

# DOWNTOWN REVITALIZATION PLAN

TOWN OF CRESTON

FEBRUARY 2023

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Prepared for



TOWN of CRESTON

Prepared by



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# DOWNTOWN CRESTON'S BIG MOVES

Ensure revitalization efforts (e.g., streetscape improvements, placemaking, programs and events) **extend onto Downtown side streets.**

Support the creation of a **mix of housing types and tenures** that serve all ages and abilities and changing demographics.

Facilitate short-and-long term **streetscape improvements** on Canyon St including more "people space" and green landscaping.

Continue the **pedestrian-friendly Downtown** on Canyon St east of 15th Ave.

**Realign Highway 3** from Canyon St to Cook St to minimize trucks and through traffic in the core.

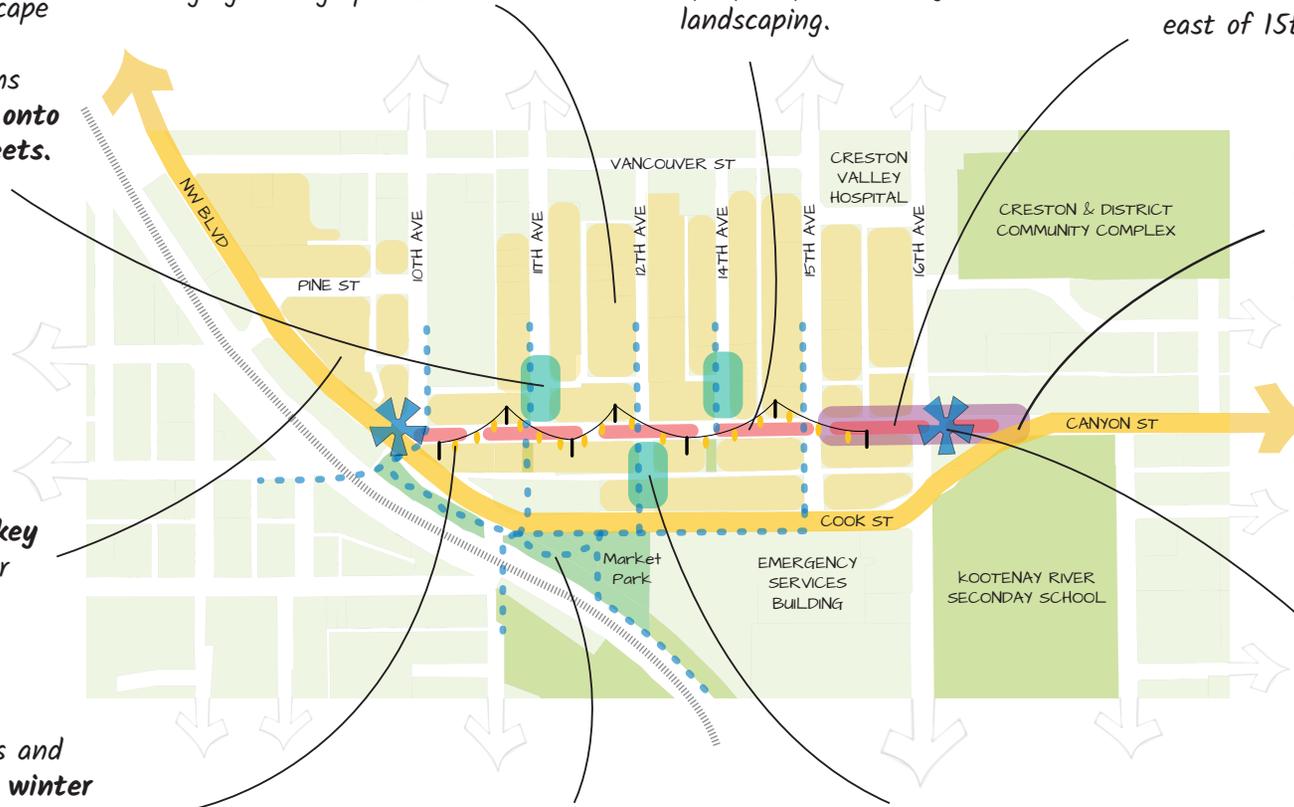
Facilitate the **redevelopment of key sites** with a greater mix of uses.

Design new streets and public spaces with **winter design best practices**, such as providing wind protection, covered seating, warm lighting, snow clearing and storage spaces, and coloured/textured pavers.

Strengthen **pedestrian connections and wayfinding** throughout the Downtown, including to/from Market Park.

Consider **temporary placemaking and public space interventions** using local artists throughout the Downtown.

Identify and create **"Gateway" elements** (e.g., signage, art, landscaping) to signal the transition into the Downtown core.



# 01

## PROJECT OVERVIEW

This section provides an overview of the project, including a summary of the Project Team's background analyses, plan context, the overall project process, and the community engagement process and outcomes.



# 1. PROJECT OVERVIEW

## 1.1 INTRODUCTION

The Creston Downtown Revitalization Plan (CDRP) provides a vision and roadmap for future development and investment in Downtown Creston – with an emphasis on creating a vibrant, walkable Downtown that includes Canyon Street as a complete street (one that gives equal priority to pedestrian, bicycle, and vehicle users) and revitalization of public and private lands.

Downtown Creston is the key commercial area for the Creston Valley and is currently characterized by car-centric development and design, with limited “people spaces” and pedestrian amenities, constrained by Highway 3 (Canyon Street) that travels directly through Creston’s main street. While there are good examples of pedestrian-oriented design in areas of the Downtown, the pedestrian experience on private and public land is generally disconnected and lacks cohesion.

The CDRP takes direction from key policies in the Official Community Plan (OCP) and aims to create a more walkable, mixed-use, vibrant Downtown with better public spaces and improved transportation options, including a focus on walking, cycling, and accessibility for all ages and abilities.

In the Summer of 2022, the Town kicked off the CDRP project. Community engagement was central to the process, with multiple opportunities for dialogue and consultation, including public surveys, an interactive Ideas Fair, an intensive Stakeholder Workshop, and pop-up engagement booths at key community events and locations. Public preferences were further refined through the Community Gallery and, finally, follow-up community engagement to review the draft of the plan.

The resultant CDRP is based on that community input, the existing policy framework (e.g., OCP), and contemporary best practices. The enclosed policies and strategies are meant to strengthen the long-term vitality and resilience of Downtown Creston while being consistent with community-based goals, values, and principles.

### TERRITORY ACKNOWLEDGMENT

The Town of Creston recognizes, acknowledges, and respects that this Downtown Revitalization Plan is located on the traditional territory of the yaqan nukiy within the Ktunaxa Nations. Since time immemorial the yaqan nukiy stewarded this Valley. It is with gratitude that the Town of Creston plans on these lands.

# 1. PROJECT OVERVIEW

The CDRP serves as a guide for future public and private sector decision-making and investment within Downtown Creston. The Plan provides clear goals, guidelines, policies, and implementation strategies to help achieve the vision for the area.

## 1.2 HOW TO USE THIS PLAN

### 1.2.1 WHAT IS A DOWNTOWN REVITALIZATION PLAN?

A Revitalization Plan provides direction for how an area will be managed over time in order to achieve a desired community vision. They typically include topic areas such as Land Use, Transportation, Parks and Open Space, Sustainability (e.g., climate action, stormwater management, etc.), Urban Design, and Placemaking.

The CDRP further refines the high-level directions found in Town documents such as the OCP, Zoning Bylaw, Age-Friendly Action Plan, Integrated Community Sustainability Plan, Multi-Modal Transportation Plan (MMTP) and other town initiatives including the Canyon Street Retrofit and Market Park. The CDRP seeks to achieve the Policies, Goals and Objectives of the OCP, while also recognizing the specific opportunities and constraints of a defined area.

These flags on policies represent 'Actions' and link to the Action Plan (Section 9).



On-going Actions



Short-term Actions (0-1 years)



Medium-term Actions (3+ years)

### 1.2.2 WHO IS THE PLAN FOR?

The CDRP is intended to work as a guide for citizens, landowners, Town staff, and Council when contemplating development proposals and applications in the Plan Area. This Plan should be reviewed against private and public land use applications; capital works projects; and community improvement and development projects. The Plan advances the implementation of OCP Goals and Objectives as well as Town initiatives as Creston changes over time. Finally, the Plan outlines the planning and design standards and expectations within the Downtown to be considered by the Town to facilitate achieving the Plan vision.

### 1.2.3 UNDERSTANDING POLICY LANGUAGE

Where a descriptive section or image accompanies a policy, it is provided for information purposes only to enhance the understanding of the policy. Where "shall" or "will" is used in a policy, the policy is considered mandatory. Where "should" or "may" is used in a policy, the intent is that the policy is strongly encouraged, but can be adapted where unique or unforeseen circumstances provide for courses of action that would satisfy the general intent of the policy.

# 1. PROJECT OVERVIEW

## 1.3 CONTEXT OVERVIEW

### 1.3.1 HISTORICAL CONTEXT

#### FIRST NATIONS

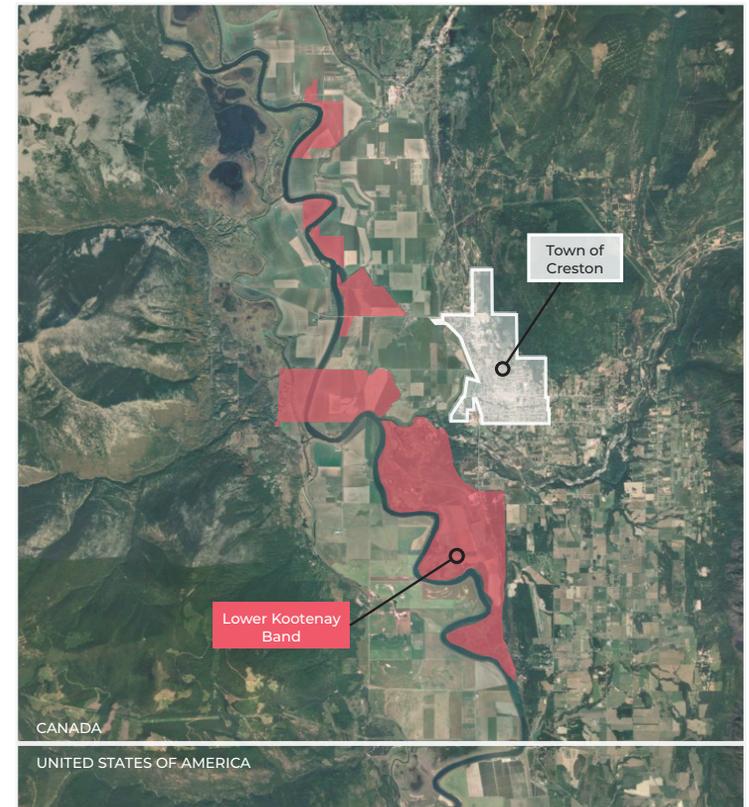
The Town of Creston is located in the traditional territory of the Lower Kootenay Band. Locally known as yaqan nukiy, the band has inhabited the Lower Kootenay area since time immemorial. The name yaqan nukiy literally means “where the rock stands” and refers to an important place in the Creston Valley. Today, the Lower Kootenay Band is located on approximately 6,000 acres in the beautiful Creston Valley, along the banks of the Kootenay River in southeastern British Columbia. The main community is located 4 km south of Creston and just north of the USA border on Simon Road.

#### EARLY SETTLERS

Explorer David Thompson came through the central Kootenays in 1808. The first European settlers arrived in 1891 and pre-empted land in the valley. The Canadian Pacific and Great Northern Railways raced to complete branches of their lines to Kootenay Lake – with the railways came farmers and business people.

In 1893, the first apple trees were planted in the valley. Fruit farming became an important industry, and the valley still boasts numerous fruits including cherries, plums, peaches, and soft fruits of all kinds that continue to attract locals and visitors.

In 1935, the Reclamation Company dyked rivers in the valley, providing arable land. Today, some 20,000 acres of fertile land are covered with various types of farming – grain, hay, dairy and beef cattle herds, and seed crops. Logging and lumbering were prime industries in the early days, and continue to be today. Lumber, forestry and value-added forest products in the area provide employment for many residents.



CONTEXT OVERVIEW MAP

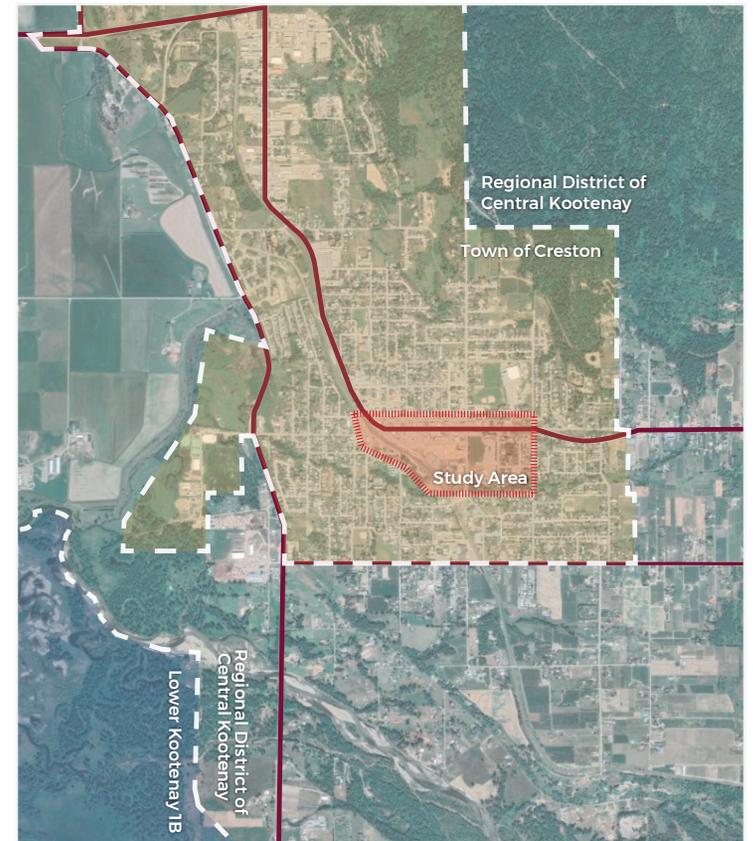
# 1. PROJECT OVERVIEW

## 1.3.2 REGIONAL & DOWNTOWN CONTEXT

### REGIONAL CONTEXT

Incorporated in 1965, the Regional District of Central Kootenay (RDCK) is a local government that serves an estimated population of 60,000 residents. The Town of Creston is one of nine member municipalities, including Castlegar, Kaslo, Nakusp, Nelson, New Denver, Salmo, Silverton and Slocan. In addition to these municipalities, the region consists of 11 Electoral Areas. The Town participates in a significant number of shared services with these RDCK Electoral Areas ranging from the Creston Valley Public Library to the Arrow Creek water system, to the Creston & District Community Complex and more. In addition, these partners work together on various programs and projects to advance the quality of life within the Creston Valley as a whole.

The Town of Creston is located on the east side of the Kootenay River Valley at the foot of Arrow Mountain (known locally as Goat Mountain). Most of the Town is situated on a bench-like landform that rises significantly above the Valley floor. The remainder of the Town, roughly 30 percent of its land area, extends up the lower slope of Arrow Mountain and is largely unserviced and undeveloped. By virtue of its elevated setting, Creston enjoys a grand vista over the fields in the valley and onto the Selkirk Mountains to the west and the majestic Skimmerhorns of the Purcell Mountains to the east. Creston was first incorporated as a Village in 1924, then as a Town in 1965.



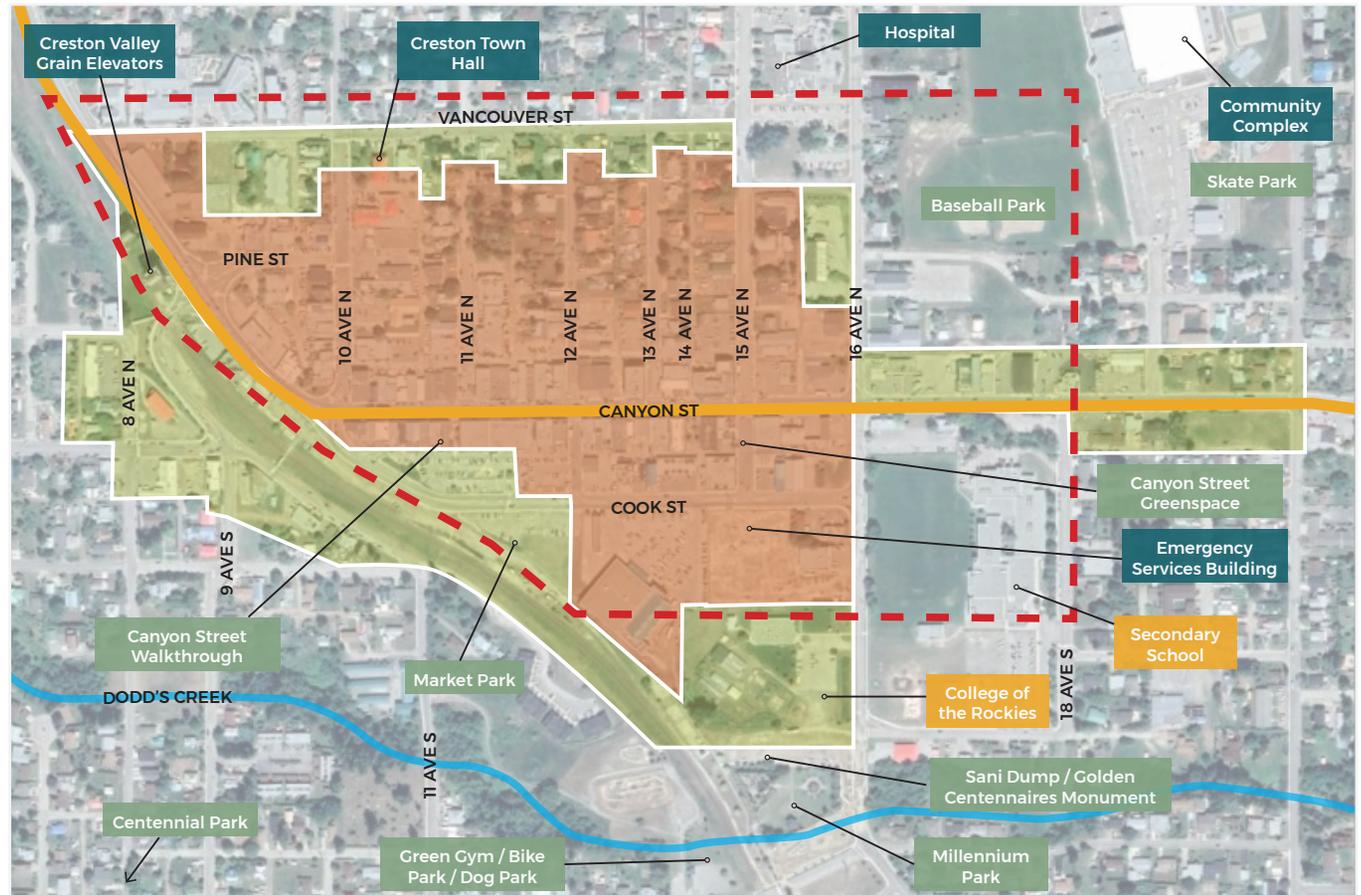
REGIONAL CONTEXT MAP

# 1. PROJECT OVERVIEW

## DOWNTOWN CONTEXT

Downtown Creston is most clearly defined by a focused retail core in relation to surrounding civic, park, and residential uses. Key 'landmark' sites include the Main Street (Canyon St. from 10 Avenue to 16 Avenue), Creston Town Hall, Market Park (ongoing), and the Creston Valley Grain Elevators.

The OCP defines two 'areas' associated with the Downtown, including the Downtown Core and Downtown Area (as shown in the Downtown Context Map to the right). As a result, the CDRP focuses on the general Downtown Core, as defined in the OCP, but will also address the wider study area where appropriate and explore the relationship between the core and outlying areas.



**DOWNTOWN CONTEXT MAP**

# 1. PROJECT OVERVIEW

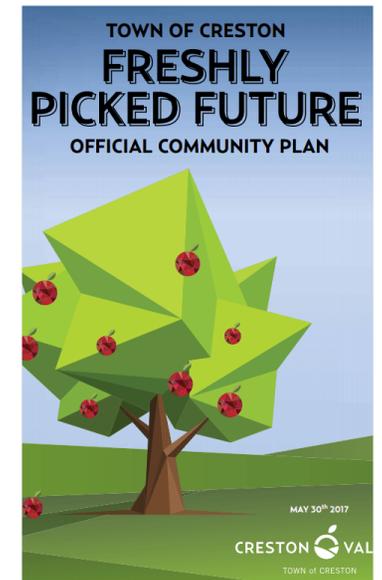
## 1.3.3 POLICY CONTEXT

The CDRP is guided by a number of town documents (e.g., Zoning Bylaw, Integrated Sustainability Plan, Multi-Modal Transportation Plan). In particular, the Official Community Plan (OCP) provides an important foundation on which this Plan can be built.

### KEY OCP POLICY DIRECTIONS

Key guiding policy directions – which inform the policies of this plan – include the following:

- Continue to enhance the Downtown as a vibrant, inclusive and memorable small town centre that is the social and economic hub of the Creston Valley.
- Allow mixed-use development consisting of residential units located above, behind or both, of a street-facing ground-floor commercial use within the Downtown Core.
- Allow a variety of commercial uses within a mixed-use commercial/residential format including but limited to: personal service, retail, office, hotel, and restaurants in the Downtown Core.
- Consider flexible use of space for parking, commercial area, and a variety of outdoor activities in the design for Market Park (see Other Initiatives).
- Consider a range of parking options to support a vibrant and accessible Downtown Core.
- Recognize the importance of Universal Accessibility for the entirety of the municipality's built environment, particularly the Downtown Core.
- Target enhanced community Connectivity by improving and completing the road, sidewalk and trail connections between residential areas and the Downtown Core.
- Create a network of dynamic and engaging public spaces within the Downtown Area.



# 1. PROJECT OVERVIEW

## DEVELOPMENT PERMIT AREAS

Development Permit Areas (DPA), designated in the OCP, establish objectives and guidelines for the form and character of an area. DPA 4 is the primary permit area for the Downtown Core along with other adjacent DPAs, including DPA 5 General Commercial.

### Development Permit Area 4 - Downtown Core

Key objectives for DPA 4 include:

- Ensure new development in the Downtown Core presents a positive image that respects the existing cultural and heritage attributes of the built environment.
- Promote a viable marketable environment that is attractive to the public and fosters community pride.
- Improve the pedestrian experience in the Downtown Area.

### Development Permit Area 5 - General Commercial

Key objectives for DPA 5 include:

- Revitalize General Commercial development to present a positive image that respects the existing cultural and heritage attributes of the built environment.
- Ensure that development provides a visually pleasing aesthetic.
- Improve the pedestrian experience in General Commercial developments.



## DEVELOPMENT PERMIT AREAS MAP

# 1. PROJECT OVERVIEW

## OTHER PLANS

Other relevant plans and their directions for the Downtown include the following:

### Age-Friendly Action Plan (2013)

- Establish centralized public washroom facilities within the Downtown Core area.
- Embed universal accessibility standards into existing and future design guidelines.

### Multi-Modal Transportation Plan (2022)

- Continue to work with the Ministry of Transportation (MOTI) by undertaking a feasibility study to re-align Highway 3 to the existing Cook Street right-of-way between 19th Avenue and 10th Avenue N.
- Implement traffic calming solutions, including allowing residents to request and pilot safety improvements before making them permanent.
- Utilize the existing street space of Canyon Street right-of-way (between 10th Avenue and 16th Avenue N) and 12th Avenue and 15th Avenue S between Cook Street and Canyon Street to facilitate a more pedestrian-focused community hub allowing for the creation of additional street furniture, expanded sidewalk, landscaping, bike parking, and patio space.
- Complete sidewalk connections on Vancouver Street between 15th Avenue N and 16th Avenue N.
- Remove stairs and create a ramp between Railway Corridor and Railway Boulevard.
- Protected bike lane on Canyon Street between 10th Street and 16th Avenue.
- Bicycle boulevard on 8th Avenue from Erickson Road to Canyon Street.
- Ensure existing bike racks in the Town's public right-of-way meet best practices (e.g., BC Active Transportation Design Guide).
- Future (long-term) active transportation connection along Northwest Boulevard from Pine Street to Helen Street.
- Reduce free parking in the Downtown Core from two hours to one-hour.
- Reintroduce paid parking into the Downtown Core.



# 1. PROJECT OVERVIEW

## **Cultivating Creston Integrated Community Sustainability Plan (2013)**

- Create a sense of vibrancy in the Downtown Core.
- Enhance and expand beautification efforts at entry points, along travel routes, Downtown Core (including beyond Canyon St), storefronts, signage, etc.
- Create a truck bypass around Creston's Downtown Core by continuing the work in progress with MOTI.

## **Downtown Creston Strategic Action Plan (2007)**

- Remove truck traffic and create a pedestrian-friendly environment.
- Improve the urban design and incorporate green and natural features.
- Celebrate arts and culture in the urban landscape.



# 1. PROJECT OVERVIEW

## OTHER INITIATIVES

Other relevant Town Initiatives for the Downtown include the following:

### Canyon Street Retrofit (Ongoing)

Work began in 2015 on constructing the first step to achieving the overall vision to realign Highway 3 from Canyon Street to Cook Street. The future work is still aimed to allow residents, businesses, and visitors alike to reclaim the commercial core from highway traffic and create a more pedestrian-focused community hub, revitalizing the Downtown, and spurring more economic growth for the Town. In 2023, discussions are still ongoing with the Town and MOTI.

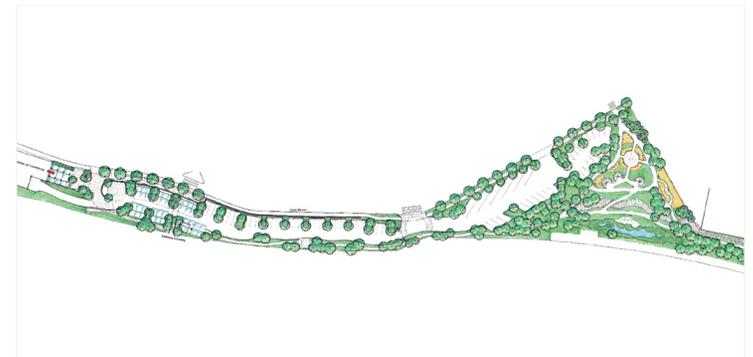
The Town's Multi-Modal Transportation Plan will guide Canyon street to becoming a complete street, one that gives equal priority to pedestrian and vehicle users.

### Market Park (Ongoing)

Market Park will be a public space nestled between Highway 3 and the Canadian Pacific Railway, spanning from the Creston Valley Grain Elevators to the new Creston Community Services Building.

The OCP features Market Park as a foundational component of the Community Vision. Consultation began in 2014 and included RDCK Electoral Areas, yaqan nuki, local businesses, and the general public. In-person consultation included over 500 individuals of all age groups and backgrounds. The Market Park project was shown to have widespread community support.

Market Park will provide a multi-purpose community hub that will generate new business opportunities for vendors of the Farmers' Market, create direct spillover revenue for nearby businesses, and recirculate these dollars into the larger business community. These impacts are anticipated to accelerate economic recovery, stimulate business growth, create jobs, increase tourism, and improve the economic resilience of the entire Creston Valley.



# 1. PROJECT OVERVIEW

## 1.4 PROJECT PROCESS + CONSULTATION

Community and stakeholder engagement was a key part of the Creston Downtown Revitalization Plan (CDRP) process. Round 1 Engagement was used to [a] build on the Project Team’s background analyses by further identifying key issues and opportunities; and [b] generate high-level ideas

and a vision for Downtown Creston. Round 2 Engagement events were used to [a] check in with the community on what we’ve heard; [b] gauge levels of support for different ideas; and [c] help us “course correct” in any given direction, prior to developing the draft CDRP.

### Round 1 engagement included:



#### Public Ideas Fair | September 21, 2022

A large-scale, widely advertised interactive public event at the Creston & District Community Complex.



#### Online Engagement | September 21 - October 14, 2022

The Town’s online “Let’s Talk” platform was utilized throughout Round 1 to advertise events, share documents (e.g., Background Summary Report), and host the Visioning Survey.



#### Stakeholder Workshops | September 29, 2022

A focused issues and opportunities workshop with key stakeholders - e.g., business owners, landowners, residents, interest groups, and Town staff - was held in September.



#### Pop-up Events | October 11, 2022

On October 11th, Town Staff facilitated a pop-up engagement at the 8th Avenue Walkthrough.

### Round 2 engagement included:



#### Creston Planning Open House | November 23, 2022

A large-scale, widely advertised interactive public event at the Creston & District Community Complex.



#### Early Direction Presentation | November 30, 2022

A presentation on Early Directions was provided to residents over Zoom and a small Q and A section was hosted. The recording of the presentation was made available on the project website.



#### Online Engagement | November 23 - December 7, 2022

The Town’s online “Let’s Talk” platform was utilized throughout Round 2 to advertise events, share documents (e.g., Early Directions Presentation), and host the Early Directions Survey.

### Round 3 engagement included:



#### Open House & Presentation | February 2023

Round 3 engagement involved an “Open House” where residents were invited to read the draft plan and directly engage with Town Staff on their support of suggested changes. A Presentation of the Plan was also given to interested residents over Zoom.

# 1. PROJECT OVERVIEW

**656**

**PEOPLE AWARE OF  
THE PROJECT ON  
LETSTALK.CRESTON**



**905**

**TOTAL VISITS  
TO PROJECT  
WEBPAGE**



**98**

**COMPLETED THE  
EARLY DIRECTIONS  
& VISIONING  
SURVEY**



**80**

**REACHED  
THROUGH THE  
CRESTON OPEN  
HOUSE**



**74**

**DOWNLOADED  
BACKGROUND  
REPORT/EARLY  
DIRECTIONS  
REPORT**



**35**

**REACHED  
THROUGH THE  
IDEAS FAIR**



**MORE  
INFORMATION ON  
ENGAGEMENT CAN  
BE FOUND IN THE  
WHAT WE HEARD  
REPORT**

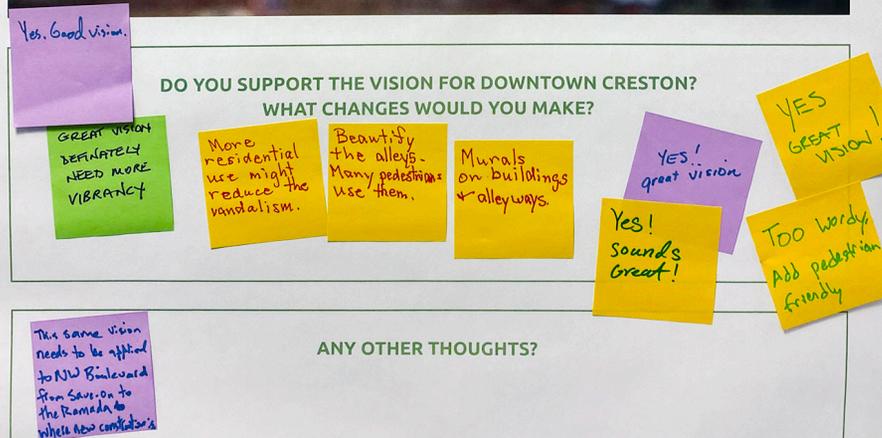
## VISION

The CDRP is guided by a number of Town documents such as the Official Community Plan (OCP), Zoning Bylaw, Age-Friendly Action Plan, Integrated Community Sustainability Plan, Multi-Modal Transportation Plan and other town initiatives including the Canyon Street Retrofit and Market Park.

With these recent planning initiatives, the Project Team has drafted the following Vision for Downtown Creston:

*In 2050, Downtown Creston is a vibrant, inclusive, and memorable Downtown and the social and economic hub for the Creston Valley. Residents and visitors alike are drawn to the strong sense of place established by a vibrant main street, high quality architecture, rich landscaping and abundant tree canopy, and network of greenways, pathways, sidewalks, and parks.*

*Downtown Creston is characterized by mixed-use developments with residential units above or behind ground floor commercial buildings. With the realignment of Highway 3 off Canyon Street, the Downtown is thriving with shops and services supported and facilitated by the commitment to our pedestrian friendly environment.*





# 02

## PLANNING + DESIGN FRAMEWORK

This section presents the framework on which the plan is built upon, which includes the following hierarchical elements: Downtown Vision, Downtown Goals, and Planning & Urban Design Principles. The following sections of the plan translate this framework into policies and actions for Downtown Creston.



# 2. PLANNING + DESIGN FRAMEWORK

The CDRP is guided by a number of Town documents such as the Official Community Plan (OCP), Zoning Bylaw, Age-Friendly Action Plan, Integrated Community Sustainability Plan, Multi-Modal Transportation Plan and other town initiatives.

Throughout the project process, the community provided input on the future vision for the Downtown, as well as the core goals and themes, and planning and urban design principles. This section summarizes the framework that should guide public and private investment.



## 2.1 DOWNTOWN VISION

In 2050, Downtown Creston is a vibrant, inclusive, and memorable Downtown and the social and economic hub for the Creston Valley. Residents and visitors alike are drawn to the strong sense of place established by a vibrant main street, high-quality architecture, rich landscaping and abundant tree canopy, and a network of plazas, pathways, sidewalks, and parks.

Downtown Creston is characterized by mixed-use developments with residential units above or behind ground-floor commercial buildings. With the realignment of Highway 3 off Canyon Street, the Downtown is thriving with shops and services supported and facilitated by the commitment to our pedestrian-friendly environment.

## 2.2 DOWNTOWN GOALS

These Key Goals provide high-level aspirational outcomes that the Plan seeks to achieve.



### Enhance the Vibrancy of Downtown

To build on and enhance the “sense of place” in Downtown Creston toward a more active, vibrant Downtown, with ‘street life’, local business vitality, and high-quality architecture and public spaces.



### Beautify Public and Private Spaces

To create opportunities for and ensure that local public art, lighting, trees and landscaping, and architectural improvements contribute to the beautification of Downtown.



### Improve Walkability and Accessibility

To create accessible, convenient, and comfortable streets, public spaces, and buildings with inherent safety and kid/senior-friendly elements to create a welcoming Downtown for all ages and abilities.



### Foster Community Identity

To provide more events, activities, and programming for all ages and abilities and to celebrate Creston’s community through the cohesive and complementary design of public and private spaces.

## 2.3 PLANNING + URBAN DESIGN PRINCIPLES

Planning and Urban Design Principles are guiding concepts that the policies, guidelines, and strategies of the Plan build upon toward the Revitalization Plan.



### Design for People

Design streets, buildings, and public spaces in the Downtown to encourage people to walk, roll, stay, sit, play, and enjoy – not just drive through.



### Activate the Street

Use buildings and trees to frame the street; architecture and landscaping to create visual interest; and ground floor uses to provide opportunities for formal (e.g., retail) and informal social interaction (e.g., patios, terraces).



### Support Business Vitality

Create attractive, high-quality streetscapes and public spaces in the Downtown and ensure policies, regulations, and programs support local businesses and protect small-scale commercial spaces.



### Commit to Multi-Modal

Invest in improved walking, cycling, and transit infrastructure in order to create a healthy, livable, and equitable community, while reducing Green House Gas (GHG) emissions.



### Honour Reconciliation

Honour the yaqan nukiy, within the Ktunaxa Nations, as a local partner and recognize, acknowledge, and respect Indigenous history in the Downtown.

# 03

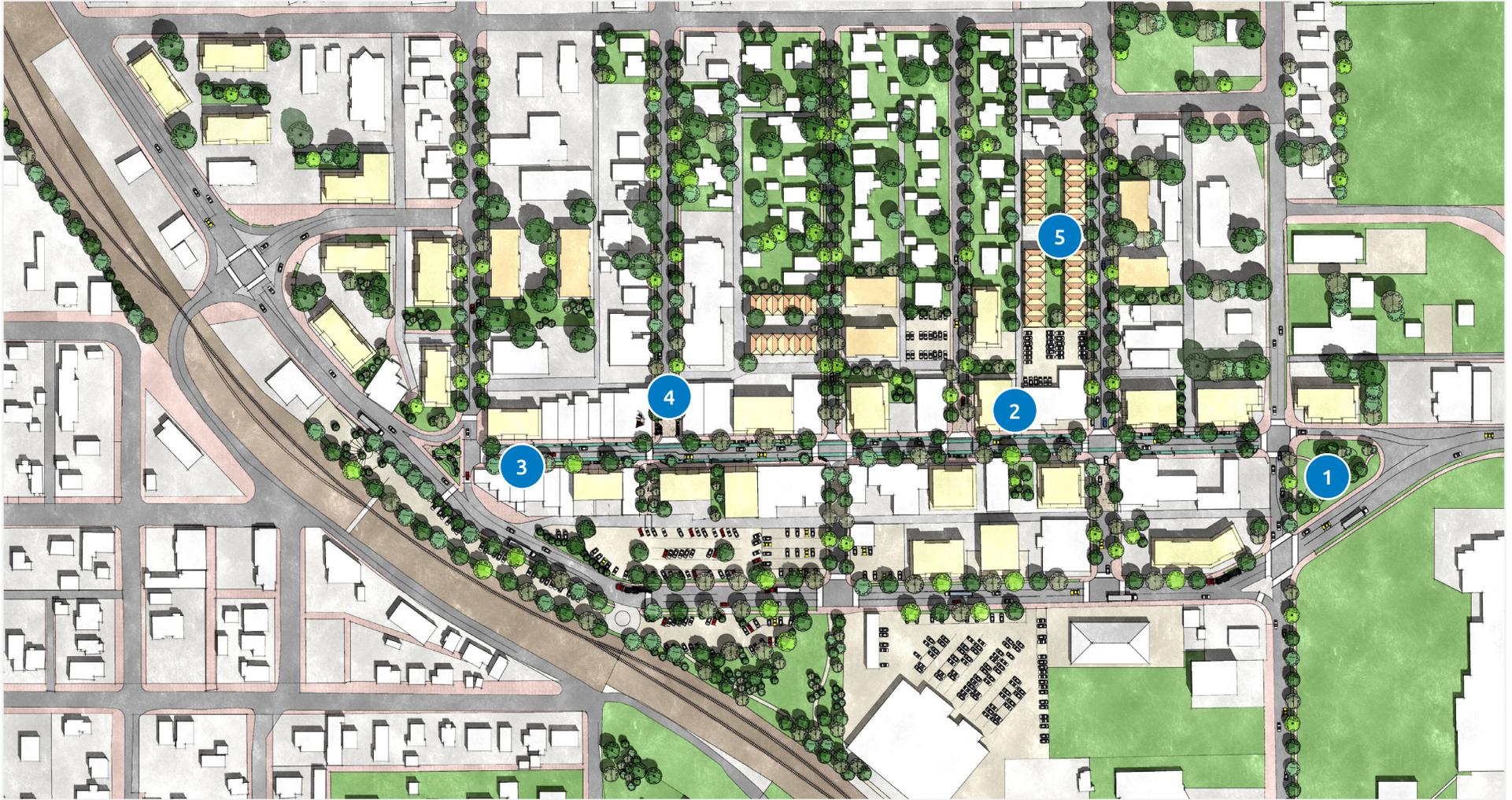
## DOWNTOWN DESIGN CONCEPT

This section provides schematic concept illustrations, based on a long-term (30+ years) “build-out” of the policies of this plan and other Town documents. The images are meant to provide guidance and give a ‘feel’ for the future of Downtown Creston – not represent specific requirements or final detailed designs.



# 3. DOWNTOWN DESIGN CONCEPT

## 3.1 DOWNTOWN DESIGN CONCEPT



# 3. DOWNTOWN DESIGN CONCEPT

## 3.2 DOWNTOWN CONCEPT VISUALIZATION GALLERY



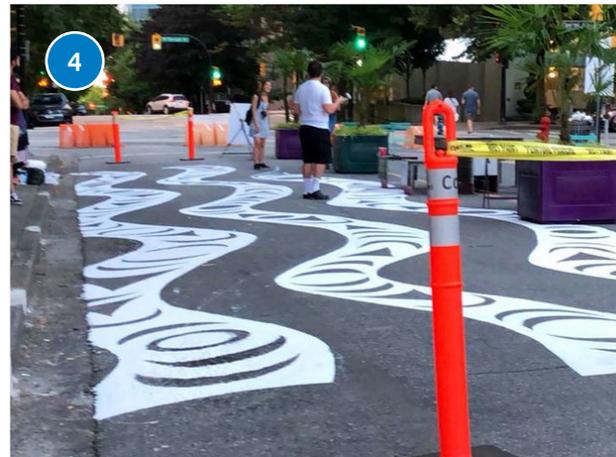
*Small urban park or plaza used as a Gateway.*



*High quality public realm.*



*Mural on blank walls.*



*Temporary or seasonal side street activation.*



*Ground-oriented attached housing.*

# 3. DOWNTOWN DESIGN CONCEPT

## 3.3 DOWNTOWN ILLUSTRATIVE CONCEPTS



Conceptual illustration of the long-term vision for Canyon Street, including streetscape improvements and redevelopment – looking west near the Tivoli Theatre.



Conceptual illustration of the long-term vision for a Downtown side street, including streetscape improvements and redevelopment – looking north from Canyon Street.

# 3. DOWNTOWN DESIGN CONCEPT

## New Mixed-use Buildings

Mixed-use buildings, with active ground floor uses and residential or commercial above, add vibrancy to Downtown.

## Wider Sidewalks and Street Trees

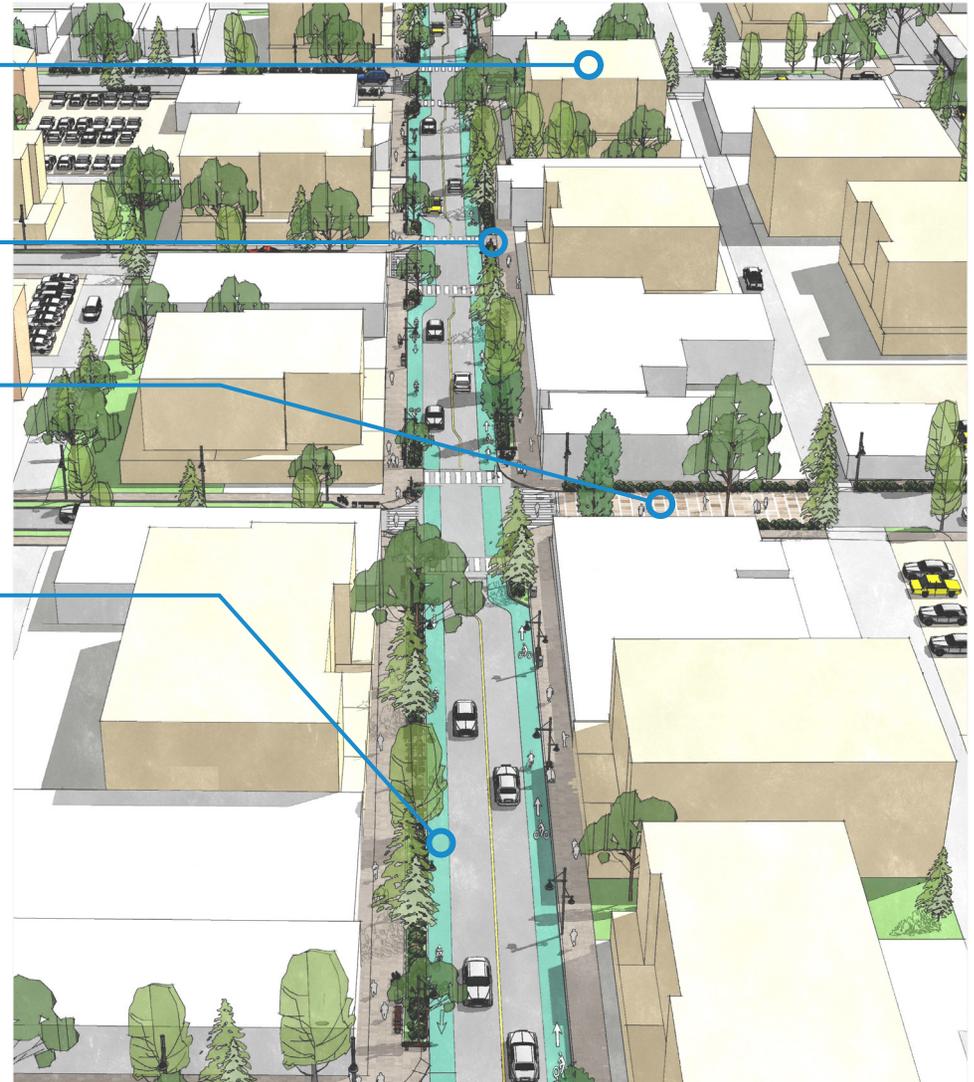
Wider sidewalks, street trees, and green landscaping add to the pedestrian-friendly vision of Downtown.

## Flexible Public Space on Side Streets

Flexible use of Downtown side streets (e.g., temporary plazas, event spaces) allow for additional gathering spaces and community vibrancy in the Downtown.

## Active Transportation and Slow Speeds

Separated cycling lanes encourage active transportation and meandering lanes slow traffic.



*Looking east on Canyon Street.*

# 04

## LAND USE + BUILT FORM

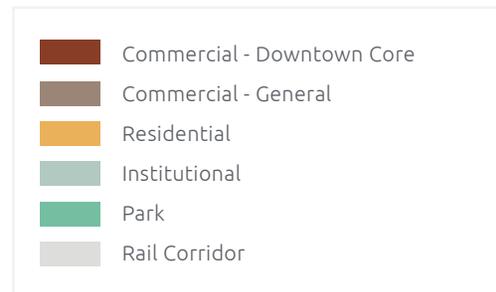
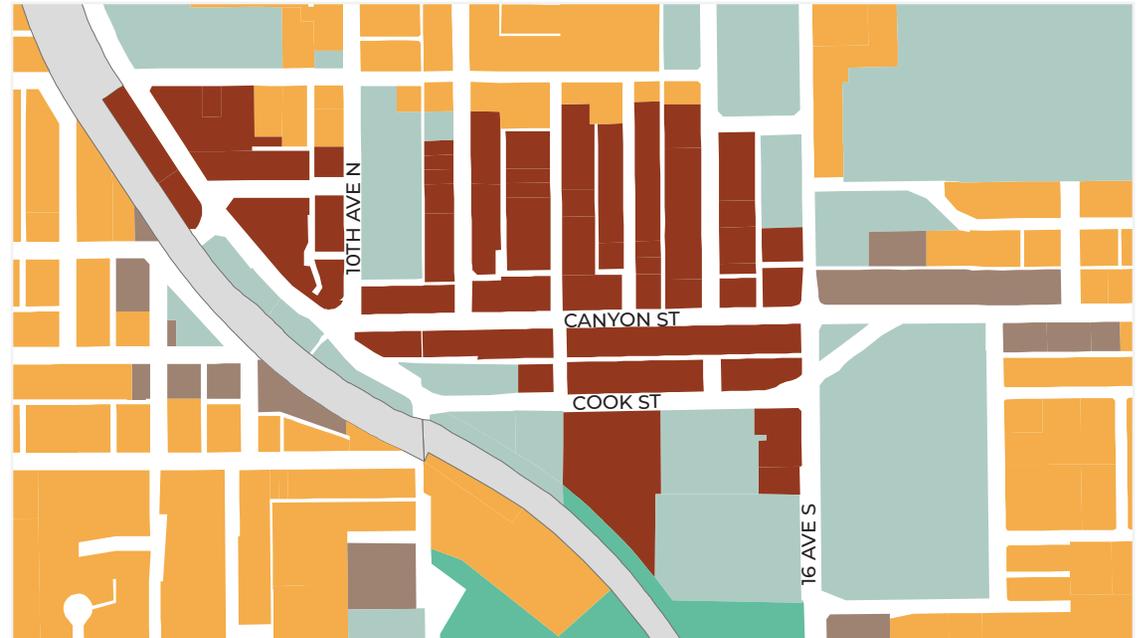
This section provides detailed policies to inform decision-making about land use and built form in Downtown Creston. Topics include general land use, community design, housing, community amenity contributions, and business vitality.



# 4. LAND USE + BUILT FORM

## 4.1 GENERAL POLICIES

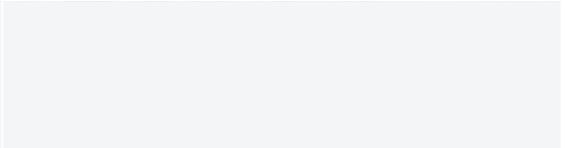
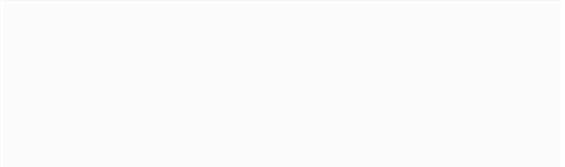
1. All development or land use applications in the Plan Area will be consistent with the policies of the CDRP and applicable Town OCP policies.
2. The land use designations and accompanying policies of this section will inform all development application decisions in the Plan Area. The boundaries and uses established may be adjusted to account for unique circumstances, adaptability over time, and flexibility of implementation so long as the intent of the policy is achieved and is consistent with the goals, principles, and policies of this Plan.
3. The Town will amend OCP policies and Development Permit Area guidelines to be consistent with this Plan. S
4. At the time of Zoning amendment and Development Permit application, applicants may be asked to provide the following:
  - a. Detailed Landscape Plan.
  - b. Integrated Stormwater Management Plan.
  - c. Transportation Plan.
5. The Town will develop Community Amenity Contributions policies informed by the considerations outlined in Section 4.6. S



LAND USE MAP

# 4. LAND USE + BUILT FORM

## 4.1.1 LAND USE DESIGNATIONS SUMMARY TABLE

LAND USE	TYPOLOGY SUMMARY	KEY CHARACTERISTICS	PRECEDENT IMAGE
<p><b>Commercial - Downtown Core</b></p>	<p>Mixed-use building and a mix of housing types with active ground floor uses on Canyon Street</p>	<ul style="list-style-type: none"> <li>• 3-4 storey mixed-use buildings</li> <li>• 2-4 storeys residential buildings with a mix of unit types on side streets</li> <li>• Pedestrian-friendly and social and economic hub</li> </ul>	
<p><b>Commercial - General</b></p>	<p>Single-use and mixed-use outside the Downtown Core</p>	<ul style="list-style-type: none"> <li>• 2-3 storey single or mixed-use buildings</li> <li>• Commercial development outside the Downtown Core</li> </ul>	
<p><b>Residential</b></p>	<p>Single family residential, attached and semi-detached housing</p>	<ul style="list-style-type: none"> <li>• 2-3 storey residential buildings</li> <li>• Mix of housing and unit types</li> </ul>	
<p><b>Institutional</b></p>	<p>Community use</p>	<ul style="list-style-type: none"> <li>• Congregate care and other health care facilities, education, emergency services, and community services</li> </ul>	
<p><b>Park</b></p>	<p>Parks and open spaces with a mix of active and passive recreational opportunities</p>	<ul style="list-style-type: none"> <li>• Central gathering places</li> <li>• Active and passive recreation opportunities and amenities</li> </ul>	

## 4.2 LAND USE POLICIES

1. Maintain and support key OCP land use policies including:

### Commercial

- a. Ensure that redevelopment in Downtown addresses environmental sustainability, visual appeal, functionality, walkability, and integration with the larger community.
- b. Permit a variety of commercial uses within a mixed-use format and encourage uses and activities that support tourism and community placemaking in Downtown.
- c. Consider a flexible use of parking areas and support a range of parking options to support a vibrant and accessible Downtown Core.
- d. Consider food trucks and other street vendors in Commercial areas, public parks, and public spaces.

### Residential

- e. Consider granting additional density in exchange for additional developer-sponsored and created public open spaces, amenities, and trails.
- f. Support a range of housing types, including single-family, attached and semi-detached housing, accessory dwellings, Co-Housing, and mixed commercial/residential buildings.

### Institutional

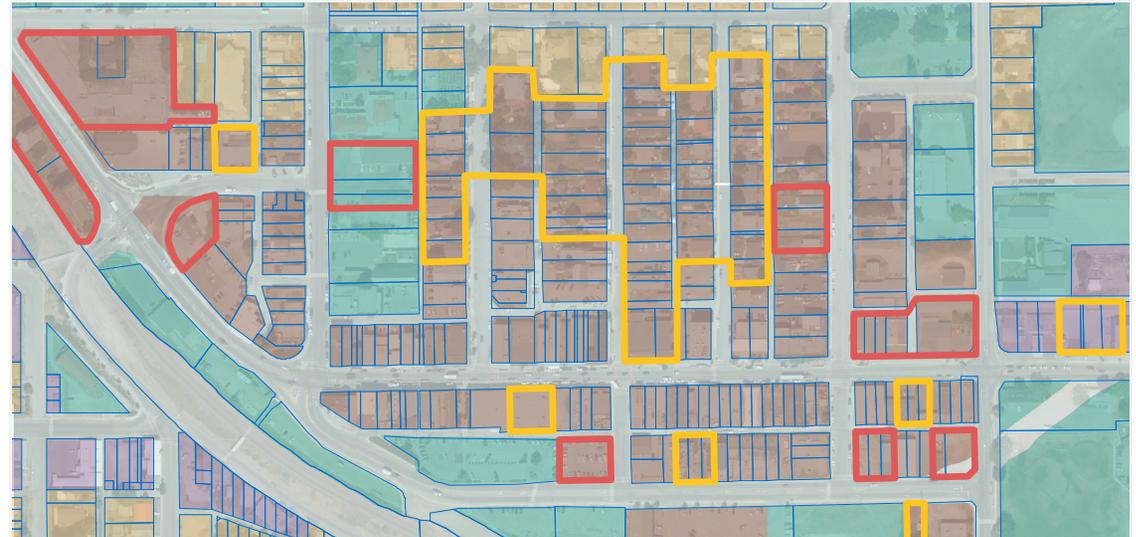
- g. Encourage the grouping of Institutional uses within walking distance of the Downtown Core or Creston Valley Mall.
- h. Support Congregate Care facilities and other health care facilities within easy walking distance of the Downtown Core.



*Food truck in Commercial areas.*

# 4. LAND USE + BUILT FORM

2. Amend the Downtown Core land use policies in the OCP to provide support for residential-only buildings in the Plan Area, based on the following directions:
  - a. Support multi-family residential with ground-oriented buildings on lots fronting any street in Downtown except Canyon Street, Cook Street, 12th Avenue S, and 15th Avenue S.
  - b. Support active ground floor commercial uses (e.g., retail, food and beverage) on lots fronting Canyon Street.
  
3. Facilitate or encourage redevelopment of key sites and underutilized lots consistent with land use designations and policies of the OCP and this plan, while creating people-friendly frontages and human-scaled buildings to support the creation of a vibrant Downtown Core, active public spaces, and abundant amenities.
  - a. Priority sites identified by the community through the CRDP process include [a] the “bunker” site at 801 Vancouver Street; [b] the 1500 block of Canyon Street; [c] the 1500 block of Cook Street, and [d] 132 NW Boulevard.
  
4. Encourage shift to higher density residential, mixed-use, and commercial on low-density residential zoned properties.



— Underdeveloped sites where redevelopment is recommended for better use of land

— Sites that don't match OCP land use or need improvement to fit with OCP objectives (e.g., site layout, use, landscaping, facade improvement etc.)

**OCP DESIGNATION**

- Commercial - Downtown Core
- Commercial - General
- Residential
- Institutional

## KEY SITES FOR REDEVELOPMENT MAP

Key Sites for Redevelopment are sites that are:

- a. Underutilized relative to their OCP land use (e.g., single family housing in the Downtown Core land use area).
- b. Underdeveloped relative to their Zoning (e.g., a low density commercial building with a mixed-use zoning).

5. Facilitate the development of a pedestrian-friendly and “complete” Canyon Street (e.g., active ground floor uses, wider sidewalks, street trees, etc.), between 10th Avenue and 16th Avenue. O
  
6. Undertake a comprehensive review of the existing OCP Development Permit Areas and associated guidelines for Form and Character based on the following directions: S
  - a. Review the structure, quality, and consistency of the existing Form and Character guidelines, as well as the location, extent, and designation of the Development Permit Areas.
  - b. Include the properties north of Canyon Street, currently designated as Downtown Core in the OCP, into a Form and Character DPA.
  - c. Ensure that guidelines for multi-family buildings apply to residential-only buildings within the Downtown Core and are consistent with the guidelines found in DPA 3 (Multi-family).
  - d. Further develop and refine illustrative content of the Form and Character guidelines and consider further topics such as:
    - i. Winter design (see section 4.3.2.).
    - ii. High-performance buildings.
    - iii. On-site open space.



*Multi-family building in residential area.*

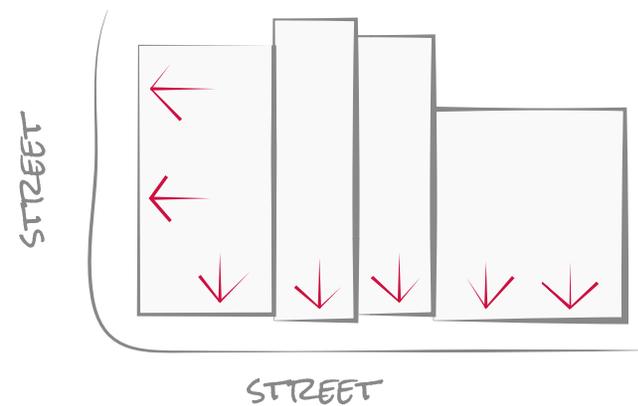
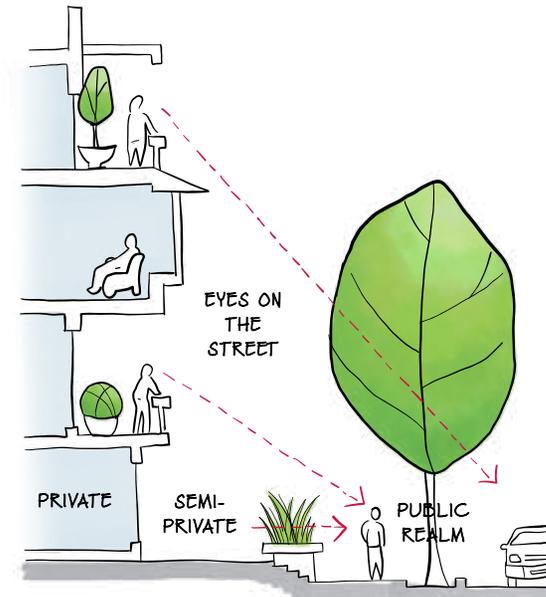
# 4. LAND USE + BUILT FORM

## 4.3 COMMUNITY DESIGN POLICIES

The following Key Guidelines are meant to reinforce and be complementary to the Town’s development permit guidelines. These guidelines apply to all land use areas and building typologies, except where noted.

### 4.3.1 DOWNTOWN KEY COMMUNITY DESIGN GUIDELINES

1. Design buildings to frame, activate streets and other open spaces to support walking, cycling, and social interaction.
2. Incorporate high quality building, landscape, and streetscape design to support livability, sustainability, and a sense of place.
3. Site buildings to protect mature trees, significant vegetation, rock outcrops, and ecological features.
4. Incorporate low-impact development strategies and green infrastructure into site planning and building design.
5. Provide usable open spaces on site that balance privacy and access and that increase pedestrian connectivity throughout the site and Town overall.
6. Ensure the provision of adequate servicing, vehicle access, and parking while minimizing adverse impacts on the comfort, safety and attractiveness of the public realm.
7. Enhance livability, visual interest, identity, and sense of place through building form, architectural composition, and materials.



# 4. LAND USE + BUILT FORM

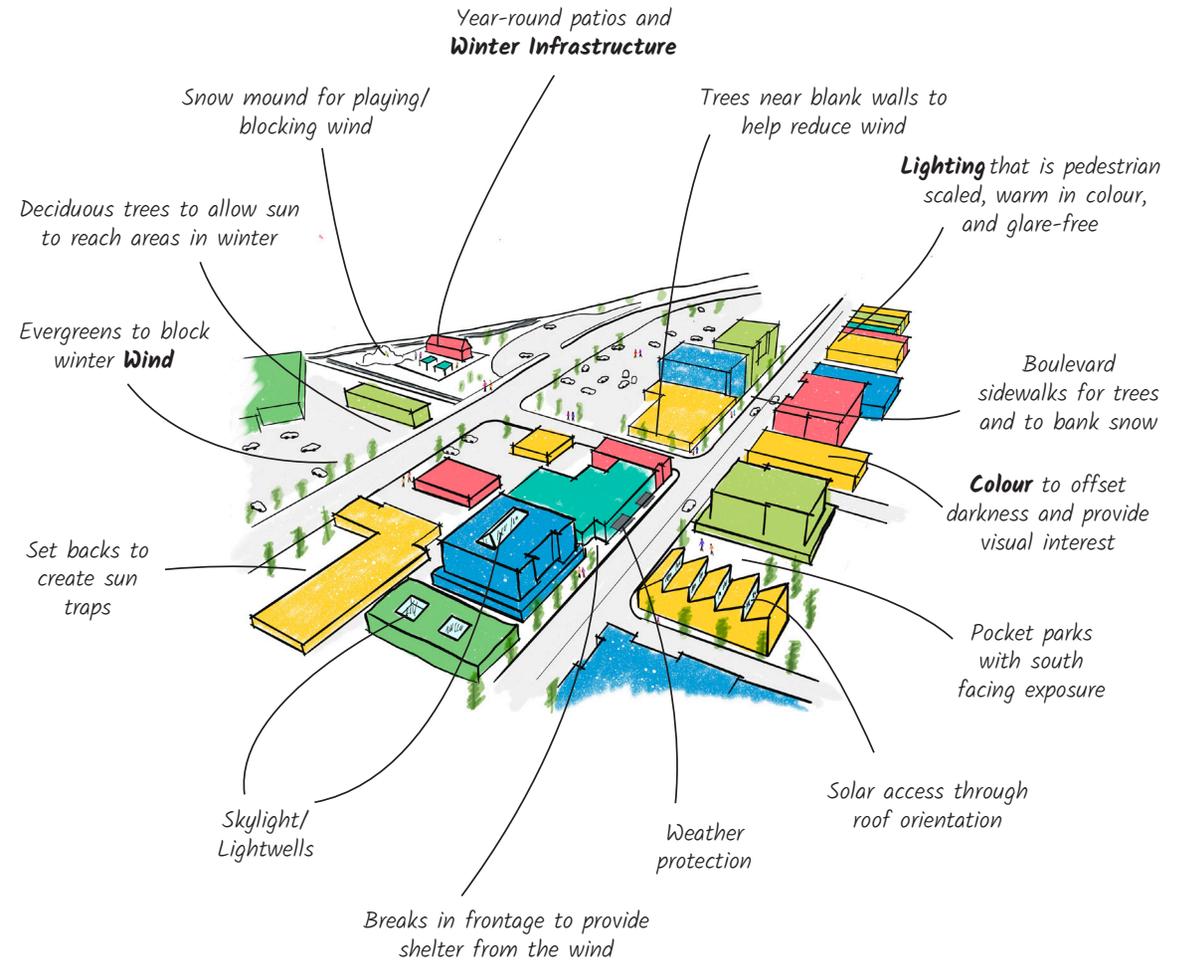
## 4.3.2 WINTER DESIGN

By virtue of its location, Creston faces a variety of climatic challenges and opportunities. Winter weather challenges must be explicitly considered in architecture, planning, development policy, and urban design so that the built environments can work to reduce the negative impacts of winter while enhancing livability for year-round residents and visitors alike.

Whether a town is viewed as safe, comfortable, desirable, and aesthetically pleasing can have a significant impact on its ability to attract people, safeguard economic vitality and instill civic pride. In winter towns, it is essential to build in a way that provides thermal comfort, especially in outdoor public and semi-public spaces (e.g., restaurant patios).

The Principles and Guidelines of this section are intended to facilitate design excellence that creates a livable Downtown in all seasons and clarifies Creston's vision for future development. More detailed winter design guidelines are encouraged to be integrated into existing Development Permit Areas guidelines.

### 4.3.2.1 WINTER DESIGN PRINCIPLES



## 4. LAND USE + BUILT FORM

### 4.3.2.2 WINTER DESIGN GUIDELINES

1. Integrate winter design guidelines and best practices into DPA Guidelines, including considerations for:
  - a. Colourful buildings and features that provide visual interest.
  - b. Abundant lighting that is pedestrian scale and warm in colour.
  - c. Tree plantings and landscaping that block winter wind.
  - d. Solar access, including through awnings and overhangs.
  - e. Awnings and overhangs to provide weather protection for pedestrians.
  - f. Winter amenities (e.g., snow mounds, shelters/warming huts, fire pits).
2. Ensure that the design of all new public spaces considers winter design best practices, such as providing snow mounds for sledding, warm shelters, wind protection, covered seating, and warm lighting.
3. Ensure landscaping can survive winter and provide visual interest (e.g., colourful and contrasting plantings and distinctive shapes).
4. Design new streets, lanes, and trails with considerations for seasonal conditions, such as snow clearing and snow storage spaces, trees to protect against wind, coloured/textured pavers, and warm lighting.



*Public fire pits in winter.*

## 4. LAND USE + BUILT FORM

### 4.4 HOUSING POLICIES

1. Support the creation of a mix of housing types (i.e., apartment, attached housing) and tenures (i.e., rental, ownership) through redevelopment to accommodate residents of all ages and abilities, changing demographics over time, and various income levels. This includes strong support for future developments that include one or more of the following:
  - a. Rental units
  - b. Strata and fee simple ownership (e.g., row house)
  - c. Lock-off suites and flexible units
  - d. Live-work units
  - e. Ground-oriented units
  - f. A range of unit sizes, including family-sized units (3+ bedroom)
2. Encourage residential units that meet current accessibility standards; inclusion of universally accessible units and ground-oriented units will be encouraged.
3. Support the inclusion of adaptable units in all new construction to support changing needs and demographics over time.
4. Facilitate partnerships with non-market housing providers to facilitate the creation of affordable housing.



*Attached housing.*

## 4. LAND USE + BUILT FORM

5. Maintain relevant OCP policy for the Plan Area including:
  - a. Support households living in multi-family developments by requiring minimum Usable Common Open Space.
  - b. Support congregate care facilities which offer options for continued aging in place residential care.
  - c. Support residential infill development that is appropriate in scale and density to its neighbourhood context and that uses compatible design to reinforce neighbourhood character.

### 4.5 BUSINESS VITALITY POLICIES

1. Facilitate the development of a pedestrian-friendly and “complete” Canyon Street that provides convenient access for pedestrians and drivers to local businesses.
2. Maintain relevant OCP policy for the Plan Area including:
  - a. Recognize the Downtown Core as the primary office, retail, and personal service business hub of the community and create strategies and incentives to redevelop and convert underused properties in the Downtown Area.
  - b. Create a mechanism to allow business owners, located on side streets, to expand their retail operations to the sidewalk and parking areas.
  - c. Participate in collaborative efforts to advance local and regional workforces, and business and investment attraction interests.
  - d. Foster economic development that meets the needs of residents in terms of availability and affordability of basic goods and services.
  - e. Review policies and practices to streamline municipal approval processes and foster ease of doing business in the Town of Creston.
  - f. Consider utilizing municipally-owned lands to leverage development, community amenity, and partnership opportunities.



*Commercial area with temporary patios.*

## 4.6 COMMUNITY AMENITY CONTRIBUTIONS

1. The Town will create a Community Amenity Contributions policy that considers the following directions:
  - a. At the development application stage (e.g., rezoning), the Town will negotiate with all applicants for the provision of Community Amenity Contributions.
  - b. The provision of semi-public open spaces (e.g., trails, greenways, plazas) may be considered an amenity only where a legal arrangement has been established on title to preserve public access.
  - c. The provision of parkland beyond the statutory requirement (5% dedication) during subdivision will be considered an amenity.
  - d. The provision of public art within public or private space may be considered an acceptable component of an amenities package, with approval from the Town and a binding agreement that includes provisions to ensure the long-term maintenance or replacement of the artwork.
  - e. Other amenities that may be considered acceptable include but are not limited to functioning natural habitats, landscape-based stormwater and wastewater management, affordable housing units, childcare facilities, and public bicycle/scooter storage.

S



*Public art as a potential community amenity.*

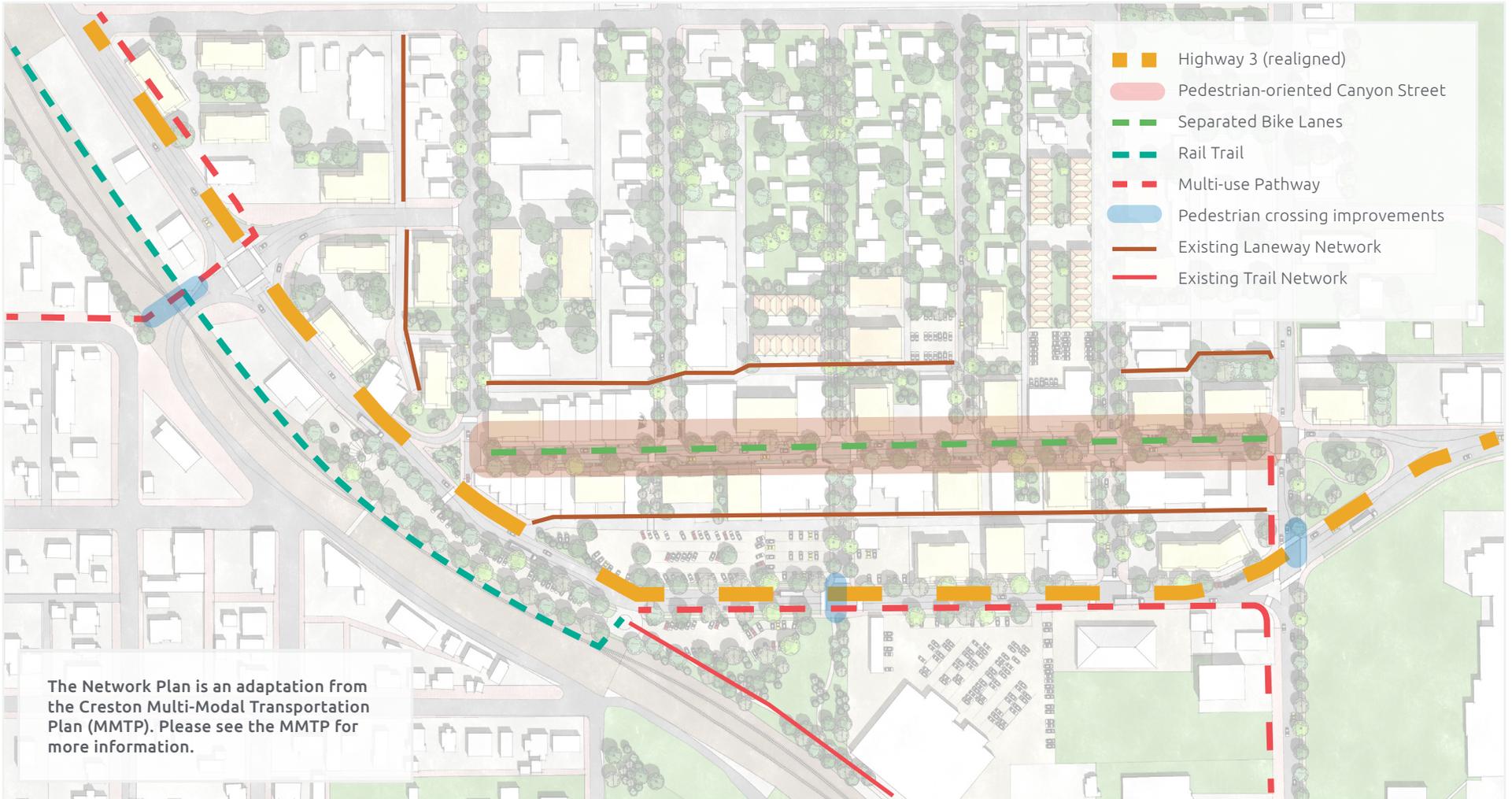
# 05

## TRANSPORTATION + MOBILITY

This section provides detailed policies to inform decision-making and investment in the transportation network of Downtown Creston. Topics include the transportation network, highway re-alignment, parking, and streetscape design.



# 5. TRANSPORTATION + MOBILITY



NETWORK PLAN

## 5.2 TRANSPORTATION POLICIES

1. Work with the Ministry of Transportation (MOTI) to realign Highway 3 from Canyon Street to Cook Street. 
2. Facilitate short-and-long-term streetscape improvements on Canyon Street with a focus on creating more “people space” and improved walking/cycling, as directed by the Multi-modal Transportation Plan (MMTP). 
3. Ensure that streetscape and other public space improvements, community events, and other revitalization efforts are extended onto Downtown side streets (e.g., 10th Avenue N, 11th Avenue N, 12th Avenue N & S, 14th Avenue N, 15th Avenue N & S, 19th Avenue N).
4. Develop a Wayfinding Strategy and then create cohesive wayfinding elements and signage throughout the Downtown area. 
5. Work with developers to identify transportation demand management (TDM) measures (e.g., car share, transit passes, additional bicycle parking and facilities) for new developments to further reduce the need for private off-street parking.
6. Maintain the laneway network in Downtown in order to provide parking, servicing, and loading access to adjacent properties off of Canyon street.
7. Update the Town’s Zoning Bylaw to include requirements for electric vehicle (EV) and bike parking. 

### DID YOU KNOW?

Efforts to realign Highway 3 from Canyon Street to Cook Street has been ongoing since the early 2000s and has long been a Council Priority.

**91%**

**of participants in the Visioning Survey and at the Ideas fair supported the highway realignment.**

8. Consider developing a Town-wide strategy for a public EV charging network. 
9. Where necessary, acquire additional right-of-way for streetscape improvements (e.g., street trees, wider sidewalks) via land development (e.g., Zoning Amendment and Subdivision) as guided by the street designs in the MMTP and by the future design of Cook Street.
  - a. Consider utilizing additional building setbacks to accommodate street trees and wider sidewalks where the public ROW is too narrow.

## 5. TRANSPORTATION + MOBILITY

10. Prioritize transportation improvements and recommendations from the MMTP including:
  - a. Create sidewalks with widths of 2-3m in the Downtown Core.
  - b. Implement one-hour time restriction on busier blocks and reintroduce paid parking within the Downtown Core.
  - c. Increase the number of commercial and passenger loading spaces and convert existing accessible parking spaces to van accessible parking spaces.
  - d. Create double curb ramps, marked crossing, tactile attention indicators, and audible pedestrian signals along Canyon Street and throughout the Downtown Core.
  - e. Consider on-street bike corrals in the Downtown as a low cost way to provide bicycle parking.
  - f. Add accessible ramps to the 10th Avenue N to Market Park and Market Park Railway Boulevard.
  
11. Maintain relevant OCP policy for the Plan Area including:
  - a. Provide a range of transportation options and facilities in the Downtown Core such as enhanced sidewalks, trails, and bike lanes.
  - b. Consider the treatment of road rights-of-way in the Downtown Area to be Public Realm spaces for people.
  - c. Incorporate Universal Design Guidelines into Downtown Core Development Permit Area Guidelines and Public Realm construction standards.
  - d. Require accessible entryways between the sidewalks and front doors of all businesses.
  - e. Establish the Downtown Core as the community centre from which clear linkages draw people out to community amenities and destinations.



*Example of a parking metre in Downtown Creston in 1957 (Creston Museum).*

## 5.3 STREETScape DESIGN POLICIES

1. Continue the human-scaled Downtown (e.g., corner bulb-outs, raised crosswalks/intersections, 2-3 storey buildings) on Canyon Street east of 15<sup>th</sup> Avenue.
2. Establish a pedestrian-friendly streetscape along all Downtown streets by installing vegetative buffers, street trees, street furniture, and open spaces suitable for resting, gathering, or socializing.
3. Consider the addition of new and improved crosswalks as directed by the MMTP and the Network Plan found in this chapter.
4. Incorporate space and amenities for all modes of transportation, including transit, cycling, and pedestrians, and additional space for respite areas, transit shelters, wayfinding, and end-of-trip facilities for bikes.
5. Incorporate bicycle parking at strategic locations in the Downtown, such as at the interface between the street and public open spaces (e.g., parks, plazas).
6. Streetscape design will incorporate a cohesive design palette of street furniture and lighting, including benches and chairs, waste and recycling receptacles, bollards, and luminaires.
7. Shrubs, grasses, and ground cover plantings will be native or adaptive non-native species that mimic endemic flora.
8. New tree plantings will be selected to provide high canopy over the street, while remaining predominantly above commercial displays and signage (at maturity).
9. Columnar and small ornamental trees will be installed within narrow boulevards where soil volumes are insufficient for full canopy trees.
10. Landscaped curb extensions will be used to calm traffic, buffer on-street parking areas, and provide space for landscaped-based stormwater management (e.g., rain gardens, swales).

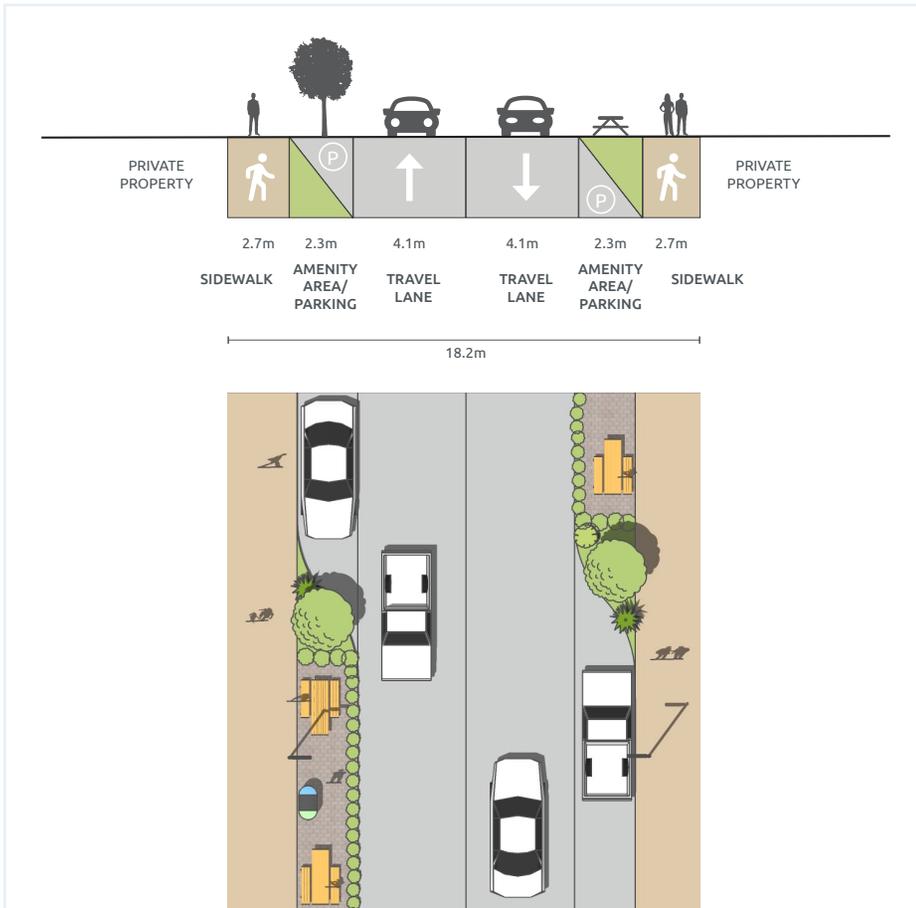


*Illustration showing the extension of a human-scaled Downtown, including streetscape improvements and redevelopment, east of 15th Avenue.*

## 5.4 STREETScape DESIGN

### 5.4.1 CANYON STREET SHORT-TERM

The streetscape designs in Section 5.4 and their corresponding descriptions are adaptations from Creston Multi-Modal Transportation Plan. Please, see that plan for more information.

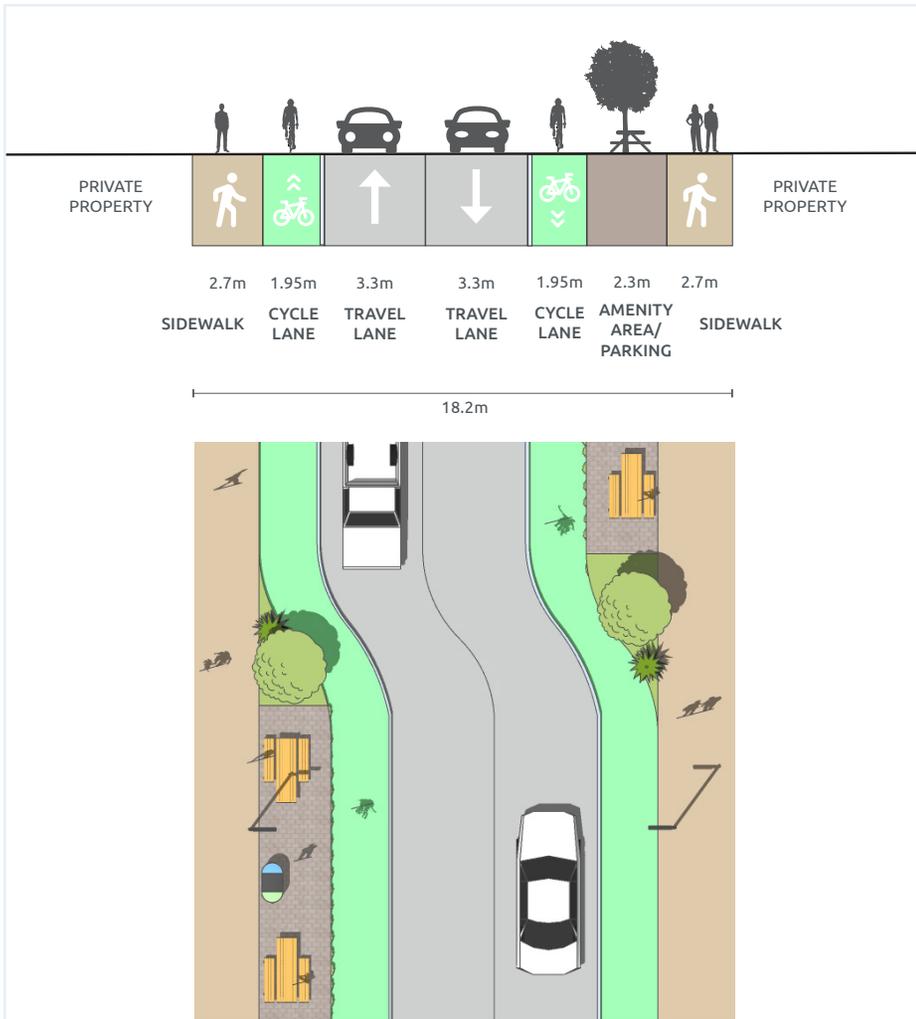


This interim design (short-term) for Canyon Street maintains the same lane widths and sidewalk width as the current design of Canyon Street. Some additional improvements include:

- Parallel parking is removed from alternating sides of the road to provide for an amenity area, much like parklets, that can be utilized for patio space, street furniture, expanded sidewalk, landscaping, or bike parking among other things.
- Alternate the parking/amenity space block to block, resulting in half of the parallel parking being removed from Canyon Street.
- Additional angle parking can be provided on 12th Avenue S and 15th Avenue S if these two short stretches of road are converted to one-way traffic (see 5.4.3).

# 5. TRANSPORTATION + MOBILITY

## 5.4.2 CANYON STREET LONG-TERM

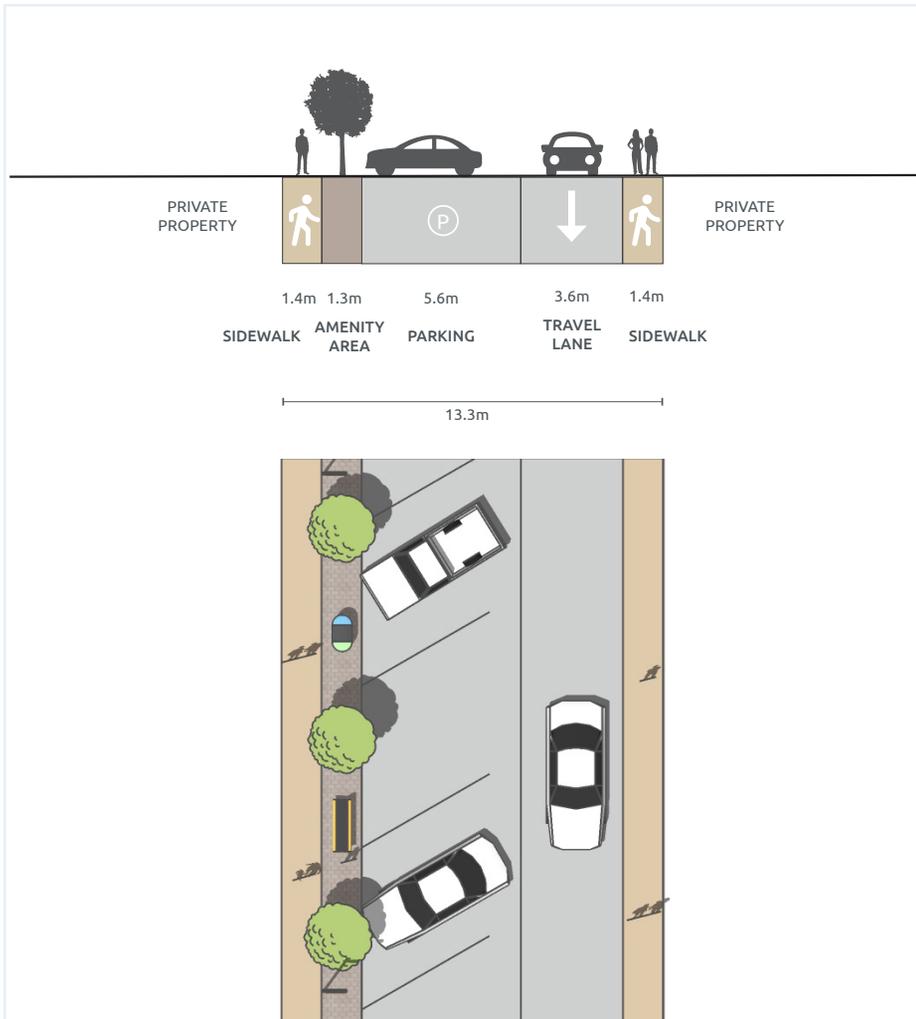


The ultimate long-term plan for Canyon Street Downtown builds on the proposed interim cross-section (short-term). It is only possible when/if highway traffic is realigned to Cook Street in the future. Some additional improvements include:

- Drive lanes are narrowed to 3.3m and the remaining parallel parking removed, allowing space to provide protected bike lanes on Canyon Street to future enhance the vibrancy of the Downtown.
- A 30km/hr speed limit and traffic calming elements will reduce the road's function from acting primarily as a vehicle thoroughfare to that with a sense of place where people want to linger and enjoy.
- The centerline that shifts traffic from side to side between blocks to act as a traffic calming measure.

# 5. TRANSPORTATION + MOBILITY

## 5.4.3 DOWNTOWN SIDE STREET (BETWEEN COOK STREET AND CANYON STREET)



Currently, 12th Avenue S and 15th Avenue S both have a ~10.5m paved width that is underutilized. There is an opportunity to utilize this width better to benefit the Downtown. Currently, 12th Avenue S does not have any parking and 15th Avenue S has parallel parking.

If traffic was limited to one-way operations (direction to be determined) there is space available to relocate parking from Canyon Avenue for angled parking on 12th Avenue S and 15th Avenue S. Approximately 10 parking spaces can be accommodated on each road segment with 40° parking. Benefits of converting the streets to one-way operations is that a wider sidewalk or amenity space can be provided next to the angled parking. Wider pedestrian space works in conjunction with Canyon Street improvements to enhance the whole Downtown area.

# 06

## **OPEN SPACE**

This section provides policies and directions to inform the enhancement of the Town's Open Space Network in Downtown. Topics include the design, connectivity, wayfinding, and use of open spaces.



# 6. OPEN SPACE



OPEN SPACE MAP

## 6.2 OPEN SPACE POLICIES

1. Integrate Market Park into the Downtown through elements such as strong wayfinding and pedestrian connections.
2. Develop a Wayfinding Strategy and then create cohesive wayfinding elements and signage throughout the Downtown area.
3. Create a multifunctional public space network (e.g., gathering, resting, playing) throughout the Downtown that can accommodate a variety of seasonal activities, programming, and events.
4. Ensure that streetscape and other public space improvements, community events, and other revitalization efforts are extended onto Downtown side streets.
5. Integrate tree canopy coverage into the design of public open spaces as a climate resiliency measure and help mitigate urban heat effects, as well as provide a place of shelter, wind protection, and/or shade.
6. Support the integration of community-based food programs (e.g., community garden) into parks and open spaces.
7. Design adjacent buildings to mitigate shadowing impacts on adjacent parks and public open spaces.



*Wayfinding signage.*

## 6. OPEN SPACE

8. Ensure that the design of all new streets and public spaces considers winter design best practices, such as providing wind protection, covered seating, warm lighting, snow clearing and storage spaces, and coloured/textured pavers.
9. Maintain relevant OCP policy for the Plan Area including:
  - a. Provide a variety of park uses and programming to meet the diverse needs of residents and visitors of all ages and abilities.
  - b. Consider creating Pop-Up Parks on municipally owned properties, unused right-of-way and isolated parking areas to create places for people.
  - c. Consider the treatment of road rights-of-way in the Downtown Area to be Public Realm spaces for people.
  - d. Provide public amenities (e.g. washrooms and water fountains) to enhance comfort and ability to linger in the Downtown Area.



*Temporary public space on a side street.*

# 07

## **SUSTAINABILITY + CLIMATE ACTION**

This section provides comprehensive policies to promote sustainability and climate action in Downtown Creston. Topics include green building, sustainable site designs, electric vehicle infrastructure, urban forest, and stormwater management.



# 7. SUSTAINABILITY + CLIMATE ACTION

## 7.1 SUSTAINABLE DEVELOPMENT POLICIES

1. Promote a comprehensive approach to sustainability through densification, walkable design, energy efficient buildings, and low-impact site design.
2. Encourage the creation of low carbon, “all electric” buildings that utilize space heating and cooling and domestic hot water provided by electric heat pumps.
3. Encourage the use of on-site rainwater collection (e.g., cisterns, rain barrels) as well as greywater recapture, where practical.
4. Encourage the use of solar photovoltaic energy systems (i.e., solar panels) to generate electricity and reduce GHG emissions.
5. Encourage the use of local/regional and healthy building materials, including no-volatile organic compounds (VOC), flame retardant free, and plasticizer-free products.
6. Maintain relevant OCP policy for the Plan Area including:
  - a. Encourage reduced dependency on automobiles by creating complete and compact neighbourhoods within walking distance of services.
  - b. Encourage the design and construction of energy-efficient new buildings, and retrofits in existing residential, commercial, and institutional buildings and infrastructure, including infill development and densification.
  - c. Encourage new development to promote walkability and connectivity amongst areas of the Town, and develop a high-quality network of trails, sidewalks, shared streets, and parks.
  - d. Support the formation of a car-share program, enhancements to the public transit experience, development of ride-share Programs where appropriate, and the electric vehicle charging network.
  - e. Encourage site designs that maximize tree planting and green space retention with an emphasis on open space and street trees to reduce building energy demand.



*Energy efficient and low-impact building design.*

## 7.2 URBAN FOREST POLICIES

The “urban forest” refers to all the trees and associated landscape elements (e.g., shrubs, soil) in an urban area, including trees in yards, along streets, and in parks and protected areas.

1. Seek to enhance the urban forest and tree canopy coverage in the Plan Area by pursuing the strategies and requirements outlined in this subsection.

### MINIMUM SOIL VOLUMES

2. Proposed trees must have access to the following minimum soil volumes:
  - a. Large-canopied trees: 15m<sup>3</sup>
  - b. Medium-canopied trees: 12m<sup>3</sup>
  - c. Small-canopied trees: 8m<sup>3</sup>

### CLIMATE-SENSITIVE STRATEGIES

3. Utilize a combination of deciduous and conifer trees in streetscapes and public spaces.
4. Utilize strategic clustering of deciduous trees in key locations to provide shade in the summer months (e.g., plazas, sidewalk seating areas, and adjacent to high-traffic destinations).
5. Utilize strategic planting of conifers in dense clusters/rows to create windbreaks in parks and other public spaces.
6. Consider the development of an Urban Forest Strategy to provide [a] more detailed urban forest policies and actions, and [b] tree density targets for public and private land.



### WHY URBAN FORESTS?

Urban forests provide numerous benefits, including:

- Mitigating the heat island effect by reducing temperatures through shading and evapotranspiration
- Reducing stormwater run-off by absorbing and filtering stormwater
- Calming traffic and reducing driver speeds when properly incorporated along streets
- Improving air quality and reducing noise
- Improving scenic quality and establishing a sense of place
- Increasing property values

# 7. SUSTAINABILITY + CLIMATE ACTION

## STREETS: BOULEVARDS/BUFFER AREAS WITH TREES

7. Select large full-canopied trees where practical and in consideration of growing conditions, while integrating conifers and other hardy, climate-adaptive species.
8. Space trees as follows:
  - a. Large-canopied trees: 10-14m apart
  - b. Medium-canopied trees: 8-12m apart
  - c. Small-canopied trees: 6-8m apart
9. Minimum boulevard width is to be 1.5m (1.8m preferred) to allow for planting of boulevard trees.
10. Where necessary, seek to acquire additional right-of-way (see policy 5.2. (9)) – or utilize additional building setbacks where not possible –to support the planting of street trees in the Downtown.



*Boulevard and buffer area with trees.*

## PARKS/PATHWAYS: TREES IN PUBLIC OPEN SPACES

11. Plant large full-canopied trees where possible, while integrating conifers and other hardy, climate-adaptive species in strategic locations (e.g., as landscape buffers or wind breaks).
12. Minimize impervious surfaces and provide a minimum of 20% of the public open space area in soft landscaping with deep soils.

# 7. SUSTAINABILITY + CLIMATE ACTION

## PRIVATE LAND: TREES AND LANDSCAPING

13. Consider a on-site tree density target for all new private development.
  - a. Seek a target of 50 trees per hectare in lieu of a relevant policy.
14. Install large-canopied trees where possible and in consideration of growing conditions, while integrating conifers and other hardy, climate-adaptive species.
15. Prioritize landscaping treatments that allow tree planting in soft landscaping or rain gardens.



*Trees and landscaping on private land.*

## 7.3 STORMWATER MANAGEMENT POLICIES



This section includes policies and strategies consistent with the principles of integrated stormwater management, which seeks to enhance the infiltration, retention, and filtration of rainwater as it falls on and travels across the urban/suburban landscape.

### 7.3.1 STREET: RAIN GARDENS IN BOULEVARDS AND BUMPOUTS

1. Integrate rain gardens and swales into future street designs in accordance with this plan and other relevant plans and bylaws.
2. Rain gardens should be designed by an appropriately qualified professional and, as a general guideline, should make up approximately 5% of the catchment area, if designed with a minimum 600mm growing medium depth, high growing medium infiltration rates, and minimum 150mm flood depth.
3. Integrate with urban forest goals by including street trees in rain gardens where practical.
4. Prioritize municipal budgets to maintain boulevard rain gardens.
5. Design rain gardens with an underdrain and overflow drain sized to convey large storm events.

### 7.3.2 PARK/PATHWAYS: INTEGRATE GREEN LANDSCAPED AREAS

6. Maximize the use of soft landscaping areas with deep soils as absorbent landscapes.
7. Direct runoff from pathways and small paved surfaces to absorbent landscape. A general guideline for success is that absorbent landscape should make up at least 25% of the catchment area, and should have a minimum of 450mm depth of good quality growing medium.
8. Use permeable paving or soil cells when hardscape is installed over more than 75% of the site.

### 7.3.3 PRIVATE LAND: RAIN GARDENS AND PERMEABLE PAVING

9. Minimize impervious surfaces.
10. Favour the use of rain gardens to meet stormwater objectives. A general guideline for success is that rain gardens should make up approximately 5% of the catchment area.
11. Use permeable paving where rain gardens are not possible (or use in combination with the above, where appropriate). A general rule of thumb is that soil cells should make up approximately 20% of the catchment area.

## WHAT IS INTEGRATED STORMWATER MANAGEMENT?

As we increase the amount of impervious surface (e.g., pavement, roofs) in our communities, we increase the amount of stormwater runoff, decrease the recharge of groundwater, and increase the pollutants carried into the natural environment. The traditional approach to dealing with stormwater – piping it as quickly as possible to natural watercourses or ocean – leads to negative impacts, such as:

- Erosion and flooding
- Toxic pollution in watercourses
- Ecological damage and habitat loss
- Expensive drainage sewer upgrades and maintenance
- Insufficient groundwater supply for environmental and human needs

By contrast, Integrated Stormwater Management seeks to:

- Reduce runoff volume and demand on infrastructure
- Reduce flooding and erosion risks
- Increase soil infiltration and groundwater recharge
- Capture pollutants and reduce discharges of polluted water

Communities that utilize multifunctional green stormwater infrastructure –such as green roofs, bioswales, rain gardens, permeable surfacing, engineered wetlands and detention ponds– receive a number of benefits, including:

- Beautification of the urban environment
- Increased groundwater quality
- Decreased piped infrastructure costs and demands
- Mitigation of urban heat island effects
- Creation of urban habitat



*Rain garden along street.*

# 08

## PLACEMAKING + CULTURE

This section provides policies to support placemaking and culture in Downtown Creston. Topics include gateways to Downtown, public art, and outdoor patios.



# 8. PLACEMAKING + CULTURE

## 8.1 PLACEMAKING + CULTURE POLICIES

1. As part of future streetscape improvements and the potential highway realignment, establish a “gateway” feature or area on either end of Downtown.
  - a. Gateways may include small public spaces, landscaped corner bulb outs, ornamental lighting, gateway or wayfinding signage, banners, public art, or other elements.
2. Consider temporary placemaking and public space interventions in advance of larger capital improvement projects – such as using a mural to beautify a vacant building; or creating a new plaza space with moveable planters, benches, and colourful paint.
3. Celebrate local artists by seeking ways to integrate public art into placemaking initiatives and beautification of the Downtown.
4. Pursue funding to complement the Murals Policy that provides some level of funding for artists to facilitate additional murals around the Downtown.
5. Develop an outdoor patio program that supports the expansion of outdoor patio areas for existing food and beverage businesses into the public street right-of-way and parking spaces in the Downtown, along with conversion of private parking lots.

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*Mural in Downtown Creston.*

## 8. PLACEMAKING + CULTURE

6. Maintain relevant OCP policy for the Plan Area including:
  - a. Establish gateways, open viewsapes and preserving landmark buildings in the Downtown Area and explore ways and means of preserving and enhancing the grain elevators as community icons.
  - b. Provide additional opportunities for the public to enjoy the dramatic views of the Creston Valley and surrounding mountains.
  - c. Create opportunities for residents and visitors to interact with design features in the Downtown Area (e.g., water features, sculptural art).
  - d. Create a cohesive and complementary character in landscaping and architecture that speaks to the past, present, and future of Creston and the Valley, including strong consideration for the use of stone and wood in the design of buildings and public spaces.
  - e. Recognize local First Nations' history, culture, and language in architectural, public space, and landscape design and naming will be considered through engagement with local First Nations.
  - f. Integrate public art into the streetscape of mixed-use areas and key public spaces.
  - g. Support arts-based spaces and organizations (e.g., galleries, studios, incubation spaces, non-profits) in the Downtown.
  - h. Provide decorative, pedestrian-scaled lighting in public spaces, such as (e.g., Christmas lights, Catenary lighting).
  - i. Reduce street lighting where possible to compensate for, and emphasize seasonal feature lighting. Consider controls to dim or turn off decorative and seasonal lighting during off-peak times.



*Creston grain elevators.*

# 09

## **ACTION PLAN**

The Action Plan translates the key policies of the plan into tangible actions for implementation. The Action Plan is meant to inform Council strategic planning, staff project priorities, and Town budgeting.

Successful implementation will require a mix of land redevelopment, municipal investment, acquisition of funding, ongoing community consultation and support, and long-term commitment from staff and decision-makers to support the vision, goals, and principles of this plan.

# 9. ACTION PLAN

On-going actions may be completed over time as part of the Town of Creston’s regular operations or addressed opportunistically, as funding or partnerships become available. Short-term actions represent ‘low-hanging fruit’ that are recommended for capital budget funding in the near future. Medium-term actions are to be pursued over time and will require a commitment from current and future Councils to realize the ‘bigger picture’ of Downtown revitalization in Creston.

## 9.1 ON-GOING ACTIONS



ACTION	DESCRIPTION	POLICY	ROLES
<p><b>Facilitate the Development of a Pedestrian-friendly Canyon Street</b></p>	<p>Facilitate the development of a pedestrian-friendly and “complete” Canyon Street (e.g., active ground floor uses, wider sidewalks, street trees, etc.), between 10th Avenue and 16th Avenue.</p>	<ul style="list-style-type: none"> <li>• 4.2. (4) Land Use Policies</li> <li>• 4.5. (1) Business Vitality Policies</li> </ul>	<p>Town of Creston</p>
<p><b>Consider Utilizing Municipally-owned Lands</b></p>	<p>Consider utilizing municipally-owned lands to leverage development, amenity, and partnership opportunities.</p>	<ul style="list-style-type: none"> <li>• 4.5. (2.f.) Business Vitality Policies</li> </ul>	<p>Town of Creston</p>
<p><b>Facilitate the Redevelopment of Key Sites and Underutilized Lots</b></p>	<p>Facilitate redevelopment of key sites and underutilized lots while creating people-friendly frontages and human-scaled buildings to support the creation of an active Downtown Core.</p>	<ul style="list-style-type: none"> <li>• 4.2. (3) Land Use Policies</li> </ul>	<p>Town of Creston</p>

# 9. ACTION PLAN

ACTION	DESCRIPTION	POLICY	ROLES
<p><b>Realign Highway 3 from Canyon Street to Cook Street</b></p>	<p>Work with the Ministry of Transportation (MOTI) to realign Highway 3 from Canyon Street to Cook Street, between 16th Avenue and 10th Avenue.</p>	<ul style="list-style-type: none"> <li>5.2. (1) Transportation Policies</li> </ul>	<p>Town of Creston Ministry of Transportation</p>
<p><b>Facilitate Streetscape Improvements on Canyon Street to create more “people spaces”</b></p>	<p>Facilitate short-and-long-term streetscape improvements on Canyon Street with a focus on creating more “people space” and improved walking/cycling, as directed by the Multi-modal Transportation Plan (MMTP).</p>	<ul style="list-style-type: none"> <li>5.2. (2) Transportation Policies</li> </ul>	<p>Town of Creston</p>
<p><b>Update the Zoning Bylaw for EV Requirements and Bike Parking</b></p>	<p>Update the Town’s Zoning Bylaw to include requirements for electric vehicle (EV) and bike parking.</p>	<ul style="list-style-type: none"> <li>5.2. (7) Transportation Policies</li> </ul>	<p>Town of Creston</p>
<p><b>Consider Temporary Placemaking and Public Space Interventions in Advance of Larger Capital Projects</b></p>	<p>Consider temporary placemaking and public space interventions in advance of larger capital improvement projects – such as using a mural to beautify a vacant building; or creating a new plaza space with moveable planters, benches, and colourful paint.</p>	<ul style="list-style-type: none"> <li>8.1. (4) Placemaking + Culture Policies</li> </ul>	<p>Town of Creston</p>

# 9. ACTION PLAN

## 9.2 SHORT-TERM ACTIONS (0-1 YEARS)



ACTION	DESCRIPTION	POLICY	ROLES
<p><b>Amend the OCP Downtown Core Land Use Policies</b></p>	<p>Amend the Downtown Core land use policies in the OCP to provide support for residential-only buildings in the Plan Area.</p>	<ul style="list-style-type: none"> <li>• 4.2. (2) Land Use Policies</li> </ul>	<p>Town of Creston</p>
<p><b>Undertake a Comprehensive Review of the existing OCP Development Permit Areas</b></p>	<p>Undertake a comprehensive review of the existing OCP Development Permit Areas and associated guidelines for Form and Character.</p>	<ul style="list-style-type: none"> <li>• 4.2. (5) Land Use Policies</li> <li>• 4.3.2.2. Winter Design Guidelines</li> </ul>	<p>Town of Creston</p>
<p><b>Create a Community Amenity Contributions Policy</b></p>	<p>Create a Community Amenity Contributions policy that provides direction and opportunities for community benefit.</p>	<ul style="list-style-type: none"> <li>• 4.6. (1) Community Amenity Contributions</li> </ul>	<p>Town of Creston</p>
<p><b>Develop a Wayfinding Strategy</b></p>	<p>Develop a Wayfinding Strategy and then create cohesive wayfinding elements and signage throughout the Downtown area.</p>	<ul style="list-style-type: none"> <li>• 5.2. (4) Transportation Policies</li> <li>• 6.2. (2) Open Space Policies</li> </ul>	<p>Town of Creston</p>

# 9. ACTION PLAN

ACTION	DESCRIPTION	POLICY	ROLES
<p><b>Consider Developing a Public EV Strategy</b></p>	<p>Consider developing a Town-wide strategy for a public EV charging network.</p>	<ul style="list-style-type: none"> <li>• 5.2. (8) Transportation Policies</li> </ul>	<p>Town of Creston</p>
<p><b>Develop an Outdoor Patio Program</b></p>	<p>Develop an outdoor patio program that supports the expansion of outdoor patio areas for existing food and beverage businesses into the public street right-of-way and parking spaces in the Downtown.</p>	<ul style="list-style-type: none"> <li>• 8.1 (5) Placemaking + Culture Policies</li> </ul>	<p>Town of Creston</p>

# 9. ACTION PLAN

## 9.3 MEDIUM-TERM (3+ YEARS)



ACTION	DESCRIPTION	POLICY	ROLES
<p><b>Establish 'Gateway' features at either end of Downtown</b></p>	<p>As part of future streetscape improvements and the potential highway realignment, establish a 'gateway' feature or area on either end of downtown.</p>	<ul style="list-style-type: none"> <li>8.1. (1) Placemaking + Culture Policies</li> </ul>	<p>Town of Creston</p>
<p><b>Consider a Mural Program</b></p>	<p>Pursue funding to complement the Murals Policy that provides some level of funding for artists to facilitate additional murals around the Downtown.</p>	<ul style="list-style-type: none"> <li>8.1 (4) Placemaking + Culture Policies</li> </ul>	<p>Town of Creston</p>



**DOWNTOWN**  
REVITALIZATION PLAN  
— TOWN of CRESTON —

Prepared for:



Prepared by:

