heat island effect, but will have to be balanced with the increased need for wildfire protection. Warmer days will also impact forest health, with increased insect infestations and changing ecological ranges for certain species.

Annual precipitation is expected to rise slightly above the mean. However the distribution from the seasons will bring dryer summers, and wetter fall, winter, and spring seasons. More rain, combined with higher snowpack will present flood adaptation challenges in the future. This is further highlighted by above average heavy precipitation and maximum 1-day and 3-day precipitation.

Benefits of future climate change may include a longer growing season, the potential to increase local food security, and creating economic development opportunities. Warmer winters will reduce overall energy use for heating, which is a major contributor to GHG emissions. Benefits of reduced winter energy requirements should be tempered by increased energy requirements in the summer to provide cooling, which is typically less efficient than heating.

# 4.0 How We Adapt and Protect

## 4.1 Climate Change Adaptation

Weather records show that every year since 1998 has been warmer than the 20<sup>th</sup> Century average.<sup>1</sup> This recent average warming trend is a quick change from typical temperatures for the past 10,000 years. The planet's climate is influenced by several natural factors, including the Earth's tilt, orbit around the sun, volcanic eruptions, and changing ocean currents. However, none of those factors explain the recent warming of the earth. Beyond the scientific numbers, Castlegar residents have experienced generally warmer winters, hotter, longer summers, and more extreme weather events in the last two decades when compared to previous years.

Scientific consensus agrees that only the increase in global greenhouse gases, primarily in the form of carbon dioxide (CO<sub>2</sub>) in the

atmosphere can explain the Earth's recent warming trend. The geologists, astrophysicists, oceanographers, and atmospheric physicians overwhelmingly agree that human beings are the cause of climate change.

This means that Castlegar will need to plan for climate change, understand what changes the future is expected to bring, and what action to take to be able to adapt to an uncertain future.

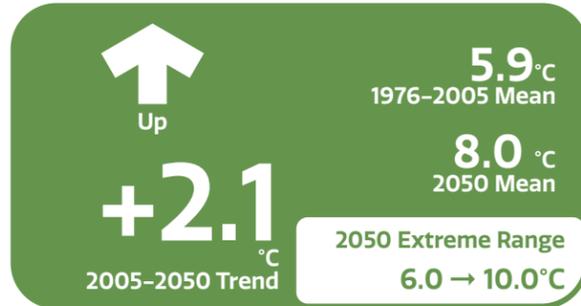
That future is previewed next.

<sup>1</sup> This Introduction is a summary of information found at: <https://climateatlas.ca/climate-change-basics>

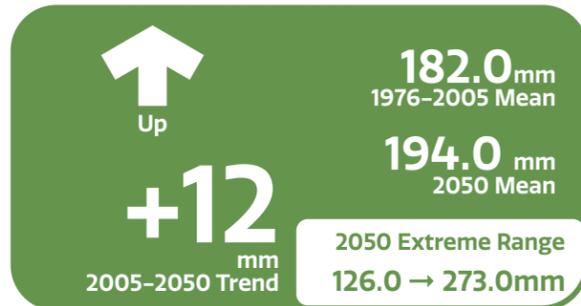
# Spring

Climate Change Projections (2022–2050)

## SPRING MEAN TEMPERATURE



## SPRING PRECIPITATION



## DATE OF LAST SPRING FROST



## Heavy Precipitation Days (10mm)



## Maximum 1-Day Precipitation



## What to expect by 2050...

Spring is expected to be an average of 2°C warmer. While rainfall amounts are expected to remain relatively the same, heavy precipitation events are expected to increase by almost 3 days per year. A low precipitation spring would be 50mm less than normal, and a wet spring would be almost 100mm above normal. This with higher winter precipitation could bring more heavy rainfall events and increased flooding.

The earlier spring may also bring benefits. Food production could be increased as the growing season will be longer by approximately 30 days per year. Biking season will begin earlier.

## Potential Impacts

- Warmer Temperatures
- Earlier Start to Spring
- Heavy Rainfall Events
- Heavy Rain + Snowpack Melt Events
- Increased Flooding

## Potential Benefits

- Earlier Start to Growing Season
- Earlier Start to Spring Outdoor Recreation Season

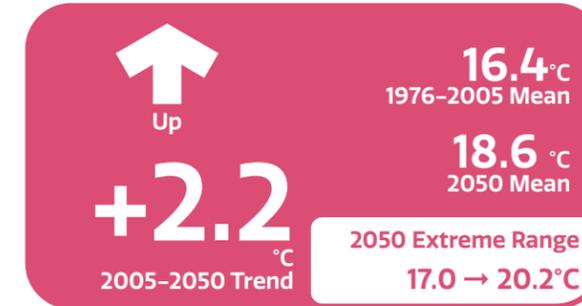
Source: "Climate Atlas of Canada"



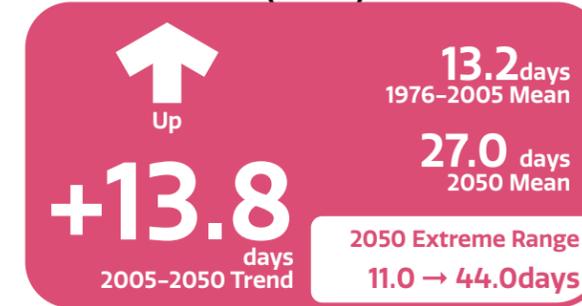
# Summer

Climate Change Projections (2022–2050)

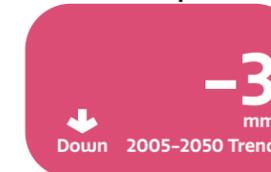
## SUMMER MEAN TEMPERATURE



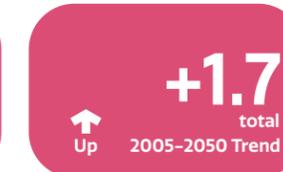
## VERY HOT DAYS (+30°C)



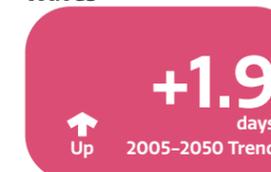
## Summer Precipitation



## No. Of Heat Waves



## Average Length of Heat Waves



## Longest spell of +30°C Days



## Cooling Degree Days



## Growing Degree Days (15°C)



Source: "Climate Atlas of Canada"

## What to expect by 2050...

Summers are expected to be hotter. While precipitation will stay relatively the same, the number of days above 30°C will double. Heat waves will be more frequent and longer. Water demand will be higher.

Human and habitat impacts include more heat-related health issues such as heat stroke and air quality advisories, demand for air conditioning, more forest fire events, and impacts on local wildlife and vegetation.

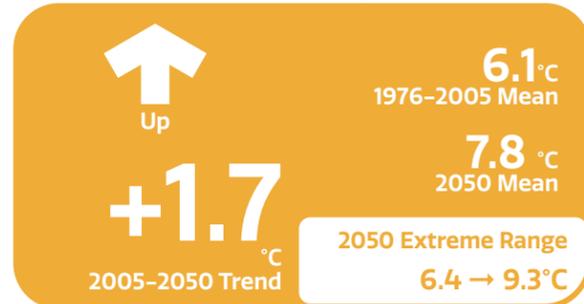
## Potential Impacts

- Hotter Temperatures
- More Hot (+30°C) Days
- More Frequent and Longer-Lasting Heat Waves
- More Heat-Related Health Issues
- Reduced Time Outdoors Due to Heat
- Increased Use Energy for Air Conditioning
- Drier Forests & Increased Fires, Damage to Property & Evacuations
- More Air Quality Advisories
- Higher-Intensity Thunderstorms
- Higher Water Temperatures & Aquatic Habitat Degradation
- Higher Water Demand for Crops

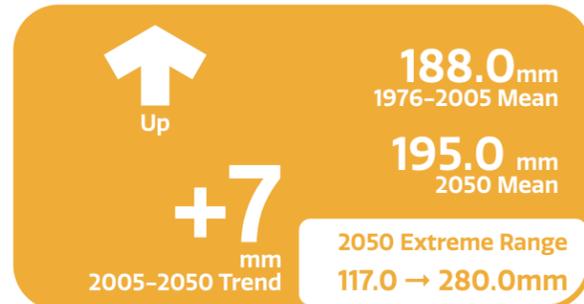
# Fall

Climate Change Projections (2022–2050)

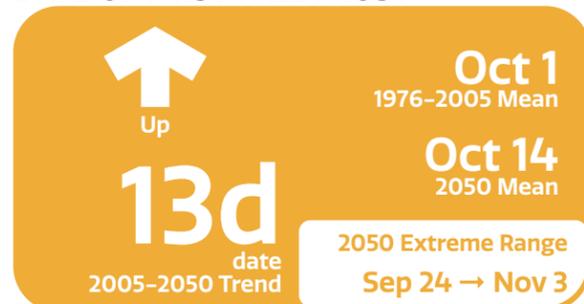
## FALL MEAN TEMPERATURE



## FALL PRECIPITATION



## DATE OF FIRST FALL FROST



Heavy Precipitation Days (10mm)



Maximum 1-Day Precipitation

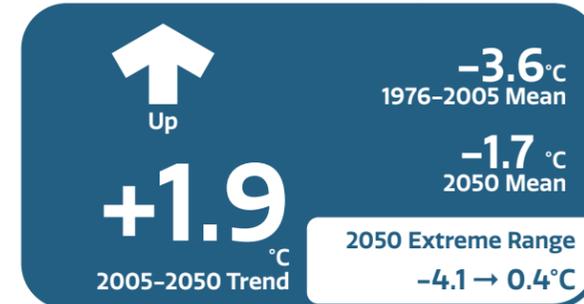


Source: "Climate Atlas of Canada"

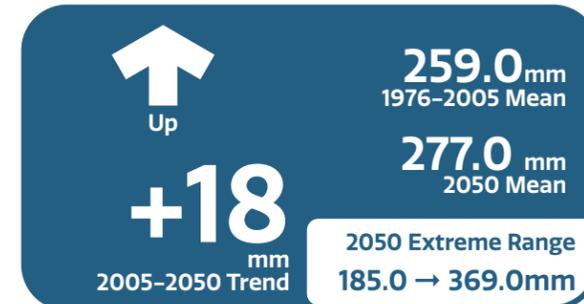
# Winter

Climate Change Projections (2022–2050)

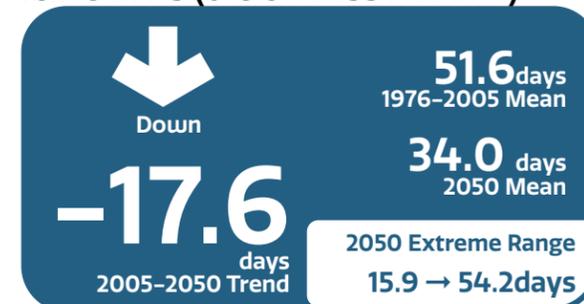
## WINTER MEAN TEMPERATURE



## WINTER PRECIPITATION



## ICING DAYS (0°C OR LESS ALL DAY)



Heating Degree Days



Mild Winter Days (-5°C)



Source: "Climate Atlas of Canada"

## What to expect by 2050...

Fall is expected to be an average of 1.7°C warmer. While rainfall amounts are expected to remain relatively the same, heavy precipitation events are expected to increase by almost 3 days per year. A low precipitation fall would be 71mm less than normal, and a wet fall would be 98mm above normal. This, with hotter and more frequent expected forest fires affecting soil permeability, and early winter snowpack could bring more heavy rainfall events and increased flooding.

A later fall may also bring benefits. Food production could be increased as the growing season will be longer by approximately 30 days per year. Shoulder season activities like biking, hiking, etc. will last longer.

### Potential Impacts

- Warmer Temperatures
- Later Start to Fall
- Heavy Rainfall Events
- Increased Flooding

### Potential Benefits

- Later End to Growing Season
- Later End to Fall Outdoor Recreation Season

## What to expect by 2050...

Winter is expected to be an average of 2°C warmer. Precipitation is expected to be higher in winter, though fewer icing days may bring more rain and less snow. A dry winter would bring 74mm below normal, and a wet winter would bring 110mm above normal. Wetter, heavier snowfalls will bring potential snow-loading on roofs. Winter recreation-based businesses will be impacted by a shorter season.

The warmer winter may bring benefits such as lower energy use for heating, and reduced snow removal budgets.

### Potential Impacts

- Warmer Temperatures
- More Heavy Snowfall Events
- Potential Snow-Loading Impacts
- Increased Snow Removal
- Fewer Days Below 0°C
- Shortened Winter Outdoor Recreation Season
- Heavy Rain + Snowpack Melt Events
- Increased Flooding

### Potential Benefits

- Lower Energy Use for Heating
- More Rain = Reduced Snow Removal Budget

## 4.2 Climate Change Adaptation Action

### Greenhouse Gas (GHG) Reduction

The [West Kootenay 100% Renewable Energy Plan](#) identified targets for reducing community greenhouse gases (GHGs) in Castlegar. As a signatory to the Climate Action Charter in 2007, Castlegar pledged its commitment to be carbon neutral in operations by 2012. Since that time, the City has completed further steps to reduce its GHG use. However, more needs to be done. The key step to achieving the goal of GHG reduction is to implement the Big Moves in the 100% Renewable Energy Plan. Those big moves are captured through specific policies and objectives in this section.

#### Objective 1: Reduce GHG emissions throughout the community.

- 4.2.1. Implement the Big Moves identified in the [West Kootenay 100% Renewable Energy Plan](#) to reduce CO<sub>2</sub>e by 30% below its 2010 emissions by 2050.
- 4.2.2. Reduce GHG Emissions by 2030 by encouraging the following Big Moves from the [West Kootenay 100% Renewable Energy Plan](#):
  - a) Replacement of conventional passenger vehicles with electric vehicles (EVs);
  - b) Reduction of vehicle use by avoiding the need or shifting kms travelled to active transportation;
  - c) Retrofitting of buildings to achieve a reduction in energy use;
  - d) Adoption of zero or low-carbon heating systems; and
  - e) Diversion of organics from the landfill.

- 4.2.3. Develop a monitoring and reporting system to track the community's progress towards achieving the City's GHG Emissions Reduction Targets.

#### Objective 2: Resilience through integrated land uses.

- 4.2.4. Build climate resiliency through integrating land use, transportation and infrastructure including:
  - a) Protecting Environmental Lands and critical habitat;
  - b) Increasing the urban tree canopy;
  - c) Focus on creating more walkable neighbourhoods with integrated land uses where everyone has access to key services in each neighbourhood;
  - d) Provide transportation options that allow the community to choose active transportation as a viable and enjoyable transportation option; and
  - e) Reduce energy consumption by constructing energy-efficient buildings and using infill and mixed-use to add amenities to existing neighbourhoods.

#### Objective 3: Electrify passenger vehicles.

##### GOAL: Replace 1430 conventional vehicles with EVs

- 4.2.5. Develop an EV charging strategy (current/future demand for L2 and DCFC, garage orphans, etc.). Explore partnering on regional approach.
- 4.2.6. Establish green procurement policy for local government fleet including lifecycle costs and social costs of carbon. Focus on trucks moving forward.
- 4.2.7. Support and encourage adequate electrical servicing throughout neighbourhoods to support the expansion of EV charging throughout the community and at home.

#### Objective 4: Building energy efficiency: increase the energy efficiency of existing and future buildings.

##### GOAL: Retrofit existing buildings to achieve a 33% energy use reduction

##### GOAL: All new buildings built to 20% more efficient than BC Building Code

##### GOAL: 40% of new buildings adopt zero or low-carbon heating systems

- 4.2.8. Increase energy efficiency requirements for new buildings to meet or exceed BC's Step Code.
- 4.2.9. Adopt a voluntary standard for retrofitting older buildings to improve energy efficiency.
- 4.2.10. The City 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. Downtown, Uptown, and Columbia Ave Commercial Mixed Use areas).

- 4.2.11. 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.
- 4.2.12. Explore incentives such as fee reductions, density bonuses, and tax strategies to encourage development to exceed "[BC Step Code](#)" and educate residents about Provincial rebates for achieving Step Code early.
- 4.2.13. Advocate to the Provincial government for additional power and policy tools to meet the City's climate goals.
- 4.2.14. Support, prioritize, and advocate for low carbon energy systems in all new construction.

#### Objective 5: Reduce landfill waste and support diversion and organics composting.

##### GOAL: Divert organics from the local landfill

- 4.2.15. Continue to promote the reduction of organic waste in landfills through education and promotion, and the creation of household and commercial communal composting opportunities.
- 4.2.16. Continue the yard waste diversion program to reduce organics in the waste stream.
- 4.2.17. Support the [Regional District of Central Kootenay Resource Recovery Plan](#).
- 4.2.18. Encourage the adaptive reuse of buildings to help reduce construction waste.

## Protection From Fire & Extreme Heat

**Objective 6: Wildfire protection: protect the community from wildfire risk.**

**4.2.19.** Create a *“Wildfire Management Plan”* that identifies high-risk wildfire interface areas and considers future impacts from climate change, creates actions for fuel management and other preventative measures, identifies roles and responsibilities of local government and emergency services, and identifies emergency evacuation routes.

**4.2.20.** Amend the *Building Bylaw* where possible to include *“FireSmart”* Design Principles into Building Permit Application.

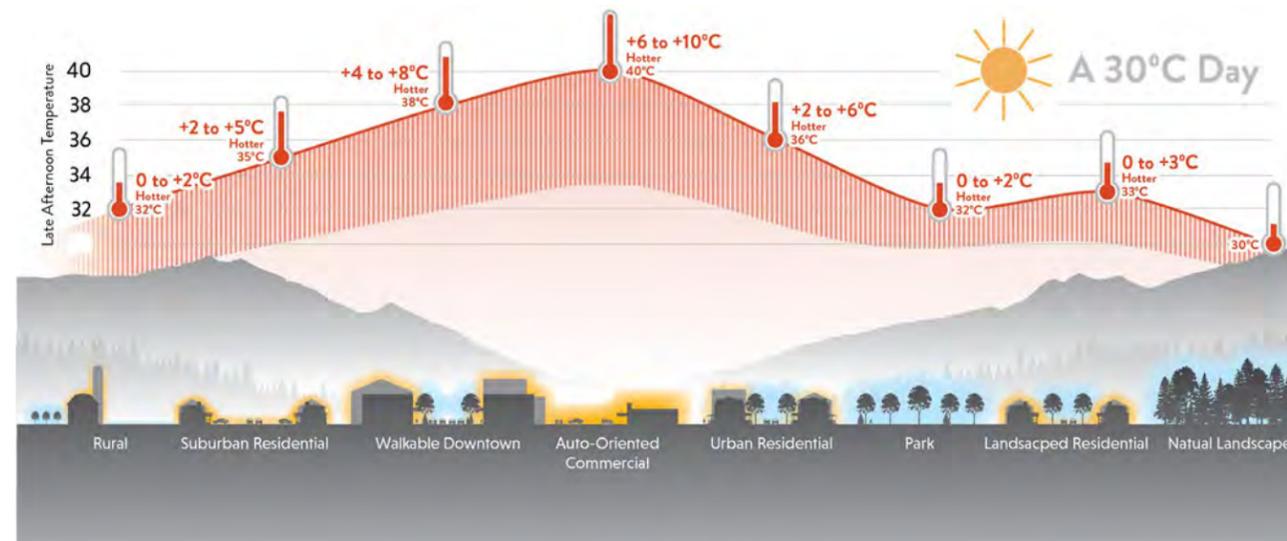
**4.2.21.** Require *“Landscape Plan”*s to incorporate *“FireSmart”* Design Principles.

**4.2.22.** Include Firesmart Design for Building Materials and Landscape Design in Development Permit Areas.

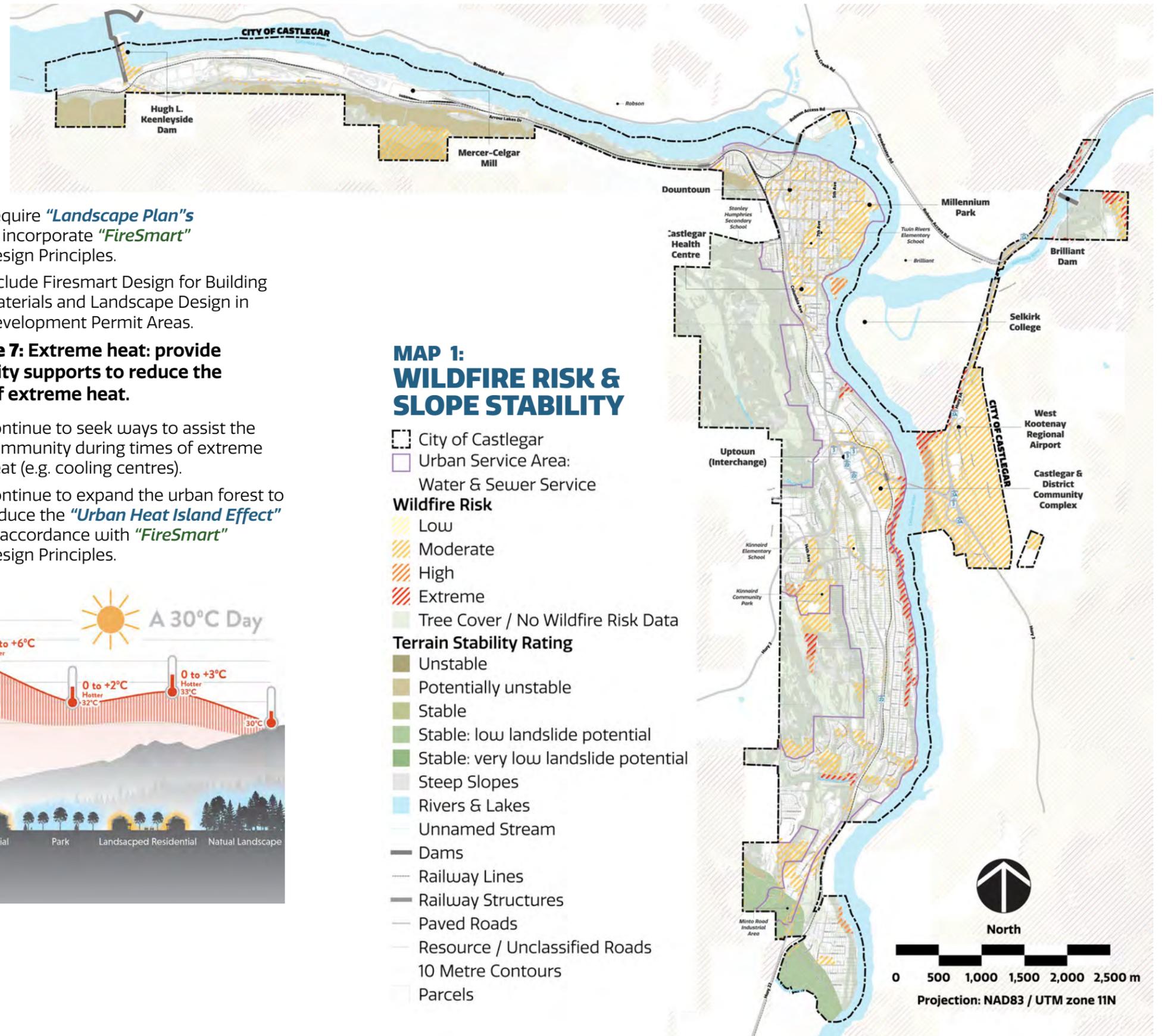
**Objective 7: Extreme heat: provide community supports to reduce the effects of extreme heat.**

**4.2.23.** Continue to seek ways to assist the community during times of extreme heat (e.g. cooling centres).

**4.2.24.** Continue to expand the urban forest to reduce the *“Urban Heat Island Effect”* in accordance with *“FireSmart”* Design Principles.



**Figure 5: Urban Heat Island Effect**



## Climate Change Adaptation

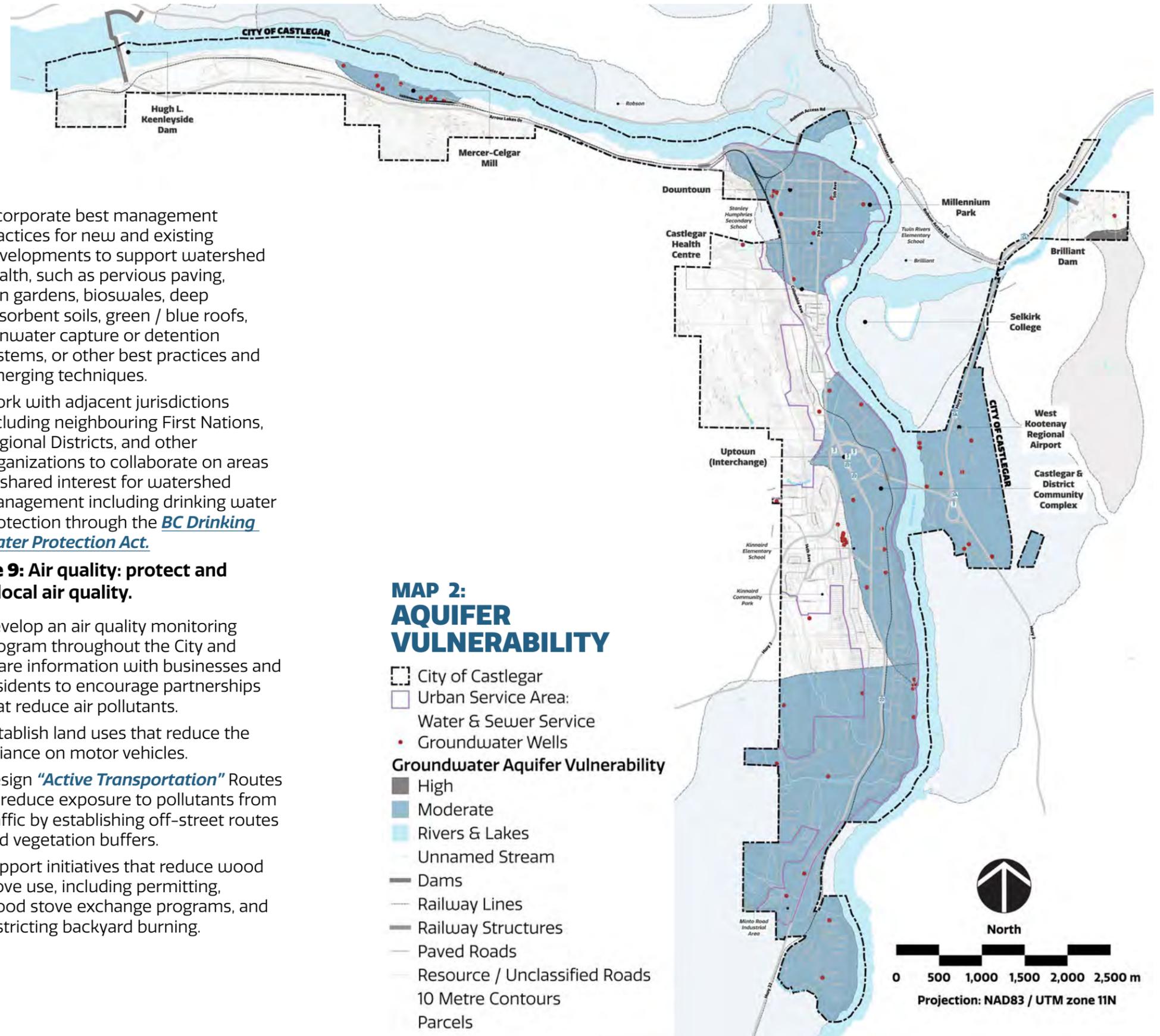
### Objective 8: Watershed protection.

- 4.2.25.** Prioritize more detailed study of groundwater protection actions for well recharge areas, wetlands, and areas of high aquifer vulnerability including, but not limited to:
- Establishing a watershed protection zone;
  - Establishing a groundwater protection development permit area;
  - Limiting impermeable site coverage in the Zoning Bylaw;
  - Developing amenity bonusing to groundwater protection; and
  - Continual monitoring.
- 4.2.26.** Require a **“Landscape Plan”** as part of the development permit application detailing the following:
- Erosion control;
  - Protection of banks;
  - Protection and enhancement of watercourses and hydrological function;
  - Sensitive Ecosystem Inventory classification; and
  - All existing and proposed landscape features.

- 4.2.27.** Incorporate best management practices for new and existing developments to support watershed health, such as pervious paving, rain gardens, bioswales, deep absorbent soils, green / blue roofs, rainwater capture or detention systems, or other best practices and emerging techniques.
- 4.2.28.** Work with adjacent jurisdictions including neighbouring First Nations, Regional Districts, and other organizations to collaborate on areas of shared interest for watershed management including drinking water protection through the **[BC Drinking Water Protection Act](#)**.

### Objective 9: Air quality: protect and enhance local air quality.

- 4.2.29.** Develop an air quality monitoring program throughout the City and share information with businesses and residents to encourage partnerships that reduce air pollutants.
- 4.2.30.** Establish land uses that reduce the reliance on motor vehicles.
- 4.2.31.** Design **“Active Transportation”** Routes to reduce exposure to pollutants from traffic by establishing off-street routes and vegetation buffers.
- 4.2.32.** Support initiatives that reduce wood stove use, including permitting, wood stove exchange programs, and restricting backyard burning.



## 4.3 Agriculture & Food Security

Access to food is a basic human right and a key component of a healthy community. As we quickly realize in many communities in the Columbia Basin during a highway closure, pandemic, or other local or global crisis, we are very susceptible to food insecurity. Many of our fertile lands are either permanently or temporarily covered in water. As a result, we are left to work the margins to produce more of our own food.

Over the past few years, many people have experienced significant challenges related to food security because of the pandemic and subsequent inflation increases. Job losses and economic instability has made it difficult for many families to put food on the table.

Additionally, disruptions in the food supply chain have led to shortages and higher prices for certain types of food. These challenges have been particularly acute for vulnerable populations, including low-income families. The [Social and Wellbeing Assessment](#) notes that the Food Bank is one of the most accessed support services in the community.

The City can address food instability by reducing barriers to food production and food assets like grocery stores, neighbourhood markets, and urban agriculture spaces. Additionally, it can support existing organizations by supporting social programs and creating innovative policies that address root causes of food insecurity, such as affordable housing and transportation.

Developing a local food inventory can help identify future local food production targets.

### Agriculture

#### Objective 10: Support small scale agriculture in appropriate neighbourhoods.

- 4.3.1. Continue, and consider expansion, of the City's Hen and Bees initiative which supports backyard chickens and bee keeping.
- 4.3.2. Consider incorporating appropriate native edible landscaping and pollinator gardens on public land, and parks. Encourage private developments to incorporate these principles.
- 4.3.3. Direct large and medium-size agricultural developments to [5.11 Limited Services Residential \(LSR\)](#) as identified in [Map 5: Land Use](#).

### Food Security

#### Objective 11: Support community-wide agriculture initiatives.

- 4.3.4. Support the creation of a Food Security Coordinator position.
- 4.3.5. Support food bank programming and the creation of a Community Food Hub and Food Recovery Program.
- 4.3.6. Continue to support the ["Harvest Match Program"](#) in partnership with Wildsafe.
- 4.3.7. Support the establishment of community gardens in all neighbourhoods.
- 4.3.8. Support the integration of local food systems curriculum in local schools.
- 4.3.9. Enact a local food procurement policy for all City events.

- 4.3.10. Continue to support the Kootenay Boundary Farm Advisors.
- 4.3.11. In collaboration with the Food Policy Council and Young Agrarians, research effective measures to incentivize land owners to enter into long-term leases with landless farmers (5-year minimum).
- 4.3.12. Continue to support the transition and expansion of cannabis production in the Central Kootenay.
- 4.3.13. Continue to support food security by promoting/ supporting farmers markets (and similar venues) and stores that offer local and healthy food options and fresh produce.
- 4.3.14. Support community initiatives which promote environmentally and agriculturally sustainable practices, such as community gardens, pollinator planting, a community compost program, promotion of backyard composting, and rainwater collection.

#### Objective 12: Provide infrastructure and other supports to increase food security.

- 4.3.15. Ensure adequate access to water for food production within the City.
- 4.3.16. Assess and upgrade as necessary kitchens in community halls so they can serve as business incubators for local entrepreneurs.
- 4.3.17. Support public spaces that can be used to host community events such as fairs, farmers markets, or festivals and help promote community involvement, integration of greenspace and help promote surrounding retail businesses.

## Agricultural Land Reserve

#### Objective 13: Preserve "Agricultural Land Reserve (ALR)" lands within the City of Castlegar.

- 4.3.18. Support the sustainable and regenerative agricultural use of land designated within the ["Agricultural Land Reserve \(ALR\)"](#).
- 4.3.19. Seek to minimize the effects of urban development on farm activities through policies on visual and spatial separation, reduction of risks, measures for protection of air and groundwater quality, and public awareness of normal farm practices.

#### Objective 14: Support the protection of ALR lands adjacent to the City of Castlegar.

- 4.3.20. Discourage the removal of ALR Lands for residential development within the City of Castlegar.
- 4.3.21. Work with the RDCK to discourage the removal of ALR Lands from the Provincial registry for residential development.
- 4.3.22. Ensure that developments within the City of Castlegar that are adjacent to ALR Lands locate buildings and uses in accordance with the Province of BC's ["Guide to Edge Planning"](#).



## 4.4 Community-Wide Ecological Policies

Castlegar is surrounded by breathtaking natural landscapes and is situated at the confluence of the Columbia and Kootenay rivers. The West Kootenay region boasts diverse ecosystems, including forests, lakes, and mountains. The City is situated in a valley within the Selkirk Mountains, and residents here feel a deep connection to the land. Castlegar's unique location within the Interior Cedar Hemlock biogeoclimatic zone hosts the forests, lakes, streams, wetlands, and mountains that provide habitat for various plants and animals.

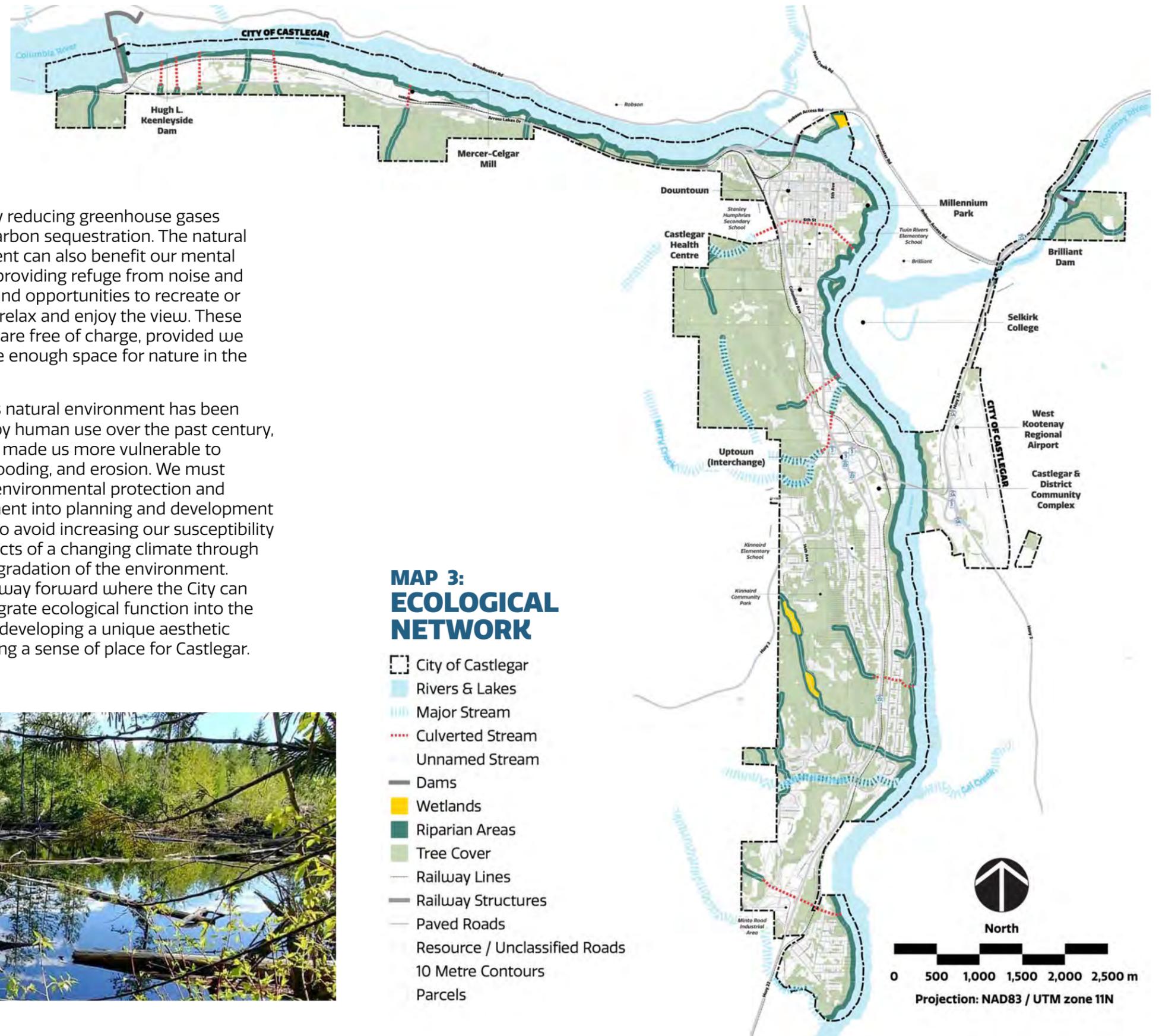
Castlegar's natural environment performs several **"Ecosystem Services"** that benefit humans, animals, and plants. Ecological services include cleaning and filtering water, absorbing and diverting water to reduce flooding impacts, cleaning the air and helping to reduce the **"Urban Heat Island Effect"**, creating rich soil, decomposing wastes, and groundwater recharge. The natural environment helps mitigate climate change

impacts by reducing greenhouse gases through carbon sequestration. The natural environment can also benefit our mental health by providing refuge from noise and pollution and opportunities to recreate or simply sit, relax and enjoy the view. These **"services"** are free of charge, provided we have made enough space for nature in the City.

Castlegar's natural environment has been modified by human use over the past century, which has made us more vulnerable to wildfire, flooding, and erosion. We must integrate environmental protection and enhancement into planning and development practices to avoid increasing our susceptibility to the effects of a changing climate through further degradation of the environment. There is a way forward where the City can safely integrate ecological function into the City while developing a unique aesthetic representing a sense of place for Castlegar.



Gordon Swettishoff via facebook



**MAP 3:  
ECOLOGICAL  
NETWORK**

- City of Castlegar
- Rivers & Lakes
- Major Stream
- Culverted Stream
- Unnamed Stream
- Dams
- Wetlands
- Riparian Areas
- Tree Cover
- Railway Lines
- Railway Structures
- Paved Roads
- Resource / Unclassified Roads
- 10 Metre Contours
- Parcels

## Community Ecological Protection & Enhancement

**Objective 15: Strengthen and integrate ecosystems: identify biodiverse ecosystems and create policies and Development Permit Area Guidelines.**

**Objective 16: Protect and rehabilitate Riparian areas and seek opportunities to add fish passage.**

### Integrated Ecosystems

- 4.4.1. Establish an *“Environmental Land Use”* that discourages development and encourages protection and rehabilitation of these areas.
- 4.4.2. While avoidance of sensitive ecosystems and habitats is the priority, where avoidance is not possible, the City shall require land use and development projects to have *“no net loss”* of terrestrial or aquatic habitat.
- 4.4.3. Complete a *“Landscape & Ecosystem Inventory”* to inform the creation of a Sensitive Ecosystem Development Permit Area that includes *“Natural Assets”*, sensitive ecosystems, and habitat areas for *“Endangered and Threatened Species”*.
- 4.4.4. Complete a green infrastructure study to map *“Natural Assets”* and develop plans to responsibly manage this system as a part of City infrastructure.
- 4.4.5. Seek ways to incorporate *“Traditional Ecological Knowledge (TEK)”* into the decision-making process around Castlegar’s ecosystem management.
- 4.4.6. Identify and protect culturally significant Indigenous plants and habitats in partnership with local Indigenous nations.

- 4.4.7. Discourage the use of chemical fertilizers, pesticides and herbicides, and promote the use of environmentally-friendly alternatives to protect water and ecosystems, and support naturalized yards.

### Riparian Areas

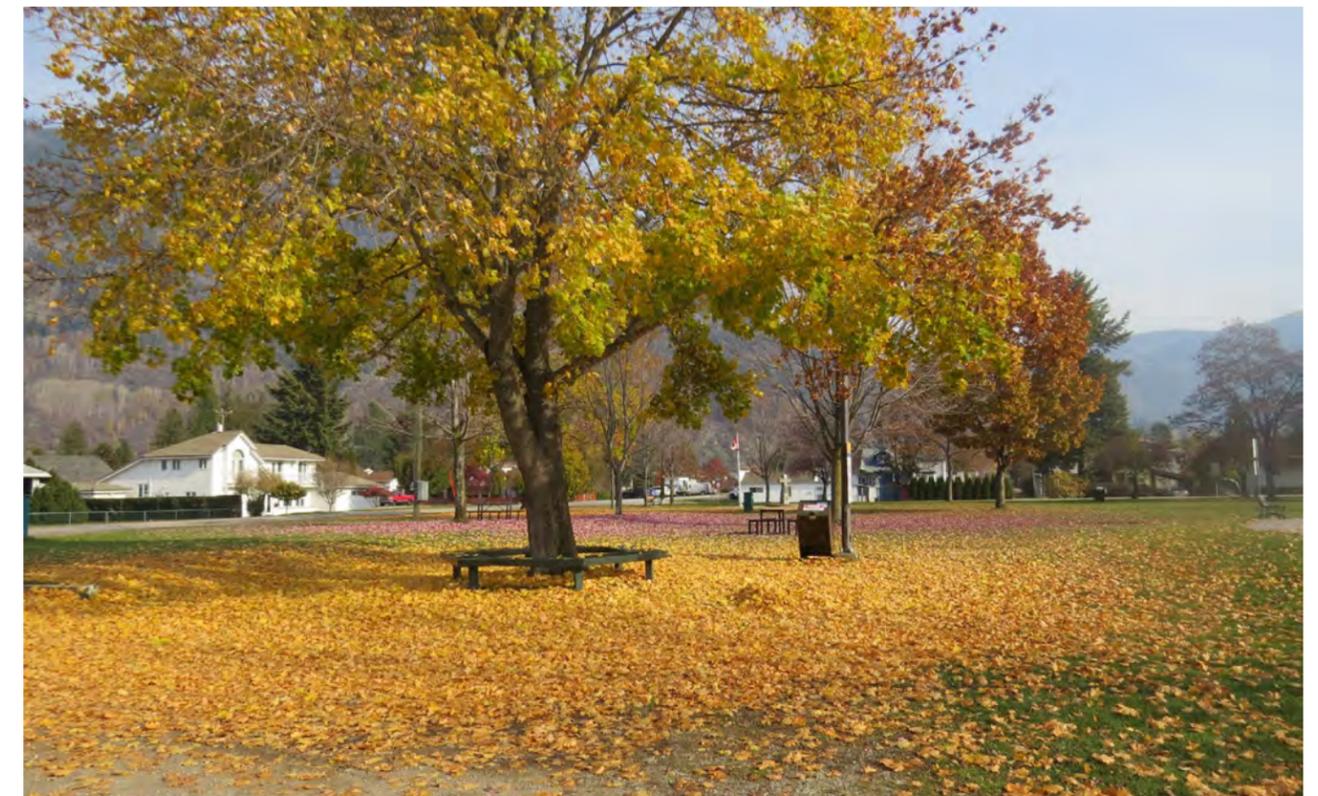
- 4.4.8. Maintain existing *“Riparian Areas”* in their naturalized states, and discourage development or land uses that will negatively impact their ecological function.
- 4.4.9. Protect *“Riparian Areas”* through Development Permit Areas.
- 4.4.10. Explore opportunities to restore streams to their natural state by *“Daylighting and Rehabilitating Streams”* that were historically culverted and paved over as shown in **Map 3: Ecological Network**.
- 4.4.11. Identify and protect wetlands through *“Landscape & Ecosystem Inventory”* mapping, and include these areas to the *Riparian & Sensitive Ecosystem DPA*.

**Objective 17: Urban forest: protect and expand the urban forest.**

- 4.4.12. Recognize and manage the urban forest as a key piece of the City’s green infrastructure system and its ability to connect ecosystems, reduce greenhouse gas emissions, reduce the *“Urban Heat Island Effect”*, reduce stormwater impacts through interception and infiltration, improve air quality, maintain biodiversity and support public health and quality of life.
- 4.4.13. Update the Subdivision and Servicing Bylaw, Building Bylaw, and *General Form & Character Guidelines* to include requirements for tree planting for commercial and residential developments.

- 4.4.14. Implement the *Street Tree Master Plan* and expand the street tree program along Columbia Ave, and throughout the Uptown Commercial Area.
- 4.4.15. Increase the percentage of tree coverage within the *“Urban Service Area (USA)”* by 5% by 2033 (from 18% in 2021 to 23% by 2033).
- 4.4.16. Develop a Tree Inventory and Protection Bylaw that identifies significant trees within the City, and requires permits for removal of protected trees.
- 4.4.17. Develop a Castlegar Species Inventory that:
  - a) Integrates *“FireSmart”* Design Principles;
  - b) Considers climate change, and species that will be appropriate to Castlegar’s future climate;

- c) Prioritizes these species by actively planting appropriate species on municipally-owned land; and
- d) Share the list with the public to encourage the integration of locally-appropriate-species throughout the community.
- 4.4.18. Promote the benefits of street trees identified in the *Street Tree Master Plan* to the public.
- 4.4.19. Encourage street tree planting and other climate resilient landscaping in new and existing neighbourhoods and redevelopment sites using the *“3, 30, 300 Rule”*.
- 4.4.20. Discourage removal of trees purely for view enhancement.
- 4.4.21. Provide information and education to raise community awareness on the importance of healthy urban trees.
- 4.4.22. Promote pollinator-friendly plants on public and private lands throughout the City.



**Objective 18: Wildlife: protect and connect critical wildlife habitat and corridors.**

**4.4.23.** Identify critical wildlife corridors and create policies and Development Permit Area Guidelines.

**4.4.24.** Discourage development or land uses that will negatively impact wildlife corridors.

**Objective 19: Reduce wildlife / pest conflicts: reduce wildlife and pest conflicts through education and regulation.**

**4.4.25.** Expand the Bear Smart Community Dumpster Pilot Project throughout the community.

**4.4.26.** Continue to educate the community about securing their property from outdoor wildlife attractants through:

- a) Develop a *“welcome guide”* for newcomers, including recent immigrants to educate them on how to be *“Bear Smart”*;
- b) Distribute materials to renters; and
- c) Make materials publicly available at community locations such as the grocery store, post office, community centre, etc.

**Objective 20: Reduce impacts of development on the community and environmental lands.**

**4.4.27.** Establish a *“Dark Sky”* policy to encourage the installation and replacement of outdoor lights to direct light down, to reduce light pollution that negatively affects bird migration and human circadian rhythm.

**4.4.28.** Encourage the reduction of noise impacts from industry, transportation, and other human uses to reduce noise pollution impacts that may negatively impact animal migration.

**4.4.29.** Continue to balance community safety, energy, and *“Dark Sky”* preservation in the selection and installation of new and upgraded street lighting infrastructure.

**4.4.30.** Reduce the impacts of the transportation system on the natural environment by:

- a) Reducing stormwater runoff through infiltration and retention by incorporating green street standards, and incorporating green infrastructure as a part of the City’s stormwater management system to achieve:
  - i) Pollutant and sediment capture before they enter the natural environment; and
  - ii) Lower stream temperatures to protect fish and aquatic species habitat.
- b) Providing wildlife passages, such as appropriately-sized culverts, underpasses or overpasses where feasible along wildlife corridors to connect critical habitat.
- c) Alter roads and trails where feasible to protect environmentally sensitive areas.

**4.4.31.** Develop Environmentally Sensitive Area (ESA) Protection Tools such as:

- a) Dedicating land as City Park or open space;
- b) Returning to Crown Land;
- c) Use a development conservation covenant with the City, the Province and/or a nongovernmental organization (NGO) to hold the covenant;
- d) Consider using a land trust and combining environmental protection with housing cooperatives.
- e) Discourage development outside the *“Urban Service Area (USA)”* and incentivize infill development and appropriate clustering; or
- f) Require protection of ESAs as an amenity contribution at the time of rezoning or subdivision within the USA.

**4.4.32.** Develop density bonusing for developments that protect an additional 10% or more of the minimum area of identified ESAs. Density bonusing may include:

- a) Allow increased density on the *“Developable Area”* of the property by including the entire site area in the density calculation;
- b) Transferring density to another property that is the equivalent percentage of land being dedicated beyond the minimum area (i.e. 8% additional land protected = 8% density bonus);
- c) Trading land;
- d) Purchasing land;
- e) Offering grants-in-aid; or
- f) Granting tax exemptions.

**4.4.33.** Develop a Blue-Green Policy to encourage the incorporation of stormwater infiltration (blue) and vegetation (green) into parking lots and landscaping.



<https://www.bearsmart.com/wp-content/uploads/2015/02/JeanieCubs.jpg>



## 5.0 How We Want to Use the Land

### 5.1 Introduction

As we look ahead 10 years to 2033, what do we see for Castlegar?

How will we adapt to a changing climate? Where should new housing be built? What should it look like? What will happen to our Downtown? How can we create meaningful community connections?

These questions and many more are answered in this section of the Community Plan. *How we want to use the land* is one of the most important decisions for our City. One thing that we know for certain is that the future brings change, with the added complexities of climate change making us

rethink how we live now and into the future. We know that we need more diversity and choice of housing to keep Castlegar an affordable place for families, seniors and youth. We understand that our main spine, Columbia Ave, has the opportunity to connect us all - through improved public transit, better bike infrastructure and safer walking.

Our neighbourhoods will also evolve and change, with streets for everyone (not just cars), more diverse housing options, expansion of home based businesses, and opportunities for more small-scale commercial activity throughout neighbourhoods.

## 5.2 Community Evolution Strategy

Our Community Evolution Strategy is a summary of the priorities in this Plan that will guide the City as it changes over the next 10 years. These priorities are shown on a series of maps, graphics and text.

### Priorities Include:

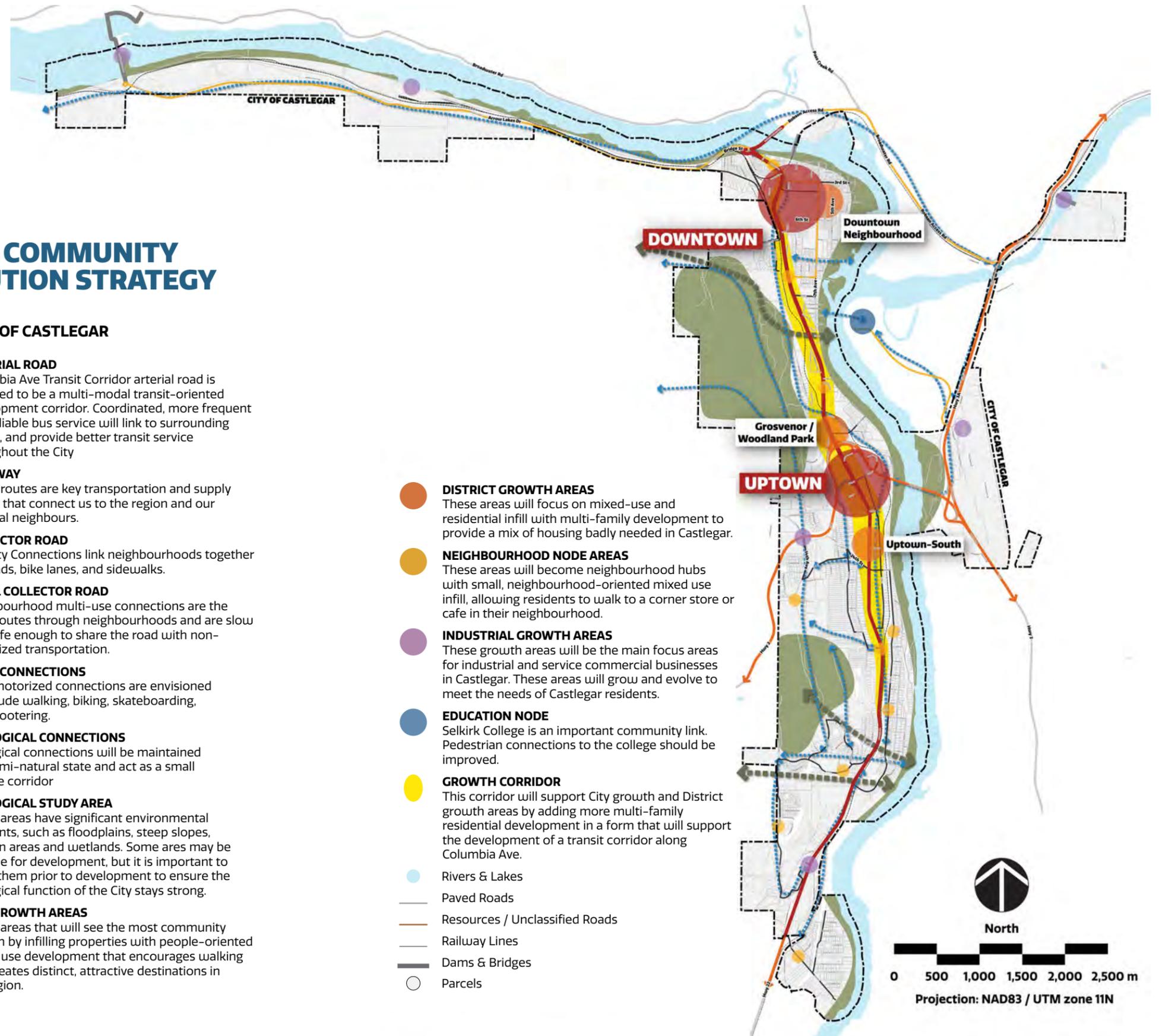
- **Focus Growth in Key Nodes** - with nodes of three different scales, City Activity Nodes (Downtown and Uptown), District Nodes, and Neighbourhood Nodes.
- **Protect and Restore the City's Ecosystems** - to adapt to a changing climate.
- **Create a Dynamic Columbia Ave Corridor** - through intensification of housing and businesses along Columbia Avenue and the addition of more reliable and frequent transit.
- **Diversify the City's Neighbourhoods** - through more housing choice and local commercial in all residential neighbourhoods.
- **Nurture an Active City** - through improved access to recreational amenities (parks, trails, recreation facilities, and transit) for all neighbourhoods.

See Section 1.3 for more information.

### MAP 4: COMMUNITY EVOLUTION STRATEGY

- CITY OF CASTLEGAR
- ARTERIAL ROAD  
Columbia Ave Transit Corridor arterial road is intended to be a multi-modal transit-oriented development corridor. Coordinated, more frequent and reliable bus service will link to surrounding routes, and provide better transit service throughout the City
- HIGHWAY  
These routes are key transportation and supply routes that connect us to the region and our regional neighbours.
- COLLECTOR ROAD  
Key City Connections link neighbourhoods together via roads, bike lanes, and sidewalks.
- LOCAL COLLECTOR ROAD  
Neighbourhood multi-use connections are the main routes through neighbourhoods and are slow and safe enough to share the road with non-motorized transportation.
- ↔ TRAIL CONNECTIONS  
Non-motorized connections are envisioned to include walking, biking, skateboarding, and scootering.
- ↔ ECOLOGICAL CONNECTIONS  
Ecological connections will be maintained in a semi-natural state and act as a small wildlife corridor
- ECOLOGICAL STUDY AREA  
These areas have significant environmental restraints, such as floodplains, steep slopes, riparian areas and wetlands. Some areas may be suitable for development, but it is important to study them prior to development to ensure the ecological function of the City stays strong.
- CITY GROWTH AREAS  
These areas that will see the most community growth by infilling properties with people-oriented mixed use development that encourages walking and creates distinct, attractive destinations in the region.

- DISTRICT GROWTH AREAS  
These areas will focus on mixed-use and residential infill with multi-family development to provide a mix of housing badly needed in Castlegar.
- NEIGHBOURHOOD NODE AREAS  
These areas will become neighbourhood hubs with small, neighbourhood-oriented mixed use infill, allowing residents to walk to a corner store or cafe in their neighbourhood.
- INDUSTRIAL GROWTH AREAS  
These growth areas will be the main focus areas for industrial and service commercial businesses in Castlegar. These areas will grow and evolve to meet the needs of Castlegar residents.
- EDUCATION NODE  
Selkirk College is an important community link. Pedestrian connections to the college should be improved.
- GROWTH CORRIDOR  
This corridor will support City growth and District growth areas by adding more multi-family residential development in a form that will support the development of a transit corridor along Columbia Ave.
- Rivers & Lakes
- Paved Roads
- Resources / Unclassified Roads
- Railway Lines
- Dams & Bridges
- Parcels



## 5.3 Land Use

### Introduction

Castlegar is a growing City with a diverse population of citizens, incredible natural areas, and thriving businesses. The City's future growth should be well-planned, building off the City's current assets and infrastructure while reflecting core community values. Historically the City has grown outwards, bringing in new areas within its boundaries to create a strong regional economic hub. But continued expansion of the City has its challenges, and the future will be more focused on infill and redevelopment of existing areas. Based on mapping analysis, the City has identified there is significant potential within its existing boundary to accommodate future population and business growth. However, infill and redevelopment should be designed and built in a way that enhances the quality of life for residents and businesses. Good design of these new forms of housing is key to gaining and maintaining community buy-in for more density.

### Intent

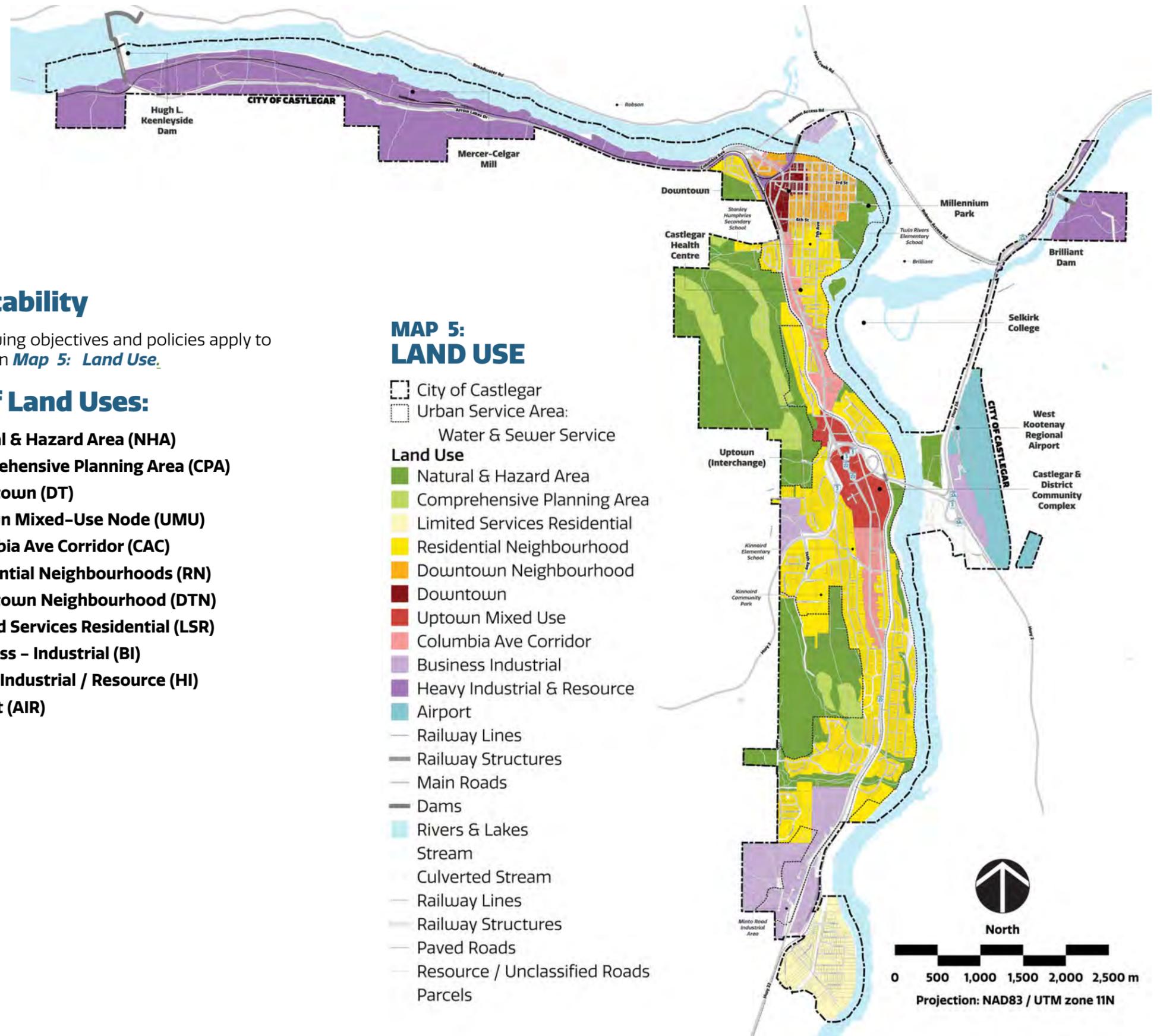
Ensure future developments enhance the neighbourhoods in which they are built through high-quality design.

### Applicability

The following objectives and policies apply to **all lands** on *Map 5: Land Use*.

### List of Land Uses:

1. **Natural & Hazard Area (NHA)**
2. **Comprehensive Planning Area (CPA)**
3. **Downtown (DT)**
4. **Uptown Mixed-Use Node (UMU)**
5. **Columbia Ave Corridor (CAC)**
6. **Residential Neighbourhoods (RN)**
7. **Downtown Neighbourhood (DTN)**
8. **Limited Services Residential (LSR)**
9. **Business - Industrial (BI)**
10. **Heavy Industrial / Resource (HI)**
11. **Airport (AIR)**





<https://www.imaginekootenay.com/wp-content/uploads/2019/09/Community-Castlegar-1100.jpg>

## Objectives

**Objective 21:** Protect and restore the City's ecosystems.

**Objective 22:** Support the intensification of housing and businesses along Columbia Avenue.

**Objective 23:** Focus growth in key mixed-use nodes, such as Downtown and Uptown.

**Objective 24:** Support a diversity of housing options in all neighbourhoods.

**Objective 25:** Improve access to amenities in all neighbourhoods.

**Objective 26:** Plan for a future impacted by climate change by encouraging compact, energy-efficient development.

**Objective 27:** Prioritize infill and redevelopment within the City over development of vacant lands or expansion of the City's boundaries solely for residential development.

## City-Wide Land Use Policies

- 5.3.1. Do not expand the Municipal boundary solely for new residential development.
- 5.3.2. Ensure there is sufficient housing supply to meet the City's growth needs for the next 20 years by undertaking the following:
  - a) Regularly updating the [Housing Needs Assessment](#) in compliance with provincial legislation; and
  - b) Creating and maintaining a system for tracking, reporting, and monitoring the supply and demand of housing and residential land within the City.
- 5.3.3. Ensure there is sufficient supply of commercial and industrial land to meet the City's growth needs for the next 20 years by:
  - a) Creating and maintaining a system for tracking, reporting and monitoring the supply and demand of commercial and industrial land within the City.

## City-Wide Urban Design Policies

### Attractive Buildings & Sites

Creating an attractive neighbourhood with well-designed buildings and sites has many benefits that go beyond simple aesthetics. A beautiful neighbourhood encourages people to walk and play outside, because there are sufficient places for those activities. It encourages people to stop and enjoy the views, because they've been enhanced by new buildings, rather than having key viewpoints blocked. Subsequently businesses are attracted by well-designed places, because that's where the people (i.e. customers) are congregating. The following policies aim to enhance the urban environment through high-quality design of buildings and sites.

### Objective 28: Follow Simple Design Principles to Ensure that Buildings Create an Attractive Built Form

- 5.3.4. Require all buildings to face or front onto the primary access road.
- 5.3.5. Require all buildings to have a main entry that is clearly identifiable and that faces a public street.
- 5.3.6. Limit block lengths and ensure that access to adjacent blocks (roads, sidewalks or pathways) is provided at least every 300m.
- 5.3.7. New street and block layouts should attempt to create an interconnected road network with more than 1 road access to all properties.

### Infill Existing Neighbourhoods & Districts

*By absorbing growth within existing neighbourhoods, infill provides for the efficient use of infrastructure and services, and reduces growth pressure on undeveloped areas and open spaces.* Castlegar has many vacant and underutilized lots. Infill provides an opportunity to grow within the City's existing infrastructure, enhancing walkable area connections and continuity of streetscapes.

### Objective 29: Prioritize infill in existing neighbourhoods and commercial districts to use infrastructure more efficiently and reduce pressure on natural areas.

- 5.3.8. Infill and redevelopment should be prioritized where existing infrastructure capacity is available.
- 5.3.9. City infrastructure spending should be aligned with the growth directions of this Plan, specifically:
  - a) Focusing growth on key nodes (e.g. Downtown and Uptown);
  - b) Creating a dynamic Columbia Avenue Corridor;
  - c) Diversifying the City's neighbourhoods; and
  - d) Nurturing an active City.
- 5.3.10. City infrastructure planning and spending should ensure there is sufficient capacity for water, sewer and transportation systems for infill and redevelopment at the densities outlined in this Plan and the Zoning Bylaw.





## 5.4 Natural & Hazard Area (NHA)

### Introduction

The Natural & Hazard Area (NHA) consists of all unprotected floodplains, environmentally sensitive areas, important habitat lands, undeveloped creeks and associated buffers and steep slopes.

### Intent

The intent of this land use area is to protect and conserve sensitive and hazard lands for the benefit of flora, fauna, ecological systems and humans.

### Applicability

The following objectives and policies apply to lands identified as “Natural & Hazard Area” on *Map 5: Land Use*.

### Objectives

**Objective 30:** Protect and restore the City’s ecological fabric.

**Objective 31:** Identify known habitat areas for sensitive species.

**Objective 32:** Ensure that lands with significant and/or multiple hazards or ecological significance are identified as clearly not intended for future development.

**Objective 33:** Identify lands for environmental protection within the City that provide critical ecological functions for the City and its residents (e.g. stormwater/flood management, habitat for sensitive species, wildfire buffer, steep slopes).

### Policies

- 5.4.1. Lands identified as Natural & Hazard Area on *Map 5: Land Use* shall have no development unless the development proposal meets the requirements of this Plan.
- 5.4.2. Undertake and reinforce protection from hazards and enhancement of environmentally sensitive areas on *Map 5: Land Use* through the Natural & Hazard Development Permit Area (DPA).
- 5.4.3. The City shall take advantage of opportunities at the subdivision approval stage to further preserve, conserve or protect lands identified on *Map 5: Land Use* as Natural & Hazard Area from future development through use of available legislative tools.
- 5.4.4. The City shall seek opportunities to buffer or setback development from those lands identified on *Map 5: Land Use* as Natural & Hazard Area.
- 5.4.5. The City shall commit to maintaining and updating (e.g. every 10 years) the base data and studies that underpin the Natural & Hazard Area Land Use, including:
  - a) “Landscape & Ecosystem Inventory” of the City’s sensitive environmental areas;
  - b) Steep slopes over 20% with landslide risk;
  - c) Flood prone / flood risk areas including riparian areas and wetlands; and
  - d) Wildfire risk areas.
- 5.4.6. Lands identified within *Map 5: Land Use* as Natural & Hazard Area should also be protected through zoning in the City’s *Zoning Bylaw*.



# 5.5 Comprehensive Planning Area (CPA)

## Introduction

The Comprehensive Planning Area (CPA) consists of all relatively flat lands that are surrounded by the Natural & Hazard Area, and may be impacted by natural conditions or hazards such as unprotected floodplains, environmentally sensitive areas, undeveloped creeks and associated buffers and steep slopes.

## Intent

The intent of this land use area is to ensure that comprehensive plans are created prior to development in this area, to protect citizens and the environment from impacts associated with development in and around environmental and hazard lands.

## Applicability

The following objectives and policies apply to lands identified as “Comprehensive Planning Area” on **Map 5: Land Use**.

## Objectives

- Objective 34: Ensure the benefits of development outweigh the costs and risks in an area surrounded by development challenges.**
- Objective 35: Protect current and future residents from hazards.**
- Objective 36: Ensure comprehensive planning and environmental analysis is undertaken prior to development within this area.**

## Policies

- 5.5.1.** Prior to approving new development or redesignating lands in the CPA a neighbourhood plan shall be completed that includes community engagement and examines:
  - a)** Wildfire risk and emergency preparedness;
  - b)** Hazard assessment;
  - c)** Environmentally significant habitat;
  - d)** Servicing infrastructure costs;
  - e)** Development potential of these lands; and
  - f)** A Financial impact assessment that analyzes the short (e.g. 5 year) and long-term (e.g. 25 years) financial impact of the development on the City and its infrastructure and operating costs;
- 5.5.2.** Lands identified as Comprehensive Planning Area on **Map 5: Land Use** may permit development, provided the development proposal meets the requirements of this Plan.

- 5.5.3.** Where development is deemed appropriate within this designation, and is otherwise permitted within this Plan, the development should:
  - a)** Mitigate for environmentally sensitive areas or hazards, such as flooding, wildfire, slope erosion and/or impact on wildlife and sensitive species.
  - b)** Have a mix of land uses including residential, neighbourhood commercial, and recreational uses.
  - c)** Residential development with municipal piped servicing shall have a minimum density of 40 units per hectare.
- 5.5.4.** Undertake and reinforce protection from hazards and enhancement of environmentally sensitive areas on **Map 5: Land Use** through the Environmental & Hazard Development Permit Area (DPA).
- 5.5.5.** Where sensitive environmental lands are identified during the comprehensive neighbourhood planning of this area, the City shall conserve or protect these sensitive environmental lands at the subdivision and/or rezoning stage through use of available legislative tools.



## 5.6 Downtown Node (DT)

### Introduction & Intent

The **Downtown Node (DT)** consists of the heart of the City of Castlegar, its Downtown.

The intent of this land use is to create a thriving and active Downtown mixed-use area, where people live, work and shop. Commercial activity should be supported by residential and institutional uses within the Downtown. The streets should be designed to encourage walking and cycling.

### Applicability

The following objectives and policies apply to lands identified as “*Downtown Node*” on [Map 5: Land Use](#).

### Objectives

**Objective 37: Be the City’s central commercial and mixed-use gathering area.**

**Objective 38: Be a mixed-use growth area for the City with a balanced mix of residential, commercial and institutional land uses.**

**Objective 39: Be the preferred location for the City’s civic institutions (City Hall and other major institutions).**

**Objective 40: Increase the density and amount of development in the Downtown to maintain vibrancy.**

**Objective 41: Enhance the Downtown through strong urban design principles to create an attractive place where businesses and people want to be.**

**Objective 42: Slow traffic in the Downtown to promote walking and cycling as well as commercial activity.**

### Policies

**5.6.1.** The Downtown should have the following mix of land uses: commercial, institutional, recreational and residential uses.

**5.6.2.** All developments should address policies within the adopted [Downtown Area Plan](#).

a) The City should update the adopted [Downtown Area Plan](#) every 10 years.

**5.6.3.** Residential uses should be complementary to the commercial and institutional character of the Downtown in the form of upper storey apartments, townhouses and/or live-work units.

**5.6.4.** Residential uses in the Downtown are preferred to be in the form of residential dwellings on upper floors of a mixed-use building. However, where a building is only residential use it shall:

- a) Be in the form of higher-density residential (e.g. 3 storeys or greater);
- b) Have a minimum of two dwelling units;
- c) Strive for a minimum density of 60 units per hectare (24 units per acre); and
- d) Not be in the form of single-detached residential.

**5.6.5.** Accessory dwelling units are permitted on parcels with a single-detached residential dwelling constructed prior to the adoption of this Plan.

**5.6.6.** Buildings should be built along the front lot line.

**5.6.7.** Notwithstanding [Policy 5.6.6](#) above, buildings may be set back further in order to provide public or semi-public space for:

- a) Public plazas;
- b) Public parks or parkettes; and
- c) Patios.

**5.6.8.** Ground floor uses should be customer or patient-oriented uses, such as commercial, medical services, or civic uses with residential or offices located above the first storey.

**5.6.9.** Secondary entrances to buildings and lots should be provided from side roads.

**5.6.10.** Encourage the use of the Downtown Node for the hosting of special events and public ceremonies.

**5.6.11.** Create a Downtown Development Permit Area to guide the form and character of developments in the Downtown.

**5.6.12.** Development should incorporate pedestrian and transit-oriented design elements such as seating areas, bike racks, sidewalks and multi-use connections.

**5.6.13.** The City should investigate opportunities to increase safety and walkability of the Downtown, including:

- a) Encouraging street-front patios;
- b) Adding more walking and cycling infrastructure;
- c) Identifying roads that may be closed for special events (e.g. 4<sup>th</sup> Street);
- d) Traffic calming measures; and
- e) Working with the Ministry of Transportation and Infrastructure on Columbia Ave. to maintain traffic flow, while improving the pedestrian realm.

**5.6.14.** Update the City’s Sign Bylaw to reflect best practices and design principles, with specific focus on regulating Window Signs to improve visual permeability into businesses.

**5.6.15.** Complete a Downtown Parking Plan to assess parking demand and provide for long-term management.

**5.6.16.** Consider closing 4<sup>th</sup> Street to vehicular traffic either temporarily or permanently and make it a pedestrian plaza.

## 5.7 Uptown Mixed-Use Node (UMU)

### Introduction

The **Uptown Mixed-Use Node (UMU)** currently consists of mainly regional scale vehicle-oriented commercial development. However, there are also residential and institutional uses within this area that, if all connected, could create a bustling mixed-use node for Castlegar. The level of activity in this area creates the optimal conditions for a future mixed-use node that has a better balance of commercial, residential and institutional uses. A successful mixed-use node will also require equitable opportunities and infrastructure to allow people to safely access the area using walking, cycling, transit and personal vehicles.

### Intent

The overall intent of this land use is to evolve the area into a mixed-use node that continues to have thriving commercial activity, but also integrates residential and institutional uses in a seamless way. Residential uses should be in the form of higher density developments (townhouses or apartments) and residential units above ground-floor commercial.

### Applicability

The following objectives and policies apply to lands identified as **“Uptown Mixed Use”** on **Map 5: Land Use**.

### Objectives

**Objective 43:** Create a vibrant mixed-use node that has a balance of commercial, residential and institutional uses that are connected through multi-modal infrastructure (i.e. sidewalk/paths, bike lanes, roads, and transit).

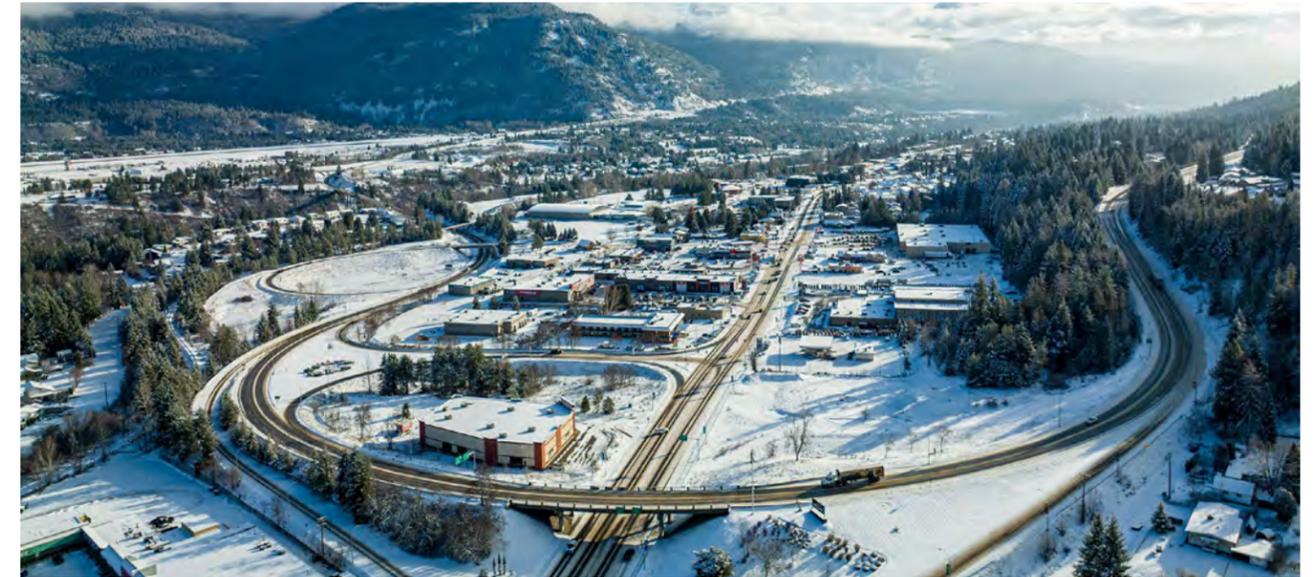
**Objective 44:** Encourage efficient use of land and promote taller buildings (e.g. 3 storeys or greater).

**Objective 45:** Encourage the redevelopment of lots with single-detached residential into compact mixed-use developments or higher density residential.

**Objective 46:** Promote compact mixed-use developments in the form of buildings with commercial on the ground floor and residential on upper floors.

**Objective 47:** Prioritize creating an attractive, unique mixed-use area by focusing on enhancing the public realm.

**Objective 48:** Improve walkability by improving connectivity for non-motorized uses.



### Policies

- 5.7.1.** The Uptown Mixed-Use Node should have the following mix of land uses: commercial, institutional and residential uses.
- 5.7.2.** Residential uses should adhere to the following policies:
- a)** Residential uses should be in the form of higher-density residential buildings (e.g. 3 storeys or greater) or residential dwellings on upper floors of a mixed-use building.
  - b)** A parcel with only residential use should have a minimum of two dwelling units and strive for a minimum density of 60 units per hectare (24 units per acre).
  - c)** New single-detached residential developments shall not be permitted.
- 5.7.3.** Accessory dwelling units are permitted on parcels with a single-detached residential dwelling constructed prior to the adoption of this Plan.
- 5.7.4.** Create an Uptown Mixed-Use Development Permit Area to guide the form and character of developments in this area.

- 5.7.5.** All developments shall specify how they are addressing multi-modal transportation, including walking, cycling, transit and personal vehicles.
- 5.7.6.** The City should investigate opportunities to increase safety and walkability of the Uptown Mixed-Use Node, including:
- a)** Adding more walking and cycling infrastructure (including end-of-trip facilities);
  - b)** Encouraging patios;
  - c)** Identifying roads that may be subject to slower speeds and/or traffic calming measures; and
  - d)** Working with the Ministry of Transportation and Infrastructure on these matters, where applicable.
- 5.7.7.** The City supports a diversity of rental, affordable and accessible housing units within this area.
- 5.7.8.** Secondary entrances should be provided from side roads.
- 5.7.9.** Development proposals on lands greater than 1.0 hectare should include public / amenity space of 5% or greater of the total lot area.

## 5.8 Columbia Ave Corridor (CAC)



### Introduction

The City of Castlegar is supported by a well-defined corridor along Columbia Avenue. Locals can scarcely go a day without somehow connecting to the Columbia Avenue Corridor, whether it be by car, bike, walking or transit. Castlegar's long linear geography makes such a corridor necessary for the mobility of its citizens and visitors. The Columbia Avenue Corridor serves two main purposes: as a *mobility corridor* helping people get around the City, and as a *destination* for local commercial activity or as home for people who live along the corridor. Corridors should complement and not detract from the economic activity nodes within a city. In Castlegar, these nodes are Downtown and the Uptown Mixed-Use Node, both of which can be supported by a well-designed and functioning corridor. This means having reliable and frequent public transit, walking and cycling infrastructure, a mix of land uses (residential, mixed-use, and local commercial) and well-designed public spaces.

The Columbia Avenue Corridor (CAC) land use area consists of lands along, and adjacent to, Columbia Avenue as shown on [Map 5: Land Use](#).

### Intent

The intent of the Columbia Avenue Corridor (CAC) is to focus the City's economic activity and development density along this corridor and within the connected nodes (i.e. Downtown and Uptown areas).

### Applicability

The following objectives and policies apply to lands identified as "*Columbia Ave Corridor*" on [Map 5: Land Use](#).

### Objectives

**Objective 49:** Allow for residential, commercial and mixed-use developments at higher densities and heights compared to the City's neighbourhoods.

**Objective 50:** Create an efficient mobility corridor along Columbia Avenue for all modes, including walking, cycling/rolling, transit, and vehicles.

**Objective 51:** Ensure Columbia Avenue has reliable and frequent public transit service.

**Objective 52:** Promote compact mixed-use developments in the form of buildings with commercial on the ground floor and residential on upper floors.

### Policies

- 5.8.1. The Columbia Avenue Corridor should have the following mix of land uses: commercial, institutional and residential uses.
- 5.8.2. Residential uses should adhere to the following policies:
  - a) Residential uses should be in the form of higher-density residential buildings (e.g. 3 storeys or greater) or residential dwellings on upper floors of a mixed-use building.
  - b) A parcel with only residential use shall have a minimum of two dwelling units and should strive for a minimum density of 40 units per hectare (16 units per acre).
  - c) New single-detached residential developments shall not be permitted.
- 5.8.3. Accessory dwelling units are permitted on parcels with a single-detached residential dwelling constructed prior to the adoption of this Plan.

- 5.8.4. Create a Columbia Avenue Corridor Development Permit Area to guide the form and character of developments in this area.
- 5.8.5. All developments shall specify how they are addressing multi-modal transportation, including: walking, cycling, transit and personal vehicles.
- 5.8.6. The City supports a diversity of rental, affordable and accessible housing units within this area.
- 5.8.7. New live-work buildings or conversion of existing residential dwellings into live-work buildings is supported and encouraged.
- 5.8.8. The City shall continue to expand the sidewalks along Columbia Avenue with the goal of having sidewalks on both sides of Columbia Avenue CAC between Arrow Lakes Drive and 28<sup>th</sup> Ave by 2033.
- 5.8.9. To facilitate bike lanes, on-street parking will be phased out along Columbia Avenue and no new on-street parking shall be allowed.



## 5.9 Residential Neighbourhood (RN)



### Introduction

The Residential Neighbourhood (RN) land use consists of the City's mainly residential areas outside of the north end, east of Downtown. While the City does not have officially recognized neighbourhoods, many residents feel connected to the area they live in and identify themselves as part of a neighbourhood. Each neighbourhood in Castlegar has its own uniqueness, whether it be the design, location, age or the people who live there. Ensuring Castlegar's neighbourhoods maintain their individuality as they change over time is a priority of this Plan.

What will the future hold for Castlegar's neighbourhoods? All neighbourhoods evolve and change over time; for example, a neighbourhood of all young families eventually becomes full of empty-nesters some 20+ years later. Gradually new people move in, and the homes might be renovated or replaced. Soon, change becomes visible on the outside. Change may also be in the form of new housing diversity, adding duplexes or triplexes where before only single-detached homes existed. New businesses and local commercial areas may pop up to serve the daily needs of residents.

The City is facing a housing shortage, and these existing neighbourhoods provide opportunities to expand its housing diversity, and add small-scale local businesses within a walkable distance, while being sensitive to their existing character. As per the City's [Housing Strategy](#), there are opportunities within neighbourhoods to add new types of housing, including allowing:

- Detached accessory dwelling units;
- Suites above detached garages;
- Duplexes, triplexes and fourplexes;
- Conversion of single-detached homes to 2-, 3- or 4-unit dwellings;
- Infill of vacant lots;
- Replacement of single-detached homes with 2-, 3- or 4-unit dwellings;
- Apartment units above local commercial (mixed use units); and
- Rental and/or accessible housing.

### Intent

The intent of the Residential Neighbourhood land use is to maintain the uniqueness of each of the City's neighbourhoods while allowing each neighbourhood the flexibility to change over time, including adding a greater diversity of housing types, and allowing local businesses to emerge to serve neighbourhood residents.

### Applicability

The following objectives and policies apply to lands identified as "**Residential Neighbourhood**" on [Map 5: Land Use](#).

### Objectives

**Objective 53: Create greater housing diversity within the City's neighbourhoods.**

**Objective 54: Support rental, affordable and accessible housing throughout Castlegar's neighbourhoods.**

**Objective 55: Ensure each neighbourhood is supported with parks, open spaces, recreation opportunities and pedestrian infrastructure.**

**Objective 56: Permit local mixed use commercial in areas that best serve the neighbourhood.**

**Objective 57: Guide the gradual change of the City's neighbourhoods in a way that maintains their unique character while adapting to the changing needs of residents.**

### Policies

#### General Residential Neighbourhood Policies

- 5.9.1.** Residential Neighbourhoods should be mainly residential with supportive recreational areas, park spaces, and institutional uses (e.g. schools, daycares, government services).
- 5.9.2.** Neighbourhoods shall allow for an appropriate range of neighbourhood-scale housing types including: single-detached homes, detached accessory dwelling units, secondary suites, two-unit dwellings, three-unit dwellings and four-unit dwellings.

**5.9.3.** Notwithstanding [5.9.2](#) above, rezoning applications for up to 8 units may be supported if apartments or rowhouses:

- a) Are built to the scale of existing houses in the neighbourhood;
- b) Provide 20% as affordable rental units;
- c) Provide adequate greenspace for residents; and
- d) Address parking needs on-site.

**5.9.4.** Neighbourhoods should strive for a minimum residential gross density across the entire neighbourhood of 20 units per hectare (8 units per acre).

**5.9.5.** Rental, affordable, and accessible housing are supported in all neighbourhoods.

**5.9.6.** All residential lots should be in close proximity to a trail, sidewalk or pathway.

#### Neighbourhood Mixed Use Node Policies

**5.9.7.** Rezoning to a neighbourhood-scale mixed use designation will be supported provided it meets the following conditions:

- a) It is located along an arterial or connector road;
- b) It is sensitive to the scale of the surrounding residential neighbourhood(s);
- c) It provides residential units in addition to ground-floor commercial and/or institutional;
- d) There is not another established mixed use node within 500m; and
- e) It is located within 100m of a local park or school or it provides semi-public amenity space (e.g. patios, plazas or greenspace).

# 5.10 Downtown Neighbourhood (DTN)

## Introduction

The Downtown Neighbourhood (DTN) consists of the mainly residential area adjacent to the Downtown. This traditional neighbourhood has an advantageous location, with nearby commercial activity in the Downtown, the ability to walk to schools and availability of recreation amenities at Millennium Park. Due to its location, the Downtown Neighbourhood is already seeing some significant changes, with new attached housing on the edge of Downtown. Based on community survey results, there appears to be a willingness of the Downtown Neighbourhood residents to support increased housing diversity.

## Intent

The intent of the Downtown Neighbourhood land use is to guide the evolution of this area by supporting the diversification of housing opportunities.

## Applicability

The following objectives and policies apply to lands identified as “Downtown Neighbourhood” on **Map 5: Land Use**.



## Objectives

**Objective 58: Create more housing diversity within proximity of the City's Downtown to support its commercial area.**

**Objective 59: To guide the evolution of the Downtown neighbourhood in a way that maintains its unique character and community feel.**

**Objective 60: Support rental, affordable and accessible housing throughout the Downtown Neighbourhood.**

## Policies

- 5.10.1.** The Downtown Neighbourhood should be mainly residential with supportive recreational areas, park spaces and institutional uses (e.g. schools, daycares, government services).
- 5.10.2.** The Downtown Neighbourhood shall allow for an appropriate range of housing types including: single-detached homes, detached accessory dwelling units, secondary suites, two-unit dwellings, three-unit dwellings, four-unit dwellings and townhouses (up to 8 units).
- 5.10.3.** Notwithstanding 5.10.2 above, rezoning applications for more than 8 dwellings units per lot may be supported if apartments or rowhouses:
  - a)** Provide 20% as affordable rental units;
  - b)** Provide adequate greenspace for residents; and
  - c)** Address parking needs on-site.
- 5.10.4.** The Downtown Neighbourhood should strive for a minimum residential gross density across the entire neighbourhood of 30 units per hectare (12 units per acre).

- 5.10.5.** Individual developments consisting of eight (8) or more dwelling units or 0.5 hectares or greater shall achieve a minimum gross residential density of 40 units per hectare (16 units per acre).
- 5.10.6.** Rental, affordable and accessible housing are supported.
- 5.10.7.** All residential lots should be supported by a trail, sidewalk or pathway in close proximity.
- 5.10.8.** Conversion or replacement of single-detached dwellings to multi-unit dwellings is encouraged and supported in the Downtown Neighbourhood.
- 5.10.9.** The City should strive for streets to be supported by sidewalks (or pathways) on both sides of street.
- 5.10.10.** New developments should be sensitive, where possible, to the existing street form and character, including existing front setbacks and heights of buildings.
- 5.10.11.** Rezoning to a neighbourhood-scale mixed use designation will be supported provided it meets the following conditions:
  - a)** It is located along an arterial or connector road;
  - b)** It is built at the same scale as surrounding neighbourhood residential;
  - c)** It provides residential units in addition to ground-floor commercial;
  - d)** There is not another established mixed use node within 500m; and
  - e)** It is located within 100m of a local park or school or it provides semi-public amenity space (e.g. patios, plazas or greenspace).

## DENSITY REFERENCES



Above – 40 units per hectare (16 units per acre)

Typical dominant housing: 3-4 storey townhouses



Above – 30 units per hectare (12 units per acre)

Typical housing mix: 2-, 3-, 4-, 5-plexes at 1-3 storeys

## 5.11 Limited Services Residential (LSR)

### Introduction

The Limited Services Residential (LSR) land use consists of rural residential and business uses that are outside the “Urban Service Area (USA)” of the City. Typically, these developments are not connected to the City’s water and/or sewer service and have a rural character. Creating a sensitive transition from higher-intensity urban development areas to the surrounding rural and natural areas is important to ensure compatibility between both urban and rural areas. Additionally, the connectivity of natural systems is key to maintaining broader ecosystem functions, including waterways, drainage and wildlife corridor connectivity.

### Intent

The intent of this land use area is to ensure development is compatible with the rural land surrounding the City. The intent of this land use area is not to reserve lands for future urban development.

### Applicability

The following objectives and policies apply to lands identified as “Limited Services Residential” on [Map 5: Land Use](#).

### Objectives

**Objective 61:** To allow rural properties within City limits to continue to use and enjoy their homes and businesses in a way that is compatible with the rural character of the area.

**Objective 62:** To maintain natural systems and create development patterns that are sensitive to the rural areas that surround the City.

**Objective 63:** To identify residential areas that may be feasible for full servicing in the future.

### Policies

- 5.11.1. The Limited Services Residential land use area should have land uses that are rural in nature, exhibited by a low density of development, limited or no piped municipal servicing and sensitivity to natural systems and agricultural lands. Appropriate land uses include: rural residential with one to three units per parcel, rural live-work, institutional uses, recreational uses, agriculture, horticulture, equine operations and rural businesses.
- 5.11.2. Major planning, re-zoning and/or development applications within the Limited Services Residential (LSR) should be referred to the Regional District of Central Kootenay for comment prior to a decision.
- 5.11.3. Long-term infrastructure planning should identify residential areas where septic systems may be failing and that may be feasible for full piped servicing, as funding and resources are available.
- 5.11.4. The City may investigate completing a cumulative impact study regarding the impact of septic systems in an area.



- 5.11.5. Conversion of large parcels of land, greater than 2 hectares (5 acres), that are designated as Limited Services Residential (LSR) to a more intense land designation is discouraged unless the following criteria are met:
  - a) Piped municipal servicing (water and sewer) is extended to the lot;
  - b) A comprehensive Neighbourhood Plan is submitted and adopted by City Council, that includes:
    - i) A “Market Study” identifying the market supply and demand for the proposed land uses;
    - ii) Financial impact assessment that analyzes the short (e.g. 5 year) and long-term (e.g. 25 years) financial impact of the development on the City and its infrastructure and operating costs;

- iii) Concept Plan identifying all proposed land uses, roads, parks, natural areas and other proposed features;
- iv) Technical studies as required by the City, including, but not limited to: storm water management plan, environmental and biophysical impact assessments, geotechnical assessment, flood hazard assessment and wildfire risk assessment; and
- v) Other materials or studies required by the City to evaluate the merits of the development proposal.

## 5.12 Business-Industrial (BI)

### Introduction

The Business-Industrial (BI) land use consists of a broad range of employment-generating land uses, including light industrial and automobile-oriented commercial uses and may incorporate related institutional and recreational uses.

### Intent

The intent of the Business-Industrial (BI) land use is to nurture a thriving local economy by providing adequate current and future land for employment-generating land uses. Additionally, the intent is to plan for commercial and industrial land uses in a way that minimizes impacts on both the businesses and adjacent land uses.

### Applicability

The following objectives and policies apply to lands identified as *“Business-Industrial”* on *Map 5: Land Use*.

### Objectives

**Objective 64:** To ensure the City has an adequate supply of employment-generating lands to continue to strengthen and diversify the local economy.

**Objective 65:** To create a business-friendly environment in Castlegar that allows for businesses to adapt to a quickly changing economy.

**Objective 66:** To identify suitable locations for Business-Industrial lands that allow businesses to operate unimpeded and minimize impacts to adjacent land uses (e.g. residential).

### Policies

**5.12.1.** The following land uses are appropriate in the Business-Industrial (BI) land use area: light and medium industrial uses, business and commercial uses and complementary institutional and recreational uses.

- a) Land uses that have major off-site impacts and/or pose a significant risk to adjacent land uses (e.g. lumber mill, fertilizer plant) shall be considered heavy industrial and are not permitted in this land use area.
- b) Retail/commercial uses should be limited to not detract from the City’s core commercial nodes (e.g. Downtown).
- c) Preferred retail uses include work-live, artisan sales, small manufacturing with a retail component and small-scale retail that serves people working in the area.

**5.12.2.** The City supports innovative industrial development, such as data centres, local artisan technology or manufacturing, co-working creative/maker spaces and work-live buildings.

**5.12.3.** The City shall maintain a 5-year supply of vacant business-industrial land to allow for continued economic growth and available land to attract new industries.

**5.12.4.** The City should ensure vacant business-industrial lands have nearby municipal servicing (water, sewer, stormwater, roads) to minimize the time needed to develop vacant lands.

**5.12.5.** The City may investigate opportunities to provide incentives for attracting businesses to Castlegar.

**5.12.6.** *“Live-Work”* Developments are supported where they can be appropriately located and designed to be compatible with both residential and non-residential land use.

**5.12.7.** Streetscapes in the Business-Industrial (BI) area should incorporate safe pedestrian and cycling facilities, such as pathways, sidewalks, bike lanes, bus stops, and associated bike parking facilities.



## 5.13 Heavy Industrial & Resource (HIR)

### Introduction

The Heavy Industrial / Resource (HIR) land use consists of the City's major industrial developments (e.g. lumber mill, hydro production) and may include other large industrial developments in the future.

### Intent

The intent of the Heavy Industrial / Resource (HIR) land use is to ensure the City's heavy industrial and resource-based activities are able to function and operate while minimizing any negative impacts to other land uses.

### Applicability

The following objectives and policies apply to lands identified as "Heavy Industrial / Resource" on [Map 5: Land Use](#).

### Objectives

**Objective 67:** To enable heavy industrial users to continue to operate and function within the City without negatively impacting adjacent land uses.

**Objective 68:** To identify suitable locations for heavy industrial land uses.

### Policies

**5.13.1.** The following land uses are appropriate in the Heavy Industrial / Resource (HI) land use area: light, medium and heavy industrial uses; business and commercial uses; and resource extraction uses.

- 5.13.2.** The City should work cooperatively with heavy industry owners and/or operators to:
- a) Support continued operations and economic vitality by cooperating on any infrastructure challenges (e.g. water, sewer, transportation, storm water, transit);
  - b) Support continued reduction of off-site impacts (e.g. noise, dust, smell, pollution);
  - c) Discuss public communications the City may require for its citizens related to safety risks of living near heavy industry; and
  - d) Discuss monitoring and reporting of any environmental impacts to local air or water quality that may be important to City operations or everyday life of City residents.

**5.13.3.** Heavy Industrial areas should be buffered from adjacent land uses through the use of parks, open spaces, roads, or medium and light industrial land uses.

**5.13.4.** The City may require the developer requesting approval for a new or expanded Heavy Industrial area to provide a Risk Assessment in accordance with the standards established by the [Major Industrial Accidents Council of Canada](#) that includes:

- a) Risk identification;
- b) Probability of an industrial accident;
- c) Consequences of an industrial accident;
- d) Emergency Management Plan; and
- e) Risk management.

## 5.14 Airport (AIR)

### Introduction

The Airport (AIR) land use consists of airport lands and related industrial and commercial uses associated with the West Kootenay Regional Airport.

### Intent

The intent of this area is to support the continued use of these lands for airport-related business and industrial activities.

### Applicability

The following objectives and policies apply to lands identified as "Airport" on [Map 5: Land Use](#).

### Objectives

**Objective 69:** Continue to support the Airport as an important business and community asset.

- 5.14.1.** The following land uses are appropriate in the Airport (AIR) land use area: airport and airside developments; light and medium industrial uses; business and commercial uses, including casino and gaming.
- 5.14.2.** Work with the West Kootenay Regional Airport to plan for future airport needs.
- 5.14.3.** Ensure adequate infrastructure capacity when considering airport expansion.
- 5.14.4.** Continue to support airport-related industrial and commercial activities on airport lands.
- 5.14.5.** Encourage interesting building styles that create a visually appealing airport area including site design, landscaping and green building technologies, such as green roofs.
- 5.14.6.** Work with the regional district, other local communities and the "Castlegar Chamber of Commerce" to promote the City and region through the growth of the airport area.





## 6.0 How We Connect the Community

### 6.1 Introduction

The Community Land Use Policies are general in nature and apply to the entire City of Castlegar. Whereas the policies in previous OCP sections are often specific to geographic areas within the City, these policies apply to the entire City based on broad topics such as housing, parks and recreation, social, culture, and the economy.

These policies apply to everyday decisions of Council and City Administration, and to a lesser extent will also guide and direct development applications. In many cases these policies will be used to support or direct specific projects, strategies or initiatives.



## 6.2 Arts & Culture

A vibrant arts and culture scene is an important element to community building. Often overlooked, arts and cultural experiences are what many people consider when choosing where to live. Castlegar has started to expand this program by building on its popular Sculpture Walk program and through support of other arts and culture programs.

### General

**Objective 70: Continue to grow the City's arts and culture community.**

- 6.2.1. Work to increase arts and cultural investment through regular capital and operating budgeting processes.
- 6.2.2. Continue to support community-led arts and culture programs, including annual funding to assist groups in the production and delivery of arts and cultural activities.
- 6.2.3. Work with Indigenous governments, the School District, Kootenay Family Place and other community-based organizations to support and promote opportunities for under-served groups to participate in arts and cultural activities.
- 6.2.4. The City should collaborate with local Indigenous Groups to incorporate and develop cultural assets.

- 6.2.5. Work with partners to establish creative hubs that provide a range of spaces and resources to support artists, arts organizations and cultural groups.
- 6.2.6. Support collaboration with, and between, arts and culture organizations, businesses and other agencies to increase opportunities for working together to share resources and build capacity within organizations.

### Community Public Arts

**Objective 71: Ensure arts and culture elements are a key part of the City's infrastructure improvements.**

- 6.2.7. Integrate public art and public realm improvement projects in the development or renovation of civic infrastructure, including streets, buildings and parks.

**Objective 72: Celebrate Indigenous culture in partnership with local Indigenous nations.**

- 6.2.8. Regularly seek opportunities to work with local Indigenous artists.
- 6.2.9. Partner with local Indigenous groups to develop artistic and cultural projects throughout the community.

## Community Cultural Programs

**Objective 73: Support arts and culture.**

- 6.2.10. Work with regional arts and cultural organizations and artisans to support a blend of cultural attractions, including seasonal festivals and fairs.
- 6.2.11. Support the Downtown as the heart of the City by hosting festivals and special events in the Downtown and at Kinsmen Park.
- 6.2.12. Pursue public and private partnerships for community events and festivals, cultural facility development and cultural programs.
- 6.2.13. When considering expanding the Castlegar & District Community Complex, look for opportunities to include space for arts and culture programs that fit their needs, and provide space for these organizations.
- 6.2.14. Support the growth and expansion of museum and library programs and facilities in the community.

**Objective 74: Create inclusive spaces and places throughout Castlegar.**

- 6.2.15. Regularly partner with cultural groups and organizations to increase the visibility and recognition of the many cultures and traditions within the City and region.

## Heritage

**Objective 75: Establish tools to protect heritage resources in the City.**

- 6.2.16. Work with Indigenous nations to identify culturally-significant places and archaeological sites throughout the community.
- 6.2.17. Maintain and enhance City-owned heritage assets.
- 6.2.18. Develop a policy to protect sites of high historical or archaeological value.
- 6.2.19. Recognize that Castlegar is made up of several former communities and develop a Heritage Conservation Strategy that goes beyond the Downtown and Downtown Neighbourhood to include areas throughout Castlegar.
- 6.2.20. Encourage the adaptive reuse of heritage properties to include a mixture of uses such as residential, commercial, tourist commercial and institutional.

**Objective 76: Celebrate the City's growing diversity.**

- 6.2.21. Celebrate heritage in public spaces where people can interact with it, for example, in parks, at festivals or in commercial areas.
- 6.2.22. Construct and install heritage signage through the Wayfinding Strategy.

## 6.3 Community Amenities (Parks, Recreation & Open Space)

### General

Community amenities include parks, recreation facilities, open space, public space, and trails. These amenities are key to providing a high-quality of life for residents and visitors. Community Amenities are shown on **Map 6: Community Amenities** Castlegar has some fantastic community amenities, like the Castlegar & District Community Complex and Millennium Park & Ponds. Supporting and expanding facilities and infrastructure throughout the community will help support active lifestyles throughout Castlegar. Ensuring that everyone in the community has access to community amenities is a priority of this Plan.



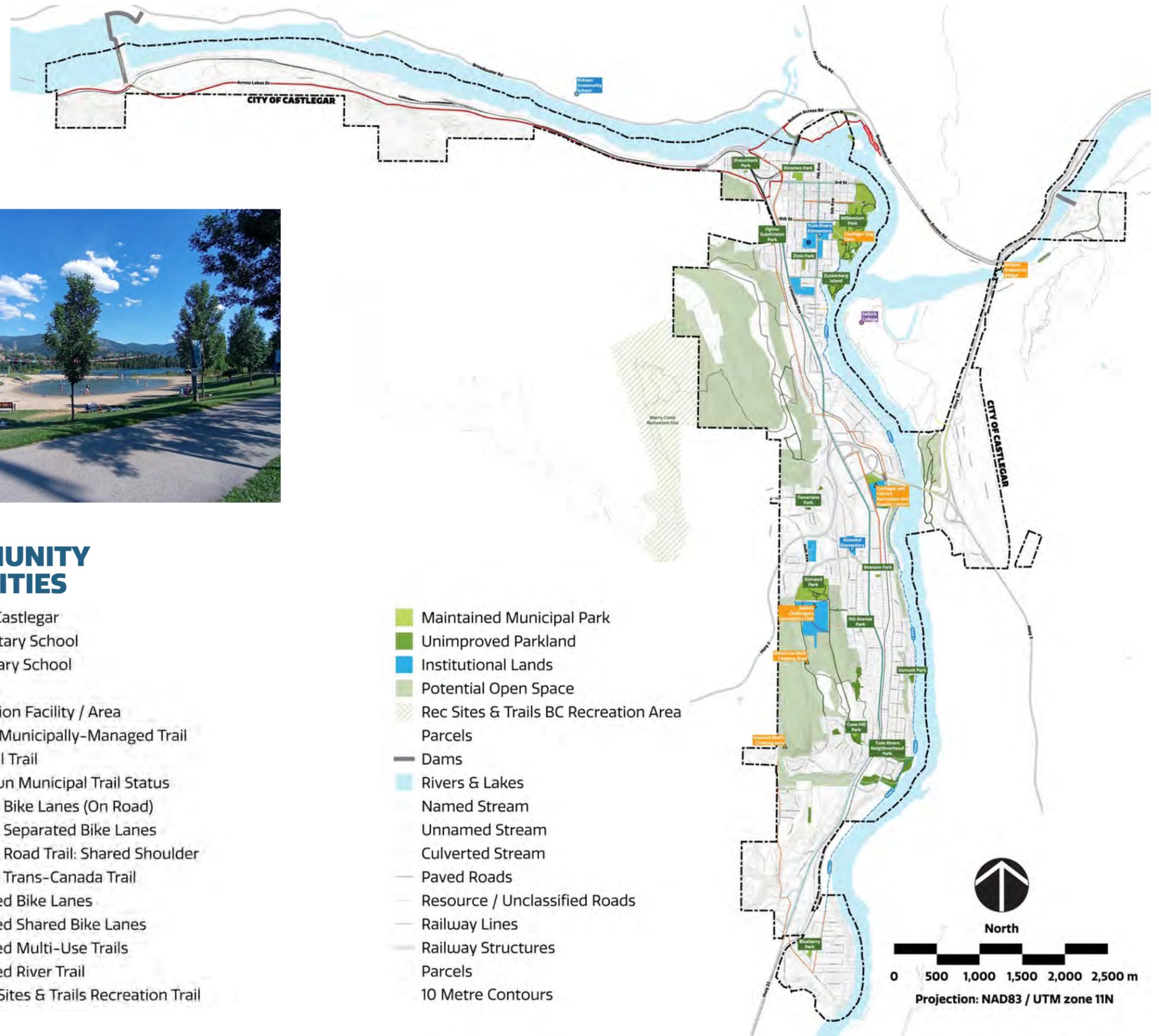
### Objective 77: Expand and enhance Castlegar's community amenities.

- 6.3.1.** Assist the Regional District, as needed, with updating [Castlegar, Areas I and J Recreation & Culture Master Plan](#) to plan and identify community priorities for implementation.
- 6.3.2.** The payment of cash in lieu for the dedication of up to 5% of lands being subdivided shall be at the discretion of the City.
- 6.3.3.** The City should continue to manage assets through its Asset Management Plan that includes a maintenance and monitoring program for all parks, open spaces and recreation amenities.

### MAP 6: COMMUNITY AMENITIES

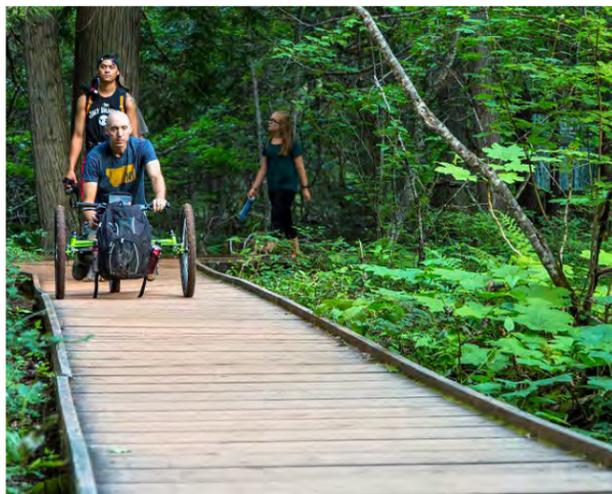
- City of Castlegar
- Elementary School
- Secondary School
- College
- Recreation Facility / Area
- Formal Municipally-Managed Trail
- Informal Trail
- Unknown Municipal Trail Status
- Existing Bike Lanes (On Road)
- Existing Separated Bike Lanes
- Existing Road Trail: Shared Shoulder
- Existing Trans-Canada Trail
- Proposed Bike Lanes
- Proposed Shared Bike Lanes
- Proposed Multi-Use Trails
- Proposed River Trail
- BC Rec Sites & Trails Recreation Trail

- Maintained Municipal Park
- Unimproved Parkland
- Institutional Lands
- Potential Open Space
- Rec Sites & Trails BC Recreation Area
- Parcels
- Dams
- Rivers & Lakes
- Named Stream
- Unnamed Stream
- Culverted Stream
- Paved Roads
- Resource / Unclassified Roads
- Railway Lines
- Railway Structures
- Parcels
- 10 Metre Contours



**Objective 78: Reduce barriers to access for community amenities.**

- 6.3.4. All new and renovations to parks, open spaces, and recreation amenities shall be designed to a universal access design standard.
- 6.3.5. Work with Indigenous nations, the School District, Kootenay Family Place, and other community-based organizations to support and promote opportunities for under-served groups to participate in recreation activities.
- 6.3.6. Continue to deliver safe and enjoyable recreation and wellness programs and opportunities for residents of all ages, abilities, interests and levels of mobility.
- 6.3.7. Monitor the community's recreation needs and assets to ensure that recreation programming and infrastructure continue to meet the needs of residents, and collaborate on updates to the [Castlegar, Areas I and J Recreation & Culture Master Plan](#).
- 6.3.8. The City should improve signage and wayfinding for its parks, recreation and trail system.



**Parks**

**Objective 79: Add and expand parks in new and existing neighbourhoods**

- 6.3.9. Prioritize new playgrounds, parks and recreation facilities in or near Neighbourhood Nodes and central locations within new neighbourhoods.
- 6.3.10. Support a diverse range of recreation amenities (e.g. sports courts, sports fields, skills parks, playgrounds) to serve the needs of existing residents and attract new ones.
- 6.3.11. Naturalized parks and play structures are encouraged in all park development to symbolize the community's important connection with its beautiful natural setting.
- 6.3.12. The City should plan for a warmer future by exploring options to upgrade parks, recreation equipment and facilities and incorporate more shade and provide water in all parks, where feasible.
- 6.3.13. All development applications over 1.0 hectare, require a **"Master Plan"** and shall include public park, open space and/or trails as outlined in [Map 6: Community Amenities](#)
- 6.3.14. Development applications for **"Master Planned Parcels"** greater than 4 hectares (10 acres) shall include a minimum of 5% of the land dedicated to parks and open space.



**Recreation Facilities**

**Objective 80: Manage existing facilities and plan for future recreation needs with a consideration to long-term capital maintenance.**

- 6.3.15. Include lifecycle capital planning as a key component of an [Castlegar, Areas I and J Recreation & Culture Master Plan](#).
- 6.3.16. Investigate creating an **"Amenity Cost Charges (ACC)"** Bylaw to ensure transparent and equitable contributions for amenities from developers..
- 6.3.17. Use high-quality design practices when designing and constructing new recreation facilities to ensure the building is loved for generations.
- 6.3.18. Developments shall link facilities together with a well-connected non-motorized mobility network and public transit.
- 6.3.19. Manage existing facilities to incorporate upgrades that maintain safety, enhance accessibility, support ongoing relevance, are adaptable in use over time, consider future energy-efficiency improvements and lengthen the lifespan of the facility.

- 6.3.20. Recognize the importance of schools and other institutional lands that provide valuable recreation space in Castlegar, and work with institutions to include these lands in future recreation and culture planning.
- 6.3.21. When considering expanding the Castlegar & District Community Complex, look for opportunities to include space for arts and culture programs that fit their needs and provide space for these organizations.
- 6.3.22. Prioritize multi-use facilities that support a diverse range of recreation and wellness programs and services, including arts, culture, food and recreation programs.
- 6.3.23. Prioritize facilities that support year-round use in all seasons.
- 6.3.24. Ensure facilities offer programming and services for marginalized populations such as seniors and youth.

**Objective 81: Facilities as supportive infrastructure for climate change adaptation.**

- 6.3.25. 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 may include:
  - a) Refuge space from heat waves, wildfire smoke, power outages and other similar circumstances; and
  - b) Shared outdoor public spaces.

## Open Space

**Objective 82: Provide open space as natural recreation areas that are a part of the community's parks and recreation network.**

- 6.3.26. Open spaces are identified in **Map 6: Community Amenities** as areas identified for environmental preservation and recreation use.
- 6.3.27. Minimize *"Disturbance"* of infrastructure like trails, trailheads and *"Low-Impact Recreation Uses"*.
- 6.3.28. Work with recreation users, organizations and land-owners to identify important open space areas, with a long-term goal of preservation or dedication as public open space.
- 6.3.29. Work with recreation user groups, land-owners and *"Recreation Sites and Trails BC"* to formalize informal trails on private property to maintain public access to recreation areas through private lands.



## Public Space

**Objective 83: Prioritize placemaking to support vibrant public spaces.**

- 6.3.30. Public space should be included in an inventory and prioritized as a part of its park types.
- 6.3.31. Prioritize pedestrians in public space by lowering vehicle speeds and closing roads for community functions.
- 6.3.32. Require public space improvements for *"Major Development"* applications in all nodes identified in **Map 6: Community Amenities**.

**Objective 84: Create safe, equitable, and inclusive public spaces where everyone can be present without discrimination or harassment.**

- 6.3.33. Apply an equity and inclusion lens to assessing *"Crime Prevention through Environmental Design (CPTED)"* and consider the needs of users from all backgrounds to prevent exclusionary and discriminatory practices when assessing and enhancing public safety and security.
- 6.3.34. Integrate features in public spaces that promote a welcoming sense of comfort, enjoyment and protection for all, including marginalized and vulnerable populations.



## Trails

Trails are essential to connect the community with desirable destinations throughout Castlegar without requiring a car. This supports other Community Plan goals such as creating a healthier, better-connected community and reducing greenhouse gas emissions. Trails provide access to parks and recreation facilities and connect the community to the broader regional trail network, used by many for recreation.

**Objective 85: Create a connected trail network.**

- 6.3.35. Create a linked system of trails and bike lanes as identified in **Map 6: Community Amenities**.
- 6.3.36. Developers should contribute trails where identified in this OCP and meet the standards prescribed in the appropriate City plan, policy or bylaw (e.g. *"Parks & Recreation Master Plan"*)
- 6.3.37. Work with the Regional District and *"Recreation Sites and Trails BC"* to collaborate on access to regional trails and environmentally sensitive lands, enabling a safe level of use that will not degrade the environment or the experience.
- 6.3.38. The City should prioritize creating trail loops and connections to other active transportation features, rather than out-and-back trails, to ensure a well-connected trail system.

- 6.3.39. Work with regional recreation groups and landowners to formalize trail connections to key external sites (e.g. Merry Creek Recreation Site, Zuckerberg Island, climbing areas).

**Objective 86: Manage trails with long-term sustainability and climate change adaptation in mind.**

- 6.3.40. Balance trail expansion and management, with the desire and need for enjoyment and active lifestyles, while managing detrimental impacts on natural areas, waterways, sensitive habitats, tree health, steep slopes and vegetation.
- 6.3.41. Site and design recreational trails to support multiple objectives, including hazard mitigation (e.g., wildfire breaks, flood protection), emergency access routes and maintenance access.

**Objective 87: Support community involvement in trail management and development.**

- 6.3.42. Enhance trail stewardship through strong partnership relations among all trail users, clubs, volunteers, Indigenous nations and other levels of government. Pursue actions to improve responsibility and reduce conflicts among trail users.

# 6.4 Economic Development

## Introduction

A strong local economy is a priority for the City of Castlegar. The City is a regional shopping and economic anchor, providing the necessary jobs and a wide-variety of goods and services to support a thriving City and region. Economic Development Lands and Facilities are identified on **Map 7: Economic Development & Tourism Lands**.

Major retail brands and corporations have chosen to open in Castlegar and this draws regional residents to the City to work and shop. A healthy economy contributes to a stable financial outlook for the City and requires a diversity of economic activity, including large and small commercial and industrial businesses. Transportation networks, highways and the West Kootenay Regional Airport provide the supportive infrastructure to assist and grow the Castlegar and area economy. Planning for a growing economy should include providing the necessary infrastructure for business growth as well as attraction and retention of businesses.

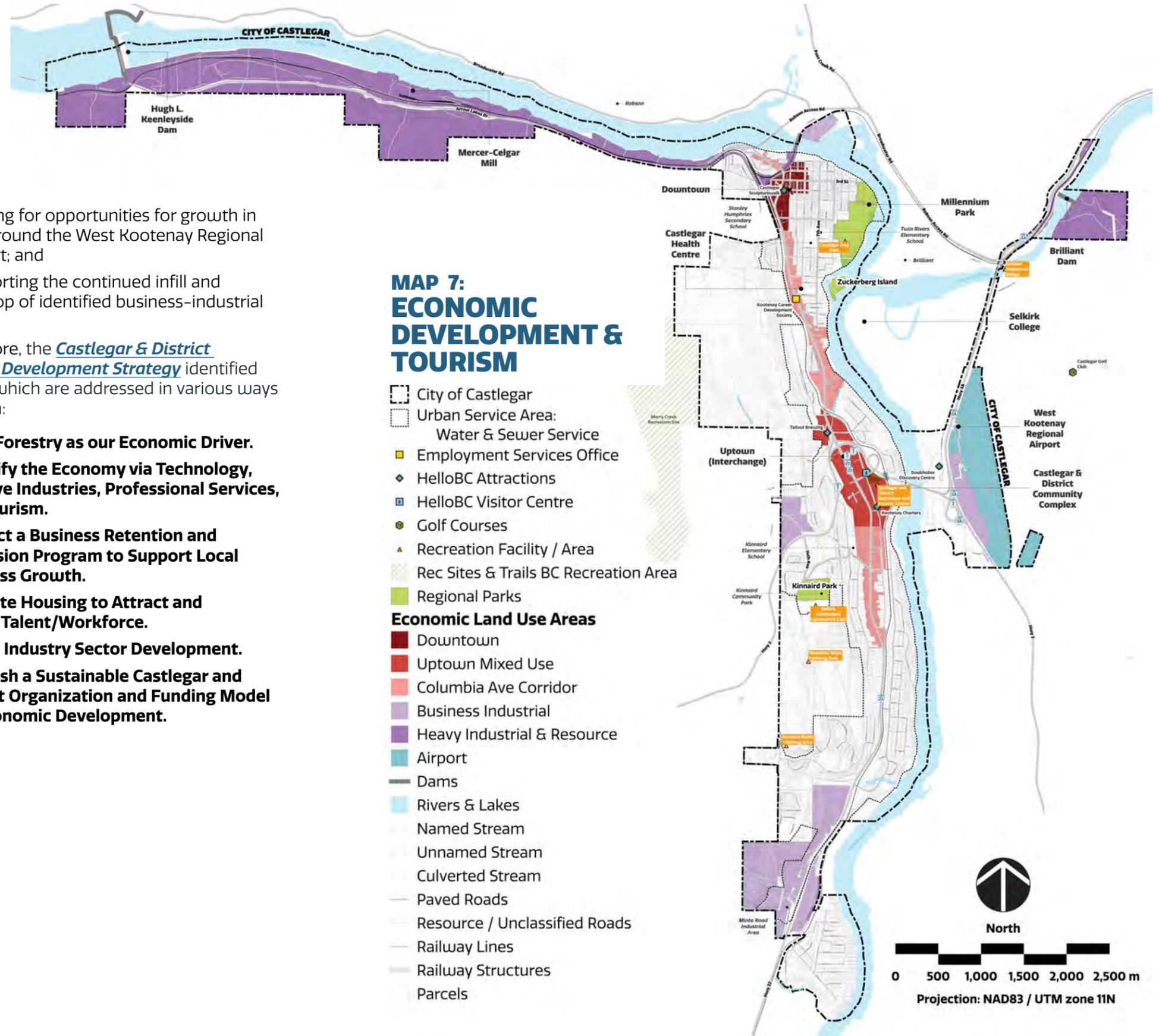
This Plan addresses economic development in numerous ways, including:

- Identifying growth areas in the Downtown, Uptown, and Columbia Avenue Corridor and increasing the opportunities for mixed-use developments;
- Increasing placemaking in key areas through development permit areas;
- Maintaining support for heavy industrial development;

- Looking for opportunities for growth in and around the West Kootenay Regional Airport; and
- Supporting the continued infill and develop of identified business-industrial areas.

Furthermore, the **Castlegar & District Economic Development Strategy** identified six goals, which are addressed in various ways in this Plan:

- 1. Grow Forestry as our Economic Driver.**
- 2. Diversify the Economy via Technology, Creative Industries, Professional Services, and Tourism.**
- 3. Conduct a Business Retention and Expansion Program to Support Local Business Growth.**
- 4. Innovate Housing to Attract and Retain Talent/Workforce.**
- 5. Enable Industry Sector Development.**
- 6. Establish a Sustainable Castlegar and District Organization and Funding Model for Economic Development.**



## Economic Development

### Objective 88: Support business retention and expansion and make new business development easier.

- 6.4.1. Streamline and simplify the Development Approvals process.
- 6.4.2. Explore the feasibility of moving the Development Approvals process to an online submission through development approval software.
- 6.4.3. Complete a comparative review of business costs to ensure that rates are competitive with other regional jurisdictions.
- 6.4.4. Review and update DCCs every five (5) years, and involve input from stakeholders and the public.
- 6.4.5. Develop a Local Business Retention and Expansion Program, including but not limited to:
  - a) Small and/or shared spaces;
  - b) Work-live and other mixed-use buildings;
  - c) Permissions for pop-ups (tents/trailers) and other temporary structures on vacant lands;
  - d) Accessory commercial units;
  - e) Incubator spaces;
  - f) Market space;
  - g) Creation of an open streets policy for private sector use of sidewalk spaces; and
  - h) Changes to the Zoning Bylaw, such as greater site coverage, more permitted uses, reduced parking standards and smaller parcel minimums.

### Objective 89: Support innovation and technology.

- 6.4.6. Build robust connectivity to expand technology-led development by prioritizing the Downtown as a fiber optic infrastructure area, followed by Uptown and Selkirk College.
- 6.4.7. Promote and support equitable and affordable access to the internet for all parts of the community.
- 6.4.8. The City should continue to pursue opportunities to enhance access to high-speed internet for its citizens, businesses and institutions.

### Objective 90: Understand existing commercial and industrial needs and increase capacity for future business growth.

- 6.4.9. Complete an Industrial Land Inventory to ensure there is land available to grow industrial and service businesses.
- 6.4.10. Maintain an adequate supply of appropriately zoned land to support existing business expansion and new business operations.
- 6.4.11. Work with the Chamber of Commerce to identify key business needs and partner to develop programs to address needs.

### Objective 91: Support home-based businesses.

- 6.4.12. Encourage communication providers to offer the necessary technology and services for home-based businesses, remote technology work or distributed business models to thrive in Castlegar.
- 6.4.13. Support flexible zoning regulations for home-based businesses.

## Tourism

- 6.4.14. Support compatible tourism growth that aligns with community culture and values.
- 6.4.15. Promote the development of “community gateways” on Columbia Ave. and Highway 3 to create a sense of arrival for visitors.
- 6.4.16. Support tourism opportunities that can be combined with learning and education opportunities.
- 6.4.17. Partner with local Indigenous nations and the regional district on tourism development in the area.
- 6.4.18. Support and encourage agriculture, agritourism, and value-added enterprises as a vital contributor to the local and regional economy.
- 6.4.19. Partner with other organizations on comprehensive destination development plans and include investment in visitor-facing infrastructure, capitalizing on leisure, sport, eco-tourism and business tourism opportunities throughout the community.
- 6.4.20. The City should partner with neighbouring communities to promote non-motorized community to community tourism opportunities (canoeing/kayaking, biking, etc.).

## Sand & Gravel Reserves

Provincial legislation requires Official Community Plans to identify the approximate location of their sand and gravel deposits that are suitable for future extraction.

There are currently no active sand and gravel operations within the City as previous pits have been exhausted. There are active pits outside the City.

### Objective 92: Ensure that sand and gravel extraction has no negative impacts on human or environmental health.

- 6.4.21. No sand and gravel reserves have been identified in this Plan. Sand and gravel extraction activities will be directed to sites outside of City boundaries.
- 6.4.22. Where possible, sand and gravel extraction should be discouraged within the City boundaries; however, if extraction does occur, any extraction activities shall:
  - a) Avoid environmentally sensitive areas;
  - b) Ensure adequate setbacks to residential, institutional, community and commercial use areas;
  - c) Minimize negative impacts from truck traffic; and
  - d) Remediate the site when extraction is completed;
  - e) Require sand and gravel operations to use best management practices to reduce impacts on neighbouring properties and along truck routes; and
  - f) Use preventative measures such as controlling hours of operation, dispersion of dust, access and screening.

## 6.5 Governance

### Building Relationships

The City strongly believes in building and nurturing relationships with citizens, businesses, the Regional District, external and provincial agencies and Indigenous nations and communities. Many of today's critical issues, such as climate change, housing, economic prosperity and health, require solutions that go beyond the boundaries and jurisdiction of the City. It is through trusted relationships with the City's partners that these issues can be tackled in a holistic way.

### Informed Decision-Making

**Objective 93: Continually monitor and track the effectiveness of the Community Plan.**

- 6.5.1. The City will monitor the Community Plan implementation targets annually and report to Council and the public on the progress towards the targets.
- 6.5.2. A review of the OCP should be undertaken no later than 2028 so that the goals, policy directions, processes, and actions reflect current growth forecasts, market trends, overall community values and the City's financial capacity.

### External Relationships

- 6.5.3. City Administration shall be guided by the goals, policies, and implementation targets identified in the OCP in making recommendations to Council.
- 6.5.4. Work with the Regional District and local Indigenous nations to complete an Archaeological Overview Assessment to understand the historical archaeological impacts to inform future decision-making.

- 6.5.5. Work with the Regional District and local Indigenous nations to develop an Environmental Overview Assessment or "*Landscape & Ecosystem Inventory*" to understand ecological considerations for future decision-making.
- 6.5.6. Investigate a strategy to address the South Replot Area and determine if there is development potential on those lands and the steps required to using that land to its highest and best use for both the City and its landowners.

### Indigenous Reconciliation

**Objective 94: Acknowledge that ongoing planning and land development occurs on Indigenous lands.**

- 6.5.7. Identify a referral process with local Indigenous communities to ensure that land use planning and development decision-making includes an Indigenous perspective.
- 6.5.8. Ensure approval by Indigenous governments prior to starting any public process or project on City-owned lands.
- 6.5.9. Partner with Indigenous nations to increase their visible presence and recognize their traditional territories through a variety of projects, including signage, place-naming, art, incorporation of Indigenous languages into public spaces, communications materials and other ideas.

**Objective 95: Maintain and strengthen respectful relations with Indigenous governments.**

- 6.5.10. Recognize and acknowledge the traditional territories of Indigenous nations at the start of public meetings and events.
- 6.5.11. Work with local Indigenous nations by acting in a transparent, respectful, solutions-oriented approach to nurture trust and build strong relationships

**Objective 96: Use education and awareness to create an inclusive community that supports the well-being of all community members of diverse cultural backgrounds.**

- 6.5.12. Encourage and support the inclusion of the "*hard to reach*" people with diverse incomes, ages and cultures during public engagement activities and on local committees and commissions.
- 6.5.13. Strengthen connections between the City and the "*hard to reach*" members of the community, such as local not-for-profit organizations, cultural organizations and Indigenous nations.
- 6.5.14. Continue to collaborate with Indigenous governments on projects of mutual environmental, economic, social, and cultural interest on their traditional territories.

### Communication & Engagement with Citizens

**Objective 97: Enhance communications with the community.**

**Objective 98: Gather information to improve our understanding of our community.**

- 6.5.15. Continue to monitor the quantity and quality of communications through the City's website and social media channels.

**Objective 99: Broaden communications with the "hard to reach" groups within the community.**

- 6.5.16. When seeking input from the community, "*go to where they are*" by taking engagement directly to different groups to ensure that opportunities for feedback are available to all members of the community regardless of language, culture, age, income or schedule.
- 6.5.17. Actively seek input from children, youth and their families and incorporate their voices into the development of City initiatives, programs, planning and policies that serve and affect them.
- 6.5.18. Throughout engagement and post-engagement, follow up with "*hard to reach*" groups to assess the effectiveness of communication strategies used throughout the project/campaign, and integrate their feedback to improve future communication.

**Objective 100: Create accessible, safe spaces for community dialogue and feedback.**

- 6.5.19. Continue to provide accessible meeting space for in person Council and Committee meetings as well as access to online live streamed and recorded options with closed captioning.
- 6.5.20. Develop a social media policy that regulates behaviour and bullying on social media, and creates policies for enforcement.
- 6.5.21. Ensure that online communications are adapted to reduce barriers for a range of audio-visual accessibility needs.

## 6.6 Housing

Housing is a core human right, and the City is committed to diversifying the types of housing provided within the City. The City is taking a broad approach to the provision of housing by considering the entire housing wheel (See [Figure 4](#)). This includes supporting and leading various housing projects and enabling a wider spectrum of market housing to meet the City's core need for studio, 1-bedroom and 2-bedroom units as identified by the [Housing Needs Assessment](#).

### General

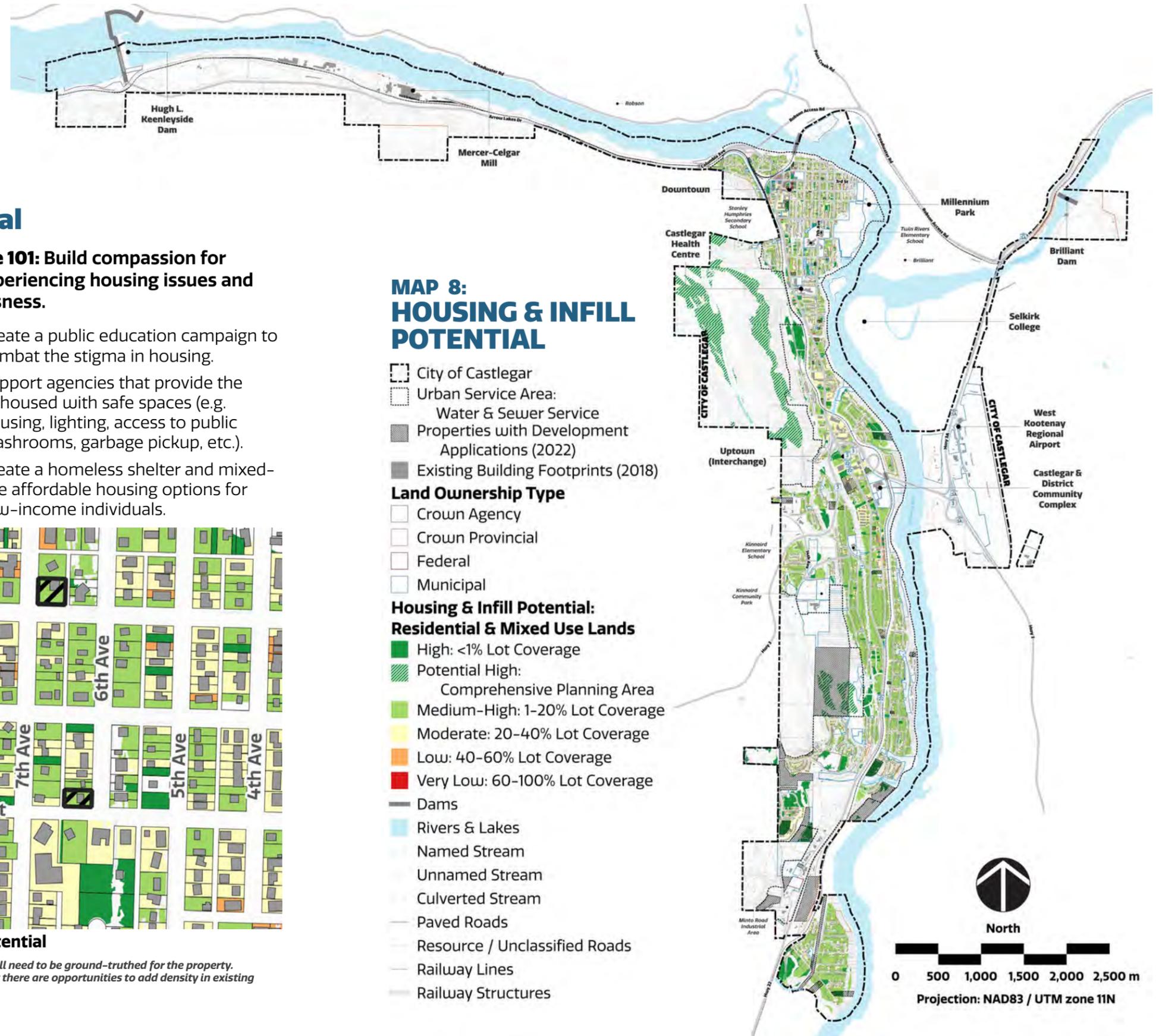
**Objective 101: Build compassion for those experiencing housing issues and homelessness.**

- 6.6.1. Create a public education campaign to combat the stigma in housing.
- 6.6.2. Support agencies that provide the unhoused with safe spaces (e.g. housing, lighting, access to public washrooms, garbage pickup, etc.).
- 6.6.3. Create a homeless shelter and mixed-use affordable housing options for low-income individuals.



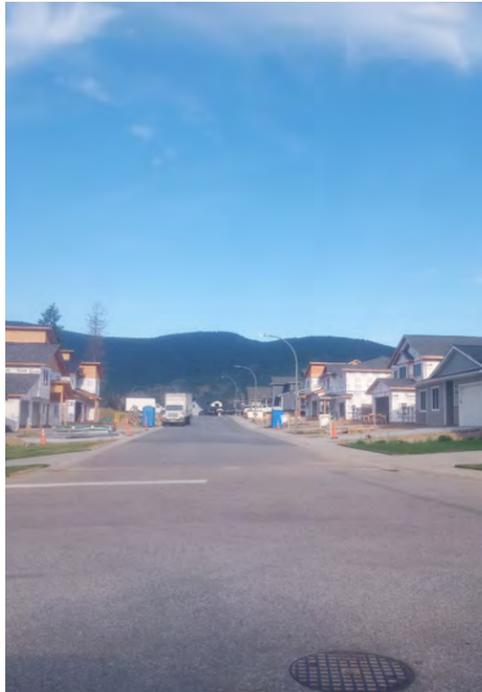
**Figure 6: Showing 2022 Housing Applications and Infill Potential**

*This is a high-level mapping exercise for discussion and reference only. Each application will need to be ground-truthed for the property. This is not authorizing infill on identified properties, but is identifying the overall fact that there are opportunities to add density in existing neighbourhoods.*



### MAP 8: HOUSING & INFILL POTENTIAL

- City of Castlegar
- Urban Service Area:
  - Water & Sewer Service
- Properties with Development Applications (2022)
- Existing Building Footprints (2018)
- Land Ownership Type**
  - Crown Agency
  - Crown Provincial
  - Federal
  - Municipal
- Housing & Infill Potential: Residential & Mixed Use Lands**
  - High: <1% Lot Coverage
  - Potential High: Comprehensive Planning Area
  - Medium-High: 1-20% Lot Coverage
  - Moderate: 20-40% Lot Coverage
  - Low: 40-60% Lot Coverage
  - Very Low: 60-100% Lot Coverage
- Dams
- Rivers & Lakes
- Named Stream
- Unnamed Stream
- Culverted Stream
- Paved Roads
- Resource / Unclassified Roads
- Railway Lines
- Railway Structures



**Objective 102: Strive to provide every citizen with secure and affordable housing.**

- 6.6.4.** Implement the recommendations within the latest [Housing Strategy](#).
- a) Continue to collect and review housing data to ensure that the City is responding to immediate housing needs by:
    - i) Collecting housing and homelessness data;
    - ii) Reviewing development permit and building permit applications to ensure that incentives are effective in building the housing Castlegar needs;
    - iii) Identifying properties that may be important for the City to purchase to build affordable housing in areas of need, should they become available;
    - iv) Reporting back to the community annually on housing and homelessness.

- 6.6.5.** Work with BC Transit to coordinate transit routes that can support low-income households, so they can get by without the use of a vehicle for daily activities.
- 6.6.6.** Access external supports such as Columbia Basin Trust and BC Housing to secure funding and resources for affordable housing initiatives.
- 6.6.7.** Support development applications that address affordable housing and integrate it into the neighbourhood by including other community services such as child / elder care spaces, health services, educational programs, recreation programs, and health and social supportive programs.

**Objective 103: Reduce permitting costs and improve the efficiency of development approvals**

- 6.6.8.** Reduce Parking Requirements in the [Zoning Bylaw](#) to reduce the overall cost to construct housing.

**Housing Diversity / Choice**

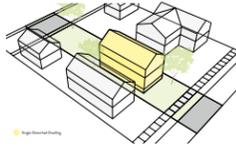
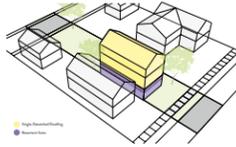
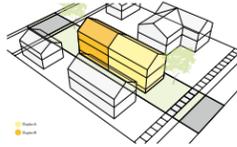
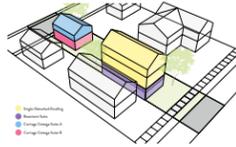
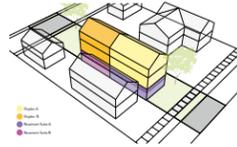
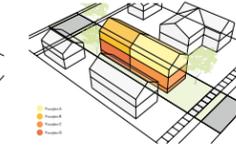
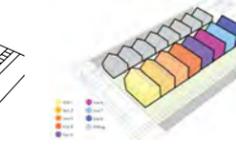
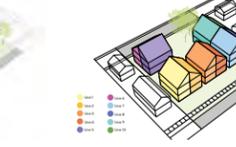
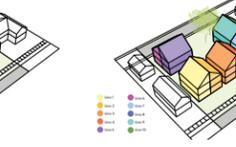
**Objective 104: Prioritize infill and intensification of existing neighbourhoods to provide a diversity of housing units.**

- 6.6.9.** Allow a minimum of three units on all residential lots.
- 6.6.10.** Allow a minimum of four (4) units on all residential lots in the City greater than 280 m<sup>2</sup>.

- 6.6.11.** Develop and promote a *"Housing Conversion Program"* and guidebook to infill single-detached dwellings with *"Duplex"*, *"Triplex"* and *"Fourplex"* dwelling units.
- 6.6.12.** Create an *"Accessory Dwelling Unit (ADU)"* program and guidebook to incentivize the infill of existing neighbourhoods with *ADUs*.
- 6.6.13.** Encourage development of affordable, supportive seniors housing that provides adequate care, nutrition, safety and socialization.



**Table 6: Housing Diversity Implementation**

Type										
Housing Units		1	2	2 / 3	4	4	4	4-8	8-12	12+
Housing Styles		Single-detached	Single with 1 ADU or Duplex	Duplex or Single with 2 ADUs	Single with 3 ADUs	Duplex with 2 ADUs	Fourplex	Townhouse / Apartment	Multi-Unit (Apartment-Type)	Multi-Unit (Apartment-Type)
Land Use										
LSR	Limited Service Residential <i>See Section 5.11</i>	*	*	*	X	X	X	X	X	X
RN	Residential Neighbourhood <i>See Section 5.9</i>	*	*	*	* min 280m <sup>2</sup> lot	* min 280m <sup>2</sup> lot	* min 280m <sup>2</sup> lot	*	*	*
DN	Downtown Neighbourhood <i>See Section 5.10</i>	*	*	*	* min 280m <sup>2</sup> lot	* min 280m <sup>2</sup> lot	*	*	*	*
DT	Downtown <i>See Section 5.6</i>	X No new single-detached units	? ADUs permitted on existing singles	? ADUs permitted on existing singles	? ADUs permitted on existing singles	*	*	*	*	*
UMU&CAC	Uptown Mixed-Use & Columbia Ave Corridor <i>See Section 5.7 &amp; 5.8</i>	X No new single-detached. Min 4 units & 60 UPH	X No new single-detached. Min 4 units & 60 UPH	X No new single-detached. Min 4 units & 60 UPH	* No new single-detached. Min 4 units & 60 UPH	* Min 4 units & 60 UPH	* Min 4 units & 60 UPH	*	*	*
CPA	Comprehensive Planning Area <i>See Section 5.5</i>	*	*	*	*	*	*	*	*	*

- X Not Permitted
- \* Permitted without exception
- ? ADUs are permitted where there is an existing single-detached dwelling.
- 🌟 Based on compliance with OCP and Zoning criteria | Council Rezoning Approval May Be Required
- ADU Accessory Dwelling Unit means a suite in a home (e.g. basement) or in a detached building, such as above a garage.

**Disclaimer:** The above table is a graphic summary of the policies in the Plan. The policies prevail if there is a conflict between this table and the policies.

## Affordable Housing Policies (Municipally-Led + Developer Incentives)

**Objective 105: Ensure the City has sufficient financial resources to support Castlegar's housing needs.**

- 6.6.14. Develop a policy to require a percentage of affordable housing for all major development applications that includes:
  - a) A minimum percentage of affordable housing; and
  - b) A “Cash in Lieu” policy that helps to finance the Housing Reserve Fund and can be put towards municipally-led housing projects.
- 6.6.15. Create a Housing Reserve Fund.
- 6.6.16. Develop an incentive program for development projects that include affordable housing such as:
  - a) Density bonusing;
  - b) Transfer of development rights;
  - c) Tax incremental financing; and
  - d) Reduction of development fees or charges.

**Objective 106: Lead the way on developing affordable housing.**

- 6.6.17. Maintain the Municipal Land Inventory mapping to help identify suitable municipally-owned properties to build affordable housing on.
- 6.6.18. Develop a land acquisition and funding strategy to acquire sites for affordable and supportive housing.

**Objective 107: Use tools to support the retention of existing affordable housing in the community.**

- 6.6.19. Continue to implement and monitor the effectiveness of the [Housing Strategy](#).

- 6.6.20. Continue to monitor and amend the [Zoning Bylaw](#), as needed to ensure it is responsive to housing needs.
- 6.6.21. Manage the impacts of short-term rentals on rental housing stock through the business license system.
- 6.6.22. Consider use of “Residential Rental Tenure Zoning (RRTZ)” to secure a portion or 100% of new residential development on selected sites for rental housing.
- 6.6.23. Restrict strata conversion of existing residential rental buildings of four or more units when the rental vacancy rate falls below 3% in the city.
- 6.6.24. Require tenant relocation plans as a condition of rezoning or redevelopment of existing mobile home parks and “Purpose-Built Rental Housing” buildings of four or more units.
- 6.6.25. Encourage retention or replacement of existing rental units as redevelopment occurs through tools that include rental only zoning and rental replacement obligations, housing agreements or an equivalent cash-in-lieu contribution made to the City's Housing Reserve Fund.

## Emergency Housing Needs

**Objective 108: Establish emergency housing to support those with immediate needs for housing.**

- 6.6.26. Develop an emergency housing program to provide immediate housing to those facing a housing emergency.
- 6.6.27. Support emergency housing for those with immediate housing needs.
- 6.6.28. Support development of accommodation and housing options to rapidly re-house those experiencing homelessness including shelters, “Transitional Housing” and “Supportive Housing”.

## 6.7 Infrastructure & Servicing

City infrastructure and servicing, such as clean water, a sewer system, safe roads, sidewalks and waste pickup are core services that contribute to the quality of life for citizens. These key municipal services (and many others) require extensive and complex infrastructure and servicing systems that are often out of sight and out of mind. Yet, proper planning of infrastructure and servicing systems is a key contributor to keeping taxes (and the cost of living) affordable for residents of Castlegar.

### General

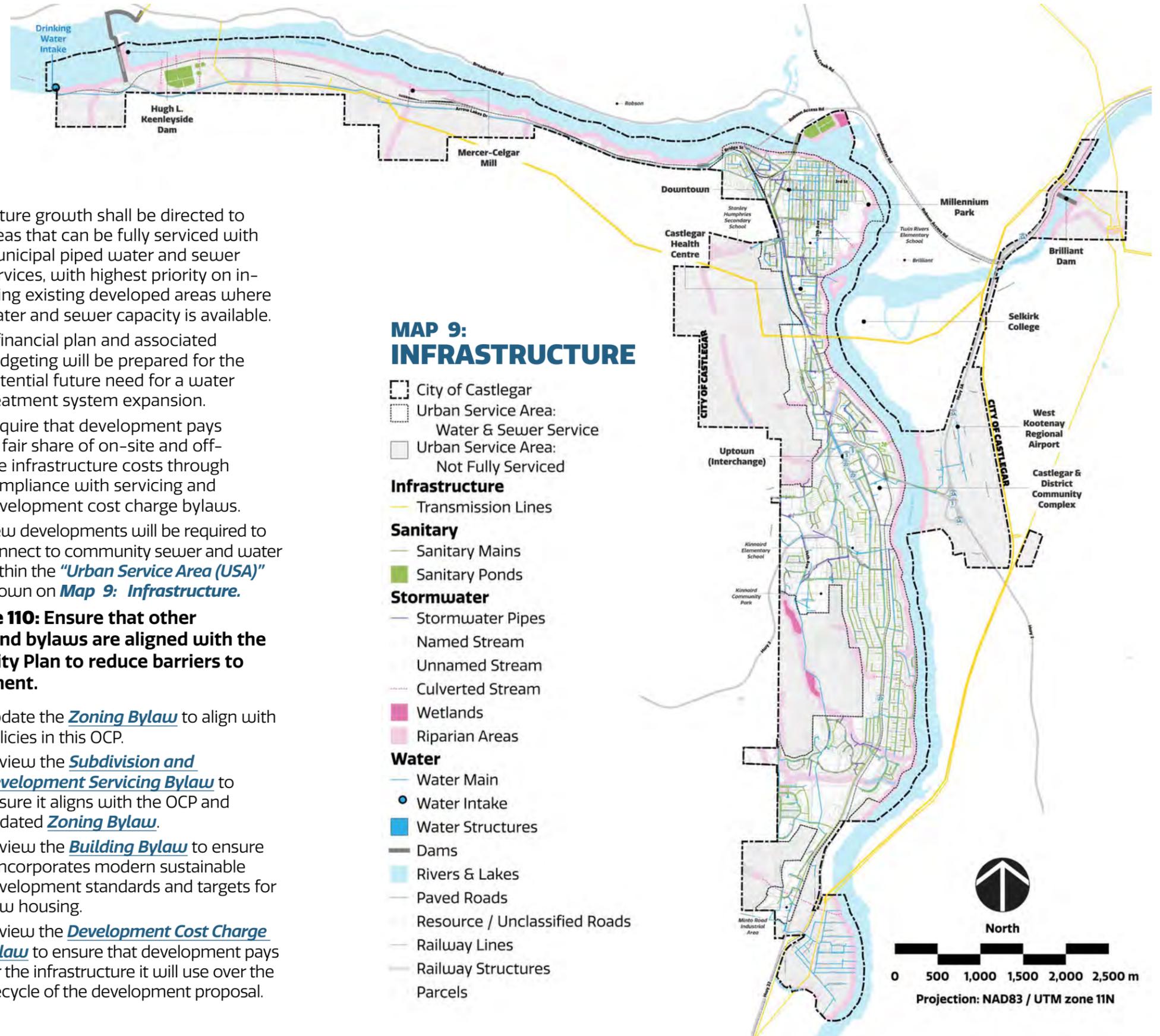
**Objective 109: Direct growth to existing neighbourhoods to reduce long-term infrastructure costs.**

- 6.7.1. Prohibit development in areas with capacity restrictions of sewer, water, drainage or transportation infrastructure until there is confirmed funding and plans to address capacity shortfalls.
- 6.7.2. Investigate and apply current climate science to ensure infrastructure resilience through life cycle financial planning, and sustainable maintenance.
- 6.7.3. Make land use, planning and capital investment decisions with a long-term life cycle asset management perspective for the design, maintenance and renewal of servicing infrastructure, including natural assets.
- 6.7.4. Consider mitigation of air, noise, and light pollution associated with the provision of City infrastructure including parks, buildings, and facilities.

- 6.7.5. Future growth shall be directed to areas that can be fully serviced with municipal piped water and sewer services, with highest priority on in-filling existing developed areas where water and sewer capacity is available.
- 6.7.6. A financial plan and associated budgeting will be prepared for the potential future need for a water treatment system expansion.
- 6.7.7. Require that development pays its fair share of on-site and off-site infrastructure costs through compliance with servicing and development cost charge bylaws.
- 6.7.8. New developments will be required to connect to community sewer and water within the **"Urban Service Area (USA)"** shown on **Map 9: Infrastructure**.

**Objective 110: Ensure that other policies and bylaws are aligned with the Community Plan to reduce barriers to development.**

- 6.7.9. Update the **Zoning Bylaw** to align with policies in this OCP.
- 6.7.10. Review the **Subdivision and Development Servicing Bylaw** to ensure it aligns with the OCP and updated **Zoning Bylaw**.
- 6.7.11. Review the **Building Bylaw** to ensure it incorporates modern sustainable development standards and targets for new housing.
- 6.7.12. Review the **Development Cost Charge Bylaw** to ensure that development pays for the infrastructure it will use over the lifecycle of the development proposal.



- 6.7.13. Use the [“Community Lifecycle Infrastructure Cost \(CLIC\)”](#) Tool to assess lifecycle costs and cost recovery on all major development applications.
- 6.7.14. Ensure the City’s [Integrated Infrastructure Capital Plan](#) for water, sewer, stormwater and roads is updated to plan for infrastructure replacement, coordinate replacement with other infrastructure improvements (road paving, development, etc.) and integrate into capital budget planning.

## Water

### Objective 111: Protect Castlegar’s water quality.

- 6.7.15. Require all new developments within the [“Urban Service Area \(USA\)”](#) to be connected to the City’s water system.
- 6.7.16. The City shall ensure that all developments are provided with a safe and healthy supply of water.
- 6.7.17. Continue to participate in planning and monitoring land and water use in the region in conjunction with the other major water users and license holders to ensure the long-term sustainable use and protection of its water source.

### Objective 112: Reduce Castlegar’s water use.

- 6.7.18. Plan for resilience to drought, floods, aging infrastructure and potential contamination across the City’s water supply, treatment and distribution systems.

### Objective 113: Protect Castlegar’s watershed and aquifer water sources.

- 6.7.19. Continue to implement the recommendations in the [Castlegar Source Assessment Report](#).
- 6.7.20. Explore a secondary drinking water source for the City.

### Objective 114: Continue to implement the recommendations of the 2014 Source Assessment Report

- 6.7.21. Protect the quality and quantity of the City’s water wells through any or all available legislative means (e.g. OCP policy, zoning, setbacks, park dedication, easements, land purchases).
- 6.7.22. Collaborate with the Province and stakeholders, as needed, to protect the City’s groundwater resources from inappropriate development or contamination from land use activities, and to promote the sustainability of Castlegar’s aquifers.
- 6.7.23. Investigate opportunities to reduce the number of private water wells within City limits and connect properties to the municipal water system.
- 6.7.24. The City will not service areas outside the City’s municipal boundary with municipal water.

## Sanitary

### Objective 115: Ensure adequate future capacity for treatment of liquid waste.

- 6.7.25. 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.
- 6.7.26. Require all new developments within the [“Urban Service Area \(USA\)”](#) to be connected to the City’s sewer system.
- 6.7.27. Support and implement the [Castlegar Liquid Waste Management Plan \(In-Progress\)](#).
- 6.7.28. Work with the Regional District to provide adequate sani-dump facilities.
- 6.7.29. The City will not service areas outside the City’s municipal boundary with the municipal sanitary system.

## Stormwater

### Objective 116: Reduce the quantity and improve the quality of stormwater flowing untreated into our watershed.

- 6.7.30. Consider amending the [Zoning Bylaw](#) and the [Subdivision and Development Servicing Bylaw](#) to minimize [“Impervious Surfaces”](#) at the time of development.
- 6.7.31. Conserve natural systems as part of the [“natural sponge”](#) to not only decrease and manage stormwater volume but to improve quality through filtering and absorption.
- 6.7.32. Prioritize more detailed study of groundwater protection actions for well recharge areas, wetlands, and areas of high aquifer vulnerability including, but not limited to:
  - a) Establishing a watershed/aquifer protection zone;
  - b) Establishing a groundwater protection development permit area; and
  - c) Limiting impermeable site coverage in the [“Zoning Bylaw.”](#)
- 6.7.33. Prepare a storm water management master plan, that addresses future growth and the likely increase in development and impermeable surfaces within the City.
- 6.7.34. Preparation of a site-specific stormwater management plan shall be undertaken by a [“Qualified Environmental Professional \(QEP\)”](#) or related professional.
- 6.7.35. Implement stormwater best management practices such as absorbent landscapes, infiltration swales, filtering & oil separation, rain gardens and pervious paving to minimize runoff and increase on-site retention and infiltration.
- 6.7.36. Include maximum impervious cover regulations in the [“Zoning Bylaw.”](#)
- 6.7.37. The site-specific stormwater management plan shall be designed to manage sediment and run-off during construction.
- 6.7.38. Stormwater shall be managed on-site during and after the construction period in order to ensure water quality and quantity.
- 6.7.39. Post-development flows shall not exceed pre-development flows into watercourses and such requirement shall be demonstrated in the site-specific stormwater management plan.
- 6.7.40. Maintain watercourses used for storm drainage in a natural state and daylighted and/or add fish passage designs to culverts where practical.
- 6.7.41. Develop a Stormwater Management Policy, along with engineering standards and specifications for stormwater management, to support the goals and desired outcomes.
- 6.7.42. Work with the Regional District and MOTI regarding stormwater management planning where drainage basins cross jurisdictional boundaries.
- 6.7.43. Acknowledge that overland flooding resulting from heavy rainfall may increase with climate change and seek to identify, enhance and establish overland flood paths, drainage basins and protected rights-of-ways on private property to reduce potential impacts.
- 6.7.44. Integrate [“Natural Assets”](#) in stormwater management and support the protection, enhancement and maintenance of their function.

## Waste Management

**Objective 117: Reduce waste sent to landfill.**

- 6.7.45. The City must consider solid waste management capacity, liability and serviceability during its *“Boundary Expansion Study”* and *“Infill strategy.”*
- 6.7.46. In partnership with the Regional District, develop a *“Solid Waste Management Plan.”*
- 6.7.47. Support eliminating organic matter sent to the Regional Landfill by 2033.
- 6.7.48. The City supports ongoing initiatives that will provide for effective and responsible solid waste management of recyclables, compostables and garbage through programs, education, services, policies and guidelines.
- 6.7.49. Encourage the adaptive reuse of buildings to help reduce construction waste.
- 6.7.50. Support local material bans that align with regional, provincial and federal initiatives.
- 6.7.51. Encourage the use of natural and reused materials and support circular businesses.
- 6.7.52. The City should work with professional biologists and waste management experts to implement best practices in solid waste management to prevent problems with wildlife.
- 6.7.53. The City should adopt a *“Wildsafe”* program that combines public information campaigns with household and municipal-level actions.
- 6.7.54. Provide recycling drop-off areas that are accessible to all residents throughout the community.

## Internet Service

**Objective 118: Advocate for all residents to have access to fast, reliable internet.**

- 6.7.55. Investigate opportunities to improve access to high-speed internet for citizens to access information and to better support local and home-based businesses.
- 6.7.56. Work with local suppliers and funding bodies to provide all residents with access to high-speed gigabit internet.

## Electrical

**Objective 119: Make our electrical infrastructure more resilient.**

- 6.7.57. Require that electrical lines are buried underground as a condition for approval on all new major development applications.
- 6.7.58. Bury all electrical lines in the Downtown.
- 6.7.59. Reduce our energy use by converting City-owned infrastructure to lower energy appliances and fixtures.
- 6.7.60. Reduce our energy use by requiring all new developments to meet *“Step Code 5”* by 2030.

## 6.8 Institutional

### General

**Objective 120: Plan for future institutional uses to support the *Community Evolution Strategy*.**

- 6.8.1. Work collaboratively with government, private or non-governmental organizations and agencies on the strategic location and design of new institutional developments to support alignment with the *Community Evolution Strategy*, vision and policies of this Plan.
- 6.8.2. The City should locate new public buildings in the *“Downtown”* and *“Uptown”* areas.
- 6.8.3. New public or institutional uses should be strategically located within close proximity of Columbia Avenue to ensure easy and safe access by walking or cycling for the majority of City residents.
- 6.8.4. The City should prioritize active mobility infrastructure (pathways, sidewalks) and associated snow clearing to public and institutional buildings and uses.
- 6.8.5. Work with community partners to coordinate communication to increase public awareness of existing and planned programs, services, facilities, amenities and infrastructure.

### Schools

**Objective 121: Create safe, walkable, accessible schools for all residents.**

- 6.8.6. Work with School District 20 to plan future school needs and locations to support the *Community Evolution Strategy*, and locate schools in locations that provide safe, accessible non-motorized use for all Castlegar residents.
- 6.8.7. Work with School District 20 to ensure:
  - a) Traffic safety is addressed by coordinating parking and movement of vehicles during drop-off and pick-up times in and around schools; and
  - b) School parks and playgrounds are integrated as a part of the City's *Community Amenities* network.
- 6.8.8. Partner with local schools to engage youth throughout the community on important community initiatives.
- 6.8.9. The City will work towards the goal of having sidewalks on both sides of the street for all streets within 300m of a school.

## Municipal Buildings and Lands

### Objective 122: Lead the way on quality and sustainable design.

- 6.8.10. Construct all new municipal buildings to a high-quality that incorporates good urban design principles, architecture, energy-efficient design and sustainable landscape design best practices.
- 6.8.11. Incorporate stormwater management best practices into all landscape designs on municipal lands.
- 6.8.12. Enhance public space and placemaking on municipal lands.
- 6.8.13. Apply an equity and inclusion lens to assessing "Crime Prevention through Environmental Design (CPTED)" and consider the needs of users from all backgrounds to prevent exclusionary and discriminatory practices when assessing and enhancing public safety and security.
- 6.8.14. Integrate features in public spaces that promote a welcoming sense of comfort, enjoyment and protection for all, including marginalized and vulnerable populations.
- 6.8.15. When designing public spaces and community facilities, consider climate adaptation measures including:
  - a) Refuge space from heat waves, wildfire smoke, power outages and other similar circumstances;
  - b) Cool and clean air refuges; and
  - c) Shared outdoor public spaces.



## 6.9 Social & Wellness

A community is only as strong as its people. Castlegar has shown that it is a community that cares, by establishing several community-, and socially-oriented programs to care for residents. The Community Plan provides broad support for these social and wellness services.

### Daycare

#### Objective 123: Support daycares in all neighbourhoods.

- 6.9.1. Encourage the location of affordable and accessible health facilities, social services, child care, education and health programs in areas well served by the transit system.
- 6.9.2. Support expanded daycare options which include after-school and other parent-child programming.

- 6.9.3. Support daycare services for ages where there is no existing programming or existing provincial support.

### 6.9.4. Healthcare

#### Objective 124: Support existing healthcare, and plan for future community needs to ensure healthcare access for all.

- 6.9.5. Support the sustainability of a 24-hour medical centre.
- 6.9.6. Create an accessible health care hub with services that expand beyond traditional health care and include supports such as showers, lockers, mental health supports and other.

## Social Services

**Objective 125: Support and strengthen social services to meet existing and future community needs.**

- 6.9.7. Support community organizations to create programming and support systems for those experiencing mental illness, substance use disorders, homelessness or a disability.
- 6.9.8. Create safe community spaces for connection (e.g. youth centre, community gardens, outdoor performance space, womens safe space).
- 6.9.9. Support existing community services such as coupon programs for low-income individuals and the food bank.
- 6.9.10. Create an online community space for community organizations and social groups to collaborate, advertise and find volunteers.

## 6.10 Transportation & Mobility

### General

**Objective 126: Focus on moving people not just cars.**

**Objective 127: Transition from a vehicle-dependent community to a more diverse and mobile transportation network.**

**Objective 128: Prioritize the safety of streets, sidewalks and trails.**

- 6.10.1. Complete a Transportation & Mobility Master Plan to prioritize future bike lanes, trails, sidewalks and roads for construction, enhancement or replacement, and coordinate with other infrastructure improvements and development applications, and integrate into Capital Budget Plans.
- 6.10.2. Work with local and regional cycling associations to inform planning of future bike lanes and infrastructure.
- 6.10.3. Prioritize walking, rolling, scootering, cycling, and transit over other transportation modes to help achieve a zero-carbon transportation system.
- 6.10.4. Include snow removal priorities for sidewalks as a part of the [Castlegar Snow Removal Priorities](#) to support transit and year-round non-motorized transportation.
- 6.10.5. Developers shall be required to dedicate land for public rights-of-way for the purpose of expansion or completion of the City's transportation network, including roads, lanes or pathways as directed by [Map 10: Active Transportation](#) and [Map 11: Motorized Transportation Network](#).
- 6.10.6. Work with the Ministry of Transportation and Infrastructure and BC Transit to identify potential mid-block pedestrian crossings along

Columbia Ave. to improved pedestrian connectivity to Transit Stops.

- 6.10.7. Revise the *"Subdivision and Servicing Bylaw"* to adopt new street standards that include:
  - a) Narrower lane widths to calm traffic;
  - b) Urban residential streets with sidewalks on both sides of the street;
  - c) Incorporation of cycling lanes on Columbia Ave, collector roads and local roads;
  - d) Stormwater infiltration, landscaping, and street tree integration; and
  - e) Intersection standards to reduce pedestrian crossing distances.

**Objective 129: Develop Complete Streets**

- 6.10.8. Incorporate Complete Street principles in road retrofits and new construction, supported by City standards, guidelines and best practices.
- 6.10.9. Include improvements to walking, rolling, scootering, cycling, transit, goods movement, and streetscapes to support a human-scale environment in all road projects.
- 6.10.10. Require future development to implement street-oriented design approaches that support vibrant and accessible streetscapes.
- 6.10.11. Require developments to contribute to the construction of complete streets including sidewalks, on-street parking areas, on- or off- street bike lanes or multi-use pathways and accessible design elements.
- 6.10.12. Complete street lighting upgrades that are consistent with ["Dark Sky"](#) Lighting guidelines to reduce light pollution.

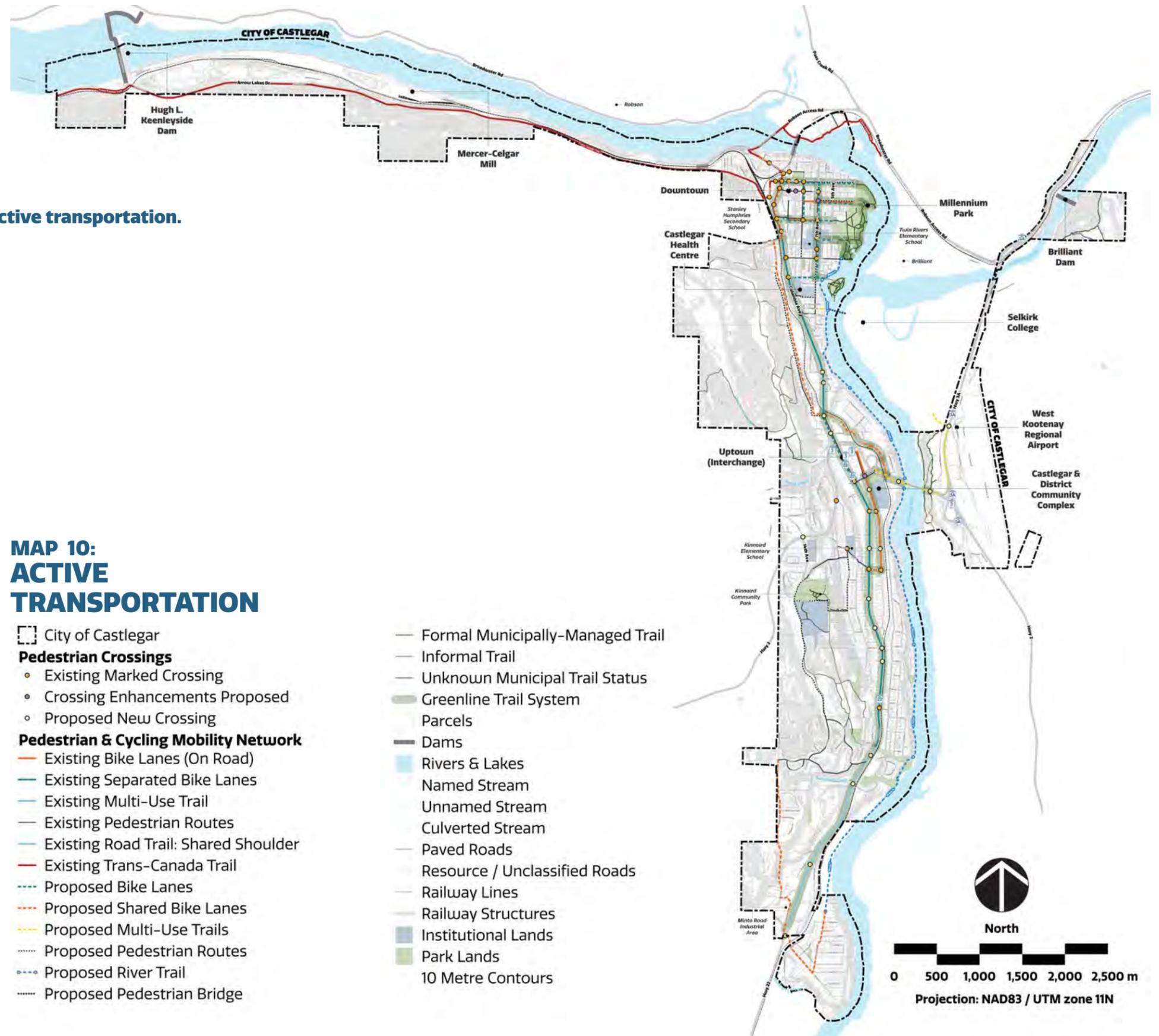
## Active Transportation

**GOAL: Encourage less personal vehicle use and more active transportation.**

### General

**Objective 130: Plan for an active transportation future.**

- 6.10.13.** Construct bike lanes, trails, and sidewalks as shown on **Map 10: Active Transportation on page 108.**
- 6.10.14.** Update the **Pedestrian & Cycling Master Plan** to identify and prioritize active transportation priorities for the 5-10 years.
- 6.10.15.** Encourage and support shifting from single-occupant vehicular transportation to transit and active transportation options.
- 6.10.16.** Integrate recreational trails into the network that provide safe routes to destinations, including schools, neighbourhood nodes and parks.
- 6.10.17.** The City should strive for all existing residential lots within the Urban Service Area to be within close proximity of either a primary trail, secondary trail, sidewalk or paved pathway.
- 6.10.18.** Implement a comprehensive wayfinding strategy for walking, rolling, cycling and transit to support navigation by residents and visitors.
- 6.10.19.** Ensure that active transportation initiatives and infrastructure are built with accessible elements.



**MAP 10:  
ACTIVE  
TRANSPORTATION**

## Pedestrian Infrastructure

**Objective 131:** Enhance sidewalks to create safe, attractive and comfortable pedestrian networks.

- 6.10.20.** Construct traffic calming, lower design speeds and speed limits in the Downtown and on local and collector roads to improve pedestrian safety.
- 6.10.21.** Implement new and enhanced pedestrian crossings to eliminate barriers to walking as shown on **Map 10: Active Transportation**.
- 6.10.22.** Require that new streets be built with sidewalks or pathways.

## Cycling Infrastructure

**Objective 132:** Enhance cycling infrastructure to create safe cycling networks and supports that encourage more people to use bikes/scooters/etc. for transportation.

- 6.10.23.** Encourage the integration of active transportation networks into the City's broader mobility and transportation planning.
- 6.10.24.** Install bike racks throughout the Downtown, Uptown, Columbia Ave Corridor, Neighbourhood Nodes, and at parks and recreation areas in alignment with "CPTED" design principles to support cycling, and scooters.
- 6.10.25.** Identify locations for covered bike/scooter locks in the Downtown and throughout Uptown.
- 6.10.26.** Work with BC Transit and user groups to identify key locations for safe, secure bike/scooter storage to support multi-modal transportation sharing.



## Motorized Transportation

### General

**Objective 133:** Maintain a motorized network to support business, transit, tourism and resident mobility.

**6.10.27.** Construct road connections, upgrades, and infrastructure as shown on **Map 11: Motorized Transportation Network**.

**Objective 134:** Sustainably transition City vehicles to more sustainable ones.

**6.10.28.** Transition the City vehicle fleet to zero carbon emissions.

### Roads

**Objective 135:** Manage the City's transportation networks in a sustainable way.

**6.10.29.** Maintain, or where possible enhance, the existing grid road network and avoid roads without through-way active transportation corridors.

**6.10.30.** Require developers to align future roads, block size and infrastructure with the existing grid road network.

**6.10.31.** Do not permit cul-de-sacs unless unavoidable due to steep slopes or required to avoid environmentally sensitive areas.

**6.10.32.** Consider full lifecycle costs and impact on greenhouse gas emissions before expanding or widening the road transportation network.

**6.10.33.** Explore options for secondary access roads to provide safe egress options in the event of an emergency.

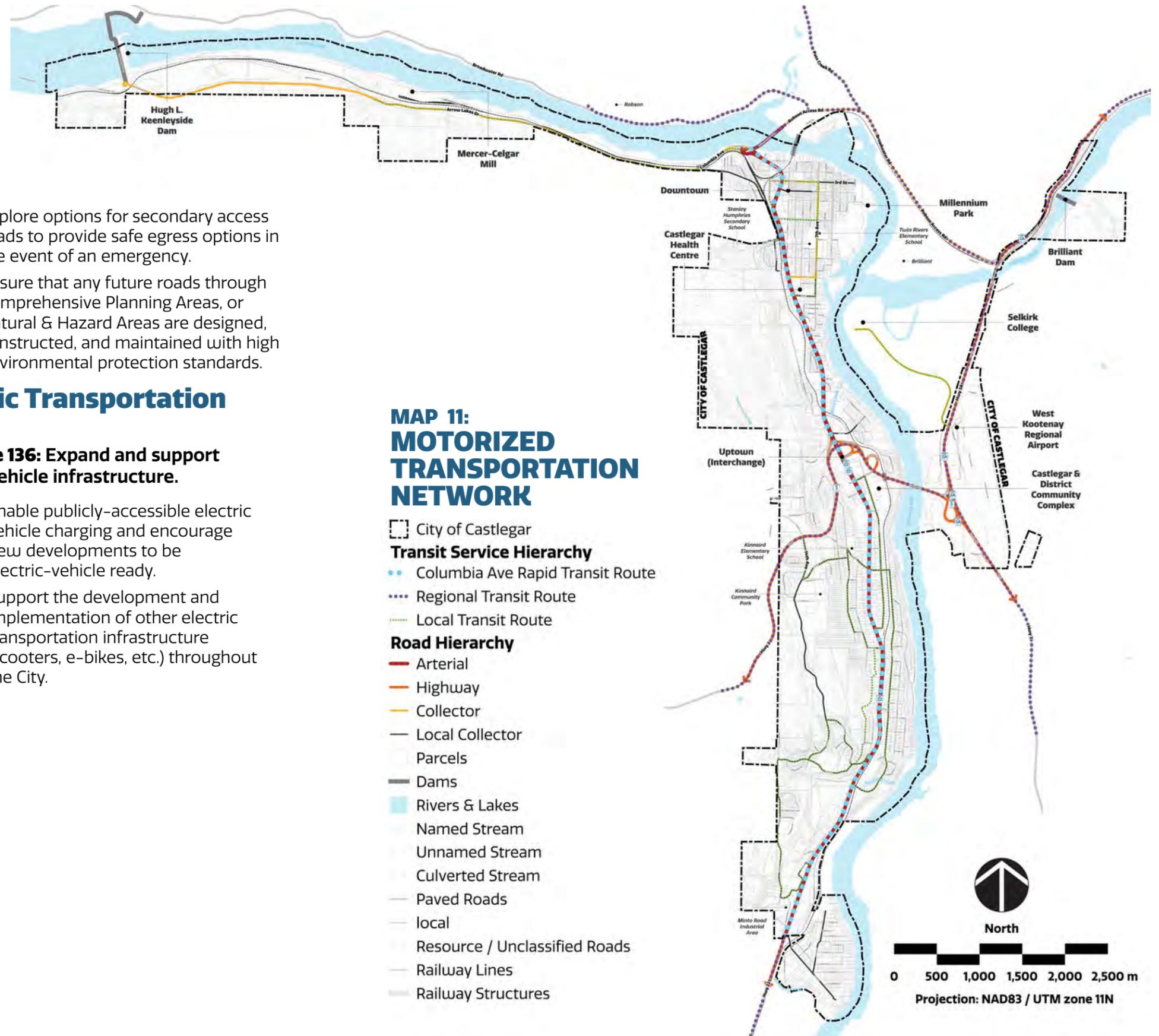
**6.10.34.** Ensure that any future roads through Comprehensive Planning Areas, or Natural & Hazard Areas are designed, constructed, and maintained with high environmental protection standards.

### Electric Transportation

**Objective 136:** Expand and support electric vehicle infrastructure.

**6.10.35.** Enable publicly-accessible electric vehicle charging and encourage new developments to be electric-vehicle ready.

**6.10.36.** Support the development and implementation of other electric transportation infrastructure (scooters, e-bikes, etc.) throughout the City.



**MAP 11:  
MOTORIZED  
TRANSPORTATION  
NETWORK**

- City of Castlegar
- Transit Service Hierarchy**
  - Columbia Ave Rapid Transit Route
  - Regional Transit Route
  - Local Transit Route
- Road Hierarchy**
  - Arterial
  - Highway
  - Collector
  - Local Collector
  - Parcels
  - Dams
  - Rivers & Lakes
  - Named Stream
  - Unnamed Stream
  - Culverted Stream
  - Paved Roads
  - local
  - Resource / Unclassified Roads
  - Railway Lines
  - Railway Structures



## Transit

**Transit corridors establish a pattern of walkable districts or neighborhoods connected to commercial, employment, institutional and recreation areas.**

A transit corridor is defined as the walkable areas around all of the stations along a transit line. Corridor types are defined by what they connect; however, most corridors tend to be a mix of types.

**There are three basic transit corridor types:**

1. **Destination Connector** – links residential neighborhoods to activity centers, including employment and commercial centers, recreation areas and academic campuses.
2. **Commuter** – serves one major activity center (such as a central business district) with riders traveling into the center in the morning and out at the end of the day.
3. **District Circulator** – links travel within an “*activity node*” – typically a downtown or a commercial, medical or educational center.

**Objective 137: Develop a reliable, effective and sustainable transit system.**

- 6.10.37. Work with BC Transit to develop a frequent bus transit line along Columbia Ave. from Downtown to 100<sup>th</sup> Street with regional connector routes that feed into this route for faster, more reliable transit service.
- 6.10.38. Work with social organizations, School District 20, Selkirk College and BC Transit to develop programs to reduce financial and other barriers to using transit (e.g., transit passes, student passes).

6.10.39. Work with surrounding communities (Nelson, Trail, New Denver, Silverton, Winlaw, Slocan and Nakusp) and BC Transit to improve regional transportation options that:

- a) Improve timing to support out-of-town residents full-time employment and youth employment;
- b) Improve frequency to support regional health care; and
- c) Work with TELUS to improve access to communication at regional transit stops to increase safety.

## Parking

**Objective 138: Reduce parking demand as the community transitions to more non-motorized uses, and align parking reductions with appropriate demand to ensure adequate parking service**

**Objective 139: Complete a Parking Needs Assessment.**

- 6.10.40. Revise the [Zoning Bylaw](#) to reduce parking requirements in all zones, to support affordability, and encourage more non-motorized transportation.
- 6.10.41. Work with the Ministry of Transportation and Infrastructure (MOTI) to identify and establish large-vehicle parking areas around Uptown and the Airport for tourists and to support in-town safety and traffic flow.
- 6.10.42. Plan ahead and consider cumulative impacts to ensure that future parking demand from infill development will not impact snow removal.
- 6.10.43. Increase natural ground cover and vegetation in large parking lots through Development Permit Guidelines for commercial and multi-unit residential buildings.



# 7.0 How We Protect & Enhance

## 7.1 What's a Development Permit Area?

### Authority

The City of Castlegar has the authority under the *Local Government Act* to designate certain areas as “*Development Permit Areas (DPAs)*” for specific purposes and guide or control development to achieve objectives. In this community plan there are two types of DPAs:

1. *Environmental & Hazard DPAs*; and
2. *Form & Character DPAs*.

Both DPAs have different objectives.

**Environmental DPAs** are established to:

- Protect the natural environment, its ecosystems and biological diversity; and
- Protect development from hazardous conditions.

**Form & Character DPAs** are established to:

- Implement design guidelines for use during development to revitalize areas permitting commercial use;
- Guide the form and character of intensive residential development; or
- Guide the form and character of commercial, industrial or multi-unit residential development.

### Requirements

The “*Local Government Act*” dictates when a property owner whose property is in a development permit area is required to obtain a development permit. For convenience, at the time of adoption of this Plan, the “*Local Government Act*” states the following rules apply unless an exemption in this bylaw applies or the owner first obtains a development permit:

- Land within the area must not be subdivided;
- Construction of, addition to or alteration of a building or other structure must not be started; and
- In areas designated as an Environmental & Hazard DPA “*Land Alterations*” are not permitted.

### Exemptions & Variances

In addition to any exemptions listed within each DPA section, general exemptions include:

- Interior alterations to a building;
- Replacement, upgrading or repair of roofing, windows, paint or signage;
- Installation, repair or placement of utilities, infrastructure or flood protection works by the City or authorized agencies;
- General road construction or maintenance within the right-of-way;
- Removal of danger trees under direction of a qualified arborist;
- Removal of invasive species;
- Restoring, supplementing or maintaining existing vegetation;
- Removal or replacement of flammable vegetation and materials for the purposes of “FireSmart” treatment within 30.0 metres of structures; and
- Any works undertaken by the City of Castlegar on City property.

Minor variances may be considered for:

- Setbacks and/or building height where development is clustered in order to protect the natural environment or to protect development from a hazard;
- Impermeable surfaces provided that other means of stormwater management are addressed; or
- Landscape buffers where the proposed building locations do not allow for a viable tree buffer. In this case, an equivalent planting area is required on site or within the public realm along with an off-site works agreement.

### Environmental & Hazard DPAs

Castlegar has the following Environmental & Hazard DPAs:

1. *Flood Hazard DPA*
2. *Steep Slope Hazard DPA*
3. *Riparian & Sensitive Ecosystem DPA*

### Form & Character DPAs

Castlegar has the following Form & Character DPAs:

1. *Downtown Mixed Use DPA*
2. *Regional Mixed Use DPA*
3. *Industrial DPA*
4. *Multi-Unit Residential DPA*

## 7.2 Environmental & Hazard DPAs

### Introduction

The objective of the “*Environmental & Hazard Development Permit Areas*” is to increase the resiliency and sustainability of Castlegar in the face of climate change through the protection of “*Environmentally Sensitive Areas (ESAs)*” and regulation of land uses within “*Hazard Areas*”. The policies within this (Development Permit Area) DPA support the protection of natural areas, air and water quality, wildlife and their related ecosystems and habitats within the City of Castlegar, as well as protecting the community from the hazards posed by developing on, or in proximity to, steep slopes, floodplains and wildfire interface areas.

In general, “*Environmental & Hazard Development Permit Areas*” establish objectives for the protection of the natural environment and protection of development from hazardous conditions pursuant to the provisions of the “*Local Government Act.*” Specific authorities are provided in each section.

### Applicability

This DPA consists of all unprotected floodplains, riparian areas, environmentally sensitive areas and steep slopes as shown in the following “*Development Permit Area*” Maps:

**Map 12: Flood Hazard DPA.**

**Map 13: Steep Slope Hazard DPA.**

**Map 14: Riparian & Sensitive Ecosystem DPA.**

### Policies

#### Environmental & Hazard Protection

**7.2.1.** Require lands within an “*Environmental & Hazard DPA*” to remain free of development and in their natural condition except in accordance with conditions contained within a Development Permit.

#### Application Requirements

**7.2.2.** Where any “*Environmental & Hazard Development Permit Area*” policy unreasonably constrains development, consider permitting a lesser setback or other relaxation in accordance with information and conditions provided by a “*Qualified Professional (QP)*” to certify the land may be safely used as intended without impacting the natural environment, according to objectives in each DPA and the following conditions:

- a) The “*QP*” must prepare a report that may be included in the Development Permit regarding conditions of development to allow the land to be safely used as intended without impacting the natural environment;
- b) The “*QP*” must certify a statement upon completion that the development was carried out in compliance with the conditions specified in the Development Permit;
- c) The “*QP*” must provide a “*Declaration of Competency*” to provide assurance to the City that they are acting within their expertise, training and experience regarding the specific work they are being hired for;

- d) The “*QP*” must provide a “*Conflict-of-Interest Disclosure Statement*” regarding any potential conflict, real or perceived, that could call into question the objectivity of their advice;
- e) The City may require third party “*QP*” review of the report to verify findings or development conditions; and
- f) All reports are prepared at the applicant’s expense.
- g) A “*Site Plan*” and “*Landscape Plan*” is required as part of the development permit application detailing the following:
  - h) Erosion control;
  - i) Protection of banks;
  - j) Control of post-development runoff;
  - k) Maintenance of watercourses and hydrological function;
  - l) “*Landscape & Ecosystem Inventory*” classification; and
  - m) All existing and proposed landscape features.

**7.2.3.** Where there is evidence of, or potential history of, site contamination the City shall request the applicant provide proof by an independent “*QP*” that the site is not contaminated, or that it has been remediated.

**7.2.4.** Additional site-specific information may be required as a part of the Development Permit application process.

### Guidelines

- 7.2.5.** A site-specific stormwater management plan shall:
- a) Be designed to manage sediment and run-off during construction for areas within an “*Environmental & Hazard DPA*”;
  - b) Be undertaken by a “*QP*” or related professional.
  - c) Demonstrate that post-development flows do not exceed pre-development flows into watercourses;
  - d) Identify erosion and sediment control measures that will be implemented during construction of all developments to minimize the flow of sediment into the surrounding environment.
- 7.2.6.** Retain and restore, where appropriate, vegetation and soils to control runoff, and protect natural ecosystems and habitat values.
- 7.2.7.** Consider wildlife habitat values associated with sensitive ecosystems and species habitats at risk in areas of danger trees or flammable vegetation by retaining a “*QP*” prior to removal.
- 7.2.8.** Lighting should be compliant with the Royal Astronomy Society of Canada “*Dark Sky*” polices for Outdoor Lighting.
- 7.2.9.** Alteration of the natural drainage courses and topography of the site shall be minimized.
- 7.2.10.** Total impervious surface coverage of properties in the “*Environmental & Hazard DPA*” should be minimized.

## 7.3 Flood Hazard DPA

### Introduction & Objectives

**Objective 140:** Prevent the loss of floodable open space, which is critical for floodplain function such as protecting the natural environment, its ecosystems and biodiversity.

**Objective 141:** Support the protection of life and property in Castlegar, including the protection of development from hazardous conditions.

### Applicability

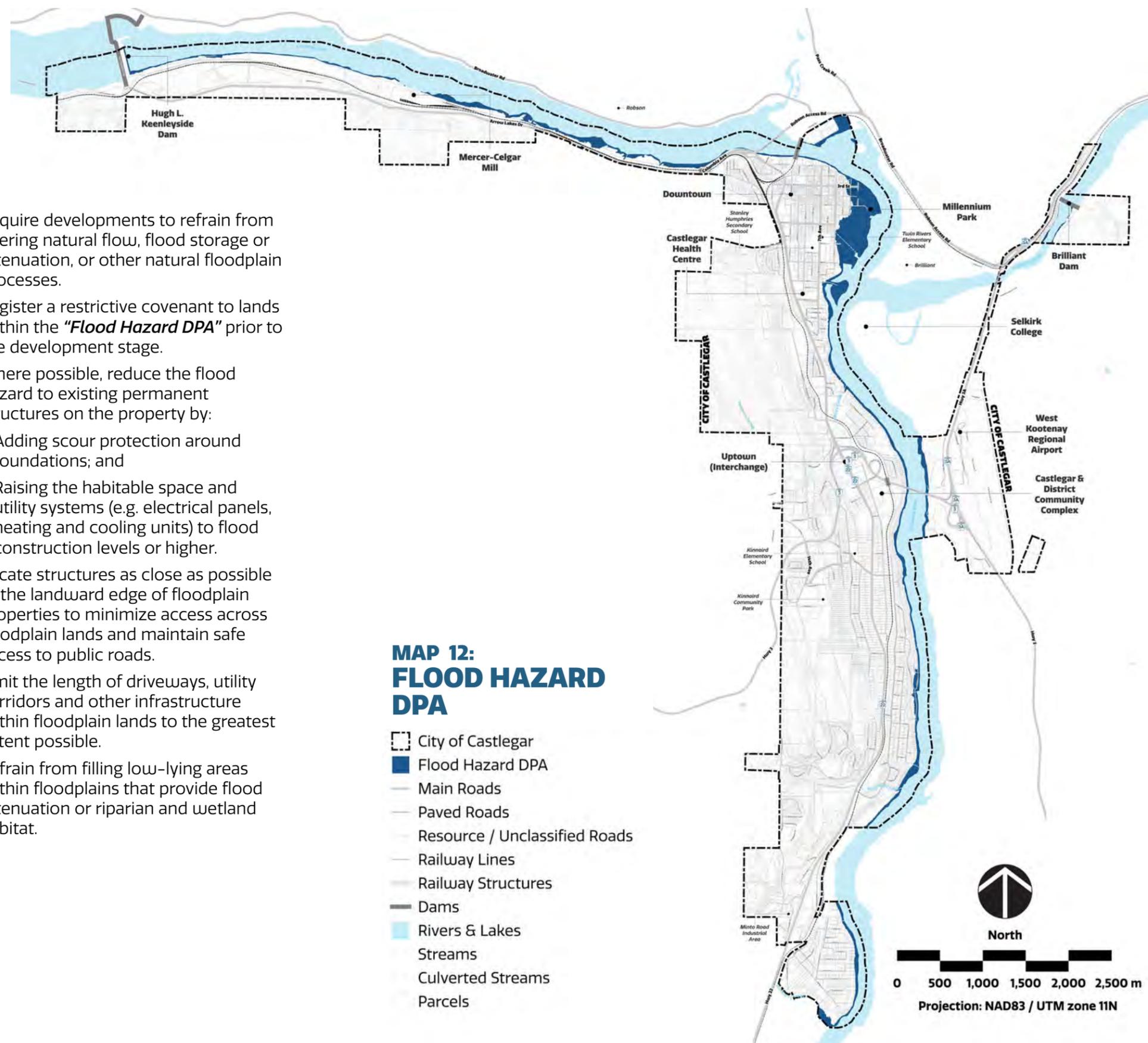
“Floodplains” means all lands within the 1:200 year (0.5% probability of annual occurrence) floodplains of the Kootenay and Columbia Rivers as shown on **Map 12: Flood Hazard DPA** that are subject to regular flood hazards.

Lands subject to regular flood hazards have planning requirements and regulations, including the policies in this section as well as provincial and federal laws.

### Policies

**7.3.1.** The “Flood Hazard DPA”, shall remain free of development and in its current condition unless the proposed development is supported by a report from a “Qualified Professional (QP)” which demonstrates the land is suitable for the proposed development and provides recommendations to mitigate any identified risk to the safety of life and property.

- 7.3.2.** Require developments to refrain from altering natural flow, flood storage or attenuation, or other natural floodplain processes.
- 7.3.3.** Register a restrictive covenant to lands within the “Flood Hazard DPA” prior to the development stage.
- 7.3.4.** Where possible, reduce the flood hazard to existing permanent structures on the property by:
  - a) Adding scour protection around foundations; and
  - b) Raising the habitable space and utility systems (e.g. electrical panels, heating and cooling units) to flood construction levels or higher.
- 7.3.5.** Locate structures as close as possible to the landward edge of floodplain properties to minimize access across floodplain lands and maintain safe access to public roads.
- 7.3.6.** Limit the length of driveways, utility corridors and other infrastructure within floodplain lands to the greatest extent possible.
- 7.3.7.** Refrain from filling low-lying areas within floodplains that provide flood attenuation or riparian and wetland habitat.



**MAP 12:  
FLOOD HAZARD  
DPA**

- City of Castlegar
- Flood Hazard DPA
- Main Roads
- Paved Roads
- Resource / Unclassified Roads
- Railway Lines
- Railway Structures
- Dams
- Rivers & Lakes
- Streams
- Culverted Streams
- Parcels

# 7.4 Steep Slope Hazard DPA

## Introduction & Objectives

The City contains several areas where natural hillsides and riverbanks create potentially hazardous conditions for development. Many of these slopes also contain sensitive ecosystems, such as rock outcrops and riparian areas. Limiting development in these areas supports the objectives of reducing natural hazards and protecting the natural environment.

Areas in Castlegar considered subject to hazardous conditions consist of steep hillsides which may be susceptible to rock fall, landslide and subsidence. Also, hillside areas are subject to erosion if not properly rehabilitated. A number of these areas with steep slopes have been designated for industrial use or have highly visible residential development. At this time, no specific objectives have been set to reduce visual impact of these developments on the community.

**Objective 142:** Protect the natural environment, its ecosystems and biological diversity.

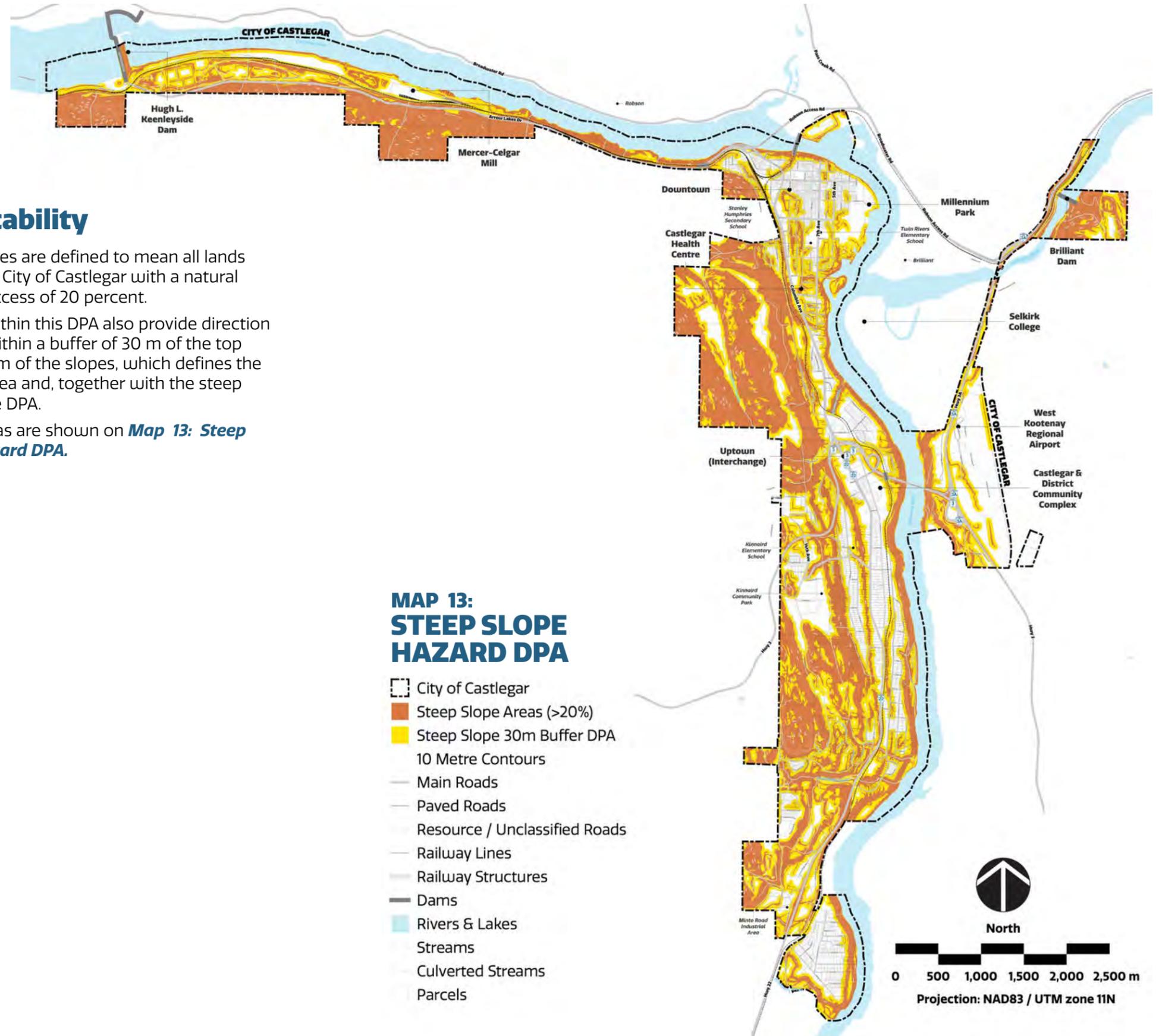
**Objective 143:** Protect development from hazardous conditions.

## Applicability

Steep slopes are defined to mean all lands within the City of Castlegar with a natural slope in excess of 20 percent.

Policies within this DPA also provide direction for land within a buffer of 30 m of the top and bottom of the slopes, which defines the setback area and, together with the steep slopes, the DPA.

These areas are shown on *Map 13: Steep Slope Hazard DPA*.





## Policies

- 7.4.1.** Steep slopes, understood to be lands with a natural slope in excess of 20%, shall remain free of development and in their natural condition.
- 7.4.2.** Steep slope buffer areas, understood to be lands within 30m from the top and toe of the slope, shall remain free of development and in their natural condition.
- 7.4.3.** Notwithstanding the above clause, where the steep slope area renders a property undevelopable, a lesser setback may be permissible in accordance with a report provided by a *“Qualified Professional (QP)”* that is registered as a schedule of a S.219 restrictive covenant:

- a) Identifying a safe minimum setback;
- b) Detailing how the development will mitigate erosion, land slip, rock falls or subsidence; and
- c) Explanation of how the development will not pose hazards to developments on or near the site.

- 7.4.4.** Require developments to mitigate any potential erosion, landslip, rock falls or subsidence and to avoid posing any hazards to other developments or public roadways near the site.
- 7.4.5.** Construct accesses to minimize slope disturbance.
- 7.4.6.** Avoid directing stormwater, placing fill, excavated material, sand or soil near the top of slope.

- 7.4.7.** Require a stormwater management plan prepared by a *“Qualified Professional (QP)”* to limit impervious surface and manage erosion, sediment, and run-off as per the City’s *“Subdivision and Development Servicing Bylaw”* for any development in the *“Steep Slopes DPA.”*

- 7.4.8.** Removal of vegetation within the *“Steep Slopes DPA”* is not permitted unless reviewed and supported by a *“Qualified Professional (QP)”*, including any recommendations to mitigate any negative impacts to the natural environment.

- 7.4.9.** Design the development to:
- a) Minimize any alterations to steep slopes,
  - b) Reflect the site’s natural topography,
  - c) Limit engineered solutions (e.g. retaining walls) as only a last resort measure, and
  - d) Incorporate measures to restore or enhance the natural grade, soils and vegetation during or after development.
- 7.4.10.** Design any structural or slope mitigation measures by a *“Qualified Professional (QP)”*.

# 7.5 Riparian & Sensitive Ecosystem DPA

## Introduction & Objectives

Riparian areas and sensitive ecosystems assist with management of floods and stormwater, mitigate the effects of extreme weather, absorb carbon, and provide habitat and movement corridors for species of all sizes. The expansion of urban development has diminished the function and utility of riparian areas and sensitive ecosystems in and around Castlegar. This development permit area is intended to ensure protection and utility of these sensitive natural areas within the City.

**Objective 144: Protect water quality.**

**Objective 145: Protect areas prone to flooding and inundation.**

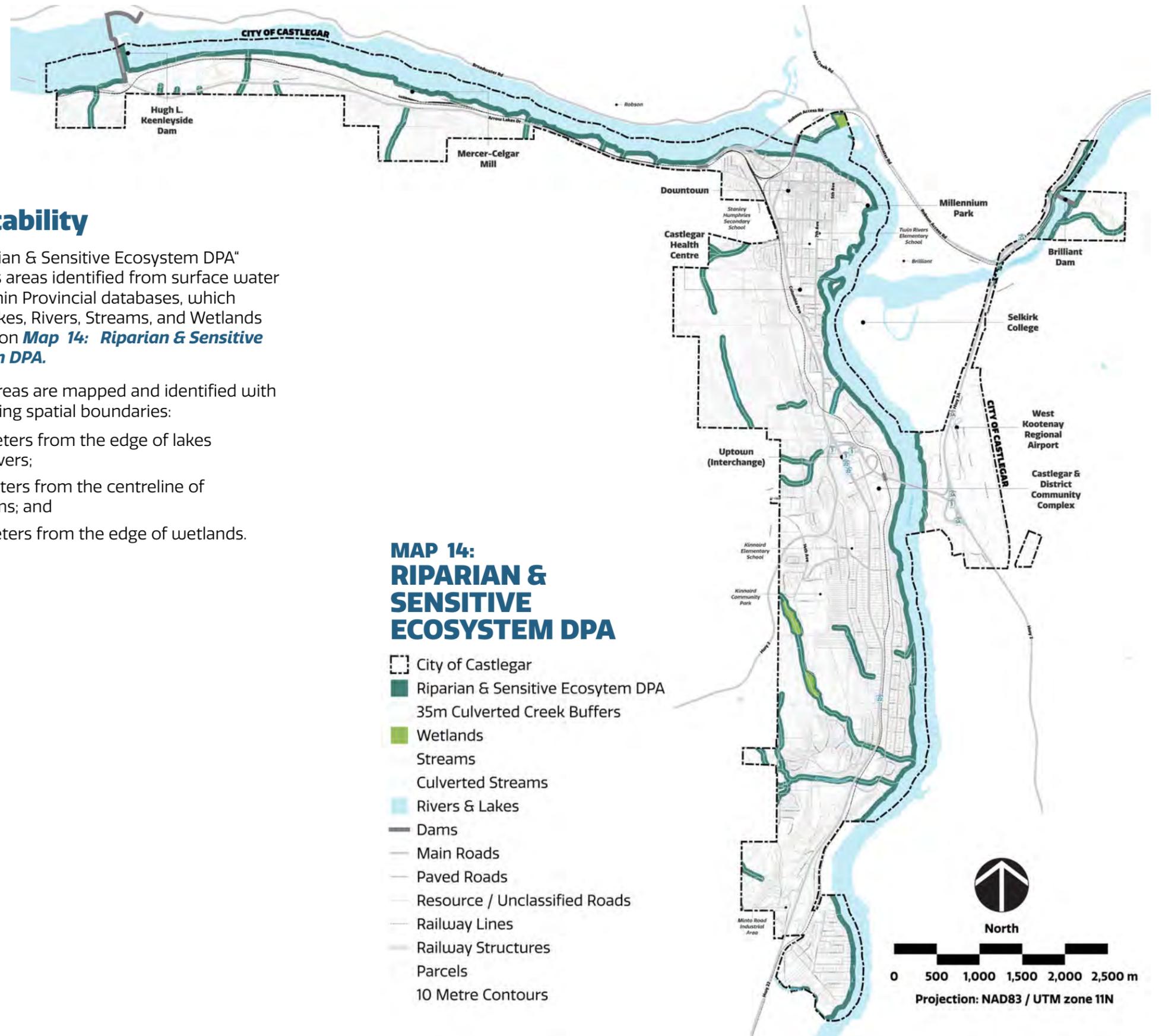
**Objective 146: Protect riparian habitats and related ecosystems.**

## Applicability

The “Riparian & Sensitive Ecosystem DPA” represents areas identified from surface water layers within Provincial databases, which include Lakes, Rivers, Streams, and Wetlands as shown on **Map 14: Riparian & Sensitive Ecosystem DPA**.

Riparian Areas are mapped and identified with the following spatial boundaries:

- 60 meters from the edge of lakes and rivers;
- 35 meters from the centreline of streams; and
- 30 meters from the edge of wetlands.



**MAP 14:  
RIPARIAN &  
SENSITIVE  
ECOSYSTEM DPA**

- City of Castlegar
- Riparian & Sensitive Ecosystem DPA
- 35m Culverted Creek Buffers
- Wetlands
- Streams
- Culverted Streams
- Rivers & Lakes
- Dams
- Main Roads
- Paved Roads
- Resource / Unclassified Roads
- Railway Lines
- Railway Structures
- Parcels
- 10 Metre Contours

## Policies

- 7.5.1.** Require development and all associated clearing, grading and landscaping to be a minimum of:
- 60m from the **“Natural Boundary”** of the Kootenay and Columbia Rivers;
  - 30m from the **“Natural Boundary”** of creeks and streams; and
  - 30m from the **“Natural Boundary”** of wetlands.
- 7.5.2.** Where, through mapping error or scale, the proponent identifies that the classes or boundaries of Sensitive Ecosystems and Riparian Areas may be incorrect, require the proponent to retain a **“Qualified Environmental Professional (QEP)”** to map and confirm current sensitive ecosystem classes, boundaries and buffers, and submit the results to the City.
- 7.5.3.** Notify senior government agencies through referral where development or land clearing is understood to be occurring within or adjacent to critical habitat for species at risk.
- 7.5.4.** Require developments to avoid sensitive areas and mitigate any impacts on the riparian area, sensitive ecosystem, or stream flow, drainage patterns and channel geometry.
- 7.5.5.** Retain and restore, where appropriate, healthy, mature trees and vegetation between the development site and the Sensitive Ecosystem or Riparian Area.

- 7.5.6.** Retain standing dead trees with wildlife habitat attributes where they do not pose hazards to the development or the risk can be appropriately mitigated in accordance with the recommendations of a **“Qualified Environmental Professional (QEP)”**.
- 7.5.7.** Incorporate plants native to British Columbia and the Castlegar area, and select them in accordance to **“Firesmart”** Design Principles wherever possible. Refer to Greenshores Plant Program plant list at <https://stewardshipcentrebc.ca/green-shores-home/>
- 7.5.8.** Plan development to avoid destruction of **“Critical Habitat for Endangered and Threatened Species”** under the **“Federal Species at Risk Act (SARA)”**.
- 7.5.9.** Plan development to avoid Provincial Red Listed ecosystems and species and to minimize impacts on Provincial Blue Listed ecosystems and species.
- 7.5.10.** Remove invasive plants and take measures to prevent their spread in accordance with best management practices and guidance of the **“Central Kootenay Invasive Species Society (CKISS)”**.
- 7.5.11.** Maintain and/or restore vegetation within the required riparian area setback to minimize erosion.

## 7.6 Form & Character DPAs

### Introduction & Objectives

The City of Castlegar has the authority under the **“Local Government Act”** to designate certain areas as Development Permit Areas (DPAs) for specific purposes. In the **“Form & Character Development Permit Areas”**, these purposes generally include, but are not limited to:

- Implementing design guidelines for use during development to revitalize areas permitting commercial use;
- Guiding form and character of intensive residential development; or
- Guiding the form and character of commercial, industrial or multi-unit residential development.

The specific purpose(s) of each Development Permit Area are provided in each section.

**Objective 147: Guide the evolution of Castlegar to ensure that new development respects and is sensitive to the existing and unique character of the community.**

### Applicability

The policies and guidelines in **7.7 General Form & Character Guidelines** apply to all commercial, mixed use and multi-unit residential lands within the following Development Permit Areas on **Map 15: Form & Character DPA:**

- Downtown Mixed-Use
- Regional Mixed-use
- Multi-Unit Residential

Development Permit Area Guidelines for Light Industrial and Service Commercial Lands can be found in Section **7.11 Industrial DPA**.

### Policies

- 7.6.1.** In the event of a conflict between guidelines in the **Form & Character DPAs** and specific Development Permit Areas, the specific guidelines prevail.

### Application Requirements

- 7.6.2.** Applications must incorporate a site analysis that considers surrounding neighbourhood architecture and character and identifies existing:
- Buildings and structures,
  - Roads, sidewalks and trails,
  - Significant environmental features, and
  - Mature trees.
- 7.6.3.** Applications must include:
- Identification of planting areas and types of plantings;
  - Vegetation and trees to be retained and protected during construction by distinct fencing;
  - On-site stormwater;
  - Proposed site grading;
  - Site access points (vehicle and pedestrian);
  - Bicycle parking; and
  - A lighting strategy.
- 7.6.4.** Applications may also include:
- Identification of signage;
  - Public art;
  - Outdoor amenity space; and
  - Seating areas.

## Castlegar's Form & Character DPAs

Castlegar has four Form & Character Development Permit Areas that are summarized below.

**Table 7: Form & Character DPA Summary Table**

DPA	Are the General Guidelines in Sec 7.7 Applicable?	Where does this DPA apply?	Does this DPA apply outside of the areas shown on Map 15?
<b>Downtown</b> <i>See Section 7.8</i>	✓	See Map 15	No
<b>Regional Mixed Use</b> <i>See Section 7.9</i>	✓	See Map 15	No
<b>Multi-Unit Residential</b> <i>See Section 7.10</i>	✓	See Map 15	Yes, if the development has five (5) or more dwelling units this DPA applies.
<b>Industrial</b> <i>See Section 7.10</i>	X	See Map 15	No.



*Downtown DPA*



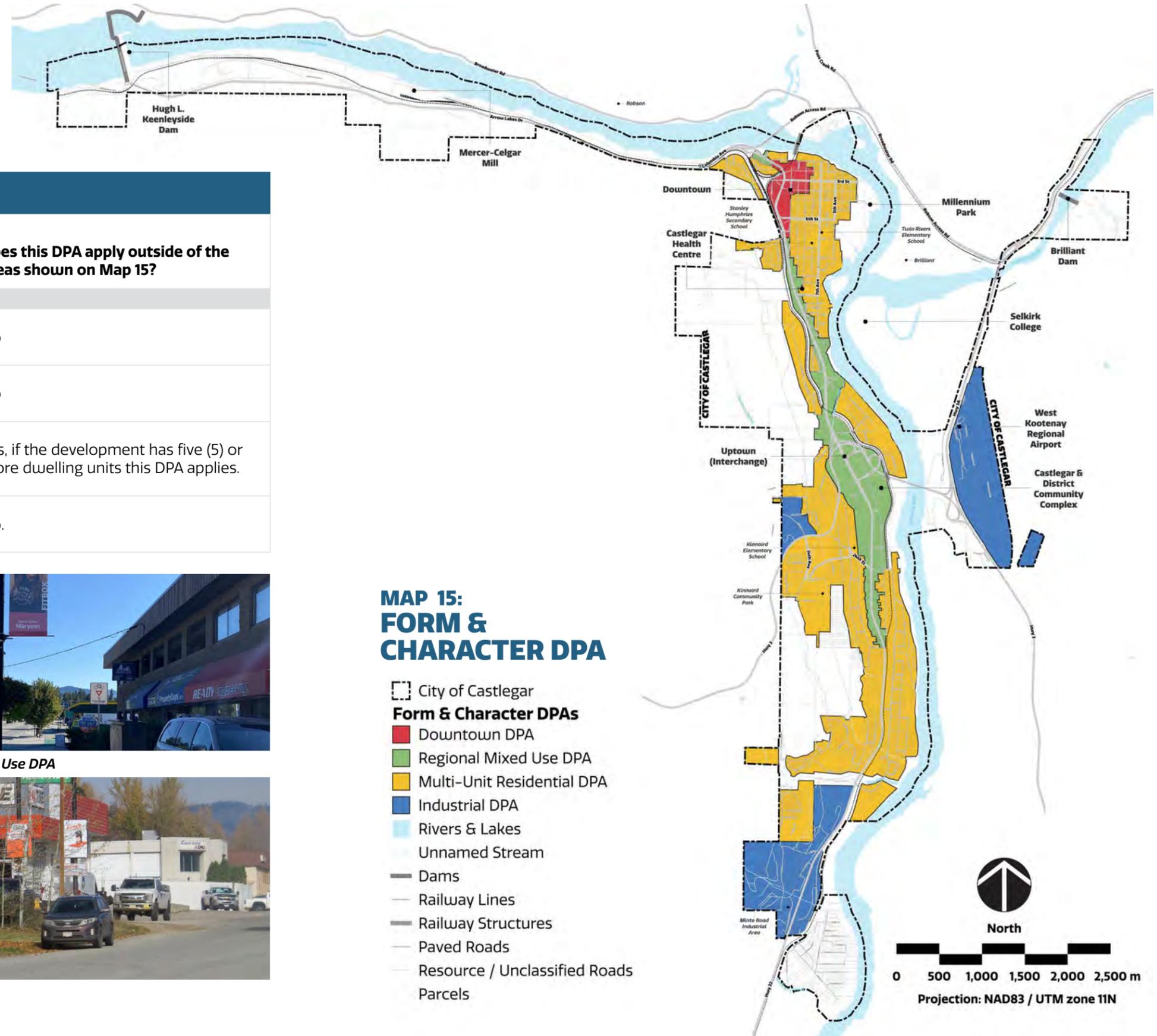
*Regional Mixed Use DPA*



*Multi-Unit Residential DPA*

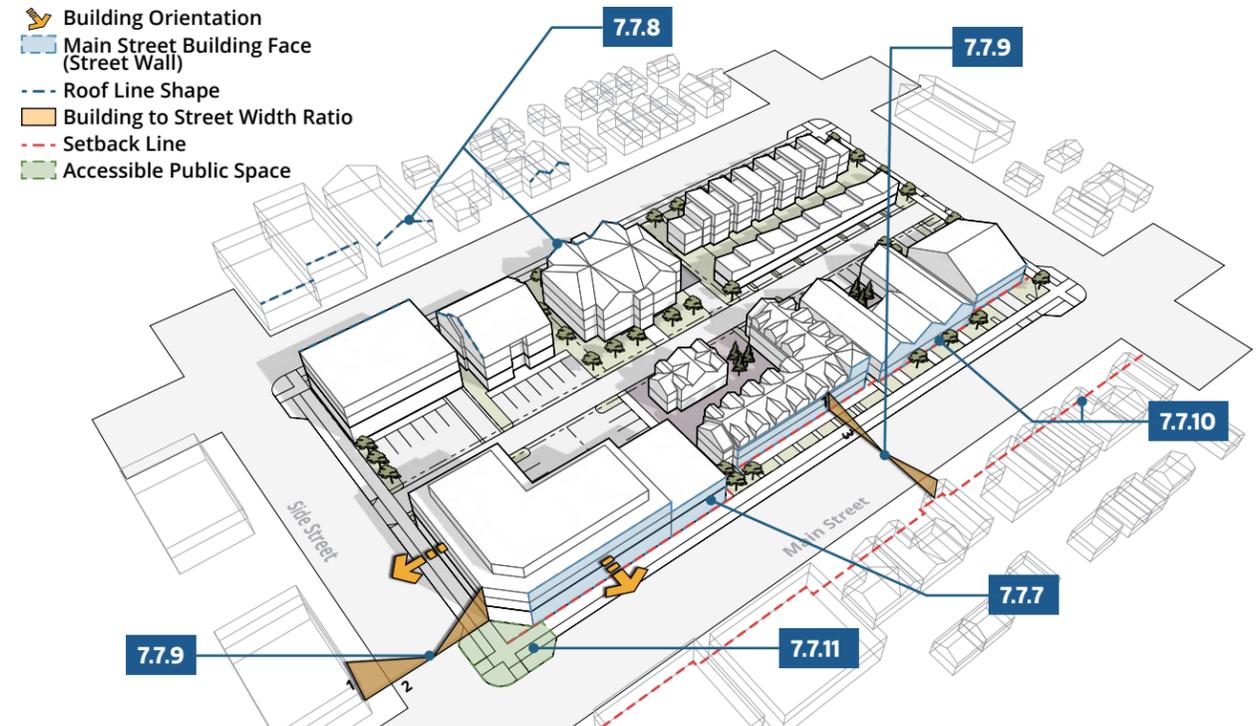
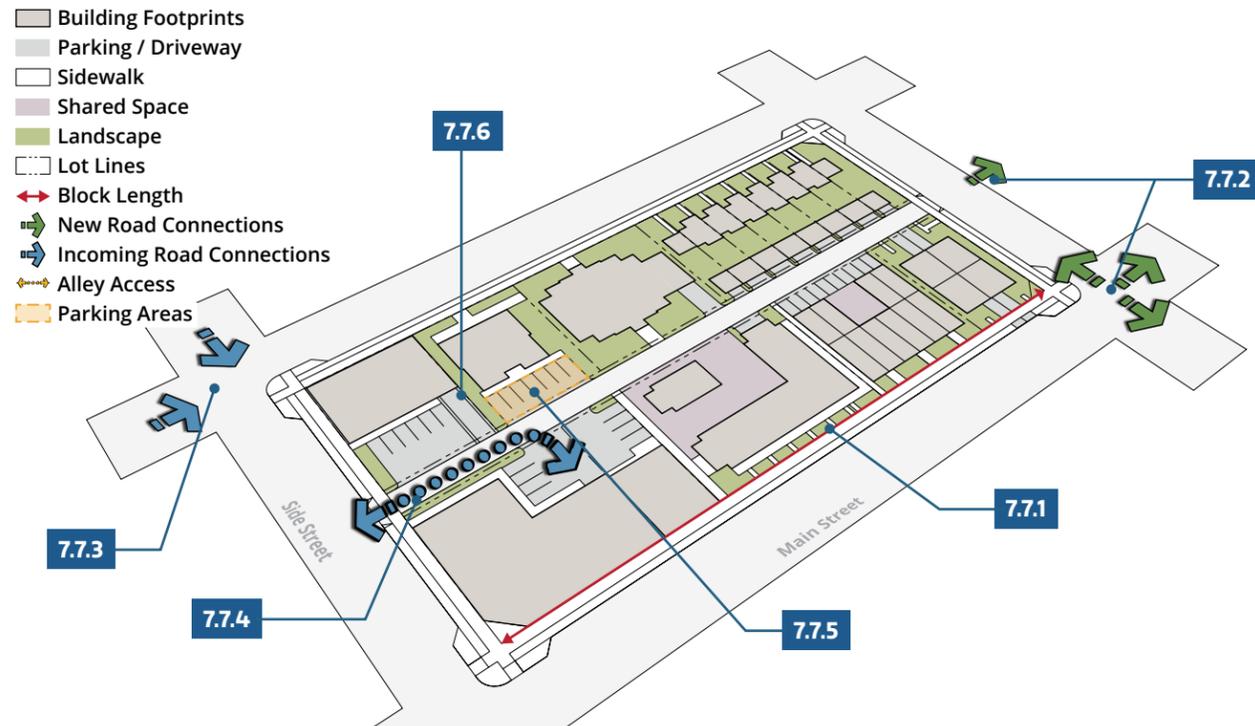


*Industrial DPA*



**MAP 15:  
FORM &  
CHARACTER DPA**

- City of Castlegar
- Form & Character DPAs**
- Downtown DPA
- Regional Mixed Use DPA
- Multi-Unit Residential DPA
- Industrial DPA
- Rivers & Lakes
- Unnamed Stream
- Dams
- Railway Lines
- Railway Structures
- Paved Roads
- Resource / Unclassified Roads
- Parcels



## 7.7 General Form & Character Guidelines

The following Guidelines apply to **Sections 7.8 Downtown Mixed Use DPA, 7.9 Regional Mixed Use DPA, and 7.10 Multi-Unit Residential DPA.**

### Site Design & Layout

- 7.7.1.** Limit block lengths and ensure that access to adjacent blocks (roads, sidewalks or pathways) is provided at least every 150m.
- 7.7.2.** New street and block layouts should attempt to create an interconnected road network with more than 1 road access to all properties.
- 7.7.3.** Where existing roads, trails and sidewalks abut a development site, internal roads should attempt to link with existing roads to create a well-connected road, trail and sidewalk network.

### Site Access & Parking

- 7.7.4.** Surface parking lots are discouraged in the front or side-street, and surface parking should be placed towards the back of sites and behind buildings to reduce the visual impact from public streets as much as possible.
- 7.7.5.** All parking and loading access must be provided via an alley, if alley access exists.

### Landscaping & Screening

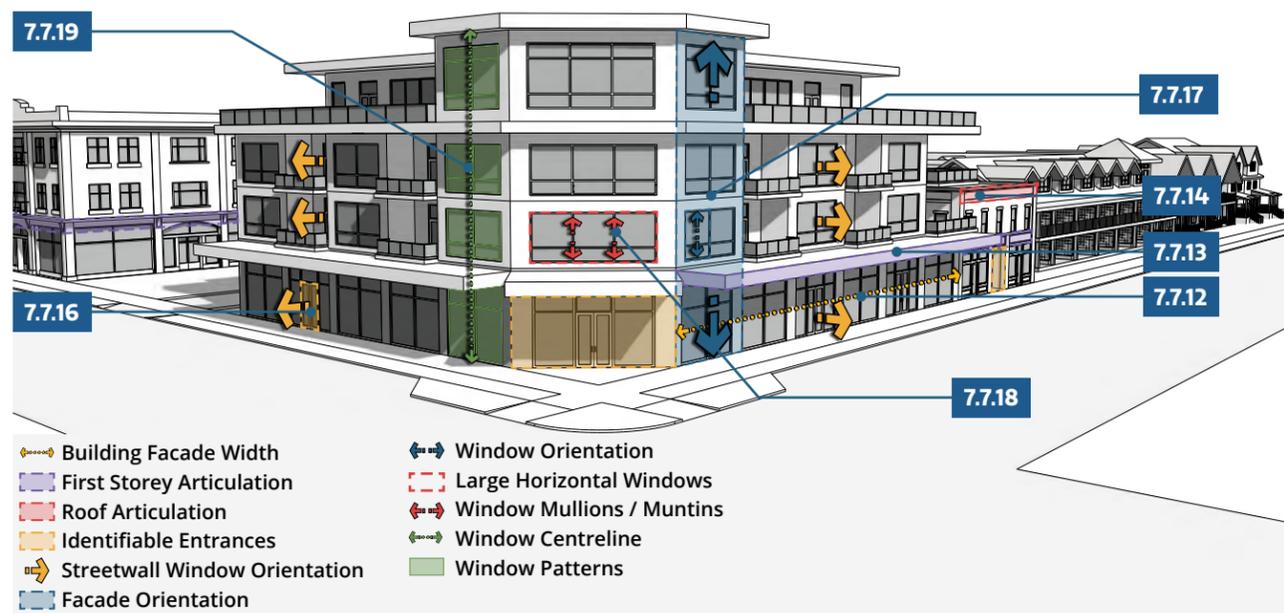
- 7.7.6.** Centralized garbage and recycling bins should be incorporated into buildings or screened from public streets.

### Building Placement & Form

- 7.7.7.** Site buildings so they are aligned parallel to the street edge, forming a “street wall” for the public realm that frames public streets and sidewalks.
- 7.7.8.** Building width and roof shape should be sensitive to the overall patterns in the neighbourhood.
- 7.7.9.** Buildings should provide for continuous street edge definition through a street width to building height ratio of 2:1 or 3:1 (e.g., building height should be half of the distance between another building).
- 7.7.10.** Setbacks should be sensitive to the existing neighbourhood, however, exceptions may be supported where the construction of pedestrian-friendly building elements, such as open front porches, are part of the development.

### Accessibility

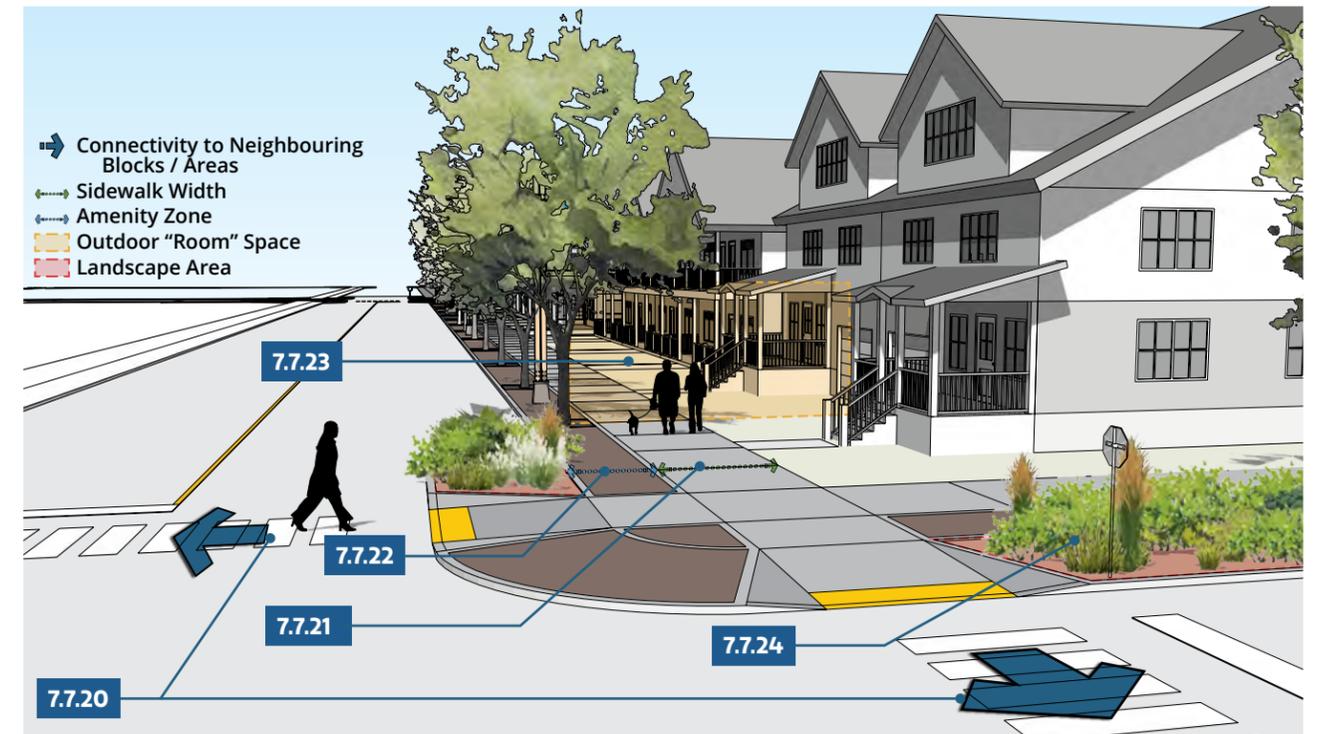
- 7.7.11.** All public spaces, commercial and public buildings should be designed to be fully accessible for those with mobility or sensory challenges.



**Building Façade Details**

- 7.7.12.** Break up wide building facades with smaller storefront widths to enhance the pedestrian environment.
- 7.7.13.** Define the separation between the first and second storey using building articulation.
- 7.7.14.** Incorporate appropriate detailing into roof design to better articulate the building.
- 7.7.15.** Buildings should have a consistent, complimentary colour scheme and incorporate a colour scheme. A minimum of three colours, textures or materials are required.
- 7.7.16.** Building windows and entrances should be placed along the **“street wall”** with entrances that are clearly identifiable from a public street.

- 7.7.17.** Windows along a street wall should have a similar orientation to the building form (i.e. vertical building = vertical windows, and horizontal building = horizontal windows, but not horizontal building = vertical windows, etc.)
- 7.7.18.** Large windows are encouraged to be broken up into smaller glass areas using mullions and muntins.
- 7.7.19.** Windows on the upper storeys along a street wall should be:
  - a)** The same shape and size as each other;
  - b)** Placed in a symmetrical pattern; and
  - c)** Reflect building structure elements established on the first storey (i.e. a window on upper storeys shouldn't be placed above a column on the first storey.)



**Public Streets & Landscaping**

- 7.7.20.** Improve neighbourhood connectivity by constructing and enhancing sidewalks, trails, bike routes and vehicle connections in the area.
- 7.7.21.** Develop sidewalks at a minimum of 1.8m wide with suitable amenity zones (boulevards or street tree planting areas).
- 7.7.22.** Amenity zones should be sized to support multiple uses and designed for the survival of street trees (Generally a minimum of 2.0m wide for street trees, unless using a subsurface treatment/installation that provides adequate space for tree roots).
- 7.7.23.** Use landscaping and street trees to define the **“roof”** of the public realm, reduce the urban heat island effect, create more attractive, pedestrian-friendly, public streets and incorporate native plant materials or landscaping to reflect a local **“sense of place.”**

- 7.7.24.** Incorporate **“Low Impact Development (LID)”** techniques into site planning, including techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below-surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas within the amenity zone.



## 7.8 Downtown Mixed Use DPA

The Downtown Mixed Use Development Permit Area reflects the [Downtown Area Plan](#) as well as on-the-ground site assessments. The [Downtown Area Plan](#) and site assessments note the lack of a coherent architectural theme and the need for application of basic urban design principles, such as parking in the rear, limiting blank walls, increasing the quality of the pedestrian experience and the transparency of buildings to interact with the street. Thus, rather than create a specific architectural theme, the Downtown Mixed Use DPA focuses on ensuring new development follows basic urban design principles.

In addition to the policies in [7.7 General Form & Character Guidelines](#) the following policies apply in the Downtown Mixed Use Development Permit Area.

### Policies

#### Building Placement & Form

- 7.8.1.** For corner sites, buildings should face both the main and side streets and be placed as close to the intersection as possible to anchor the corner.

- 7.8.2.** Front and side setbacks should be 0 m unless a greater setback is required to provide for an entry alcove or outdoor patio.

- 7.8.3.** New buildings should establish a continuous street wall between 3 - 4 storeys in height.

- 7.8.4.** Where buildings are built with more than three storeys, they shall incorporate a 3 m setback above the third-storey street wall to create a “podium” building up to 1 additional storey (4 storeys maximum building height).

- 7.8.5.** Ground floor storey heights should be 4.5-6 m to accommodate active commercial uses.

- 7.8.6.** Place active commercial uses at the street level with secondary (office / residential) uses located on upper floors or in the alley or side street.

#### Building Design

- 7.8.7.** Buildings with first-storey commercial uses should support a high-quality pedestrian environment by creating

smaller frontages, with individual storefronts not exceeding 6-10m.

- 7.8.8.** Developments should try to replicate existing traditional block widths in the downtown which is 9 or 18m, and buildings should use these dimensions as guidance for establishing the pattern of façade / storefront widths.

- 7.8.9.** Street-facing ground floors should have a minimum of 50 percent glazing with windows and doors that give pedestrians a clear view into the ground floor use.

- 7.8.10.** Blank walls along streets should be no more than 4 m in length divided by glazing.

- 7.8.11.** Window signage must not cover more than 20% of each glazing area, except if required due to licensing requirements (e.g. Cannabis Retail).

#### 7.8.12.

#### Building Details & Materials

- 7.8.13.** Windows and doors along a street wall should have vertical proportions (i.e. taller than they are wide), and where windows and door openings along a street wall are wider than they are taller, they should be broken up with vertical elements such as mullions or muntins, etc.

- 7.8.14.** The principal colour should be muted, while more vibrant colours used for architectural features, or trims.

#### Neighbourhood, Streets & the Public Realm

- 7.8.15.** Construct sidewalks adjacent to or within 100m from commercial / mixed use buildings to have an obstruction-free pedestrian through zone width of a minimum of 2.5m and a hardscape amenity space with landscaping and street trees.

- 7.8.16.** Create intersection bump-outs at all intersections to shorten pedestrian crossing length, and integrate landscaping and public art, while not restricting safe vehicular visibility at the intersection.

#### Canopies & Awnings

- 7.8.17.** Awnings should be used to create a comfortable sense of enclosure for pedestrians and provide weather protection by being placed:

- At a minimum height of 2.5m above the sidewalk;
- At a minimum projection of 1.8m from the building face;
- At a maximum 0.5m from the face of the curb; and
- Should not interfere with existing street trees or street lights (ie. trees should not be removed or pruned to accommodate awnings).

#### Landscaping & Screening

- 7.8.18.** Design for water infiltration and the use of green infrastructure in downtown streetscaping and, where appropriate, use native plant species (first and foremost, low-maintenance plants able to survive urban conditions).

- 7.8.19.** Plant a diverse selection of climate adaptable, locally-viable street trees with 8-10m spacing to create a continuous urban tree canopy.

- 7.8.20.** Pedestrian street lighting can be attached lower down in specified areas to highlight pedestrian focus, and have a higher quality aesthetic, with more detailing on poles and light heads, and include options for banners and other aesthetic features.



## 7.9 Regional Mixed Use DPA

In addition to the policies in **7.7 General Form & Character Guidelines** the following policies apply in the **“Regional Mixed Use Development Permit Area.”**

### Policies

#### Site Design & Layout

- 7.9.1.** Create pedestrian pathways where blocks are longer than 150.0 metres.

#### Servicing

- 7.9.2.** Surface parking lots are discouraged in the front or side-street, and surface parking should be placed towards the back or middle of sites, and behind buildings to screen them from public streets as much as possible.
- 7.9.3.** Where large parking lots are required, break up surface parking lots with stormwater landscaping, and trees every 30 stalls.
- 7.9.4.** Locate loading and service bays to the interior-facing side of the building.

#### Building Placement & Form

- 7.9.5.** Site buildings so they are aligned parallel to the street edge, forming a perimeter block **“street wall”** that

frames public streets and sidewalks, with parking and other amenity space located in the middle of the site.

- 7.9.6.** For corner sites, buildings should face both the main and side streets and be placed within 3 m of both front and side lot lines.
- 7.9.7.** Front and side setbacks should be 3m.
- 7.9.8.** Where buildings are built with more than four storeys, they shall incorporate a 3m setback above the third-storey street wall to create a **“podium”** building.
- 7.9.9.** Mixed-use development is encouraged, with active commercial uses at the street level and secondary (office / residential) uses located on upper floors or in the alley.

#### Building Design

- 7.9.10.** Buildings with first-storey commercial uses should support a high-quality pedestrian environment by creating a smaller pattern of storefront / facade widths using smaller frontages, with individual storefront widths not exceeding 6-15m.

- 7.9.11.** Street-facing ground floors should have a minimum of 50 percent glazing with windows and doors that give pedestrians a clear view into the ground floor use.
- 7.9.12.** Blank walls along streets should be no more than 10 m in length divided by glazing.
- 7.9.13.** Street-facing ground floors should have a minimum of 50 percent glazing with windows and doors that give pedestrians a clear view into the ground floor use.
- 7.9.14.** Window signage must not cover more than 20% of each glazing area, except if required due to licensing requirements (e.g. Cannabis).

#### Building Details & Materials

- 7.9.15.** Windows and doors along a street wall should have vertical proportions (i.e. taller than they are wide), and where windows and door openings along a street wall are wider than they are taller, they should be broken up with vertical elements such as mullions or muntins, etc.
- 7.9.16.** Awnings should be used to create a comfortable sense of enclosure for pedestrians and provide weather protection by being placed:
  - a)** At a minimum height of 2.5m above the sidewalk;
  - b)** At a minimum projection of 1.8m from the building face;
  - c)** At a maximum 0.5m from the face of the curb; and
  - d)** Should not interfere with existing street trees or street lights (ie. trees should not be removed or pruned to accommodate awnings).

#### Neighbourhood, Streets and the Public Realm

- 7.9.17.** Construct sidewalks adjacent to or within 100m from commercial / mixed use buildings to have an obstruction-free pedestrian through zone width of a minimum of 2.5m and with a hardscape amenity space with landscaping and street trees.
- 7.9.18.** The streets should be reconfigured to include a landscaped median with cut-throughs at intersections for pedestrians as well as turn pockets at the major intersections.
- 7.9.19.** Create intersection bump-outs at all intersections to shorten pedestrian crossing length, and integrate landscaping and public art, while not restricting safe vehicular visibility at the intersection.

#### Landscaping & Screening

- 7.9.20.** Design for infiltration and the use of green infrastructure in downtown streetscaping and, where appropriate, use native plant species (first and foremost, low-maintenance plants able to survive urban conditions).
- 7.9.21.** Plant a diverse selection of climate adaptable, locally-viable street trees with 8-10m spacing to create a continuous urban tree canopy.

#### Site Lighting

- 7.9.22.** Street Lighting can have pedestrian internal sidewalk lower lighting attachments in specific areas to highlight pedestrian focus, and have a higher quality aesthetic, with more detailing on poles, and light heads, and include options for banners and other aesthetic features.



Multi-Unit Example



Neighbourhood Mixed Use Example

## 7.10 Multi-Unit Residential DPA

In addition to the policies in [7.7 General Form & Character Guidelines](#) the following policies apply in the Multi-Unit Residential Development Permit Area.

### Applicability

**7.10.1.** The Multi-Unit Residential DPA applies under the following conditions:

- a) All residential buildings with five units or greater not within a DPA;
- b) Residential buildings five units or greater within the Multi-Unit DPA shown on [Map 15: Form & Character DPA](#); and
- c) All commercial or mixed use buildings in the Multi-Unit DPA shown on [Map 15: Form & Character DPA](#).

### Building Placement & Form

**7.10.2.** Multi-unit buildings should be sensitive to the surrounding residential neighbourhood in regards to scale and roof shape.

- 7.10.3.** Buildings should provide for continuous *“street wall”* definition through a street width to building height ratio of 2:1 or 3:1 (e.g., building height should be half of the distance between another building).
- 7.10.4.** Site buildings so they are aligned parallel to the street edge, forming a *“street wall”* that frames public streets and sidewalks.
- 7.10.5.** For corner sites, buildings should face both the main and side streets.
- 7.10.6.** Setbacks should be sensitive to the existing neighbourhood, however, exceptions may be supported where the construction of pedestrian-friendly building elements, such as front porches, are part of the development.
- 7.10.7.** Flat roofed buildings must incorporate architectural detailing such as cornices, to add visual interest.

### Building Design

- 7.10.8.** If being built in a neighbourhood with predominantly single-detached dwellings, multi-unit building should be no wider than 15 m.
- 7.10.9.** Notwithstanding [Policy 7.10.8](#) (above), where building façades are proposed to be longer than 15m:
  - a) Individual rowhouse units may be no wider than 15m; and
  - b) Apartment-style Multi-unit buildings must use building articulation to break up facades longer than 15m.
- 7.10.10.** Building windows and main entrances should be placed along the *“street wall.”*
- 7.10.11.** Garage access off main ; and side-streets is limited to 1 per building, and can be no wider than 7m, or 40% of the total façade, whichever is the lesser.
- 7.10.12.** In ground-oriented residential buildings, front porches are encouraged to create more attractive, pedestrian-oriented buildings.

### Building Details & Materials

- 7.10.13.** Large windows are encouraged to be broken up into smaller glass areas using mullions and muntins.
- 7.10.14.** Windows on the upper storeys along a street wall should be:
  - a) Placed in a symmetrical pattern; and
  - b) Reflect building structure elements established on the first storey (i.e. a window on upper storeys shouldn't be placed above a column on the first storey.)

### Neighbourhood, Streets and the Public Realm

**7.10.15.** Construct sidewalks to have an obstruction-free pedestrian through zone width of a minimum of 1.8 metres.

### Landscaping & Screening

**7.10.16.** Vegetative landscaping is preferred over hardscaping in yards around multi-unit buildings.



## 7.11 Industrial DPA

Only the policies in “7.11 Industrial DPA” apply in the “Industrial Development Permit Area”.

### Policies

#### Servicing

- 7.11.1. Locate visitor parking in the front yard or external side yard areas, and locate other parking on the interior side yards or the rear yard areas.
- 7.11.2. Locate loading and service bays to the side and rear of the building with access to the side of the building.

#### Building Placement, Form, & Design

- 7.11.3. Buildings should be oriented towards main streets and side streets.
- 7.11.4. Where no visitor parking is provided out front, setbacks should be no more than 6m.
- 7.11.5. Building windows and entrances should be placed along the “street wall.”
- 7.11.6. Entrances are encouraged to be weather-protected with a canopy or awning.

- 7.11.7. Where existing blank walls are greater than 10m, provide architectural features including glazing, texture, materials changes, graphics and colours as visual interest to break up the massive surface.

#### Accessibility

- 7.11.8. All industrial buildings should be designed to be fully accessible for those with mobility or sensory challenges.

#### Building Façade Details

- 7.11.9. Building façades should not be larger than 50m in width.
- 7.11.10. Define the separation between the first and second storey using building articulation.
- 7.11.11. Incorporate appropriate detailing into roof design to better articulate the building.
- 7.11.12. Buildings should have a consistent, complimentary colour scheme and incorporate a colour scheme with a minimum of two complementary colours / materials.

#### Building Details & Materials

- 7.11.13. Include an eclectic range of styles, scale, massing, articulation, and glazing suitable for industrial buildings with an interior flair by using wood and steel accents.

#### Landscaping & Screening

- 7.11.14. Improve neighbourhood connectivity by constructing and enhancing sidewalks, trails, bike routes and vehicle connections in the area.
- 7.11.15. Use landscaping and street trees to define the “roof” of the public realm, reduce the urban heat island effect, create more attractive & pedestrian-friendly public streets and use native landscaping to reflect a local “sense of place.”
- 7.11.16. Incorporate “Low Impact Development (LID)” techniques into site planning, including techniques such as rain gardens, vegetated swales, separation of impervious surfaces, installing below-surface infiltration beds and tree box filters, and redirecting water from drainpipes into vegetated areas within the amenity zone.

- 7.11.17. Install a minimum 3m landscape strip at the property line along the street front and exterior side lot, and a minimum 5m strip adjoining residential uses.

- 7.11.18. In all landscape strip areas:

- a) Plant trees, shrubs and ground-covers to cover at least 75 percent of the ground;
- b) Plant the remainder as natural grasses or no-pesticide lawn grasses; and
- c) Plant low shrubs (1m minimum on centre) and trees (7m on centre) to screen parked cars but allow visual access to the building for safety purposes.

- 7.11.19. Screen outdoor storage areas with solid fencing or dense vegetation.

#### Lighting

- 7.11.20. Ensure security lighting is directed and does not flood off-site.

#### Signage

- 7.11.21. Design entrance signage to be monument-based and combine it with landscape design to integrate the sign into the site.

# 8.0 How We Get It All Done

## 8.1 A Living Document

The Community Plan is a living document and may be updated or amended from time to time to adapt to changing community needs and provincial legislation. Amendments to the Plan should align with the Plan's vision, goals and priorities.

**Objective 148: Ensure the Plan is kept up to date with provincial legislation and community needs.**

**Objective 149: Ensure a fair and legislated process for any Plan amendments.**

**Objective 150: Ensure City decisions are consistent with the direction of the Community Plan.**

- 8.1.1. This Plan shall be reviewed and updated, in accordance with legislated timelines, which at the time of writing, requires:
  - a) Updating the Community Plan by December 31, 2028 to address changes to provincial legislation, including integration of updated housing needs reports; and
  - b) Updating the Community Plan every five (5) years thereafter.
- 8.1.2. This Plan may be updated more frequently than required by provincial legislation as desired by the City.
- 8.1.3. This Plan shall be updated following any boundary expansion.
- 8.1.4. This Plan shall be updated, in accordance with legislated timelines, each time a new Housing Needs Report is completed for the City.
- 8.1.5. City plans, policies and bylaws prepared following adoption of this Community Plan shall take direction and be consistent with this Plan.
- 8.1.6. An application for amendment to this Plan shall identify how the proposed amendment is consistent with the vision, goals and priorities of this Plan.

## 8.2 Implementation Priorities

A plan is just a plan until it translates into actions. The following is an action plan that will help translate the Plan's vision, goals and priorities into on-the-ground actions in the City.

- 8.2.1. The City will use **Table 8: Implementation Actions** to guide the timing and resourcing of OCP implementation actions.

**Table 8: Implementation Actions**

Recommendation	Source	Status	Timeframe
Revise City's Housing Needs Report with provincially mandated methodology (every five years)	Housing Statutes, Housing Strategy	As required	
Revise City's OCP to align with Housing Needs Report (every five years)	Housing Statutes, Housing Strategy	As required	
Revise City's Zoning Bylaw to align with Housing Needs Report (every five years)	Housing Statutes, Housing Strategy	As required	
Monitor progress & report to Council & community annually	Housing Strategy, 100% Renewable Energy Plan	As required	
Create a program to incentivise owners to register non-compliant secondary suites	Housing Strategy	In progress	
Create a housing hub as a central location for information about housing programs in the City	Housing Strategy	Not started	
Work with community partners to expand home share programming	Housing Strategy	In progress	
Investigate creation of a municipal housing entity and/or housing reserve fund	Housing Strategy, Social & Economic Wellbeing	In progress	
Develop an information package about the financial costs & benefits of ADUs	Housing Strategy	In progress	
Consider low barrier entry to housing through Rental-Only Zoning or expansion of MHP Zoning	Housing Strategy, Social & Economic Wellbeing	Not started	
Work with BC Transit toward expansion of transit routes & scheduling	Housing Strategy, Social & Economic Wellbeing	In progress	
Investigate development approval software	Economic Development Plan	In progress	

**Table 8: Implementation Actions**

Recommendation	Source	Status	Timeframe
Develop the City's Website for business and economic development investment marketing	Economic Development Plan	Not started	
Undertake comparative analysis of development & business costs in the City	Economic Development Plan	Not started	
Undertake review of the City's Development Cost Charges (DCC) Bylaw	Economic Development Plan, Downtown Area Plan	Not started	
Investigate opportunity for an Amenity Cost Charges (ACC) Bylaw	Development Financing	Not started	
Develop fire resistant/fire smart building & landscaping guidelines	Community Wildfire Protection Plan	Not started	
Develop engineering design guidelines	Downtown Area Plan	Not started	
Update the City's Sign Bylaw to reflect form & character objectives	Downtown Area Plan	Not started	
Undertake an infrastructure master plan	Downtown Area Plan	In progress	
Develop engineering design guidelines	Downtown Area Plan	Not started	
Develop a façade and mural program	Downtown Area Plan	Not started	
Create a laneway program to activate laneways for housing & business	Downtown Area Plan	Not started	
Undertake capacity analysis of infrastructure to support growth	Downtown Area Plan	Not started	
Create end of trip facilities in public spaces	Downtown Area Plan	Not started	
Undertake a parking supply and demand analysis to inform parking regulations and amenities	Downtown Area Plan	Not started	
Investigate options to expand on squares, parkettes and pocket parks	Downtown Area Plan	Not started	
Investigate options for the closure of 4 <sup>th</sup> Street to vehicular traffic	Downtown Area Plan	Not started	

**Table 8: Implementation Actions**

Recommendation	Source	Status	Timeframe
Create marketing and guidance materials to promote outdoor retail, vending, and food services	Downtown Area Plan	Not started	
Provide financial support to encourage more housing on the secondary market	Social & Economic Wellbeing	In progress	
Develop anti-oppression & inclusion training for City staff and local businesses	Social & Economic Wellbeing	Not started	
Create & support programs to encourage neighbours to know each other & support each other	Social & Economic Wellbeing	Not started	
Continue working with BC Housing for a permanent shelter space that supports all genders	Social & Economic Wellbeing	In progress	
Consider implementing rental-only zoning or expanding manufactured home park zoning	Social & Economic Wellbeing	Not started	
Expand community garden provision in City parks or on City-owned land	Social & Economic Wellbeing	Not started	
Ramp up 'bear-aware' and 'cougar-aware' programs	Social & Economic Wellbeing	Not started	
Support the growth and expansion of the Castlegar Farmers' Market.	Social & Economic Wellbeing	Not started	
Ensure transit has appropriate lighting at transit stops, and that buses have security features	Social & Economic Wellbeing	Not started	
Work with service providers to create a community toolkit for staying safe	Social & Economic Wellbeing	Not started	
Host educational meetings for landlords to encourage inclusive renting	Social & Economic Wellbeing	Not started	
Create a tenant displacement policy for multi-family & manufactured home parks	Social & Economic Wellbeing	Not started	

## 8.3 Monitoring & Reporting Progress

The effectiveness of a Community Plan hinges a lot on tracking and monitoring progress towards the identified vision, goals and priorities of the Plan. A strong monitoring and reporting program will keep the City moving towards its Plan vision.

- 8.3.1.** Create a process to monitor and report on the outcomes of this Plan, including:
- a)** Annual reports to Council, staff and the community; and
  - b)** Five-year reports to Council, staff and the community.
- 8.3.2.** The City may wish to provide an opportunity for citizens to participate during the annual and 5-year reporting and monitoring process.
- 8.3.3.** The City may develop mapping software to track and monitor where and what types of development are occurring within the City, including:
- a)** Overall ratio of infill vs. greenfield development;
  - b)** Tracking of infilling of vacant lands within existing neighbourhoods;
  - c)** Increase/change in residential density within existing neighbourhoods over time;
  - d)** Amount and ratio of commercial and mixed-use development within downtown vs. uptown;
  - e)** Ratio of citizens within walking distance (500m) to daily amenities; and
  - f)** Other data and mapping metrics as desired.

Table 8: Implementation Actions			
Recommendation	Source	Status	Timeframe
Work toward provision of accessible public washrooms throughout the year	Social & Economic Wellbeing	Not started	
Develop a multi-modal transportation plan to address mobility challenges	100% Renewable Energy Plan	Not started	
Investigate options for public bicycle parking and charging	100% Renewable Energy Plan	Not started	
Develop a ride-share program and facilities	100% Renewable Energy Plan	Not started	
Complete an electric vehicle parking strategy	100% Renewable Energy Plan	Not started	
Establish a green procurement strategy for City fleet & facilities	Community Plan	Not started	
Enact a local food procurement policy for all City events	Community Plan	Not started	
Complete a sensitive ecosystem inventory (SEI), including significant wildlife corridors	Community Plan	Not started	
Complete a community-wide archaeological overview assessment	Community Plan	Not started	
Complete a natural assets master plan	Community Plan	Not started	
Complete an urban forest canopy cover assessment & tree inventory and protection bylaw	Community Plan	Not started	
Investigate a strategy for the South Replot area & future development potential	Community Plan	Not started	
Establish a dark sky policy for the City	Community Plan	Not started	
Develop a comprehensive heritage conservation program	Community Plan	Not started	
Complete an updated Castlegar, Areas I & J Recreation & Culture Master Plan	Community Plan	In progress	
Develop a social media policy that regulates behavior & bullying on social media	Community Plan	Not started	

## 8.4 Development Approval Information

The City may require, in accordance with the Local Government Act (Section 485), additional information from an applicant in certain circumstances to ensure the development is suitable for the proposed location.

The entire City has been designated as a Development Approval Information Area due to the following conditions:

1. Castlegar's growth is increasingly within existing neighbourhoods and information may be required to assess impacts on nearby and adjacent neighbourhoods.
2. Castlegar's landscape is varied and dynamic, with steep slopes, riparian areas and large rivers, and information may be required to assess impacts on these landscapes and to protect people, property and infrastructure.

**Objective 151: To ensure that appropriate studies and information are provided to the City prior to development, in order for the City to evaluate the impact of the development on the community.**

**8.4.1.** The entire City of Castlegar is designated as a Development Approval Information Area in order to guide and support new development that contributes to the Vision, goals and priorities of the Plan.

**8.4.2.** For the purpose of Local Government Act Division 6 – Development Approval Information Requirements, development approval information may be required under any of the following circumstances:

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

**8.4.3.** The types of studies that may be required include, but are not limited to, the studies that address impacts on:

- a) Transportation and mobility systems,
- b) Infrastructure,
- c) Public facilities,
- d) Community services,
- e) Natural areas and the environment, and
- f) Studies that identify the impacts on other matters that are a concern to the residents of Castlegar, City Staff or Council.

## 9.0 Definitions & Glossary

### 9.1 Definitions

<b>Accessory Dwelling Unit (ADU)</b>	A separate self-contained dwelling unit on a parcel that is smaller and subordinate to the principal dwelling unit and may be located within the principal dwelling unit or in a separate independent building on the property.
<b>Active Transportation</b>	Human-powered forms of moving from one place to another. It can take many forms and is continually evolving as new technologies emerge, but typically includes: walking, cycling, skateboarding, and other emerging modes of human powered transportation.
<b>Agricultural Land Commission (ALC)</b>	The independent administrative tribunal dedicated to preserving agricultural land and encouraging farming in British Columbia.
<b>Agricultural Land Reserve (ALR)</b>	The provincial designation in which agriculture land is officially designated and protected under provincial legislation. Farming is encouraged and non-agricultural uses are restricted.
<b>Amenity Cost Charges (ACC)</b>	A one-time charge levied to a property in accordance with the Local Government Act of British Columbia for the purpose of providing funds that assist the municipality to pay capital costs of constructing, altering, or expanding public amenities.
<b>Automatic Vehicle Location (AVL)</b>	A technology that allows vehicles to transmit data about their location in real time. In the public transit domain, AVL systems provide information about vehicle location in real time to both riders and agency staff.
<b>BC Energy Step Code</b>	The performance-based requirements for the BC Building Code for new construction that is grouped into "steps" and called the Energy Step Code by the Province of British Columbia. All authorities having jurisdiction over the BC Building Code—including local governments—can choose to require or incentivize builders to meet one or more steps of the BC Energy Step Code as an alternative to the code's prescriptive requirements.
<b>Bikeable Distance</b>	A distance of 1,500m (approximately 1 mile) from the origin to the destination.
<b>Climate Action Plan</b>	A framework document for measuring, tracking, and reducing greenhouse gas emissions and adopting climate adaptation measures. These documents are used as a framework to guide administrative bodies in addressing the impact of climate change in their communities.
<b>Community Energy and Emissions Inventory (CEEI)</b>	A cost-effective and flexible data collection, analysis and reporting system for B.C. local governments and other interested parties. The system establishes and enables inventory baselines, ongoing monitoring and periodic reporting. CEEI can inform community decision-making and support provincial objectives related to energy use and GHG emissions.

<b>Community Supported Agriculture (CSAs)</b>	A production and marketing model whereby consumers buy shares of a farm's harvest in advance. Consumers become CSA members by paying an agreed amount at the beginning of the growing season, either in one lump sum or in installments.
<b>Complete Streets</b>	Streets that are safe for all users, regardless of age, ability, income, race, ethnicity, or mode of travel.
<b>Conflict-of-Interest Disclosure Statement</b>	<p>A "Qualified Professional" (QP) providing services to either the Ministry of Environment and Climate Change Strategy ("ministry"), or to a regulated person for the purpose of obtaining an authorization from the ministry, or pursuant to a requirement imposed under the Environmental Management Act, the Integrated Pest Management Act or the Park Act has a real or perceived conflict of interest when the qualified professional, or their relatives, close associates or personal friends have a financial or other interest in the outcome of the work being performed.</p> <p>A Statement declares them free from conflict-of-interest and able to perform the work objectively.</p>
<b>Daylighting and Rehabilitating Streams</b>	The process of revitalizing streams by uncovering some or all of a previously covered river, stream, or stormwater drainage. Although most stream daylighting involves restoring a stream to a more natural state, other forms include architectural and cultural restoration.
<b>Declaration of Competency</b>	The Declaration of Competency asks Qualified Professionals (QP) to consider their expertise, training and experience in relation to specific work they are being hired to do. Declarations of competency will provide a measure of assurance for government officials to feel confident in the information provided by QPs.
<b>Developable Area</b>	An area within a parcel of land less the lands required for environmental reserves, municipal reserves, and road rights-of-way. In addition, in order for an area to be considered developable, it must be allow for the proper separation of residential, sewer and potable water needs.
<b>Development Cost Charges (DCC)</b>	A one-time charge levied to a property in accordance with the Local Government Act of British Columbia for the purpose of providing funds that assist the municipality to pay capital costs of constructing, altering, or expanding facilities related only to the following local government services: roads (other than off-street parking), sewage, water, drainage, and parkland acquisition and improvement.
<b>District Energy Systems (DES)</b>	The centralization of heating or cooling for a neighbourhood or community.
<b>Disturbance</b>	Human disturbance on the natural environment, such as grading, the removal of vegetation, or construction of structures.
<b>Duplex</b>	A single building with two separate dwelling units. The two dwelling units generally share a wall or floor between them.

<b>Ecosystem Services</b>	Ecosystem services (ES) are the result of environmental processes, sometimes with human interventions. ES provide benefits that humans depend on to support life (e.g., because ecosystems produce air, water, and food) security (e.g., by mitigating extreme weather events), and well-being (e.g., by supporting mental and physical health, cultural identity, spirituality, recreation). <a href="https://publications.gc.ca/collections/collection_2017/eccc/En4-295-2016-eng.pdf">https://publications.gc.ca/collections/collection_2017/eccc/En4-295-2016-eng.pdf</a>
<b>Emissions-Neutral</b>	Achieving net zero greenhouse gas emissions by balancing the emissions that created so they are equal (or less than) the emissions that get removed through the planet's natural absorption.
<b>Endangered and Threatened Species</b>	A wildlife species facing imminent extirpation or extinction or a wildlife species that is likely to become endangered if nothing is done to reverse the factors leading to its extirpation or extinction.
<b>Environmental Impact Assessment (EIA)</b>	The environmental assessment process ensures that any potential environmental, economic, social, cultural and health effects that may occur during the lifetime of a major project are thoroughly assessed. EIAs are regulated under Provincial Environmental Assessment Act.
<b>Environmental Site Assessment</b>	An ESA will help identify the existence and scope of soil or groundwater contamination (e.g., from petroleum, heavy metals, pesticides or herbicides), as well as the presence in buildings of products such as asbestos, lead paint or mould.
<b>Environmentally Sensitive Area (ESA)</b>	An area identified through reports, studies, plans, or government designation as having special environmental attributes that are worthy of preservation, conservation, protection, or special area.
<b>Environmentally Sensitive Areas (ESAs)</b>	Areas identified through reports, studies, plans, or government designation as having special environmental attributes that are worthy of preservation, conservation, protection, or special area.
<b>Fourplex</b>	A building containing four separate dwelling units with each unit having its own exterior entrance, bathroom, cooking facilities and service connections. The dwelling units can be side-by-side, stacked on top of each other, or a combination of both.
<b>Hazard Area</b>	An area subject to natural events known to result in death or endangerment of the works of man, such as stream flooding, ground water, flash flooding, erosion or fluvial deposits, landslides, earthquakes, weak foundation soils, and other hazards unique to a local or regional area.
<b>Hazard Areas</b>	Areas subject to natural events known to result in death or endangerment of the works of man, such as stream flooding, ground water, flash flooding, erosion or fluvial deposits, landslides, earthquakes, weak foundation soils, and other hazards unique to a local or regional area.

**Hazard Risk and Vulnerability Assessments**

An assessment of:

- Hazards (Sources of potential harm, or situations with a potential for causing harm, in terms of human injury; damage to health, property, the environment, and other things of value; or some combination);
- Risk: (The likelihood that a hazard will occur, as well as the severity of possible impacts to health, property, the environment, or other things of value); and
- Vulnerability (The people, property, infrastructure, industry, resources, or environments that are particularly exposed to adverse impact from a hazardous event).
- The purpose of the HRVA is to help a community make risk-based choices to address vulnerabilities, mitigate hazards and prepare for response to, and recovery from, a range of hazard events.

**Heat Exchange**

A system used to transfer heat between a source and a working fluid. Heat exchangers are used in both cooling and heating processes.

**Housing Conversion Program**

An incentive program that encourages existing homes and buildings to improve or reconstruct existing residential dwellings to convert the building to a multi-unit building that provides *“Long-Term Rental”* units.

**Impervious Surfaces**

Those areas which prevent or impede the infiltration of stormwater into the soil as it entered in natural conditions prior to development. Common impervious areas include, but are not limited to, rooftops, sidewalks, walkways, patio areas, driveways, parking lots, storage areas, compacted gravel and soil surfaces, awnings and other fabric or plastic coverings.

**Invasive Plants**

A species that is non-native (or alien) to the ecosystem under consideration; and, whose introduction causes or is likely to cause economic or environmental harm or harm to human health.

**Land Alterations**

Land alteration includes, but is not limited to, the stripping and grading including the removal of trees, vegetation and grading of the land for the purposes of development or access.

**Landscape & Ecosystem Inventory**

The identification and mapping of rare and fragile flora, fauna, and ecosystems in a given area.

**Landscape Plan**

A drawing or set of drawings that shows proposed landscaping improvements on a site, and can include:

- Identification of the type and location of existing and proposed plant species (such as number, spacing, size at time of planting, and planting details);
- Protection of existing vegetation during and after construction;
- Proposed treatment of hard and soft surfaces;
- Proposed decorative features;
- Grade changes;
- Buffers and screening devices; and
- Any other information that can reasonably be required in order that an informed decision can be made by the authority.

**Live-Work**

Areas within buildings that are jointly used for commercial/industrial use and residential purposes where residential use of the space is secondary to the primary work space.

Live-work units differ from mixed use, in that both the commercial/industrial space, and residential space are owned or occupied by the owner/tenant.

**Long-Term Rental**

A lease term for a residential dwelling or dwelling unit of at least 30 days.

**Low Impact Development (LID)**

A stormwater management strategy that seeks to mitigate the impacts of increased runoff and stormwater pollution by managing runoff as close to its source as possible and through the use of natural methods.

**Low-Impact Recreation Uses**

Recreational uses that require minimal or no infrastructure and have a low-impact on the natural environment. Uses may include climbing, mountain biking, walking/hiking, running, bird watching, and nature observation.

**Major Development**

Land uses with higher impacts from density or uses (i.e., multifamily, industrial, commercial uses).

**Manufactured Homes**

Any structure, whether ordinarily equipped with wheels or not, that is designed, constructed or manufactured to provide residential accommodation and to be moved from one place to another by being towed or carried;

**Market Study**

A study prepared by the applicant that shows the local or regional demand for the amount of housing, commercial or industrial development being proposed to ensure financial viability of the proposed project (i.e. lots and buildings won't sit empty after construction).

**Master Plan**

A comprehensive long-range plan intended to guide growth and development of a community or region and one that includes analysis, recommendation, and proposals for the community's population economy, housing, transportation, community facilities, and land use.

**Master Planned Parcels**

A parcel of land that has been comprehensively planned through the completion of professional reports, plans, and drawings that address site analysis, technical reports, and servicing studies.

**Missing Middle Housing**

A range of attached housing types between two-unit dwellings and mid-size apartment buildings (less than 6 storeys) that are viewed as 'missing' from many of urban areas in North America.

**Mixed Use Buildings**

A building or groups of buildings under one ownership designed to encourage a diversity of compatible land uses, which include a mixture of two or more of the following uses: residential, office, retail, recreational, light industrial, and other miscellaneous uses.

**Natural Assets**

The stock of natural resources or ecosystems that is relied upon, managed, or could be managed by a municipality, regional district, or other form of local government for the sustainable provision of one or more municipal services.

<b>Natural Boundary</b>	Has the same meaning as in the <i>Land Act</i> , which, at the time of adoption of this Bylaw was: the visible high water mark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual, and so long continued in all ordinary years, as to mark on the soil of the bed of the body of water a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself.
<b>Natural State</b>	The condition, status, or mode of existence that occurs normally or innately without human intervention or alteration. It can refer to something in its pure and raw form, like the natural state of a material or natural state of the environment, essentially untouched by civilization.
<b>Naturalized Lawns</b>	The reduction in the amount of cultivated lawn in a yard and adding spaces that better represent the naturally occurring landscape of the region.
<b>Neighbourhood-Oriented Mixed-Use Node</b>	An area with a mix of land uses, including commercial, residential, or institutional buildings that are designed to be a similar-size as the residential buildings in the surrounding neighbourhood.
<b>Professional Engineer (PE)</b>	A professional who is registered and in good standing with the appropriate B.C. professional organization constituted under an Act. The PE must be acting under that association's code of ethics, and subject to the organization's disciplinary action.
<b>Purpose-Built Rental Housing</b>	Housing that is designed and built expressly as long-term rental accommodation. It may also include legal agreements that require the housing to stay as rental housing.
<b>Qualified Professional (QP)</b>	A professional who is registered and in good standing with the appropriate B.C. professional organization constituted under an Act. The QP must be acting under that association's code of ethics, and subject to the organization's disciplinary action.
<b>Qualified Environmental Professional (QEP)</b>	An applied environmental 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.
<b>Residential Rental Tenure Zoning (RRTZ)</b>	A form of tenure as such form of tenure is defined by a local government in a zoning bylaw.
<b>Riparian Areas</b>	Riparian areas are the areas bordering on streams, lakes, and wetlands that link water to land. The blend of streambed, water, trees, shrubs and grasses directly influences and provides fish habitat.
<b>Short-Term Rental</b>	A dwelling unit or multiple dwelling units that are rented for less than 30 consecutive days at a time.

<b>Site Plan</b>	A drawing or set of drawings that can include: <ul style="list-style-type: none"> <li>· Existing site development features (e.g. buildings, structures, parking areas, pathways),</li> <li>· Existing natural areas, drainage patterns, waterbodies, wetlands, and other natural features</li> <li>· Proposed new buildings, structures, roads, pathways, parking and loading areas and other improvements;</li> <li>· Proposed impacts to natural areas, drainage patterns, waterbodies, wetlands; and</li> <li>· Any other information that can reasonably be required in order that an informed decision can be made by the authority.</li> </ul>
<b>Supportive Housing</b>	Housing with on-site supports for adults, seniors and people with disabilities at risk of, or experiencing, being unhoused.
<b>Traditional Ecological Knowledge (TEK)</b>	A cumulative body of knowledge, practice and belief evolving by adaptive processes and handed down through generations by cultural transmission, about the relationship of living beings (including humans) with one another and with their environment
<b>Transitional Housing</b>	Long-term housing (three months to three years typically) for individuals who require additional social and health supports and may be at-risk of being unhoused.
<b>Triplex</b>	A building with three individual dwelling units, each with its own entrance to outside, kitchen, bathroom(s), and living space.
<b>Urban Containment Boundary (UCB)</b>	A boundary established by a municipality that delineates where future urban development and associated infrastructure and services will be located and the limits to its expansion.
<b>Urban Heat Island Effect</b>	The effect of higher air temperatures in urban areas because closely packed buildings, paved surfaces amplify, exhaust from buildings and vehicles and other factors trap heat more effectively than natural ecosystems and rural areas.
<b>Urban Service Area (USA)</b>	Areas within the City that are fully serviced by city water and sewer.
<b>Vision Zero</b>	An approach to transportation and mobility that has the ultimate goal of zero traffic fatalities and zero serious injuries.
<b>Wildfire Management Plan</b>	A plan developed with the focus of preventing and fighting fires to protect people, property and the forest resource. It also involves fire to attain forestry, wildlife and land-use objectives.

## 9.2 Glossary

### Glossary

<b>3, 30, 300 Rule</b>	A campaign that calls for every resident to be able to see at least three decent-sized trees from their home and live in a neighbourhood with at least 30 per cent tree canopy cover, with the nearest public green space no further than 300 metres from their door.
<b>Bear Smart</b>	Is a voluntary provincial program designed by the Ministry of Environment and Climate Change Strategy in partnership with the British Columbia Conservation Foundation and the Union of British Columbia Municipalities. The program establishes a criteria that municipalities can meet to reduce conflicts with bears and other wildlife.
<b>BC Step Code</b>	The BC Energy Step Code is currently a voluntary provincial standard that provides an incremental and consistent approach to achieving more energy-efficient buildings that go beyond the requirements of the base BC Building Code. It does so by establishing a series of measurable, performance-based energy-efficiency requirements for construction that builders can choose to build to, and communities may voluntarily choose to adopt in bylaws and policies.
<b>CCP – Castlegar Community Plan</b>	This document. Also legally known as the City of Castlegar Official Community Plan.
<b>Central Kootenay Invasive Species Society (CKISS)</b>	The Central Kootenay Invasive Species Society is a non-profit society that was formed by a group of residents and company/agency representatives in 2005 who were interested in promoting collaborative approaches to invasive species management. The Society includes representatives from non-profit societies, utility companies, government agencies, and regional companies.
<b>Climate Atlas of Canada</b>	Is an interactive tool for citizens, researchers, businesses, and community and political leaders to learn about climate change in Canada. It combines climate science, mapping, videography, and storytelling to bring the global issue of climate change closer to home, and is designed to inspire local, regional, and national action and solutions.

### Weblink

<a href="#">UBC 3-30-300 Rule</a>
<a href="#">Bearsmart Website</a>
<a href="#">BC Step Code</a>
<a href="#">weblink to come upon completion...</a>
<a href="https://ckiss.ca">https://ckiss.ca</a>
<a href="climateatlas.ca">climateatlas.ca</a>

### Glossary

<b>Community Lifecycle Infrastructure Cost (CLIC)</b>	The community lifecycle infrastructure costing tool (CLIC Tool) can help local governments better understand the long-term cost implications of land use decisions. The tool integrates infrastructure lifecycle costs (development, maintenance, servicing and replacement) into land use planning and development scenarios. Specific applications of the tool have modelled how compact development is more cost-effective over time than lower density development.
<b>Critical Habitat for Endangered and Threatened Species</b>	Under the federal Species at Risk Act (SARA), critical habitat is the habitat that is necessary for the survival or recovery of listed extirpated, endangered, or threatened species, and that is identified as critical habitat in a recovery strategy or action plan.
<b>Crime Prevention through Environmental Design (CPTED)</b>	CPTED Canada is a not-for-profit, educational and networking organization dedicated to the promotion of CPTED principles. CPTED Canada developed from CPTED Ontario which was founded in 2001.  The Mission of CPTED is to reduce the fear and incidence of crime thereby working towards an improvement of the quality of life by promoting Crime Prevention Through Environmental Design (CPTED) throughout Canada.
<b>Dark Sky</b>	Darksky International is a nonprofit organization building awareness of the value of dark skies, and of the need for quality outdoor lighting.
<b>Federal Species at Risk Act (SARA)</b>	Is a Federal Act respecting the protection of wildlife species at risk in Canada. The purposes of the Species at Risk Act (SARA) are to prevent wildlife species in Canada from disappearing, to provide for the recovery of wildlife species that are extirpated (no longer exist in the wild in Canada), endangered, or threatened as a result of human activity, and to manage species of special concern to prevent them from becoming endangered or threatened.
<b>FireSmart</b>	Is a set of design principles to protect communities from the wildfires.
<b>Guide to Edge Planning</b>	Is a Provincial Document that provides guidance on developments adjacent to Agricultural Land Reserve (ALR)
<b>Harvest Match Program</b>	This is a match-making program that connects fruit or nut tree owners with locals ready to pick unwanted fruit and nuts. The program has been developed to reduce human-bear conflicts in Castlegar. Picked fruit is donated to the Castlegar Food Bank.

### Weblink

<a href="#">CLIC Website</a>
<a href="#">Endangered Species Act</a>
<a href="https://cptedcanada.com/">https://cptedcanada.com/</a>
<a href="https://darksky.org/">https://darksky.org/</a> <a href="https://rasc.ca/lpa/dark-sky-sites">https://rasc.ca/lpa/dark-sky-sites</a>
<a href="#">Canada Species At Risk Act Website</a>
<a href="#">Firesmartbc.ca</a>
<a href="#">Guide to Edge Planning</a>
<a href="#">Castlegar Harvest Match Program</a>

## Glossary

### **Local Government Act**

Is a Provincial Government Act that empowers, guides, limits and affects local governments. The Act covers important authorities for both municipalities and regional districts, such as planning and land use powers and statutory requirements for administering elections.

### **Provincial Blue Listed ecosystems and species**

Species and ecological communities are assigned to provincial lists depending on their Provincial Conservation Status. Blue-listed species include any native species or ecological community considered to be of Special Concern (formerly Vulnerable) in British Columbia. Species or ecological communities of Special Concern have characteristics that make them particularly sensitive or vulnerable to human activities or natural events. Blue-listed species or ecological communities are at risk, but are not Extirpated, Endangered or Threatened.

### **Provincial Red Listed Ecosystems and species**

Species and ecological communities are assigned to provincial lists depending on their Provincial Conservation Status. Red-listed species include any native species or ecological communities that have, or are candidates for, Extirpated, Endangered, or Threatened status in British Columbia. Extirpated species no longer exist in the wild in British Columbia, but do occur elsewhere. Endangered species and ecological communities are facing imminent extirpation or extinction. Threatened species and ecological communities are likely to become endangered if limiting factors are not reversed. Not all Red-listed species or ecological communities will necessarily become formally designated. Placing species or ecological communities on these lists flags them as being at risk and requiring investigation

### **Recreation Sites and Trails BC**

Recreation Sites and Trails B.C. (RSTBC) provides public recreation opportunities by developing, maintaining and managing a network of recreation sites and recreation trails throughout the province.

## Weblink

[Local Government Act](#)

[Provincial Species at Risk](#)

[Provincial Species at Risk](#)

<https://www2.gov.bc.ca/gov/content/sports-culture/recreation/camping-hiking/sites-trails>

## Glossary

### **Riparian Areas Protection Regulation**

The purpose of the regulation is to protect the many and varied features, functions and conditions that are vital for maintaining stream health and productivity, including:

- Sources of large organic debris, such as fallen trees and tree roots
- Areas for stream channel migration
- Vegetative cover to help moderate water temperature
- Provision of food, nutrients and organic matter to the stream
- Stream bank stabilization
- Buffers for streams from excessive silt and surface run-off pollution

### **Trans-Canada Trail**

As the longest trail network in the world, the Trans Canada Trail connects Canadians and visitors to nature and to one another, from coast to coast to coast, through accessible and inclusive outdoor activities. Through collaboration and partnerships, we build, maintain and steward Canada's national trail, a unique system of connected urban and rural trails.

### **Vision Zero**

Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. First implemented in Sweden in the 1990s, Vision Zero has proved successful across Europe – and now it's gaining momentum in North American cities.

### **Wildsafe**

WildSafeBC is the provincial leader in preventing conflict with wildlife through collaboration, education and community solutions.

## Weblink

<https://canlii.ca/t/562c5>

[Trans-Canada Trail Website](#)

<https://visionzeronetwork.org/about/what-is-vision-zero/>

<https://wildsafebc.com/>

## 9.3 Existing Plans, Policies, & Legislation

Plan	Web Link	Plan	Web Link
West Kootenay 100% Renewable Energy Plan	<a href="https://castlegar.ca/wp-content/uploads/2023/10/5.-Castlegar-100-Renewable-Energy-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/10/5.-Castlegar-100-Renewable-Energy-Plan.pdf</a>	Integrated Infrastructure Capital Plan	<a href="https://castlegar.ca/wp-content/uploads/2023/10/1.-Water-Asset-Management-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/10/1.-Water-Asset-Management-Plan.pdf</a>
Building Bylaw	<a href="https://castlegar.ca/wp-content/uploads/2023/04/Bylaw-1338-Consolidated-Building.pdf">https://castlegar.ca/wp-content/uploads/2023/04/Bylaw-1338-Consolidated-Building.pdf</a>		<a href="https://castlegar.ca/wp-content/uploads/2023/10/2.-Sanitary-Asset-Management-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/10/2.-Sanitary-Asset-Management-Plan.pdf</a>
BC Drinking Water Protection Act	<a href="https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/00_01009_01">https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/00_01009_01</a>		<a href="https://castlegar.ca/wp-content/uploads/2023/10/3.-Roads-Asset-Management-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/10/3.-Roads-Asset-Management-Plan.pdf</a>
Castlegar, Areas I and J Recreation & Culture Master Plan	<a href="https://castlegar.ca/wp-content/uploads/2023/11/Castlegar-Areas-I-and-J-Recreational-Master-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/11/Castlegar-Areas-I-and-J-Recreational-Master-Plan.pdf</a>		<a href="https://castlegar.ca/wp-content/uploads/2023/10/4.-Storm-Asset-Management-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/10/4.-Storm-Asset-Management-Plan.pdf</a>
Castlegar & District Economic Development Strategy	<a href="https://castlegar.ca/government/reports-plans-publications/economic-development-strategy/">https://castlegar.ca/government/reports-plans-publications/economic-development-strategy/</a>	Major Industrial Accidents Council of Canada	<a href="https://www.cheminst.ca/wp-content/uploads/2019/04/Risk-Based20Land20Use20Planning20Guidelines-1.pdf">https://www.cheminst.ca/wp-content/uploads/2019/04/Risk-Based20Land20Use20Planning20Guidelines-1.pdf</a>
Castlegar Liquid Waste Management Plan (In-Progress)	<a href="https://castlegar.ca/services/utilities-infrastructure/water-sewer/liquid-waste-management-plan/">https://castlegar.ca/services/utilities-infrastructure/water-sewer/liquid-waste-management-plan/</a>	Pedestrian & Cycling Master Plan	<a href="https://castlegar.ca/wp-content/uploads/2023/08/Final_Ped_Bike_Master_Plan_for_web.pdf">https://castlegar.ca/wp-content/uploads/2023/08/Final_Ped_Bike_Master_Plan_for_web.pdf</a>
Castlegar Snow Removal Priorities	<a href="https://castlegar.ca/services/utilities-infrastructure/snow-winter-operations/">https://castlegar.ca/services/utilities-infrastructure/snow-winter-operations/</a>	Regional District of Central Kootenay Resource Recovery Plan	<a href="https://www.rdck.ca/assets/Services/Waste-and-Recycling/Documents/FINAL_RRP_12AUG2021.pdf">https://www.rdck.ca/assets/Services/Waste-and-Recycling/Documents/FINAL_RRP_12AUG2021.pdf</a>
Castlegar Source Assessment Report	Not currently available online	Social and Wellbeing Assessment	<a href="https://castlegar.ca/planning-building-business/city-planning-capital-projects/social-community-wellbeing/">https://castlegar.ca/planning-building-business/city-planning-capital-projects/social-community-wellbeing/</a>
Communications Plan	<a href="https://castlegar.ca/wp-content/uploads/2023/10/6.-Communications-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/10/6.-Communications-Plan.pdf</a>	Street Tree Master Plan	<a href="https://castlegar.ca/wp-content/uploads/2023/08/STMP_FINAL.pdf">https://castlegar.ca/wp-content/uploads/2023/08/STMP_FINAL.pdf</a>
Community Wildfire Protection Plan	<a href="https://castlegar.ca/wp-content/uploads/2023/10/8.-Castlegar-Community-Wildfire-Protection-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/10/8.-Castlegar-Community-Wildfire-Protection-Plan.pdf</a>	Subdivision and Development Servicing Bylaw	<a href="https://castlegar.ca/wp-content/uploads/2023/01/Bylaw-1018-Consolidated-Subdivision-and-Development-Servicing.pdf">https://castlegar.ca/wp-content/uploads/2023/01/Bylaw-1018-Consolidated-Subdivision-and-Development-Servicing.pdf</a>
Development Cost Charge Bylaw	<a href="https://castlegar.ca/wp-content/uploads/2023/04/Consolidated.Bylaw_1197.Development-Cost-Charges.pdf">https://castlegar.ca/wp-content/uploads/2023/04/Consolidated.Bylaw_1197.Development-Cost-Charges.pdf</a>	Zoning Bylaw	<new link when complete>
Downtown Area Plan	<a href="https://castlegar.ca/wp-content/uploads/2023/08/Downtown-Area-Plan.pdf">https://castlegar.ca/wp-content/uploads/2023/08/Downtown-Area-Plan.pdf</a>		
Housing Strategy	<a href="https://castlegar.ca/planning-building-business/city-planning-capital-projects/housing-strategy/">https://castlegar.ca/planning-building-business/city-planning-capital-projects/housing-strategy/</a>		
Housing Needs Assessment	<a href="https://castlegar.ca/wp-content/uploads/2023/07/2023-Castlegar-Housing-Needs-Report.pdf">https://castlegar.ca/wp-content/uploads/2023/07/2023-Castlegar-Housing-Needs-Report.pdf</a>		