# Official 4 Community Plan

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ANAL FLATS

# CanalFlats

JANUARY 2019 | DRAFT 2.0

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# village of CanalFlats

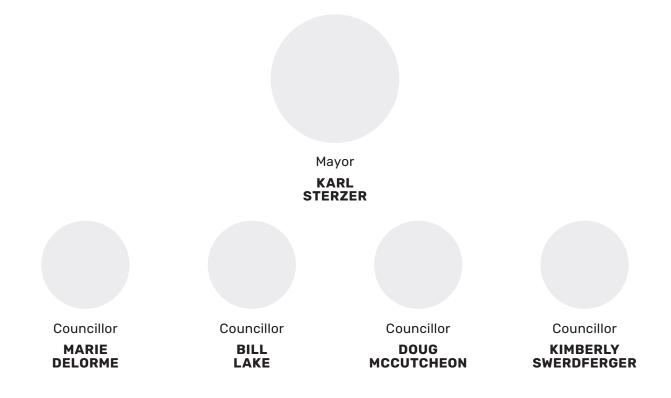
### **OFFICIAL COMMUNITY PLAN**

JANUARY 2019 | DRAFT 2.0

### Acknowledgments

#### **The OCP Review Process**

The Official Community Plan Review is, by law, the formal responsibility of the Council of the Village of Canal Flats. This Council has opted for an engaging Official Community Plan review process developed in close collaboration with the Village. The result is an Official Community Plan that represents an inspired vision for the future of Canal Flats. Village Council's insight, support and cooperation has been instrumental in the design and exercise of this planning endeavour.





The Village of Canal Flats Council wishes to recognize the contributions made by the community who actively participated in the OCP process, ensuring that this Plan captures the community's aspirations for the Village of Canal Flats.

# Additionally, this Official Community Plan could not have been completed without the contributions and input from the following participants:

The Official Community Plan Advisory Committee

B&A Planning Group - Planning, Public Engagement, and Creative Design

Urban Systems – Engineering Services (led by Jan Korinek, in service to the Village of Canal Flats)

WSP - Consulting Services (led by Bob Evans, in service to the Village of Canal Flats)

Hume Consulting – Commercial Viability Services (led by Peter Hume, in service to the Village of Canal Flats)

Village of Canal Flats staff – Adrian Bergles, Chief Administrative Officer; Sylvie Hoobanoff, Corporate Officer; Chris Fields, Economic Development Officer; Bill Doroshuk, Public Works coordinator.

Regional District of East Kootenay (RDEK) Electoral Area Directors

Vadim Kovalev – Aerial Imagery

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"We are the affordable, family-friendly Village building a new future in diverse housing options, quality of place initiatives, tourism and light industry development, and redevelopment of a unique work-live downtown. We will be a key employment centre in a Columbia Valley that reconnects people to nature ... and each other."

> Village of Canal Flats Economic Development Strategy Vision Statement 2016

# Village of CanalFlats



# **Purpose, Vision, and Overview**

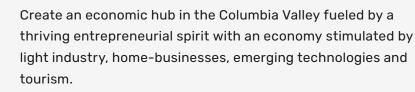
#### **1.1 PURPOSE**

1.0

This Official Community Plan (OCP) is a policy tool to foster positive change. It is intended to provide a framework to guide growth and development in Canal Flats towards the community's vision for the future. The Plan offers policy direction on environmental protection and preservation, land use, housing, infrastructure and servicing, parks and open space, and social and economic development. The Plan also offers direction on how to implement the policies it contains, setting out specific steps the Village of Canal Flats can take to implement the OCP in the short and longer term.

#### **1.2 MISSION**

To achieve our vision, we will strive to:





Foster a safe, accessible, affordable, and fun sense of community with a range of housing types for a diversity of people, well-connected public spaces, and services and amenities for residents and tourists alike.



Protect the natural environment through preservation and conservation of environmentally sensitive lands in collaboration with other government bodies, the Ktunaxa Nation, and local non-profit groups.



Be recognized as modern mountain Village with traditional small-town vibes including friendliness, an atmosphere of cooperation, and a sense of connectedness.

#### **1.3 HOW TO USE THIS PLAN**

This Official Community Plan (OCP) was developed through best and current practices research; community demographic and economic analysis; local, regional, provincial, and federal policy review; intensive public and stakeholder engagement; and ongoing collaboration with the Village Council and administration. This plan is intended as a guide to help inform local government, developers, residents, and future residents of the desired future development and redevelopment in the Village.

#### The Plan is formatted with the following sections:

- **2.0** WELCOME TO CANAL FLATS pg. 03. This Plan is intended to create a lasting legacy and we hope it resonates with the reader now and for years to come.
- **3.0 LAND USE POLICIES** pg. 04-22. These policies reflect the community's preferred approach to the management of growth and development.
- 4.0 DEVELOPMENT PERMIT AREAS (DPAS) pg. 23 46. These DPAs and associated policies have been created to direct how development will occur in specific areas of the Village. DPAs also provide certainty to stakeholders about requirements for development in defined areas of the community.
- 5.0 ENERGY AND GREENHOUSE GAS EMISSIONS pg. 47 48. These policies outline steps the Village is taking and plans to take to conserve energy and reduce greenhouse gas emissions.
- **6.0 IMPLEMENTATION & ACTION PLAN** pg. 49 53. These policies are intended to assist the Village with the steps they can take to making their vision and goals a reality.
- **7.0 OCP MAPS** pg. 54 65. These maps provide locations for and work in tandem with the policies established in this document.
- 8.0 OCP-IN-A-PAGE The accompanying easy-to-read booklet is a handy reference guide for the OCP.
- 9.0 APPENDICES Information that supports this OCP, including but not limited to: definitions, typologies, etc.





# 2.0

## Welcome to Canal Flats

The Village of Canal Flats is uniquely situated in the Rocky Mountain Trench, characterized by a variety of environmental influences, including the radical topography of Mount Sabine (known to the locals as "Old Baldy"), the vast Columbia Lake, the great Kootenay River, and an expansive alluvial plain.

These lands were originally inhabited by the Ktunaxa Nation. Two bands of the four that form the Ktunaxa Nation Council reside in proximity to the Village of Canal Flats to this day – the Akisqnuk and Aqam (formerly St Mary's Band) First Nations. Much later the Village was established by Austro-Englishman William Adolphe Baillie-Grohman.

Today, Canal Flats retains a sense of small town charm and character. It is unparalleled in its natural beauty and provides residents and visitors alike with endless outdoor recreation opportunities, from skiing to water sports to an abundance of walking and hiking trails. A hockey arena is a major seasonal draw from all over the region, and the elementary school is attractive to young families. The Village is in close proximity to towns and cities with urban amenities, and hosts numerous cultural attractions throughout the year.

In 2015, the Canfor sawmill – Canal Flats' main source of employment for nearly 100 years – closed its doors and left a large hole in the economic heart and the physical landscape of the Village. In response, the Village is forging ahead into this period of change with an air of optimism grounded in solid land use and economic planning. Community leaders and residents of Canal Flats are choosing practical, innovative, and implementable solutions which will transform their community, and attract development and economic investment at the regional and global scale. Canal Flats is poised for an evolution as it transforms its new vision into reality. This OCP represents a large piece of that overall new vision and this Plan is intended to help the Village realize its desired future.



# 3.0

# **Land Use Policies**

#### **3.1 ENVIRONMENTAL**

#### INTRODUCTION

Canal Flats has a diversity of natural environments ranging from the Columbia Lake, Kootenay River, a significant floodplain area, farm lands, wetlands, rocky bluffs and steep, treed upland areas. These areas provide habitat for many bird, fish and animal species as well as value for residents and visitors.

A significant flood plain, steeper slopes that are prone to erosion and the Urban Wildland Interface all impose limits on development.

Columbia Lake and the Columbia River System is a vast water system that is a summer playground for recreational users and pleasure craft alike. There are ongoing concerns regarding the carrying capacity and use of Columbia Lake. The Kootenay River has not been impacted by development to the same extent as Columbia Lake due to its flooding potential and adjacent Agricultural Land Reserve (ALR) designation.

#### STRATEGY

It is essential to protect and enhance the numerous natural assets of the Village, including Provincially Designated Environmental Areas as shown in **Map 2.0: Development Permit Area A (Environmental)**, and the Village's significant natural features, wildlife habitats, water bodies, and air quality. All water bodies must be maintained in an environmentally conscious manner and any development impacts minimized. Development in environmentally sensitive areas must be limited. The hazards of flooding or unstable soils must be mitigated. The habitats of wildfowl, fish, and ungulate wildlife must be protected and preserved.

The Village will continue to build relationships with local, provincial, and federal conservation, preservation, and restoration groups including government ministries, agencies, non-profits, and private landowners.









#### LAND USE POLICIES

- 3.1.1 It is recognized that provincial and federal environmental regulations are applicable within the Village boundaries.
- 3.1.2 Protection and enhancement of local environmentally sensitive areas, local water bodies and aquatic species, and wildlife corridors shall be undertaken through the designation of these areas as environmentally sensitive Development Permit Areas (DPAs).
- 3.1.3 The placement of structures and the alteration of land in proximity to the natural high-water mark of Columbia Lake or the Kootenay River is regulated by the Shoreline DPA.
- 3.1.4 Master Plans are required for lots that include areas of sloped land greater than 20% and/or are larger than 5 acres (2 hectares) in area.
- 3.1.5 All development should reflect and incorporate FireSmart Canada principles and design standards.
- 3.1.6 Low environmental impact construction methods should be utilized when constructing personal docks on the shoreline of Columbia Lake.
- 3.1.7 Support public access to Columbia Lake and the Kootenay River through formalized accesses that have minimal environmental impact and link the community to the river.
- 3.1.8 The development of new public accesses for motorized watercraft to Columbia Lake is not supported.
- 3.1.9 The redevelopment of the community boat launch at Tilley Memorial Park is supported to better protect and preserve the shoreline of Columbia Lake and the sensitive surrounding habitat areas.
- 3.1.10 Support opportunities for public access to the Source of the Columbia River.



#### **3.2 AGRICULTURE**

#### INTRODUCTION

The agricultural land reserve areas and forested hillside represent the largest landmass of the Village of Canal Flats. They provide the first-time visitors with an initial impression of Canal Flats. Farming and Forestry practices have had a large impact on the Village's historical development and resulting character. Much of the land that surrounds the Canal Flats Urban Containment Boundary is governed by the Agricultural Land Commission (ALC), a provincial regulatory body.

#### STRATEGY

The Village of Canal Flats intends to protect the Agriculture Area, as shown on **Map 2.0: Development Permit Area A (Environmental)**, and current ALR and non-ALR designated agricultural lands and utilize them to their fullest extent by promoting the growth of traditional and innovative agricultural industry in Canal Flats.



AGRICULTURAL LAND RESERVE (ALR) – The Agricultural Land Reserve (ALR) is a provincial zone in which agriculture is recognized as the priority use. Farming is encouraged and non-agricultural uses are restricted. The ALR protects approximately 4.6 million hectares of agriculturally suitable land across British Columbia.

#### **AGRICULTURE POLICIES**

- 3.2.1 The Agricultural Land Commission will be requested to conduct a bi-annual review of ALR lands boundaries within the Village in order to understand the quantity of unused and under-used agricultural lands and study the viability of agricultural production in Canal Flats.
- 3.2.2 The use of ALR parcels as a location for innovative agriculture is supported.
- 3.2.3 Greenhouse based agricultural industries are supported on ALR parcels.
- 3.2.4 Fragmentation of ALR parcels outside the UCB is not supported.
- 3.2.5 Home occupations that are complementary to agricultural-based operations are supported for on parcels within the ALR.





#### INTRODUCTION

The Canal Flats Economic Development Strategy (2016) aims achieve a 25% full-time population increase from 750 to 1000 residents by 2026. These new residents will help to build and strengthen Canal Flats as a distinctive community of families, entrepreneurs, millennials, retirees, and recreational property owners. Throughout public engagement, there was general support for increased density and the integration of innovative and diverse forms of housing into both the existing neighbourhoods and future master planned areas to accommodate this population growth. Innovative housing types that are 'lifestyle priced' will set Canal Flats apart from other communities, and is therefore core to the community's future prosperity.

#### STRATEGY

The Urban Containment Boundary, shown in **Map 1.0: General Land Uses**, directs all future residential growth to be contained within this area. This area contains considerable growth capacity and can accommodate Canal Flats' population growth targets for 2026. Along with the following policies, the Urban Containment Boundary provides Canal Flats with the ability to accommodate 460 to 1860 new units for an additional 930 to 3725 new residents (see **Map 7.0: Infill Plan**).

Within this area, Canal Flats should encourage a diverse range of infill housing forms and lot sizes to meet its residential goals. Accessory Dwelling Units (ADUs) are encouraged and may include tiny homes, cottage housing, laneway housing and other innovative forms on smaller lots. On larger lots, innovative forms of housing may include mixed-use/work-live developments, pocket neighbourhoods, cluster housing, co-housing, agrihoods, or eco-villages.







#### **RESIDENTIAL GROWTH POLICIES**

- 3.3.1 All residential development shall be directed to occur within the Urban Containment Boundary (UCB).
- 3.3.2 Support residential development within the UCB on existing residential parcels at density of up to 10 Units Per Acre (UPA).
- 3.3.3 A master plan shall be required for new residential development within the UCB at density above 10 UPA and / or for residential development on parcels greater than 2.47 acres (1 hectare) in area.
- 3.3.4 Innovative and diverse forms of housing such as tiny homes, secondary suites, laneway/cottage homes, multi-generational housing, co-housing, cluster housing, agrihoods, and eco-villages are encouraged and shall be permitted.
- 3.3.5 One (1) Accessory Dwelling Unit (ADU) per 0.2 acres (0.08 hectares) shall be permitted on existing residential parcels up to 5 ADUs per parcel. A site plan shall be submitted detailing unit location, parking, access, and servicing.
- 3.3.6 Subdivision of lands that Accessory Dwelling Units (ADUs) are situated on, that are not independently serviced, shall not be permitted.
- 3.3.7 The Village shall require the dedication of municipal rights-of-way and easements for roads, lanes, trails, utilities, to accommodate and service infill residential development.
- 3.3.8 Encourage small lot development to meet the needs of a growing community.



#### **3.4 COMMUNITY / NEIGHBOURHOOD**

#### INTRODUCTION

The Canal Flats Community and Neighbourhood Area consists of single-detached dwellings on a range of lot sizes, recreational properties, mobile home parks, a multi-unit (townhouse) development and lake front lots with large singledetached and recreational dwellings. Canal Flats requires the integration of a diversity of residential development, amenities, and services within the Community and Neighbourhood Area to address community and housing needs and to support economic opportunities for residents of Canal Flats.





#### STRATEGY

Within the Community and Neighbourhood Area, shown on **Map 1.0: General Land Uses**, Canal Flats should encourage

residential development that integrates affordable, rental, supportive, age-in-place, and seniors housing and services. Canal Flats should encourage residential development that integrates home based businesses, tourism accommodation and/or seasonal housing. Canal Flats supports an innovative and diverse range residential development to accommodate these needs.

#### **COMMUNITY / NEIGHBOURHOOD POLICIES**

- 3.4.1 The integration of a variety of housing types/styles, public amenities and facilities, within a neighbourhood shall be permitted to encourage the development of a multi-generational sense of community.
- 3.4.2 The integration of home-based businesses, tourism accommodation, and seasonal housing into existing neighbourhoods and new developments shall be permitted.
- 3.4.3 The Village and / or developers shall work with local agencies to provide amenities and services that complement supportive, age-in-place and seniors housing.
- 3.4.4 Partnerships and collaborations within the community that facilitate residential infill development for affordable, rental, supportive and/or seniors housing need are supported.



#### **3.5 VILLAGE CENTRE**

#### INTRODUCTION

The Village Centre is the civic and activity focal point for the revitalization of Canal Flats with residential, commercial, and civic land uses and open spaces including the Civic Centre, Arena, the Village Office, and Fire Station. Throughout public engagement, a need was identified for the revitalization of the Village Centre with new residential and commercial development and amenities to diversify the economic base and to support and attract residents.





Within the Village Centre Area, shown on **Map 1.0: General Land Uses**, Canal Flats supports mixed use main street development, Accessory Dwelling Units (ADUs), innovative and diverse infill housing forms and lot sizes, compatible commercial development, and multi-unit and work/live development. The priority for Grainger Road is for mixed use and work/live development.







#### VILLAGE CENTRE POLICIES

- 3.5.1 Support the development of multi-unit, mixed use and work/live buildings along Grainger Road.
- 3.5.2 Direct the locating of retail shops, grocery services, dining and entertainment uses, creative industries, and tourism services to the Village Centre.
- 3.5.3 Support the flexible use of open space and civic facilities in the Village Centre for a variety of place-making activities.
- 3.5.4 Support partnerships and collaborations within the community to develop and implement economic strategies for the attraction and retention of businesses and commercial services.
- 3.5.5 Support partnerships and collaborations to capitalize and expand on the Arena's economic success.
- 3.5.6 Identify the location for a future Village Centre plaza and work with residents and local businesses to design and plan for the construction of the plaza.
- 3.5.7 Integrate and link the Arena by both local streets and pedestrian pathways to the tourist commercial businesses to promote the Canal Flats economic base.
- 3.5.8 Support partnerships and collaborations to revitalize civic buildings and open spaces to support a vibrant and well-connected Village Centre.
- 3.5.9 Strong landscaping and building design requirements shall be enforced in the Village Centre area through the creation of a Village Centre Development Permit Area.
- 3.5.10 Explore the creation and implementation of a public art policy for the Village Centre.





#### **3.6 MASTER PLANNED MIXED USE**

#### INTRODUCTION

The Master Planned Mixed Use (MPMU) policy area is intended to be the focal point for tourist and travelling public commercial services. The lands in this area have a high degree of visibility from Highway 93/95 and the potential to be the location for an additional all-movements intersection. The MPMU area directly interfaces and links with the adjacent Gateway, Village Centre and Community and Neighbourhood policy areas. The portions of the MPMU area located along these interface boundaries are intended to be "transition" areas where residential, retail commercial, and civic land uses blend with tourist and highway commercial types of land uses. The MPMU area is to provide off-street parking for travellers with well-located pedestrian linkages into the Village Centre, Gateway and the Village's pathway network.





#### STRATEGY

The Master Planned Mixed Use Area, shown on **Map 1.0: General Land Uses**, is a comprehensively planned and designed "community within a community", which will be developed in phases to promote economic, environmental, and social sustainability, as well as to ensure functional integration with the adjacent policy areas. Mixed use development and multi-until residential buildings will be designed and located to respect the features of these adjacent districts. Tourist and traveller related commercial services will be sited to maximize their exposure to the travelling public and in a manner that creates a pedestrian friendly internal streetscape with parking bays rather than large, open asphalt parking lots.



#### MASTER PLANNED MIXED USE POLICIES

- 3.6.1 Prior to the commencement of development of lands within the Master Planned Mixed Use area the developer shall create a master plan and phasing scheme approved by Council and the conditions of the Master Planned Mixed Use DPA must be addressed.
- 3.6.2 Multi-unit and mixed-use developments are permitted along the northern boundary of the district, adjacent to Baillie Grohman Avenue.
- 3.6.3 Retail uses in mixed use developments should include professional services, creative industry, and local commercial retail.
- 3.6.4 Tourist commercial and services for the travelling public shall be initially located in the development phase that is adjacent to the Gateway area, with future phases being located on lands adjacent to the Highway 93/95 corridor.
- 3.6.5 Development design must reflect and protect, the Council and MOTI approved location(s) for future Highway / local road intersections.
- 3.6.6 Integrate and link the Arena by both local streets and pedestrian pathways to the tourist commercial businesses as a means to promote the Canal Flats economic base.
- 3.6.7 Landscaping and building design requirements shall be enforced in the MPMU area through the creation of a Master Planned Mixed Use Development Permit Area.



#### **3.7 GATEWAY**

#### INTRODUCTION

An attractive and inviting gateway is the Village's "welcome" to residents, visitors and travelers along the highway. Presently there is very little in the way of a welcome or first impression for Canal Flats as historically the lumber mill and log yard were the visible signs of the Village from the highway. The previous "landmark" lumber mill and log storage areas are gone, and new development promises to transform these areas into vibrant mixed-use areas, bringing people and jobs. Building on this new energy the Village and its residents have stated a desire to improve the visual appearance of the south access point to Highway 93/95. The Village's Gateway area must also ensure safe vehicle access for passenger vehicles, commercial vehicles and resource industry trucks. Balancing the needs of these different gateway users while creating an attractive gateway is important to the Village's long-term success.





#### STRATEGY

The Village's Gateway Area is identified on **Map 1.0: General Land Uses**. The Village supports the development of these lands as commercial, industrial-technology, mixed-use or public uses where they enhance and beautify the gateway area through high-quality landscaping, signage, architecture and public gathering places.





#### **GATEWAY POLICIES**

- 3.7.1 Gateway land uses, including commercial, mixed-use, industrial-technology and public facilities shall be directed to lands identified as Gateway on Map 1.
- 3.7.2 The Village shall create a Gateway / Highway Access Management Strategy that outlines the Village's long-term planning, in collaboration with the provincial Ministry of Transportation and Infrastructure (MOTI), for the following:
  - a. long-term and short-term primary and secondary highway access locations;
  - b. welcome / gateway signage, beautification, landscaping and related marketing plan;
  - c. strategy for private signage along the highway;
  - d. pedestrian access across the highway;
  - e. resource/mining truck access and safety;
  - f. flood mitigation considerations where applicable; and
  - g. appropriate scale, type and location of highway business opportunities that complement rather than detract from the creation of a vibrant Village Centre.
- 3.7.3 Where the Village or province requires additional right-of-way to establish a safe and viable long-term highway access management strategy, developers shall be required to provide the necessary right-of-way at the time of subdivision.
- 3.7.4 Each development in the gateway area shall provide safe pedestrian and cycling facilities or pathways to and from the Village Centre.
- 3.7.5 The Village shall work with the provincial Ministry of Transportation and Infrastructure (MOTI) to determine a strategy for safe pedestrian access across the highway.
- 3.7.6 Land uses that create nuisances visible from the highway (e.g. dust, pollution, visible refuse/garbage, storage areas) shall not be permitted in the Gateway area.
- 3.7.7 Landscaping and building design requirements shall be enforced in the Gateway area through the creation of a Gateway Development Permit Area.



#### **3.8 INDUSTRIAL / TECHNOLOGY**

#### INTRODUCTION

Lands for employment and economic activity are vital for a sustainable and healthy community. Industrial-Technology lands provide a suite of benefits to the Village and its residents, including employment, corporate support for community initiatives and amenities, a non-residential tax base, and vital infrastructure such as roads, servicing, and flood mitigation structures. Canal Flats has an exceptional opportunity to expand its industrial-technology land base with a significant proportion of land available and market interest in developing new and emerging technologies. Canal Flats encourages the development of its industrial lands in a way that creates a sustainable local economy and an expanded tax base for the Village.

#### STRATEGY

The Village's Industrial-Technology lands are identified on **Map 1.0: General Land Uses**. The Village supports the development of these lands as industrial and/or industrial-technology related land uses that create employment, generate economic activity and contribute to the overall community life of Canal Flats.









#### **INDUSTRIAL / TECHNOLOGY POLICIES**

- 3.8.1 Industrial and industrial-technology land uses shall be directed to lands identified as Industrial-Technology on Map 1.
- 3.8.2 Each development on industrial-technology lands shall ensure the provision of safe pedestrian access to all facilities.
- 3.8.3 The Village has identified the need for a light industrial / business park and will support this type of development on lands identified as Industrial-Technology on Map 1.
- 3.8.4 Multi-lot subdivision applications within the Industrial-Technology lands shall require the submission of a site master plan.
- 3.8.5 Where industrial-technology uses create offsite nuisances (e.g. noise, dust, vibration) the owner/developer shall mitigate these impacts to meet appropriate Federal or Provincial standards.
- 3.8.6 Landscaping and building design requirements shall be enforced in the Industrial area through the creation of an Industrial Development Permit Area.



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#### **3.9 PARKS & OPEN SPACE**

#### INTRODUCTION

Canal Flats has many areas, both private and public, which provide for active and passive parks and open space, and a five-minute drive in any direction will place the resident or visitor within reach of the natural wilderness. The Village enjoys a high caliber of active parks well-located within the community. The Recreational Centre, Lions Park, Tilley Memorial Park (Boat Launch and picnic area) and school grounds are all fine examples of active parks and open space accessible to the majority of Village residents.





#### STRATEGY

Parks, open space and recreation facilities are critical to the health and welfare of residents and help complete a community. These diverse facilities are essential to meet the changing needs and lifestyle desires of residents and visitors of all ages and abilities. Canal Flats will continue to develop a comprehensive network of formalized parks and linkages between them to meet the future needs of a changing and growing population. Canal Flats will endeavour to provide safe, pleasant and convenient multi-purpose trails, paths or routes both motorized and non-motorized to accommodate a wide range of users to link community destinations.







#### **PARKS & OPEN SPACE POLICIES**

- 3.9.1 The priority for lands dedicated for parks and public open space at the time of subdivision shall be for the creation of trailheads, trails, and multi-use paths.
- 3.9.2 The payment of cash in lieu of the dedication of up to 5% of lands being subdivided shall be at the discretion of Village Council.
- 3.9.3 The implementation of a formalized network of local and regional trails connecting the Village to Columbia Lake and the Kootenay River, that respects the environmental sensitivity of the area, shall be pursued as generally shown on Figure XX.
- 3.9.4 Naturalized parks and play structures are encouraged in all park development to symbolize the Village's important relationship and integration with its beautiful natural setting.
- 3.9.5 All new parks and play structures shall be universally accessible and renovations to established parks and play structures shall incorporate universal access design.
- 3.9.6 Investigate the implementation of multi-use trails that may be used by motorized vehicles use such as ATVs, golf carts, and snowmobiles.





#### **3.10 INFRASTRUCTURE**

#### INTRODUCTION

Infrastructure includes the utilities, roads, infrastructure, facilities and services that support life and economic activity within the Village. The Village provides piped water and sewer services throughout the majority of the Village (see **Map 6.A and 6.B: Domestic Water & Sanitary Sewer Serviced Areas**).

**Sewer:** The Village sewer system includes lagoons located south of the highway as well as required lift stations.

**Water:** The Village's water system does not include a treatment system as the water has been deemed suitable for drinking by health authorities. At some time in the future the Village may require a water treatment system and should be prepared for this eventuality.

**Storm Water:** Presently the Village's storm water system is quite minimal, consisting mainly of localized catchments and drainage solutions. There is no Village-wide storm water management system. A high water table complicates the issue of storm water management as well as the Village's geographic location between a lake, river and mountains.







**Roads & Rights-of-Way:** The Village consists mainly of a grid designed road system, which has many benefits including a high-level of connectivity and the ability to more easily infill/redevelop low density areas. The current grid system should be supported by discouraging future cul-de-sacs and taking required right-of-way at the time of subdivision. Many of the Village's rights-of-way are wide, underutilized and accommodate informal parking of cars, trucks, boats, ATVs and other vehicles. The Village should explore adopting a long-term strategy for identifying appropriate use of the Village's rights-of-way.



#### STRATEGY

The Village's future growth should be concentrated to areas that can be fully serviced with water and sewer services. Emphasis should be focused on encouraging growth where water and sewer services already exist as infilling these areas is the most cost-effective for the Village. The Village shall work towards a goal of ensuring that future development contributes to the full costs of development, including necessary off-site upgrades, and does not otherwise financially burden existing residents or businesses.

#### **INFRASTRUCTURE POLICIES**

- 3.10.1 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.
- 3.10.2 A financial plan, and associated budgeting, for the potential future need for a water treatment system expansion will be prepared.
- 3.10.3 The preparation of a storm water management master plan, that addresses future growth and the likely increase in development and impermeable surfaces within the Village, will be undertaken and completed by 2021.
- 3.10.4 Individual developments shall provide a drainage plan or storm water management plan acceptable to the Village, and is consistent with the Village's stormwater management master plan
- 3.10.5 The inclusion of cul-de-sacs within the design for new neighbourhoods within the urban containment boundary may be permitted where the developer can demonstrate their compatibility with the Village's grid road network.
- 3.10.6 Explore infrastructure innovations that provide opportunities for cost efficiencies and/or enhanced environmental stewardship.

#### **INFRASTRUCTURE POLICIES CONTINUED**

- 3.10.7 Explore the use of non-car motorized vehicles (golf carts/ATVs) on public roads as a means to support Village quality of life.
- 3.10.8 Connectivity solutions that leverage the Columbia Basin Trust fibre network point of presence into a community-wide solution will be considered.
- 3.10.9 Developers shall be required to dedicate land for public right-of-way for the purpose of expansion or completion of the Village's grid network, including roads, lanes or pathways. The Village's land dedication requests should be guided by Figure XX: Infill Redevelopment Plan.
- 3.10.10 The Village shall create a Development Cost Charges (DCC) Bylaw to ensure the full costs of development are borne by developers at the time of development.
- 3.10.11 The Village's current Asset Management Investment Plan will be revised and implemented to assist the Village in its long-term planning and budgeting for safe and sustainable infrastructure.
- 3.10.12 Developers shall be required to cover third-party professional costs (e.g. engineering) associated with the review or analysis of the servicing requirements for a proposed development. For example, costs associated with modelling the impact of a proposed development on the water or sewer system.
- 3.10.13 The extension of the Village's pedestrian infrastructure (i.e. sidewalks, pathways and trails) shall be required within future neighbourhood developments and shall be considered for retrofitting into existing neighbourhoods as funds become available.





## **Development Permit Areas**

#### 4.1 WHAT IS A DPA?

4.0

The Village of Canal Flats has the authority to designate certain areas within the Village boundaries as Development Permit Areas (DPAs). These areas identify locations that need special treatment for certain purposes including the protection of development from hazards, establishing objectives for form and character in specified circumstances, or revitalization of a commercial use area.

# Within a DPA, a property owner is required to get a development permit before:

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

A local government may issue a development permit that varies or supplements a subdivision or zoning bylaw, and it must not vary the use or density permitted in the bylaw (except in relation to health, safety or protection of property from damage).

#### Canal Flats has 6 DPAs:



- Environmental Transition DPA
- 3 Village Centre DPA
- 4 Master Planned Mixed Use DPA



- Gateway DPA
- Industrial / Technology DPA

NOTE: These DPAs are illustrated in Map 2.0: Development Permit Area A (Environmental) and Map 3.0: Development Permit Area B.

#### **4.2 DPA REQUIREMENTS AND EXEMPTIONS**

#### General Requirements

## Within all Development Permit Areas, property owners and developers must obtain a Development Permit before:

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

#### × General Exemptions

#### Within all Development Permit Areas, a development permit is not required for:

- 1. Internal alterations which do not affect the outer appearance of the building;
- 2. Replacement, upgrading or repair of roofing;
- 3. Additions to buildings which increase the floor area by an amount less than 25% of the area;
- 4. The installation, repair or placement of utilities infrastructure in a highway right-of-way;
- 5. General road construction or maintenance within the right-of-way; or
- 6. The removal or pruning of hazardous trees, pruning of undergrowth, supplementing or maintaining natural existing vegetation or approved ecosystem restoration projects



#### **4.3 SHORELINE DPA**

#### AREA

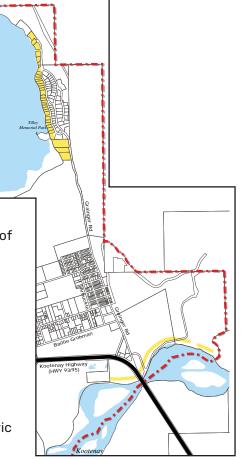
The Village of Canal Flats Shoreline DPA requirements apply to all properties with all or a portion of the property located adjacent to Columbia Lake and the Kootenay River as identified by **Map 2.0: Development Permit Area A (Environmental)** of this OCP.

#### **OBJECTIVES**

The purpose of the Canal Flats Shoreline DPA is to contribute to the protection of the natural conditions, water quality, and wildlife ecosystems and habitats that make up the shoreline of Columbia Lake, a priceless natural environmental and public asset not only to Canal Flats but the larger Kootenay Region, and an area of cultural and historic importance to the Ktunaxa Nation.

# Developers and local homeowners should meet the following objectives during shoreline development:

- Identify sensitive shoreline areas, including flora and fauna habitats, in community and site plans prior to development planning and design;
- Direct development away from sensitive shoreline areas;
- · Protect the ecological values of shoreline sensitive areas during and after development;
- Provide buffers and protection measures for shoreline sensitive areas, including the management of recreational access;
- Design developments to allow for the continuation of ecological processes that are essential for ecosystem sustainability (flooding, fire, etc.);
- Prevent the spread of invasive alien species in shoreline areas; and
- Encourage landowners to identify and implement conservation opportunities for properties adjacent to the shoreline of Columbia Lake.



LUMBIA LAKE

#### **SHORELINE DPA POLICIES**

- 4.3.1 It is recognized that this DPA is located within a provincial historic resource value area and that these provincial regulations are applicable within the DPA boundaries (see Map 8.0: Historic Resource Area).
- 4.3.2 The shoreline area, understood to be any land within 30 metres of the natural boundary of Columbia Lake or the Kootenay River, shall remain free of development and in its natural condition.
- 4.3.3 Where the 30-metre setback from the natural boundary renders a property undevelopable, a lesser setback is permissible in accordance with information provided by a Qualified Environmental Professional (QEP) detailing how the development will minimize shoreline impact and provide for natural environmental restoration and habitat restoration, where applicable.
- 4.3.4 Stormwater shall be managed on-site during and after the construction period in order to ensure water quality and quantity (equivalent to a 2-year, 24-hour storm event).
  - 4.3.4.1 The site-specific stormwater management plan shall be designed to manage sediment and run-off during construction.
  - 4.3.4.2 Preparation of a site-specific stormwater management plan shall be undertaken by a QEP or related professional.
  - 4.3.4.3 Post development flows shall not exceed pre-development flows into watercourses and such requirement shall be demonstrated in the sitespecific storm water management plan.
- 4.3.5 Alteration of the natural drainage courses of the site shall be minimized.
- 4.3.6 Total impervious surface coverage of properties in the Shoreline DPA shall be minimized.



#### SHORELINE DPA POLICIES CONTINUED

- 4.3.7 A landscape plan shall be submitted as part of the Development Permit application and shall indicate all existing and proposed landscape features, including potential rehabilitation of previously disturbed sites.
- 4.3.8 Fuel storage and refuelling locations for motorized marina vehicles, including all private docks, must prepare a site-specific fuel management plan complete with spill prevention and containment strategies that reflect Village, Provincial, and Federal agency regulations.
- 4.3.9 A site-specific landscape plan will detail plantings within the setback area with attention to: erosion control, protection of banks, and maintenance of the watercourses hydrological function, where property damage is a consideration.
- 4.3.10 Additional site-specific information may be required as part of the Development Permit application process (for example, submission of an Environmental Impact Assessment Report prepared by a QEP).

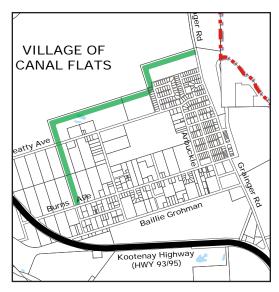
#### SHORELINE DPA SPECIFIC EXEMPTIONS

- 4.3.11 A Development Permit shall not be required if a QEP conducts a site visit and certifies that proposed development will not affect or alter in any detrimental way the natural conditions, water quality, and wildlife ecosystems and habitats that make up the shoreline of Columbia Lake.
- 4.3.12 A Development Permit shall not be required for routine maintenance of existing public beach areas, including boat launch maintenance, the periodic deposition of new sand, and the removal of encroaching upland vegetation.

#### 4.4 ENVIRONMENTAL TRANSITION DPA

#### AREA

The Village of Canal Flats Environmental Transition DPA requirements apply to all properties with all or a portion of the property located adjacent to provincially defined Wildlife Management Area as identified by **Map 2.0: Development Permit Area A (Environmental)** of this OCP.



#### **OBJECTIVES**

The purpose of the Environmental Transition DPA is to contribute to the protection of residents, property, and wildlife by focusing on properties adjacent to provincially regulated environmentally sensitive areas.

# Developers and local homeowners should meet the following environmental objectives during development:

- Identify environmentally sensitive areas in community and site plans prior to development planning and design;
- Direct development away from environmentally sensitive areas;
- Protect the ecological values of environmentally sensitive areas during and after development;
- Provide buffers and protection measures for environmentally sensitive areas, including the management of recreational access;
- Connect environmentally sensitive areas to nearby habitats using wildlife corridors;
- Design developments to allow for the continuation of ecological processes that are essential for ecosystem sustainability (flooding, fire, etc.);
- Prevent the spread of invasive, alien species in environmentally sensitive areas; and
- Identify and implement restoration opportunities for disturbed environmentally sensitive areas.



#### **ENVIRONMENTAL TRANSITION DPA POLICIES**

- 4.4.1 A landscape plan shall be submitted as part of the Development Permit application and shall indicate all existing and proposed landscape features, including rehabilitation of previously disturbed sites.
- 4.4.2 Landscaping should incorporate plants native to British Columbia and the Columbia Valley area and should be selected in accordance to FireSmart Canada standards wherever possible.
- 4.4.3 The landscape plan may incorporate bioswales, rain gardens, planting strips and/ or other features to manage stormwater and runoff using natural materials where possible. Property owners and developers are encouraged to rehabilitate previously disturbed areas and return them to their original condition or better.
- 4.4.4 Healthy, mature trees and vegetation shall be retained where possible.
- 4.4.5 The use of traditional hard-edge fencing materials (i.e. wood planking, chain link, etc.) is discouraged.
- 4.4.6 Stormwater shall be managed on-site during and after the construction period in order to ensure water quality and quantity (equivalent to a 2-year, 24-hour storm event).
  - 4.4.6.1 The site-specific stormwater management plan shall be designed to manage sediment and run-off during construction.
  - 4.4.6.2 Preparation of a site-specific stormwater management plan shall be undertaken by a Qualified Environmental Professional (QEP) or related professional.
  - 4.4.6.3 Post development flows shall not exceed pre-development flows into watercourses and such requirement shall be demonstrated in the sitespecific storm water management plan.

#### ENVIRONMENTAL TRANSITION DPA POLICIES CONTINUED

- 4.4.7 Alteration of the natural drainage courses of the site shall be minimized.
- 4.4.8 Total impervious surface coverage of properties in the Environmental Transition DPA shall be minimized.
- 4.4.9 Lighting infrastructure on the site should be compliant with Royal Astronomy Society of Canada Dark Sky Guidelines for Outdoor Lighting.
- 4.4.10 Additional site-specific information may be required as part of the Development Permit application process (for example, submission of an Environmental Impact Assessment Report prepared by a QEP).

#### **Environmental Transition DPA Specific Exemptions**

4.4.11 A Development Permit shall not be required if a QEP conducts a site visit and certifies that proposed development will not affect or alter in any detrimental way the natural conditions and wildlife ecosystems and habitats that make up the interface lands between the provincially designated Wildlife Management Area and the Village of Canal Flats.





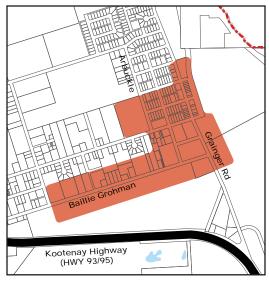




## **4.5 VILLAGE CENTRE DPA**

#### AREA

The Village of Canal Flats Village Centre DPA requirements apply to all properties with all or a portion of the property located near and / or adjacent to the three major transportation corridors of Baillie Grohman Avenue, Grainger Road, and Burns Avenue, as identified by **Map 3.0: Development Permit Area B** of this OCP.



#### **OBJECTIVES**

The purpose of the Canal Flats Village Centre DPA is to establish objectives for the form and character of the Village Centre commercial, mixed-use, work/live, multi-family, residential, civic and open space developments.

Developers and local homeowners should meet the following objectives during Village Centre development:

- Achieve a cohesive, small village sense of place for Canal Flats residents and visitors;
- Create an attractive Village Centre that encourages economic investment;
- Foster a distinctive Village Centre architectural character reflective of Canal Flats' unique heritage and context;
- Improve civic facilities, open spaces and streetscapes for Canal Flats residents and visitors;
- · Create a high-quality, walkable and accessible public realm; and
- Achieve appropriate integration and transitioning of adjacent industrial uses with the mix of uses in the Village Centre.





#### VILLAGE CENTRE DPA POLICIES

#### **General Character**

4.5.1 Developments within the Village Centre should maintain a small-town scale and include design materials and elements that reflect Canal Flats industrial resource history, Ktunaxa Nation culture and traditions, and/or the surrounding natural landscape (mountains, rivers, wildlife and lakes).

#### **Building Siting and Orientation**

- 4.5.2 Buildings should be located along the street front portion of the site and oriented to the street.
- 4.5.3 Non-single detached buildings should have a setback of not greater than 2 metres from the street except where patios or plazas are provided.
- 4.5.4 Elevated frontages created by flood construction level requirements should use landscaped terraces, porches and/or other features that improve accessibility and integration with the street.
- 4.5.5 Civic buildings should be comprehensively planned in conjunction with other nearby civic buildings, public spaces, and non-civic buildings to ensure connectivity and well-designed public spaces.

#### **Building Form, Massing and Materiality**

- 4.5.6 Commercial and residential units at grade should create active frontages with transparent glazing and doors and windows that open to the street.
- 4.5.7 Buildings should incorporate high quality and natural materials that make reference to Canal Flats' history, natural setting, and local context. Materials may include timber frame construction; modern wood, hardiplank, or aluminum cladding; transparent glazing; and natural stone design elements.
- 4.5.8 To promote a high quality of aesthetics in the Village, the use of stucco and vinyl siding is discouraged.
- 4.5.9 To promote wildfire resistance for built structures, the use of cedar shakes and box batten roof materials is discouraged.



#### VILLAGE CENTRE DPA POLICIES CONTINUED

- 4.5.10 Large building facades should distinguish individual units or incorporate architectural elements and treatment to break up large facades every 6 to 8 metres.
- 4.5.11 Building facades should incorporate roof overhangs, architectural features, doors and windows to articulate individual entries or uses along a façade, Buildings should incorporate sustainable or green buildings materials including recycled, recyclable and locally sourced materials.
- 4.5.12 Buildings must incorporate elements of 'mountain modern industrial' design including sloped and/or pitched roofs with a recommended pitch of at least 7:12.
- 4.5.13 Use of natural colours found in the local natural landscape or accent colours complementary to these natural colours are strongly encouraged.

#### Landscaping

- 4.5.14 A landscape plan shall be submitted as part of the Development Permit application.
- 4.5.15 The landscape plan shall include a planting, access, parking and lighting strategy and may include the provision of themed signage, public art, and outdoor amenity space, seating areas, bicycle parking and street furniture.
- 4.5.16 The landscape plan should include the provision of hard surfaced adjacent pedestrian access.
- 4.5.17 Landscaping should be used as a treatment to break up large building facades and distinguish individual units.
- 4.5.18 Landscaping should be used to screen parking and building servicing functions.
- 4.5.19 Landscaping should incorporate plants native to British Columbia and the Columbia Valley area and should be selected in accordance to FireSmart Canada standards wherever possible.
- 4.5.20 The landscape plan may incorporate bioswales, rain gardens, planting strips and/or other features to manage stormwater and runoff using natural materials where possible.

#### Signage

- 4.5.21 All signage shall be constructed in accordance with the Canal Flats Zoning Bylaw.
- 4.5.22 Where possible signage should match or complement the design theme of the building and design and materials from the Gateway and Master Planned Mixed Use DPAs.

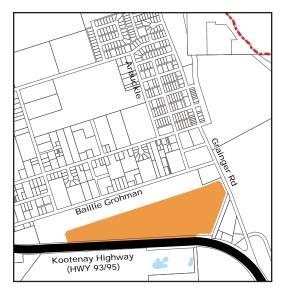




## 4.6 MASTER PLANNED MIXED USE DPA

#### AREA

The Village of Canal Flats Master Planned Mixed Use DPA requirements apply to the former log storage industrial lands along the north side of Highway 93/95 as identified by **Map 3.0: Development Permit Area B** of this OCP.



#### **OBJECTIVES**

The purpose of the Canal Flats Master Planned Mixed

Use DPA is to establish objectives for the redevelopment of lands that impact on the travelling public's first impression of Canal Flats and help guide the form and character of master planned developments. These lands serve as the interface between existing residential neighbourhoods, the Village Centre and the Gateway Commercial area and Highway 93. Because of these unique local interfaces, these lands have the potential for redevelopment for neighbourhood residential, mixed use residential/commercial and highway commercial uses.

# Developers and local homeowners should meet the following objectives during development:

- Ensure that the mix of potential land uses are master planned, appropriately phased, connected and effectively integrated, when developed, with adjacent residential, Village Centre and Gateway areas;
- Extend the elements of the attractive entrance and gateway from the Gateway DPA, westward along Highway 93/95;
- Extend elements of the distinctive Village Centre architectural character into mixed use and highway commercial structures that constructed within the Master Planned Mixed Use DPA; and
- Foster a highway commercial economy by capitalizing on Highway 93/95 frontages and visibility while not compromising the ability to create a vibrant Village Centre.

#### MASTER PLANNED MIXED USE DPA POLICIES

#### **General Character**

- 4.6.1 Prior to development, an Environmental Site Assessment shall be required within the Master Planned Mixed Use DPA for sites that have previously hosted industrial-oriented uses.
- 4.6.2 Structures within Master Planned Mixed Use DPA shall be designed to include highquality materials and design elements that have been incorporated into structures in the adjacent Gateway and Village Centre areas.

#### **Building Siting and Orientation**

- 4.6.3 Buildings should be located along the street front portion of the site and oriented to the street.
- 4.6.4 Non-single family detached buildings should have a setback of no greater than 5 metres from the street except where patios or plazas are provided, with exception along Highway 93/95.
- 4.6.5 Elevated frontages created by flood construction level requirements should use landscaped terraces, porches and/or other features that improve accessibility and integration with the street.
- 4.6.6 Buildings may not be sited within 5 metres of the property line that is adjacent to Highway 93/95.

#### **Building Form, Massing and Materiality**

4.6.7 Buildings along Highway 93/95 should incorporate roof overhangs, architectural features, doors and windows to articulate individual entries or uses along a façade and include material and design elements from the Gateway and Village Centre areas.



#### MASTER PLANNED MIXED USE DPA POLICIES CONTINUED

- 4.6.8 Buildings should incorporate high quality and natural materials that refer to Canal Flats history, natural setting and local context. This could include timber frame construction, modern wood or aluminum cladding, transparent glazing and natural stone design elements.
- 4.6.9 Large building facades should distinguish individual units or incorporate architectural elements and treatment to break up large facades every 6 to 8 metres.
- 4.6.10 Buildings should incorporate sustainable or green buildings materials including recycled, recyclable and locally sourced materials.
- 4.6.11 Buildings must incorporate elements of 'mountain modern industrial' design including sloped and/or pitched with a recommended minimum pitch of 7:12.
- 4.6.12 Use of natural colours found in the local natural landscape or accent colours complementary to these natural colours are strongly encouraged.

#### Landscaping

- 4.6.13 A landscape plan consistent with Master Planned Mixed Use DPA requirements shall be submitted as part of the Development Permit application.
- 4.6.14 The landscape plan shall include a planting, access, parking and lighting strategy and may include the provision of themed signage, public art, and outdoor amenity space, seating areas, bicycle parking and street furniture.
- 4.6.15 The landscape plan should include the provision of hard surfaced adjacent pedestrian access.
- 4.6.16 Landscaping should be used as a treatment to break up large building facades and distinguish individual units.

#### MASTER PLANNED MIXED USE DPA POLICIES CONTINUED

- 4.6.17 Landscaping should be used to shade buildings, outdoor spaces and streetscapes.
- 4.6.18 Landscaping should be used to screen parking and building servicing functions.
- 4.6.19 Landscaping shall incorporate plants native to British Columbia and the Columbia Valley area.
- 4.6.20 The landscape plan should include a lighting strategy which prioritizes well-lit entries and public and private open spaces.
- 4.6.21 The landscape plan should incorporate bioswales, rain gardens, planting strips and/ or other features to manage stormwater and runoff using natural materials where possible.

#### Signage

- 4.6.22 All signage shall be constructed in accordance with the Canal Flats Zoning Bylaw.
- 4.6.23 Where possible signage should match or complement the design theme of the building and design and materials from the Gateway and Village Centre DPAs.

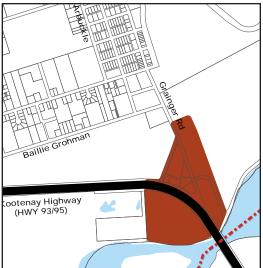




# **4.7 GATEWAY DPA**

#### AREA

The Village of Canal Flats Gateway DPA requirements apply to all properties with all or a portion of the property located around the Village's south entrance as identified by **Map 3.0: Development Permit Area B** of this OCP.



#### **OBJECTIVES**

The purpose of the Canal Flats Gateway DPA is to create an attractive and inviting entrance area to Canal Flats for visitors and the traveling public. An attractive gateway is vital to the Village's goals of growing the population and the economic base of the Village.

# Developers and local homeowners should meet the following objectives during development:

- Ensure buildings, development and landscaping in the Gateway area support an attractive and inviting entranceway to Canal Flats;
- Foster highway commercial activity by capitalizing on Highway 93/95 frontages and visibility while not compromising the ability to create an attractive gateway and not detracting from a vibrant Village Centre; and
- Ensure the mix of land uses contribute to the creation of an attractive gateway to Canal Flats.





#### GATEWAY DPA POLICIES

#### **General Character**

4.7.1 The general character of developments in the Gateway Area shall be small to medium in size (i.e. no big box highway commercial) and align with the Village's 'mountain modern industrial' design theme and materials.

#### **Building Siting and Orientation**

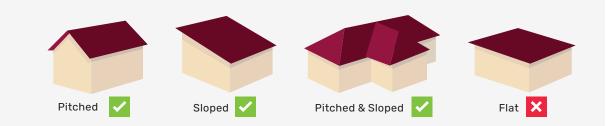
4.7.2 Elevated frontages created by flood construction level requirements should use landscaped terraces, porches and/or other features that improve accessibility and integration with the street or internal parking.

#### **Building Form, Massing and Materiality**

- 4.7.3 Buildings shall be small to medium sized, not exceeding approximately 2,790 m2 (30,000 ft2).
- 4.7.4 Buildings should incorporate high quality and natural materials that refer to Canal Flats history, natural setting and local context. This could include timber frame construction, modern wood or aluminum cladding, transparent glazing and natural stone design elements.
- 4.7.5 Large building facades should distinguish individual units or incorporate architectural elements and treatment to break up large facades every 6 to 8 metres.
- 4.7.6 Building facades should incorporate roof overhangs, architectural features, doors and windows to articulate individual entries or uses along a façade.
- 4.7.7 Buildings facades shall not have more than 60% glass exterior.
- 4.7.8 Buildings must incorporate elements of 'mountain modern industrial' design including sloped and/or pitched roofs with a recommended minimum pitch of 7:12.



#### **GATEWAY DPA POLICIES CONTINUED**



- 4.7.9 Use of natural colours found in the local natural landscape or accent colours complementary to these natural colours are strongly encouraged.
- 4.7.10 Multiple buildings on a single parcel of land shall share common architectural features or materials.
- 4.7.11 Buildings should incorporate sustainable or green buildings materials including recycled, recyclable and locally sourced materials.

#### Landscaping & Screening

- 4.7.12 A landscape plan shall be submitted as part of the Development Permit application.
- 4.7.13 The landscape plan shall include a planting, access, parking and lighting strategy and may include the provision of themed signage, public art, and outdoor amenity space, seating areas, bicycle parking and street furniture.
- 4.7.14 The landscape plan should include the provision of hard surfaced adjacent pedestrian access.
- 4.7.15 Development with parcel boundaries facing Grainger Road or Highway 93/95 shall provide a minimum 2.0 metre landscaping strip along the aforementioned boundaries that includes a combination of vegetative plantings using native plants and softsurfaced areas.
- 4.7.16 Landscaping should be used as a treatment to break up large building facades and distinguish individual units.

#### GATEWAY DPA POLICIES CONTINUED

- 4.7.17 Outdoor storage areas, garbage bins or loading areas shall be screened or landscaped from Grainger Road and/or Highway 93/95 if visible.
- 4.7.18 Landscaping should be used to shade buildings, outdoor spaces, and streetscapes.
- 4.7.19 Landscaping should be used to screen parking and building servicing functions.
- 4.7.20 Landscaping shall incorporate plants native to British Columbia and the Columbia Valley area.
- 4.7.21 The landscape plan should incorporate bioswales, rain gardens, planting strips and/ or other features to manage stormwater and runoff using natural materials where possible.

#### Signage

- 4.7.22 All signage shall be constructed in accordance with the Canal Flats Zoning Bylaw.
- 4.7.23 Signage shall match or complement the design theme of buildings in the Gateway area.
- 4.7.24 Private commercial signage shall not detract from the visibility of any Village entrance signs.
- 4.7.25 Signage shall only advertise businesses, organizations or activities located within Canal Flats.

#### **Gateway DPA Specific Exemptions**

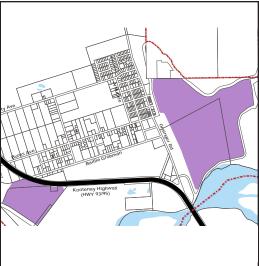
4.7.26 Building Form, Massing, and Materiality policies apply to all buildings except for greenhouses and buildings less than 46.45 m2 (500 ft2) within the Gateway DPA.



# 4.8 INDUSTRIAL / TECHNOLOGY DPA

#### AREA

The Village of Canal Flats Industrial / Technology DPA requirements apply to all properties with all or a portion of the property located on the former lumber mill site as identified by **Map 3.0: Development Permit Area B** of this OCP.



#### **OBJECTIVES**

The purpose of the Canal Flats Industrial / Technology DPA is to ensure high-quality design and visual attractiveness of development in this area that will align with the Village's overall goal of becoming a growing and attractive Village. These lands are envisioned as a mixture of industrial and technology land uses with complementary greenhouses/ horticulture and other synergistic uses that utilize any excess heat or other resources from the nearby technology uses. Unlike traditional industrial areas, this area is intended to have pedestrian access, recreation facilities, horticulture uses, and will be a showcase for emerging technologies.

# Developers and local homeowners should meet the following objectives during development:

- Ensure the mix of industrial-technology focused land uses are appropriately designed and complement adjacent Village Centre, Master Planned Mixed Use, and Gateway DPAs.
- Foster a 'mountain modern industrial' design theme that acknowledges the history of Canal Flats while pointing to a vibrant future where technology, industry and Village life all support a healthy community.





#### INDUSTRIAL/TECHNOLOGY DPA POLICIES

#### **General Character**

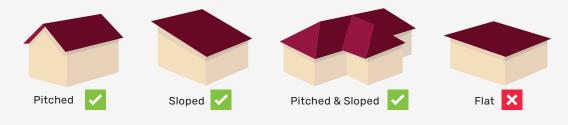
4.8.1 Structures within the Industrial / Technology DPA shall be designed to include highquality materials and design elements that have been incorporated into structures in the adjacent Village Centre, Mixed-Use or Gateway areas.

#### **Building Siting and Orientation**

4.8.2 Elevated frontages created by flood construction level requirements should use landscaped terraces, porches and/or other features that improve accessibility and integration with the street or internal parking.

#### **Building Form, Massing and Materiality**

- 4.8.3 Buildings should incorporate high quality and natural materials that make reference to Canal Flats history, natural setting and local context. This could include timber frame construction, modern wood or aluminum cladding, transparent glazing and natural stone design elements.
- 4.8.4 Large building facades should distinguish individual units or incorporate architectural elements and treatment to break up large facades every 6 to 8 metres.
- 4.8.5 Building facades should incorporate roof overhangs, architectural features, doors and windows to articulate individual entries or uses along a façade.
- 4.8.6 Buildings facades shall not have more than 60% glass exterior.
- 4.8.7 Buildings shall incorporate sloped or pitched roofs.





#### INDUSTRIAL/TECHNOLOGY DPA POLICIES CONTINUED

- 4.8.8 Use of natural colours found in the local natural landscape or accent colours complementary to these natural colours are strongly encouraged.
- 4.8.9 Multiple buildings on a single parcel of land shall share common architectural features or materials.
- 4.8.10 Buildings should incorporate sustainable or green buildings materials including recycled, recyclable and locally sourced materials.

#### Landscaping & Screening

- 4.8.11 A landscape plan shall be submitted as part of the Development Permit application.
- 4.8.12 The landscape plan shall include a planting, access, parking and lighting strategy and may include the provision of themed signage, public art, and outdoor amenity space, seating areas, bicycle parking and street furniture.
- 4.8.13 The landscape plan should include the provision of hard surfaced adjacent pedestrian access.
- 4.8.14 Landscaping should be used as a treatment to break up large building facades and distinguish individual units.
- 4.8.15 Outdoor storage areas, garbage bins or loading areas shall be screened or landscaped from Grainger Road and/or Highway 93/95 if visible.

#### INDUSTRIAL/TECHNOLOGY DPA POLICIES CONTINUED

- 4.8.16 Landscaping should be used to shade buildings, outdoor spaces, and streetscapes.
- 4.8.17 Landscaping should be used to screen parking and building servicing functions.
- 4.8.18 Landscaping shall incorporate plants native to British Columbia and the Columbia Valley area.
- 4.8.19 The landscape plan should incorporate bioswales, rain gardens, planting strips and/ or other features to manage stormwater and runoff using natural materials where possible.

#### Signage

4.8.20 All signage shall be constructed in accordance with the Canal Flats Zoning Bylaw.

#### Industrial / Technology DPA Specific Exemptions

4.8.21 Building Form, Massing, and Materiality policies apply to all buildings except for greenhouses and buildings less than 46.45 m2 (500 ft2) within the Industrial / Technology DPA.







# Energy Consumption and Greenhouse Gas Emissions

#### INTRODUCTION

5.0

The Village of Canal Flats supports the Province of British Columbia's goal to reduce overall Greenhouse Gas (GHG) emissions in British Columbia by 33% from 2007 levels by 2020, and 80% by 2050. The Village is a signatory to the Province's Climate Action Charter and Council is committed to reducing GHG emissions in the community.

It is the intent of the Village to develop an energy and emissions monitoring program to better learn about GHGs emitted by the Village and establish a plan to reduce those emissions into the future.

#### ENERGY CONSUMPTION AND GREENHOUSE GAS EMISSIONS POLICIES

- 5.1 Develop a Village Energy and Emissions Plan in collaboration with First Nations, local municipalities, and the Regional District of East Kootenay (RDEK).
- 5.2 Encourage energy efficient infill development and intensification of currently serviced areas, with a focus on the Urban Containment Boundary (UCB).
- 5.3 Encourage site designs that maximize FireSmart compliant tree planting and green space retention with an emphasis on open space and street trees to reduce building energy demand.
- 5.4 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.
- 5.5 Encourage new development to promote walkability and connectivity between areas of the Village that contain open space, recreational facilities and land designated as institutional, commercial or residential.
- 5.6 Continue to grow and improve pedestrian and cycling infrastructure, including sidewalks, bike lanes and trails, to support multimodal connectivity and safety across the community.
- 5.7 Consider adoption of new regulatory and legislative mechanisms as tools to promote green and energy efficient development.
- 5.8 Continue support for the Accelerate Kootenay electric vehicle charging network.
- 5.9 Investigate the implementation of a yard waste diversion program to reduce organics in the waste stream.
- 5.10 Research and promote incentive programs that target the reduction of GHG emissions (e.g. a wood stove exchange program).





# Implementation **& Action Plan**

6.0

# **6.1 VILLAGE CENTRE ENHANCEMENT**

#### Village Centre Planning and Design

- 6.1.1 The Village shall use the WSP Village Centre Conceptual Vision as the foundation for the preparation of community driven redevelopment and reinvigoration of the historic Canal Flats "downtown".
- 6.1.2 The Village shall encourage innovative development.
- 6.1.3 The Village shall encourage infill on vacant lots and the intensification of use of existing residential development via the integration of secondary units or subdivision.
- 6.1.4 The Village shall develop trails and pathways to the Gateway, Master Planned Mixed Use and Residential districts.
- 6.1.5 The Village shall create a pedestrian friendly environment with seating, rest areas, gathering places, and universally accessible sidewalks.
- 6.1.6 The Village shall "green" downtown with street trees and planters.
- 6.1.7 The Village shall identify locations for food trucks and street vendors to set up on days of tournaments and other community events.

#### Wayfinding

- 6.1.8 The Village shall enhance its Wayfinding Program as a way to improve the visitor experience and increase tourism, using signage and other devices to encourage visitors to stop, stay, and recreate in Canal Flats.
- 6.1.9 The Village should install gateway and welcome signs at key locations along highways leading into the Village Centre.
- 6.1.10 The Village should expand its current Wayfinding Program into new development areas.

#### Tourism

- 6.1.11 The Village shall develop an interpretive program to highlight First Nations influences, historical and industrial attractions, and local and regional paths and trails to promote local and regional tourism.
- 6.1.12 The Village shall promote connections to trail networks in the Columbia Valley, prioritizing the extension of the Westside Legacy Trail and subsequently ensuring its connection to the Village.





# **6.2 RESIDENTIAL**

- 6.2.1 The Village shall promote alternative forms of residential development by facilitating the construction of small house typologies.
- 6.2.2 The Village shall establish parameters for siting of accessory dwellings, mixed use units and multi-units developments.
- 6.2.3 The Village shall establish standards for the design and development of infill housing projects.
- 6.2.4 The Village shall develop a streamlined approval process for these types of developments.

# **6.3 STORMWATER**

6.3.1 The Village shall develop a Stormwater Management Plan that explores source controls, such as rain gardens and dry wells.

# **6.4 FIRESMART**

6.4.1 The Village should update the Emergency Management Plan to include signing for wildfire evacuation should it become necessary.

## **6.5 TRANSPORTATION**

6.5.1 The Village shall implement the local road network plan contained in the Infill Housing strategy.

# **6.6 ALTERNATIVE DEVELOPMENT STANDARDS**

6.6.1 The Village shall review the Subdivision Servicing Bylaw to ensure its alignment with the OCP and Zoning Bylaw.

## 6.7 ZONING BYLAW

6.7.1 The Village shall bring the Zoning Bylaw into alignment with the OCP.

### 6.8 DCC BYLAW

6.8.1 The Village shall prepare a Development Cost Charge Bylaw that recovers the costs of upgrading and or extending utility mains and trunk lines, Village roads and pathways, and public parks to meet the demands placed on them by new development.

## **6.9 GHG EMISSION REDUCTION**

- 6.9.1 The Village should research available and emerging policy tools and incentive programs and study the feasibility of implementing these tools to encourage the construction of energy efficient buildings in new development and re-development projects, and/or the retrofitting of existing buildings.
- 6.9.2 The Village shall review the Revitalization Tax Exemption policy to encourage pedestrian-oriented, mixed-use, energy efficient re-development and infill in the Downtown Core.

## **6.10 ENVIRONMENTAL PROTECTION**

6.10.1 The Village shall consider implementing non-invasive species programs to promote community awareness of the problems caused by invasive species and to enhance the protection of the natural environment, such as the PlantWise or Clean Drain Dry programs offered by the Invasive Species Council of British Columbia (ISC).



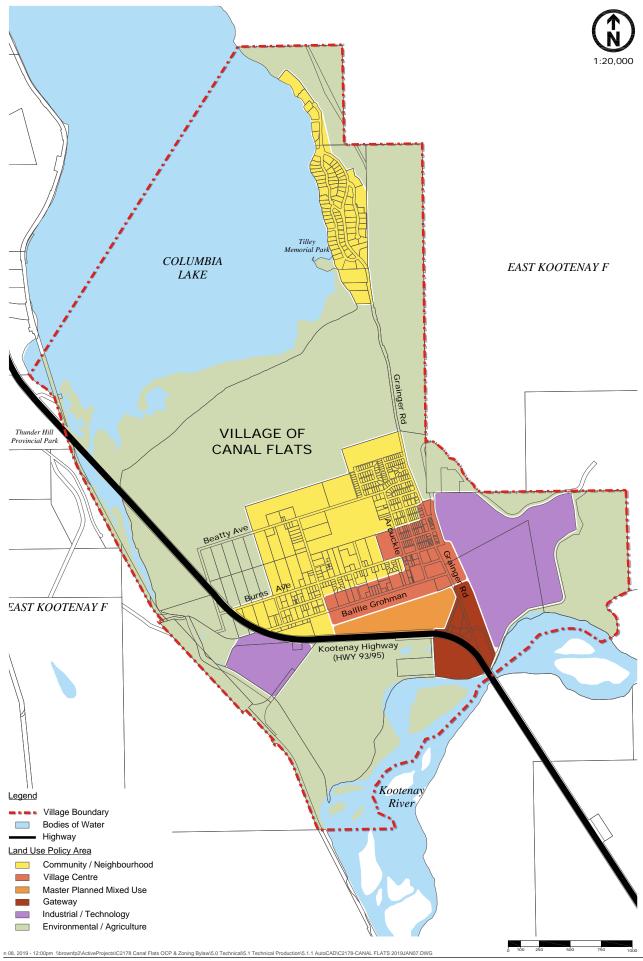
# 6.11 INFRASTRUCTURE LIFECYCLE COSTING

- 6.11.1 The Village shall carry out an evaluation of the Village's public utilities and infrastructure every five years to allow for life cycle costing to be applied to utility rates and to update DCCs.
- 6.11.2 The Village shall work towards a goal of 15% of all taxes coming from non-residential assessed lands by the year 2026.
- 6.11.3 The Village is encouraged to work with developers, all levels of government, and utility providers to ensure Canal Flats has fibre optic internet and required electrical capacity to service emerging technologies (e.g. blockchain, cryptocurrency).
- 6.11.4 The Village shall have an adopted Economic Development Strategy and shall review this strategy every 5 years.
- 6.11.5 The Village should investigate the value-chain opportunities for major industrialtechnology developments to maximize the benefit to the Village and its residents. The Village should continue to promote the Village's industrial-technology development opportunities through marketing and promotion activities.

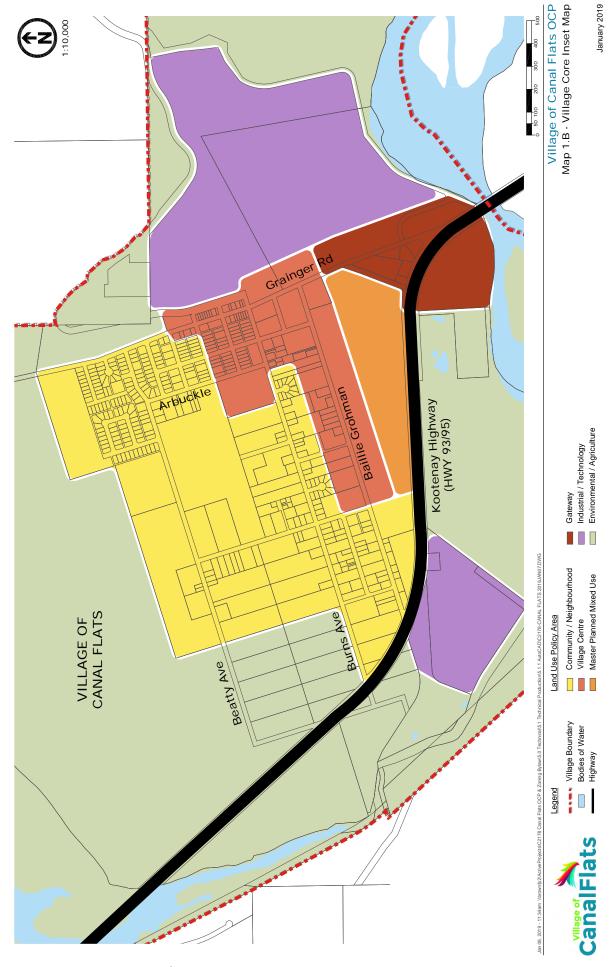


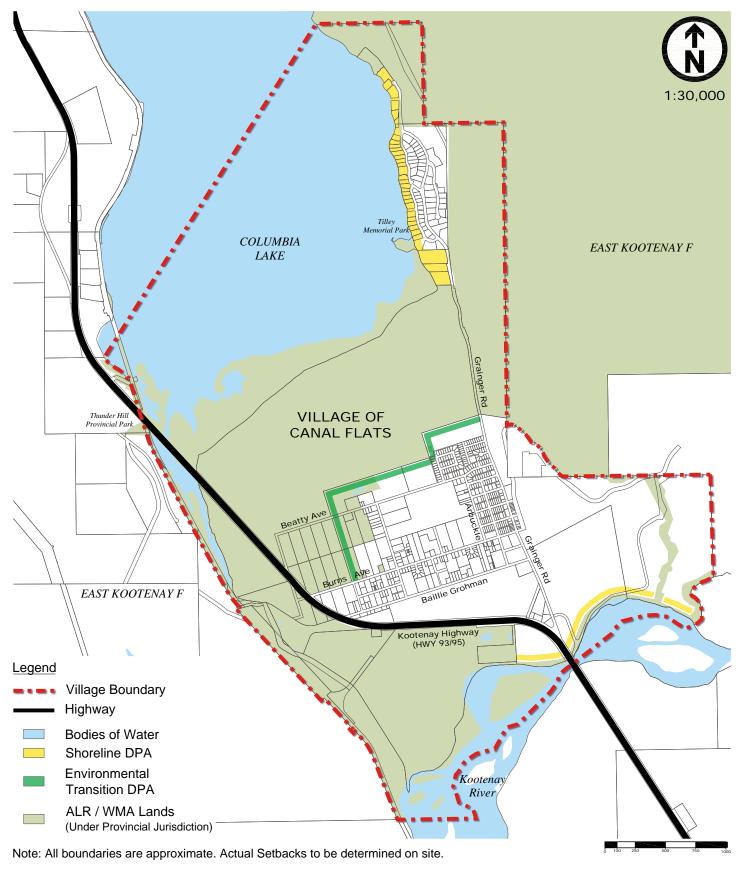


The following maps are intended to act as visual policy support and provide the reader with additional development context. All boundaries are approximate.



Village of Canal Flats OCP Map 1.A - General Land Uses

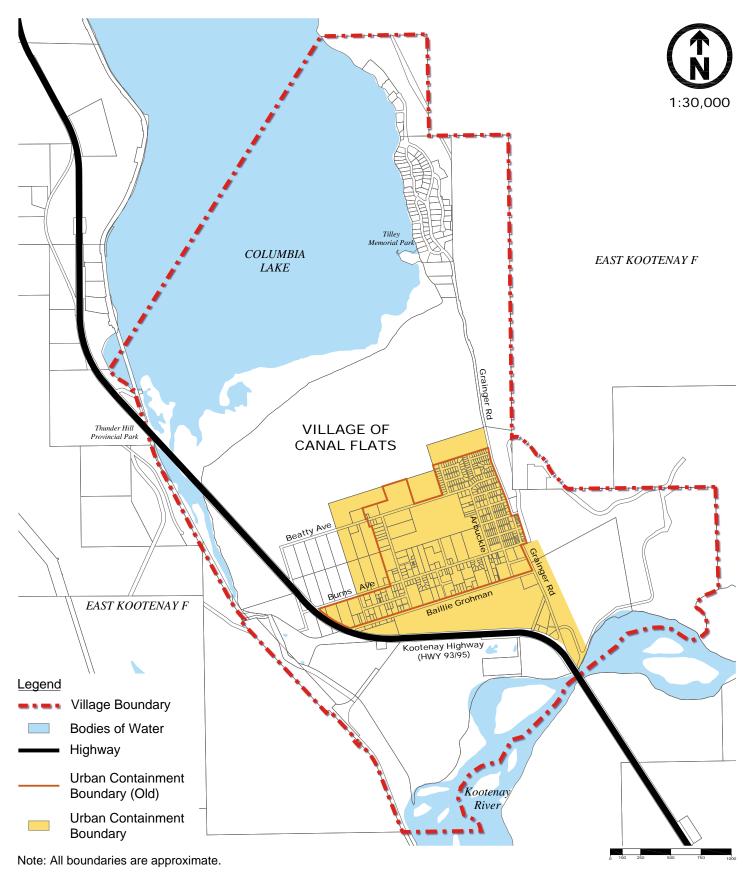




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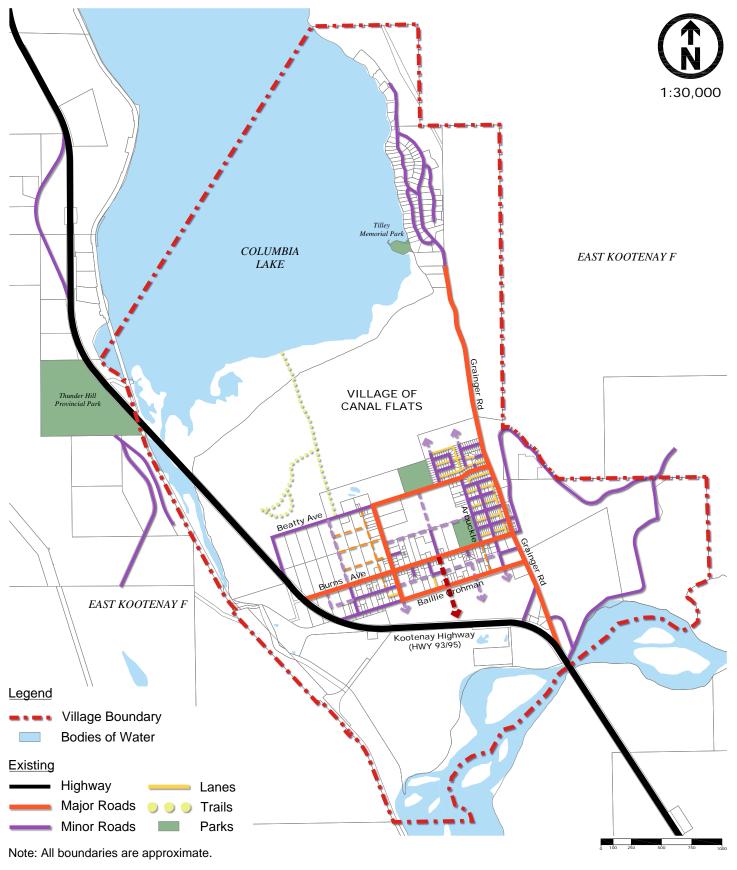
# Village of Canal Flats OCP Map 2.0 - Development Permit Area A (Environmental)





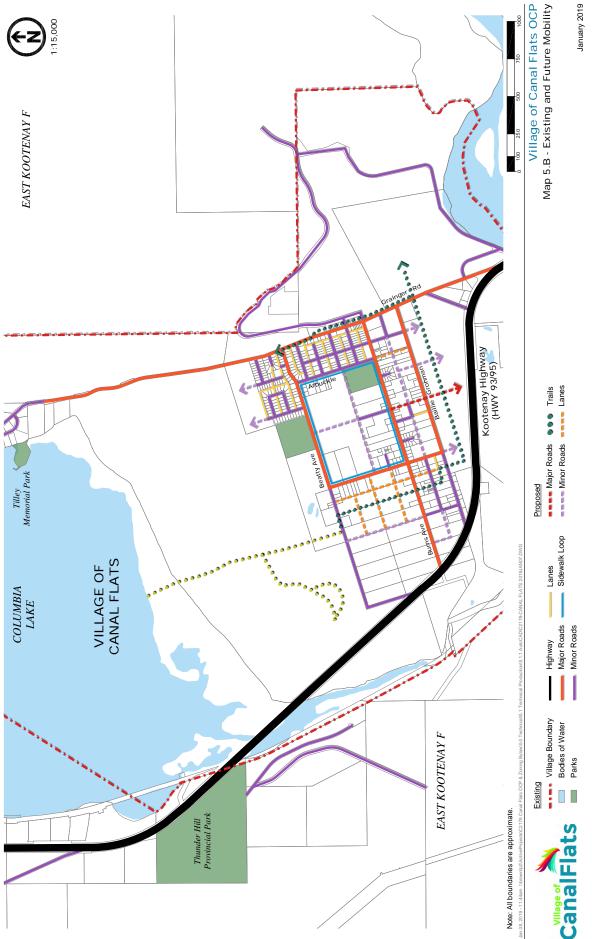
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# Village of Canal Flats OCP Map 4.0 - Residential Growth

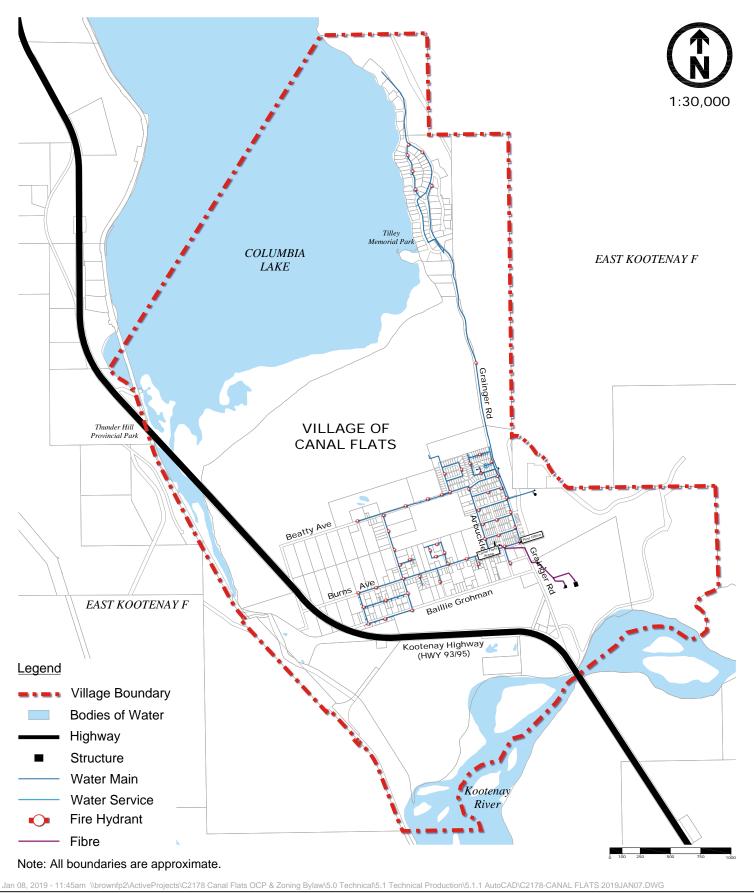


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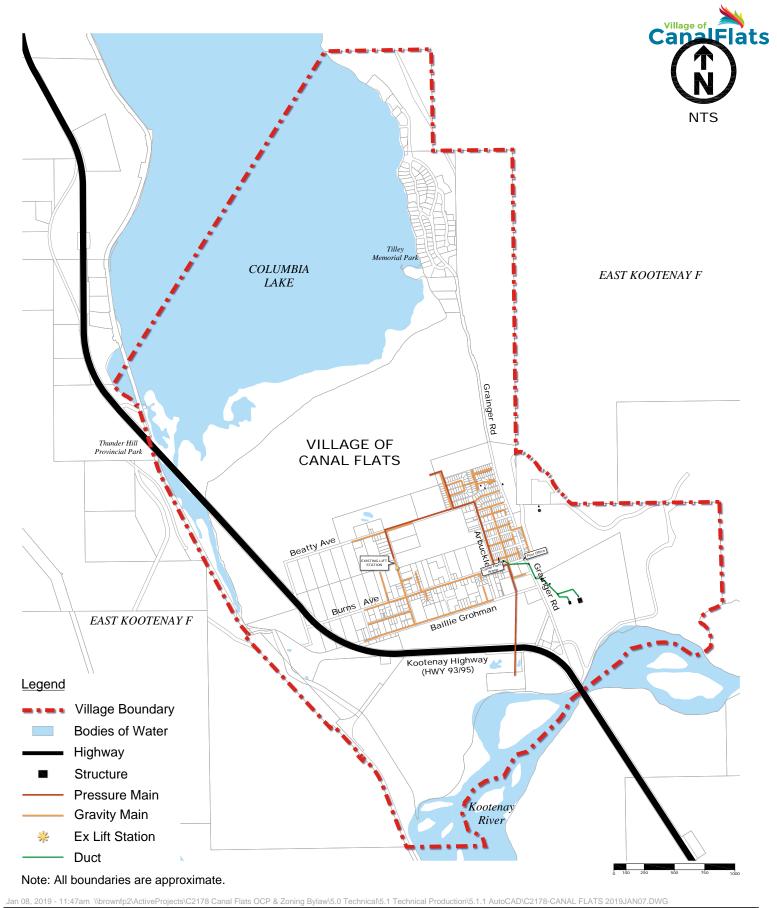
# Village of Canal Flats OCP Map 5A - Existing Mobility



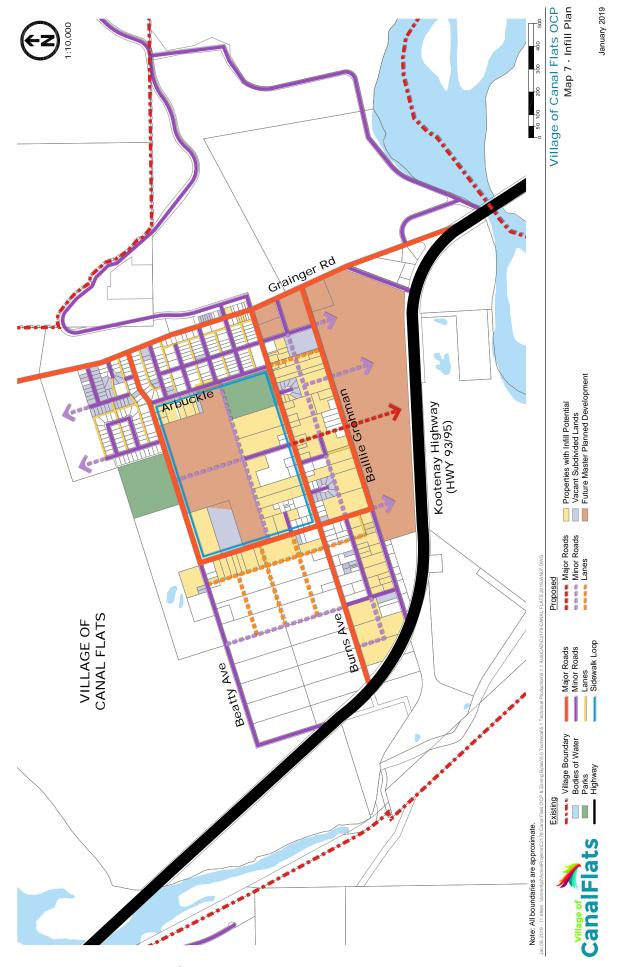
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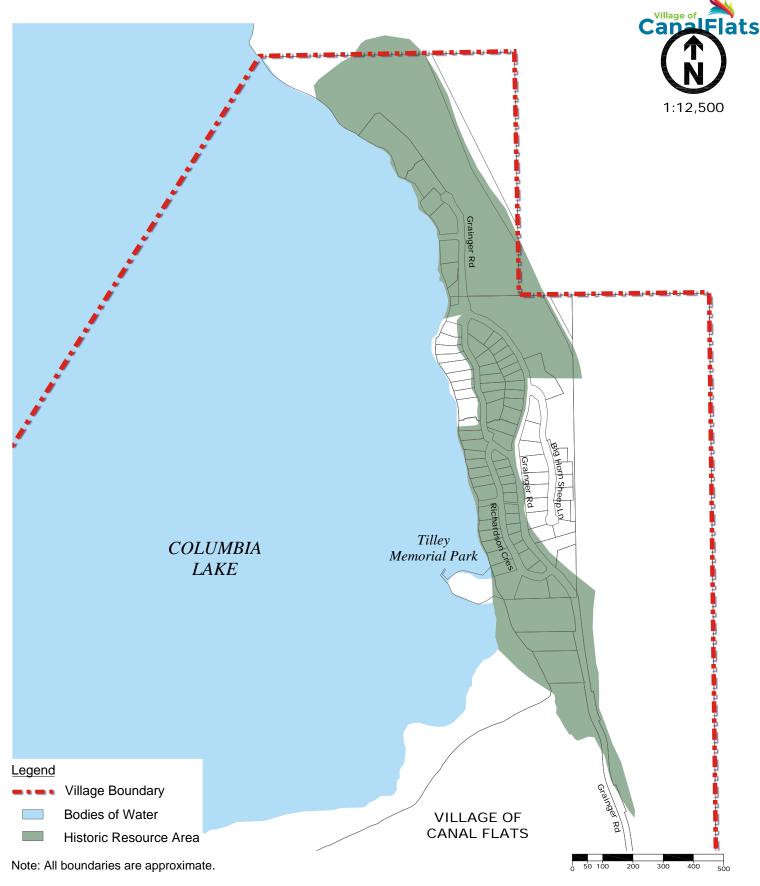


Village of Canal Flats OCP Map 6.A - Domestic Water Servicing & Utilities



Village of Canal Flats OCP Map 6.B - Domestic Sanitary Servicing & Utilities





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# Village of Canal Flats OCP Map 8.0 - Historic Resource Area





# **OCP in a Page**

This is a fun and informative way to carry the Canal Flats OCP in your pocket! It provides the reader with contextual information about the Village and the OCP, and includes the Canal Flats Vision 2025, a brief overview of the Land Use Policy Areas, and folds out to reveal a stylized land use map that highlights the key current and future locations in the Village.





# 9.0

# **Appendices**

# 9.1 DEFINITIONS

A Master Plan Shall Include:

- Building Siting, Orientation and Uses
- A Landscape Plan
- A Phasing Plan
- Site Statistics (Density and Gross Floor Areas)
- A Grading Plan that identifies sloped areas above 20% and demonstrated steps to mitigate environmental impact on these areas
- A Servicing and Stormwater Management Plan

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

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

