

TOWN OF CRESTON

Consolidated to
November 18, 2025

BYLAW NO. 1854

A bylaw to adopt an Official Community Plan for the Town of Creston.

WHEREAS the *Local Government Act* and the *Community Charter* allows Council, by Bylaw, to adopt an Official Community Plan;

WHEREAS the text of an Official Community Plan must be referenced as a “Schedule” and must designate the area covered by the Official Community Plan;

WHEREAS the Council of the Town of Creston, with input from the community, has prepared an Official Community Plan;

WHEREAS the Council of the Town of Creston has considered the Official Community Plan in conjunction with the Five Year Financial Plan, Regional District of Central Kootenay’s Waste Management Plan and comments from the Land Reserve Commission.

NOW THEREFORE, the Council of the Town of Creston, in open meeting assembled, enacts as follows:

Part 1 Citation

- 1.1 This bylaw may be cited as “Official Community Plan Bylaw No. 1854, 2017”.

Part 2 Severability

- 2.1 If a portion of this bylaw is held invalid by a Court of competent jurisdiction, then the invalid portion must be severed and the remainder of this bylaw is deemed to have been adopted without the severed section, subsection, paragraph, subparagraph, clause or phrase.

Part 3 Previous Bylaw Repeal

- 3.1 Town of Creston Bylaw No. 1532, cited as “Official Community Plan Bylaw No. 1532, 2001” and all amendments thereto, are hereby repealed.

Part 4 Official Community Plan

- 4.1 The document entitled “Town of Creston ‘Freshly Picked Future’ Official Community Plan”, a copy of which is attached hereto and forms part of this Bylaw, is hereby designated as the Official Community Plan of the Town of Creston.

READ A FIRST TIME by title and SECOND TIME by content this 18th day of April, 2017.

PUBLIC HEARING was held this 30th day of May, 2017.

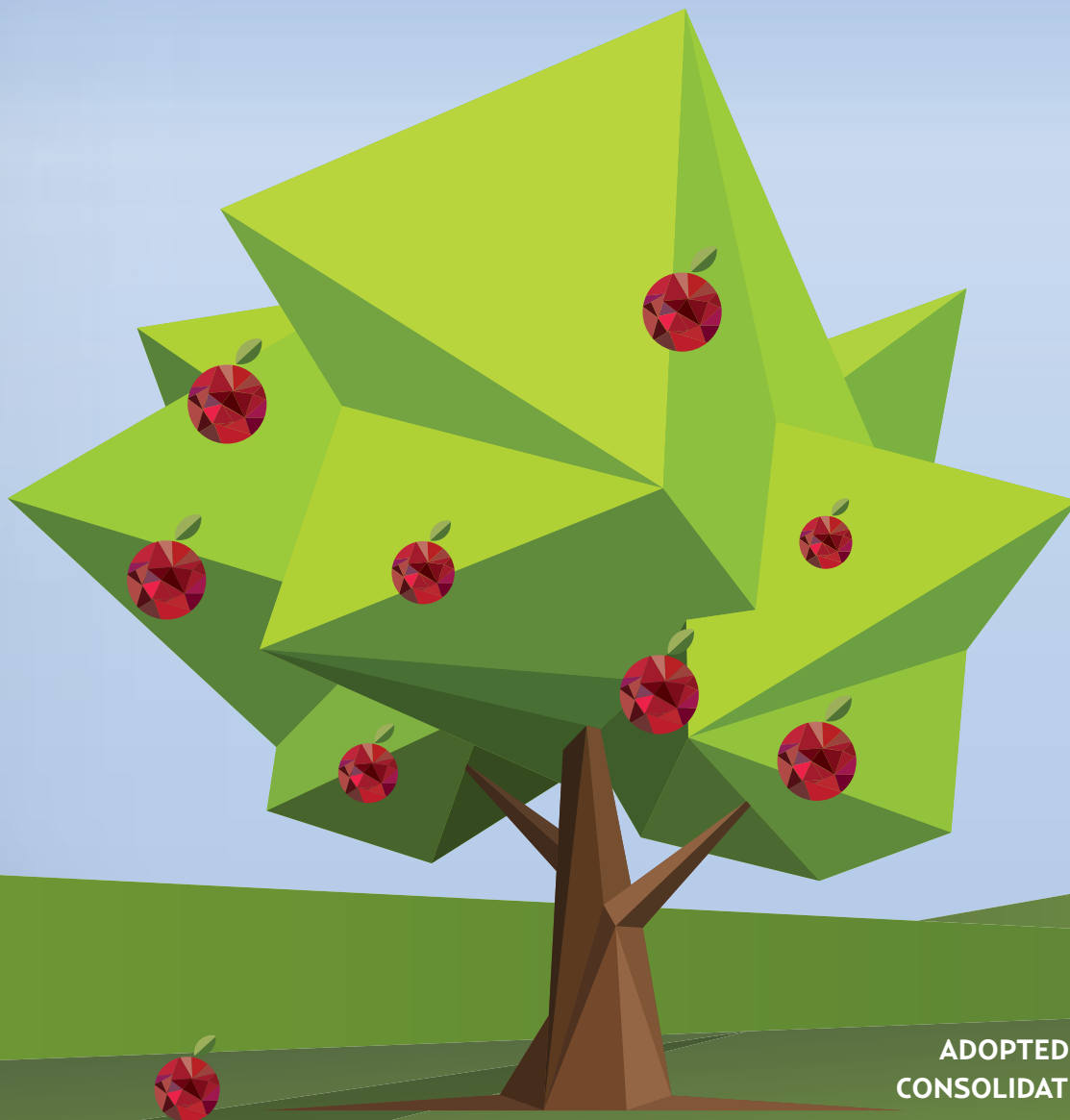
READ A THIRD TIME by title this 30th day of May, 2017.

ADOPTED this 30th day of May, 2017.

"Ron Toyota"
Mayor Ron Toyota

"Bev Caldwell"
Bev Caldwell, Executive Assistant

TOWN OF CRESTON
**FRESHLY
PICKED FUTURE**
OFFICIAL COMMUNITY PLAN



ADOPTED: MAY 30th 2017
CONSOLIDATED: NOV. 18th 2025

CRESTON  VALLEY

TOWN of CRESTON

ACKNOWLEDGEMENTS

Territory Acknowledgement

The Town of Creston recognizes, acknowledges and respects that this Official Community Plan (OCP) area is located within the traditional territory of the Lower Kootenay Band and the Yaqan Nukiy people. The Lower Kootenay Band is traditionally known as Yaqan Nukiy, literally meaning, "where the rock stands," in the Ktunaxa language. The Lower Kootenay Band Community is one of four Canadian and two USA bands which make up the Ktunaxa Nation. The Town of Creston and the Lower Kootenay Band benefit from a positive working relationship and value the deepening connections between our communities. The Memorandum of Understanding and Friendship that guides our community relations is as relevant today as when it was first signed in 2009. The Town of Creston remains dedicated to the shared pursuits of reconciliation and collaborative efforts that benefit the Yaqan Nukiy people, residents of the surrounding rural areas and citizens of our municipality. This commitment has helped to shape this OCP.

 *Note - This Plan is without prejudice to and cannot be used to define and/or limit Aboriginal and Treaty Rights and Aboriginal Title of First Nations in British Columbia. The OCP has no jurisdiction over Indian Reserves or Treaty Settlement Lands.*



Town of Creston and Lower Kootenay Band joint Council Inaugural Meeting, December 1, 2014

ACKNOWLEDGEMENTS

The OCP Review Process

The Official Community Plan Review is, by law, the formal responsibility of the Council of the Town of Creston. Moving beyond mere legislative compliance, Council has endeavoured for a community engagement process that resonates with our citizenry and a resulting Official Community Plan that represents a collective and inspired vision for the future of Creston. Council's insight, support and cooperation has been instrumental in the design and exercise of this unique planning endeavour.

Mayor Ron Toyota

and Councillors

Kevin Boehmer

Jen Comer

Jim Elford

Karen Unruh

Joanna Wilson

Joe Snopek (1941- 2016) – with special gratitude for the many years of community service.

The Town of Creston's Council wishes to recognize the contributions made by the countless community members who actively participated in the OCP (Freshly Picked Future) process, ensuring that this Plan captures the community's aspirations for the Town of Creston.

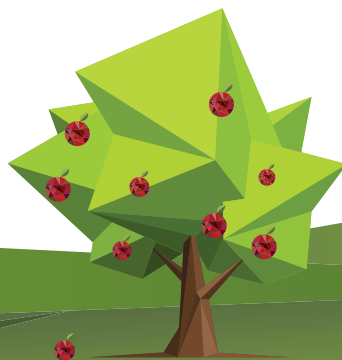
Additionally, this Official Community Plan could not have been completed without the contributions and input from the following participants:

- The Lower Kootenay Band with whom the Town of Creston has a Memorandum of Understanding & Friendship;
- Regional District of Central Kootenay (RDCK) Electoral Area Directors (Dir. Jackman, Dir. Wall and Dir. Binks) and RDCK staff (Sangita Sudan and Meeri Durand);
- The Official Community Plan Advisory Committee (Tammy Bradford, Councillor Jim Elford, Randy Fediuk, Justine Keirn, Matthew Maddess, Signe Miller, Jill Phelps, Rita Scott, Councillor Karen Unruh, Kerri Wall, Barb Georgina West, Jesse Willicome, Miranda Wolfe, and Ron World);
- Kootenay Employment Services (Hugh Grant, Laura Francis, Marsha Neufeld, Warren Bruns, and KC Dyer) in service to the Town of Creston;
- Alison Mewett and Will Marsh in service to the Town of Creston;
- Harry Harker, Ellen Pond, Paul DeGreef, and Duncan Cavens in service to the Town of Creston;
- Lui Carvello (Carvello Law Corporation) in service to the Town of Creston;
- Joel Comer (Skimmerhorn Consulting) in service to the Town of Creston;
- Jacky Smith, in service to the Town of Creston; and,
- Town of Creston staff (Helene Miles, Community Policy & Research Coordinator; Colin Farynowski, Manager of Engineering; Ross Beddoes, Director of Municipal Services; and Lou Varela, Town Manager).

All contributors are to be commended for their contributions on the development of an ambitious vision for the community's future.

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OCP - FRESHLY PICKED FUTURE

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Note - Unless otherwise indicated, photographs in this Plan are used for reference or illustration purposes only and can be added to or changed from time to time without requiring an Official Community Plan Amendment.





I. PURPOSE & VISION



I. PURPOSE & VISION

Purpose

This Official Community Plan (OCP) is intended to provide a framework to guide growth and development in Creston towards the community's vision for the future. The Plan offers policy direction on: land use; housing; circulation and mobility; infrastructure and servicing; *Connectivity* and green space; and, to some extent, social and economic development. The Plan also offers direction on how to implement the policies it contains; setting out specific steps the Town of Creston can take to implement the OCP in the short term and the longer term.

Creston has a vision...

Creston is made up of walkable and connected neighbourhoods, including a pedestrian-friendly *Downtown Core* that acts as a social and economic hub. The community features quality and diverse housing options that are affordable, accessible and that allow for multi-generational living and aging in place. A comprehensive trail system runs through the community and connects important institutions and parks. The community trail system also connects to a regional system that extends throughout the *Creston Valley*. The economic industries of forestry, agriculture and local retail are expanded on by value-added industries, agri-tourism and outdoor recreation. The preservation of the natural environment, the celebration of the social and cultural realms and the form of the built environment all allow for a sense of place that emphasizes the area's history, landscape, beauty and sense of forward thinking.



OCP – FRESHLY PICKED FUTURE



II. HOW TO USE THIS PLAN



II. HOW TO USE THIS PLAN

How to Use this Plan

After a robust community engagement process (detailed in the following Section III of this Plan), the Town of Creston set to work developing this Official Community Plan (OCP). This Plan is seen as a tool for the local government, residents, developers, and those who may be considering making Creston their new home! The Plan is formatted with the following sections:

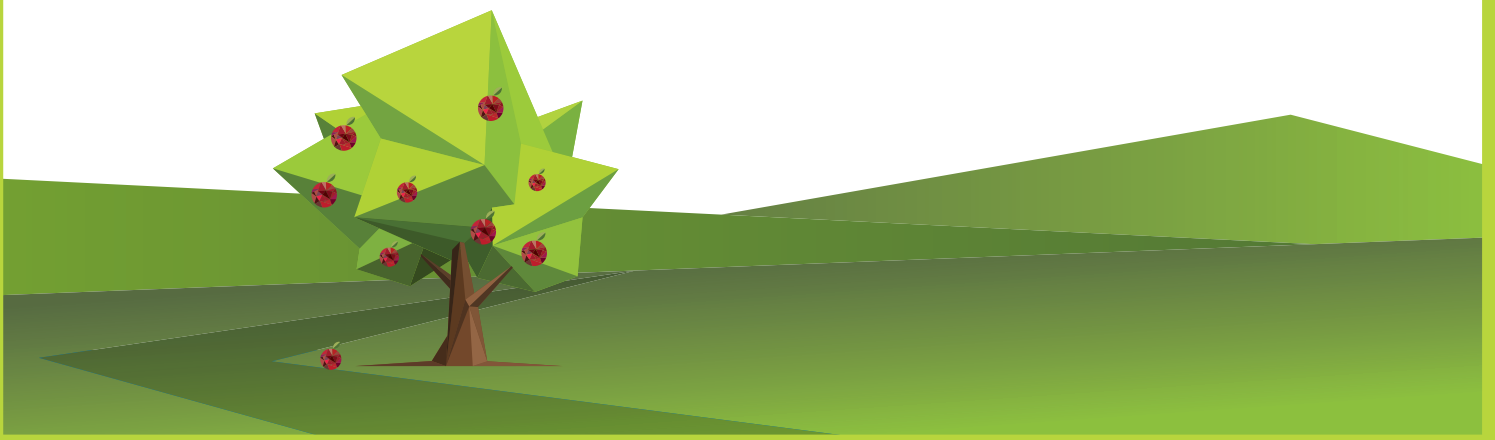
1. Creston has a vision; see page 7 of this Plan. It is our intention that this Plan has lasting legacies and we hope it resonates with the reader.
2. Creston Experience Principles reflect the community values that were consistently expressed by residents throughout the community engagement process, detailed on page 17 of this Plan. These Creston Experience Principles were the foundation upon which the Land Use Policies were developed.
3. Land Use Policies, detailed on pages 25 – 42 of this Plan, reflect the community's preferred approach to the management of growth and development.
4. Eight Development Permit Areas (DPAs) with associated guidelines (Section VI of this Plan) have been established to provide assurances to the community about the way in which development will occur. DPAs also provide certainty to stakeholders about requirements for development in defined areas of the community.
5. Section VII Energy and Greenhouse Gas Emissions (pg. 75 of this plan) details the commitments of the Town of Creston in taking steps to conserve energy and reduce greenhouse gas emissions.
6. Community Goals and Policies are a step beyond the typical approach of an OCP, as being purely a land use document, in which the community's aspirations are detailed on pages 81 - 100 of this Plan.
7. Future Harvests (pages 103 - 109 of this Plan) details the steps that the Town of Creston can take to making their goals a reality. This Section includes community enhancement projects, municipal homework, developer homework, new Town Hall approaches to the management of growth and development, and regulatory updates that will be required for consistency with this OCP.
8. Maps, Section X of this Plan, are numerous and work in tandem with policies and objectives found throughout the OCP.
9. Appendices, Section XI of this Plan, are supporting pieces of information, including but not limited to: definitions, typologies, etc.



Read on.....



III. COMMUNITY ENGAGEMENT & CRESTON EXPERIENCE PRINCIPLES



III. COMMUNITY ENGAGEMENT

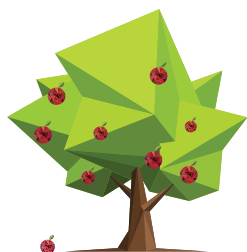


III. COMMUNITY ENGAGEMENT

Process

The Town of Creston maintains a commitment to deep and meaningful community engagement in municipal affairs. The process to create this Plan was driven by community members through an intensive three-month engagement process. Innovative tools were used to gather detailed input from nearly 1,300 *Creston Valley* residents. The Plan was also informed by past community planning processes and professional assessments of the future needs of the community.

An OCP Advisory Committee (OCPAC), comprised of 14 community volunteers, worked together for more than a year, overseeing the OCP process from start to finish. This dedicated team of individuals played an integral role in reaching out to the community. As active ambassadors for the process, they engaged their own networks and attended OCP events to connect with the community at large. The group also brought a critical lens to ensuring that the Plan is in line with the public interest. This document reflects the community's vision for the future thanks, in large part, to the OCPAC.



Freshly Picked Future:

A creative process with local roots, that will bear local fruit

The Town of Creston embarked on the 2016-2017 OCP review with a commitment to develop a “Made in Creston” OCP. To help accomplish this goal, the Town engaged a local non-profit organization to lead community engagement. Kootenay Employment Services applied their expertise in participatory community planning to develop a strategy for broad, deep and meaningful community engagement. The strategy was also designed to actively build community and gather information to support other local community development players, including neighbouring jurisdictions.

The Engagement Process: Digging deep. Planting seeds.

This was easily the largest community engagement process in the Town of Creston's history. The public's response to the invitation to help plan for Creston's future far surpassed the Town's expectations. The average person spent 107 minutes providing direct community input! Participants were as young as six, and the oldest participant was over 100. Many people took advantage of multiple opportunities to have their say.

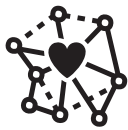


All ages contributing to the vision for Creston's future at the Creston Valley Family Place

Council to Council: As the first step in the OCP community engagement process, the Mayor and Town Councillors reached out to the Chief and Council of the Lower Kootenay Band. Chief Jason Louie, Mayor Ron Toyota, Councillors and staff from both communities shared a meal and evening of conversation at the LKB Round House. Mayor Toyota expressed his Council's interest in reaffirming the existing Memorandum of Understanding and Friendship that was signed between the Councils in 2009, with the new members of Council. This was an opportunity to ensure that the Plan itself and the community engagement process respected Yaqan Nukiy culture and heritage.

III. COMMUNITY ENGAGEMENT

Kitchen Table Talks: 262 adults took part in 24 OCP Kitchen Table Talks. This process allowed community members to sit down in small groups and go through a series of guided activities to share personal reflection and conversation about what they would like to see come next for the Town of Creston. Sessions lasted (on average) between 1½ and 2 hours and took place at local businesses and in meeting spaces of community organizations. Conversations explored what the themes of livability, prosperity, connectivity and resiliency meant in the context of our community.



Connectivity



Livability



Prosperity



Resiliency



Kitchen Table Talk at Crestview Village



People of all ages visited us at the Spring Trade Show!

Community Events: There was an OCP presence at six community events held between April and June 2016. During these events: 174 one-on-one interviews were conducted by KES staff, Town staff, Councillors and OCPAC members; local children drew dozens of images and shared their input for the Plan; and, at least one thousand community members received information about the OCP Review.

Local Political Leaders: As the Kitchen Table Talk process wrapped up, the Town hosted a session for the local political leaders including the Mayor, Town Manager, Regional District of Central Kootenay (RDCK) planning staff, all local RDCK Area Directors, and Lower Kootenay Band Chief Operating Officer. The emerging themes from the community engagement process were discussed and participants affirmed a commitment to approaching *Connectivity*, economic prosperity, growth and development from a regional perspective.



Kitchen Table Talk with the Mayor, Town Manager, Lower Kootenay Band Director of Operations, RDCK planning staff and local RDCK Electoral Area Directors

III. COMMUNITY ENGAGEMENT



Drawing Creston in 2030 at the Wildflower School

OCP in Our Schools: 247 elementary and secondary school students took part in OCP activities that were developed with support from the Society of Children and Youth of BC. Signed letters from Mayor and Council to participating students recognized that input from this segment of our population, while sure to be different than that of adults, was just as valuable to the resulting Plan.

Walkability Checklists: Ensuring that people of all ages and abilities can walk easily and safely in the Town of Creston is an important local goal. Our OCP Walkability Checklist allowed residents to share their experiences about getting around the community on foot. 135 walkers, including elementary school classes, participated in this activity and offered feedback on needed improvements and potential enhancements to the pedestrian experience.



Prince Charles Secondary School students describing how they would like Creston to be in 2030

III. COMMUNITY ENGAGEMENT



OCP Challenge: Creston's OCP Challenge was an experiment in community planning and in rural placemaking. The process used a mobile app, a website, and paper scavenger hunt maps to get citizens exploring community issues and the community itself. They were directed to locations around Creston where OCP Challenge Stations invited targeted feedback on municipal issues ranging from housing affordability to development standards. More than 250 people aged 14 to 80 took part in the Challenge. Their participation generated 3533 responses to the Challenge questions and almost 1000 other ideas for Creston's future.

OCP Open House: At least 85 people turned out to the Town's first OCP Open House to review the Draft Plan. The event showcased the Draft Plan, as well as the community input that guided the Plan's direction. Participants had the chance to talk with the Mayor, Councillors, Town staff, OCPAC volunteers, and the Kootenay Employment Services community engagement team. Open House participants were also able to share written feedback and participate in a "red light," "yellow light," green light" activity to rank their support for proposed policy and action items. The response was overwhelmingly positive and helped to refine this Plan.

One Resident's OCP Challenge Experience:

"I took the OCP Challenge with three girlfriends," says participant, Betty Falck. "We did it on foot over two days and probably spent about 7 hours. I wanted to share my input for my children's sake. They want to come back to Creston, so I do what I can to help see that this becomes a better place to raise a family. The experience was amazing. It was obvious how much thought had gone into getting the community in touch with local issues. I found myself waking up at night thinking about the questions. This whole thing has given me food for thought about what I can do to get more involved. It has also made me curious about what other people want to see."

III. COMMUNITY ENGAGEMENT

Community Goals

The following aspirations represent six Community Goals that emerged strongly from the OCP community engagement process:

1. VALLEY COLLABORATION - In the *Creston Valley*, change and development are driven by communication, cooperation, and collaboration among individuals, community groups, businesses and local governments.

2. QUALITY OF LIFE & INCLUSIVE LOCAL IDENTITY - Creston fosters a unique sense of place and quality of life that allows all people to thrive, and reflects an authentic, vibrant and inclusive local identity.

3. NEIGHBOURHOODS & HOUSING - Creston's residents have access to diverse housing options in neighbourhoods designed to promote social inclusion, walkability and connection with the community as a whole.

4. CONNECTIVITY - Creston is a connected and walkable community where there are opportunities for many types of transportation, recreation and leisure activities.

5. ECONOMIC PROSPERITY - Creston has a thriving economy that fosters local entrepreneurship and job creation, and that meets community needs through effective, efficient and creative use of our diverse resources and assets.

6. DOWNTOWN VIBRANCY - Creston continues to enhance its downtown as a vibrant, inclusive and memorable small town centre that is the social and economic hub of the *Creston Valley*.



Community members participating in the OCP Challenge

III. COMMUNITY ENGAGEMENT

Creston Experience Principles

The OCP community engagement process revealed strong consensus about the types of basic values that matter most to this community. These values, as they were expressed by residents, were used to develop a set of overarching land use principles to help inform local land use management. Each of the six Creston Experience Principles sets out a guiding value followed by its decision-making and land use implications.

1. Place-based: Rooted in local context

- We value authenticity and seek to preserve and enhance the character of our community, the natural environment we live in, and the rural quality of life that we cherish.
- Decision-making should reflect our distinct past, present, and potential, including all our assets and limitations.
- Land use should contribute to cultivating a richer and more unique *Creston Valley* experience.

2. Principled: Driven by local values

- We value optimism and sound judgment and seek to set new and higher standards for what is possible in Creston.
- Decision-making should welcome change and development without compromising what matters most to our community.
- Land use should honour local aspirations.

3. Pragmatic: Informed, sensible, and effective

- We value resourcefulness and seek not only to make the most of opportunities and challenges as they arise, but also to become more proactive in shaping our own future.
- Decision-making should be realistic about what can be achieved and inventive in exploring alternative routes to desired outcomes.
- Land use should maximize community benefit over the longer term.

4. Balanced: Geared towards sustainability

- We value stability and diversity and seek to create conditions that will allow local individuals, families, groups, enterprises, industries, and ecosystems to thrive.
- Decision-making should weigh both the short and long-term implications of change and development on the community as a whole.
- Land use should be well-integrated and make our community more livable, prosperous, connected, and resilient.

5. Inclusive: Designed to benefit all

- We value one another and seek to foster genuine wellbeing and happiness for all.
- Decision-making should be guided by commitments to equity and transparency.
- Land use should strengthen the social fabric of our community, meeting the needs of all people and inviting residents and visitors to engage wholeheartedly in community life.

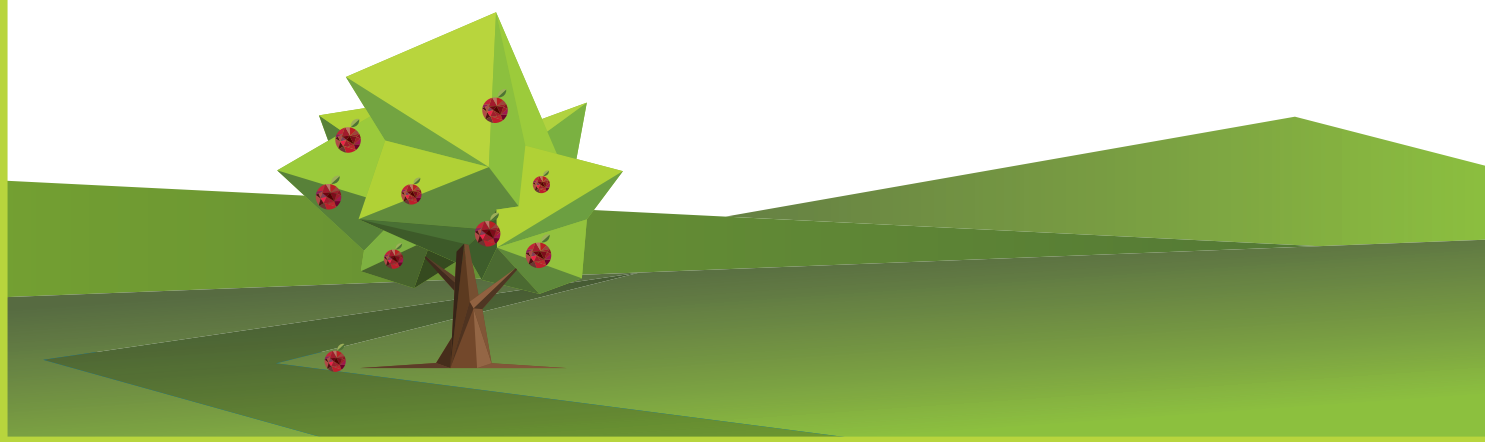
6. Collaborative: Carried out in a spirit of joint responsibility

- We value cooperation and seek to realize our local Brand: “Growing Together”.
- Decision-making should consider how public, private, community, and other partners can best benefit from, and contribute to, local change and development.
- Land use should be managed in ways that encourage collective stewardship of our resources and shared investment in our future.





IV. COMMUNITY CONTEXT



IV. COMMUNITY CONTEXT



Note - 2016 Census data is not available at the time of writing this Plan, except for population statistics. As such, 2011 Census data is largely relied on for developing the following Context statements. When available, other more current data sources are also relied upon.

Community Planning

While our last OCP was written 15 years ago, this OCP does not radically change the course established by that Plan. Rather, our new Plan clarifies the Town's long term vision and articulates its development direction in greater detail in the future context of change.

Creston Today

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 un-serviced 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. Today, the Town of Creston strives to maintain its small town character while experiencing a small but steady population increase since 2006.

Census Year	Population	Percentage Change in 5 year increments
2001	4,795	-0.6% from 1996 census
2006	4,825	+0.6%
2011	5,306	+10%
2016	5,351	+0.8%

For the purposes of this planning effort, a 1% total population growth rate is used. Based on this rate, the Town will reach an estimated population

of 6,212 by 2031. This population estimate is key to understanding what, if any, additional serviced residential lands are required; what our infrastructure debt is; how we choose to manage growth and development; and more.

Our Neighbours

The Town of Creston recognizes, acknowledges and respects that this Official Community Plan (OCP) area is located within the traditional territory of the Lower Kootenay Band. Since time immemorial the Lower Kootenay Band, locally known as Yaqaan Nukiy, were the original inhabitants of the Lower Kootenay area. The name Yaqaan 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 south eastern British Columbia. The main community is located 4 km south of Creston and just north of the USA border on Simon Road.

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 ("A", "B", "C", "D", "E", "F", "G", "H", "I", "J", "K").

Creston is located within the southern portion of the RDCK, immediately adjacent to Electoral Areas "A", "B", and "C". 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.

IV. COMMUNITY CONTEXT

Demographics

Age

In 2011, the median age of Creston residents was 55.2 years of age. This is 15 years older than the Canadian average. However, it is interesting to note that when comparing the 2006 to 2011 Census data, Creston households with children have grown in number by approximately 33% compared to a decrease of 4% for Creston households without children. In addition, between 2006 and 2011, the young adult population (20-34 years of age) has grown by approximately 24%.

Demographic Spectrum

Creston is a community that recognizes the contribution of all ages to community life.

In 2013, after Creston completed the Age Friendly Action Plan, the Province of British Columbia and AgeFriendlyBC recognized the Town of Creston as an Age-Friendly Community. The local commitment to age friendliness has not gone unnoticed on a national scale. In 2015, the Globe & Mail recognized Creston among their picks for retirement “hot spots” in Canada!

Creston has also prioritized youth and their engagement in the community. In 2013, Columbia Basin Trust (CBT) and the Town of Creston hosted a youth forum. Of all the youth forums that CBT hosted in the region, ours had the largest participant turnout. More than 75 people, mostly youth, gathered to set priorities for making the *Creston Valley* a better place to be a teen. Since then, the Town of Creston and other partners have collaborated to action these priorities.

Income (2011)

The average 2011 household income in Creston was \$53,908 compared to the Provincial average household income of \$77,378.

Household Size (2011)

The average 2011 household size in Creston was 2.1 persons, compared to the Provincial average

household size of 2.5 persons. This slight difference in household size could be attributed to a large percentage of retirees living in Creston.

Community Infrastructure

In 2014, the Town of Creston reported its infrastructure consisted of:

- i. 26 km of storm sewer pipe
- ii. 51 km of sanitary sewer pipe
- iii. 60 km of water pipe
- iv. 50 km of paved roads
- v. 5 km of unpaved roads



Note - This data is submitted by the Town of Creston to the Union of British Columbia Municipalities (UBCM) as a requirement of Gas Tax Funding. Updated reporting will be required in 2019.

Limits to Growth

Projected Population Growth: Looking forward, and using a realistic growth rate of 1.0%, Creston can anticipate a population of approximately 5,852 persons by 2025, and 6,212 persons by 2031.

Infrastructure Capacity: Creston has adequate water supply and sewerage treatment capacity to meet its needs through 2030 and beyond, given an annual growth rate of 1%. In 2009, the Town implemented water conservation measures as a way of lowering its annual operating and maintenance costs, and deferring capacity system improvements. Between 2009 and 2013, Creston reduced its gross water demand by 17%.

Geographic Limitations: Geographic (physical) limitations to outward growth and expansion include the Agricultural Land Reserve to the north, west, and south, and the steep slopes of Arrow Mountain to the east.

Community Amenities and Public Spaces

Creston has a network of trails throughout the community. In addition to the many informal

IV. COMMUNITY CONTEXT

unmaintained trails and pathways, the Town of Creston recently constructed 1.3 km of maintained asphalt trails. These trails connect the Farmers' Market, Dog Park, Green Gym, and the Creston Valley Public Library. The Town also maintains a network of over 15 km of sidewalks throughout the community.

Each of the parks in the Town of Creston is unique. Park types range from Millennium Park, which is home to traditional Japanese gardens and an outdoor amphitheatre, to Shikurski Park, which is largely a natural green space. Recent park developments in the Town include an off-leash dog park and two outdoor exercise areas. In total, parks make up approximately 1% of the total land area contained within municipal boundaries.

The Town of Creston recently completed a conceptual plan for future *Market Park* that would occupy the brownfield space between the Armitage Centre in the North, to Extra Foods in the South. The goal is to create a place of distinction within the community where people are motivated to stop, linger, and explore the Park, the downtown and the Valley. The future *Market Park* will also be the permanent home for the Farmers' Market, and a site for public outdoor events. The conceptual plan features a significant Yaqan Nukiy Heritage Park; a place to meet, share and learn about the evolving culture of the local indigenous community.

Economy

The total number of Creston business licences issued in 2017 was 459. Of these, 360 were business licences associated with a Creston address. The remaining 99 licences were for businesses located outside of Town, who conduct business within Town limits.

The Town of Creston is committed to identifying challenges and opportunities related to business growth. In 2015, the Town undertook two Business Walks in cooperation with the Creston Valley Chamber of Commerce and the Provincial Ministry of Jobs, Tourism and Skills Training.

DID YOU KNOW?

The Town of Creston, to date, has implemented two different *Revitalization Tax Exemption Programs* designed to stimulate economic revitalization and growth in the community.

Downtown Business Walk (May 2015)

The *Downtown Core* of Creston is geographically centered on Canyon Street, and extends from Vancouver Street in the west, to 16th Avenue in the east. In 2007, a revitalization program was commenced which facilitated the installation of curb extensions, landscaping, street furniture and street trees to enhance the pedestrian experience. Since the completion of these improvements, downtown Creston has seen new construction, as well as numerous renovations and façade improvement projects.

According to the May 2015 Business Walk, conducted by the Town of Creston, Creston Valley Chamber of Commerce and the BC Ministry of Jobs, Tourism and Skills Training, 94% of the downtown businesses polled described business as steady or increasing.

In addition, of the 68 downtown businesses who responded, it was reported that they employ a total of 457 people. There are 242 full-time positions, 151 part-time positions, and 64 contract or seasonal positions.

Northwest Boulevard (October 2015)

Northwest Boulevard extends from Canyon Street in the south, to the Highway 3/3A intersection, and provides access to Creston's General Commercial and Highway Service Commercial designated land use areas. Numerous businesses are located along Northwest Boulevard catering to the travelling public, as well as the Creston Valley Mall.

IV. COMMUNITY CONTEXT

A second Business Walk, conducted in October 2015, targeted business along the commercial/industrial corridor located adjacent to Northwest Boulevard. Of the 40 businesses polled 96% indicated their business was steady or increasing and that they employed a total of 305 people. There were 212 full-time positions, 68 part-time positions, and 25 contract or seasonal positions.

Building on the data collected in both the May 2015 and the October 2015 Business Walks, it was reported that a combined total of 762 jobs are represented by the 108 businesses polled during the Phase 1 & 2 Business Walk events.

Tax Base (2017)

2017 Taxable Assessed Values for Town of Creston property classes, including both land and improvements, total \$625,435,676.00 and are broken down as follows:

Property Class	Assessed Value
Residential (all types)	\$540,450,400
Utilities (Gas, Phone, Electrical)	\$1,319,870
Light Industry	\$12,499,300
Business & Miscellaneous	\$70,711,100
Recreation Non-Profit	\$397,300
Farm	\$57,706
Total	\$625,435,676

Neighbourhoods and Housing

Tenure and Affordability (2011)

There are approximately 2,460 occupied private dwellings in Creston. The vast majority (71%) were single-family homes. There were also 135 row house units, 170 *Mobile Homes*, and 335 apartments. Most households in Creston were occupied by

couples without children (905), followed closely by one-person households (860). The current median listing price in our community is \$299,900 for a single family home and \$149,000 for an apartment style residential development unit.

Housing Age (2011)

Of Creston's 2460 private occupied residential units, 32% (780) were constructed prior to 1960, 26% between 1961 and 1980, 30% between 1981 and 2000, and 12% constructed between 2001 and 2011.

Building Permits (2014-2016)

Building permit activity in Creston has remained relatively stable over the past several years, reflecting a range of 10 to 23 new residential units each year with a total construction value of \$14,605,000 over the 3 years.

Affordable Housing

When the Creston Valley Community Housing Society assessed the need for low-cost housing in 2012, they determined that 100 more units were needed. Although they had initially assumed that the local need for low-cost housing would be mainly among seniors, their research suggests that young families are actually the most in need.



Note - This is the most recent available data at time of writing this Plan.



IV. COMMUNITY CONTEXT

Housing Preference

Through the 2016 Community Engagement process for this OCP, residents identified cottage/*Pocket Neighbourhood* style housing as the leading preferred housing type. Consistently, people preferred smaller, alternative housing options such as small lot single detached housing, *Co-Housing*, assisting living and live/work options. Interestingly, large lot single detached housing was the only housing type for which the majority of respondents answered that no additional dwellings were needed.

Connectivity

Connectivity Preferences

As part of the 2013 Community Conversations process, many local residents helped to map our community's local vision of sustainability for 2030 and beyond. The vision ranked modes of transportation from most to least desired:

1. Pedestrian, bikes, scooters and strollers;
2. Transit and movement of goods;

3. Private vehicles (high occupancy and low impact technology); and,
4. Private vehicles (single occupant and traditional technologies).

Transit

B.C. Transit operates four public transit routes which service the Town of Creston: Erickson, Wynndel, West Creston and Creston-Cranbrook connector routes. In addition, BC Transit's Health Connections program provides bus transportation to non-emergency medical appointments in Cranbrook two days per week.

Commercial Transportation

Greyhound Bus Lines has a Depot in Creston, with both Westbound and Eastbound departures offered once daily. The Canadian Pacific Railway provides freight services to points throughout North America from the Town of Creston. Air access to and from Creston is via Cranbrook and Castlegar regional



IV. COMMUNITY CONTEXT

airports with flights to Calgary and Vancouver several times a day. The Creston Valley Airport is suitable for light aircraft and small charter planes, and offers BC Air Ambulance service.

Vehicle Traffic

Commercial highway traffic in the *Downtown Core* of Creston is a significant issue with local residents. A proposed realignment of Highway 3 to a location adjacent to the *Downtown Core* (Cook Street) has long been established as a Council priority.

Walkability

Citizens surveyed in 2009 responded that Creston's trail system is of high importance; however overall satisfaction with trails is only moderately positive. Since 2009, the Town of Creston has prioritized the expansion of the trail and sidewalk network,

connecting the commercial, residential and recreation nodes within the community.

Recreation

The Town of Creston actively supports many community events such as the Blossom Festival, Santa Claus Parade, Canada Day celebrations, and Creston Valley Fall Fair.

The Creston & District Community Complex boasts a wide variety of facilities including an ice arena, curling rink, lap and leisure pool, soccer field, baseball fields, outdoor volleyball courts and more. Extensive recreational programming for both young and old are also available at the Complex.

Outdoor recreation opportunities including hunting, fishing, hiking and back country skiing, just to name a few, are available within minutes of downtown Creston.





V. LAND USE POLICIES



V. LAND USE POLICIES

LAND USE POLICY: CITIZEN DIRECTION

We are committed to managing growth and development on our terms. Future growth and development should make efficient use of the Town of Creston's natural and human resources, municipal financial resources, and land base. Our preference is for smaller-scale development that is pursued at a steady, but measured pace. We wish for land use to be managed creatively - maximizing benefits, minimizing drawbacks, and sharing responsibility for stewardship wherever appropriate. We are committed to evaluating the potential impacts of local land use on the entire Creston Valley and on generations to come. Where compromise or trade-offs are necessary, the Town should align its decisions with the values and goals laid out in this Plan. Implementing this Plan should bring about the legacies we wish for this OCP: protecting Creston's natural setting and resources; offering good quality of life for people of all ages and abilities; developing a vibrant economy and ensuring that all people can enjoy a good standard of living; becoming known as a great place to live and visit; preserving and enhancing our rural and indigenous culture and heritage; and, working together with government, businesses, and community groups.

Land use policies are outlined in the following categories:



Management of Residential Growth



Residential



Commercial



Industrial



Institutional



Recreational Parks & Open Space



Development & the Natural Environment



Infrastructure



Note - Public utilities, facilities and open space are identified on Map 9 of this Plan. These public utility land uses are designated as Institutional on Schedule A of this Plan.



Note - Agricultural land uses are designated as Agricultural Land Reserve on Schedule A of the Plan.

V. LAND USE POLICIES

A. MANAGEMENT OF RESIDENTIAL GROWTH



Management of Residential Growth Land Use Policies

BL#2041

The community's approach to residential growth:

- i. Proactively plan for continued growth, reflective of Creston's Housing Needs Assessment.
- ii. Anticipate the accommodation of 445 units by 2030 and 1437 units by 2045.
- iii. Address affordable, rental, special needs, senior, and shelter housing.
- iv. Use existing municipal infrastructure.
- v. Avoid development on steep slopes, elevations and other hazard lands.
- vi. Avoid development on environmentally sensitive lands and mitigating flood risks.
- vii. Support the principles of walkable and multi-modal neighbourhoods.

Rationale

- Creston's estimated 2024 asset replacement cost for roads, water, sewer and drainage is approximately \$152 million. Many Town assets have already passed the halfway mark in their life cycles, and some are nearing the end of their useful life. **BL#2041**
- Our community currently has enough serviced, undeveloped residential land for the next 15 to 20 years (plus) and for a population of approximately 9,100.



Note - The location, amount, type, and density of residential development are detailed in the following sections 1 and 2 and designated on Schedule A of this Plan.

- It is recognized that building on steep slopes and in flood plains can be hazardous as well as expensive; construction and maintenance costs are higher in these kinds of areas.
- Not all areas of the community are within easy walking distances of services and amenities.

1. Residential Growth Policies within the Residential Growth Containment Area (RGCA)

BL#2041

- 1.1 Maintain a *Residential Growth Containment Area (RGCA)* based on:
 - 1.1.1 The location and capacities of existing municipal utilities;
 - 1.1.2 Avoiding development on steep slopes in excess of 25% grade;
 - 1.1.3 Avoiding development on environmentally sensitive lands;
 - 1.1.4 Supporting the principles of walkable and multi-modal neighbourhoods; and,
 - 1.1.5 Support infill development.
- 1.2 Encourage new residential development to be constructed near the Downtown Area, schools, parks, and multi-modal transportation routes.
- 1.3 Ensure all new developments address the cost of required infrastructure and services including roads, water, sewer, storm water management, and provision of parks.
- 1.4 Explore financing tools such as Development Cost Charges and Amenity Cost Charges to collect funds for infrastructure and community amenities within the RGCA, such as water, sewer, roads, parks, transportation, child care facilities and community centres.

2. Residential and Utility Growth Management Policies outside of the Residential Growth Containment Area (RGCA)

BL#2041

- 2.1 Establish the minimum parcel size outside the RGCA as determined by Provincial Health Standards for on-site wastewater management and a minimum parcel size of 0.4 hectares (1 acre).
- 2.2 Discourage the expansion of municipal roads, utilities, water, and sanitary sewer services for residential development outside the existing

V. LAND USE POLICIES

A. MANAGEMENT OF RESIDENTIAL GROWTH

service areas.

3. Regulatory Update Policies

BL#2041

- 3.1 Review and update Town of Creston regulatory documents as necessary to align with this Plan, in order to achieve the community's preferred approach to management of growth and development.



Note - For greater detail on updates to the Town of Creston regulatory documents, see pg. 108 of this Plan.

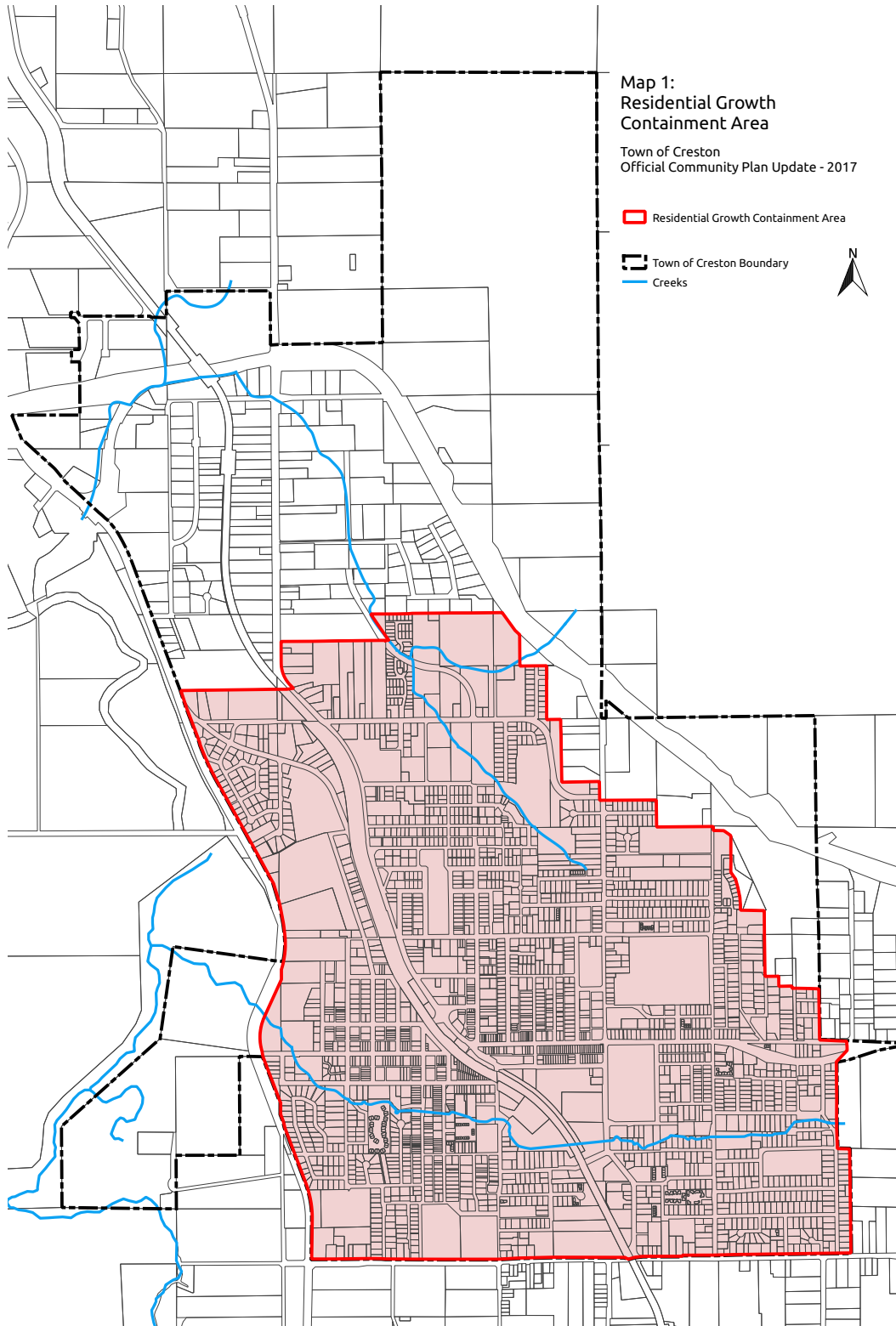


V. LAND USE POLICIES

Residential Growth Containment Area Map



Note - See larger version of this Map (Section X of this Plan) for greater detail.



OCP - FRESHLY PICKED FUTURE

V. LAND USE POLICIES

B. RESIDENTIAL

Residential Land Use Policies

The category of Residential Land Use includes the designations of:

- Residential – includes all forms of housing located within the *Residential Growth Containment Area (RGCA)* excluding the *Downtown Core*, and the *Northwest Boulevard Local Area Plan*.
- Rural Residential – includes all forms of housing located outside of the *RGCA*, whether located in the *Agricultural Land Reserve (ALR)* or not.

 *Note - See Community Goals & Policies; Neighbourhoods & Housing (pg. 81 of this Plan) for more policies related to residential housing and neighbourhoods.*

 *Note - Development Permits (Part VI in this Plan) are applicable to certain lands containing Residential uses in accordance with Schedule C of this Plan. This includes but is not limited to the Multi-Family DPA 3, Downtown Core DPA 4, and Northwest Boulevard Local Area Plan DPA 6.*

1. General Policies

BL#2041

- 1.1 Consider establishing a Servicing Officer to secure additional amenities including street furniture, parklets, streetlamps, wider sidewalks, street trees, traffic calming measures, and sustainable design features to improve neighbourhoods.
- 1.2 Consider Commercial Neighbourhood uses in areas with a Land Use Designation of Residential within the RGCA.
- 1.3 Consider lowering parking minimums in low, medium, and high residential zones, especially for residential areas with identified street parking opportunities and within walkable proximity to the Downtown Area.
- 1.4 Require new subdivisions to be developed with access points suitable for evacuation

and movement of emergency response equipment.

- 1.5 Require all multi-family and apartment style developments to conform to the Multi-Family Development Permit Area Guidelines.

2. Housing Supply for Future Need

BL#2041

- 2.1 Seek to accommodate construction of 445 units by 2030, and 1437 units by 2045, using a diversity of housing and tenure forms.
- 2.2 Update and maintain a comprehensive housing strategy that advances the objectives within this Plan and that:
 - 2.2.1 Addresses and identifies the diversity of housing needs best suited to the community's current and projected population growth and housing demand, including the supports needed for vulnerable populations.
 - 2.2.2 Identifies key housing priority areas including non-market housing, rental housing, supportive housing, and attainable housing.

3. Affordable Housing

BL#2041

- 3.1 Consider establishing an Affordable Housing Fund.
- 3.2 Consider development of an Inclusionary Zoning Bylaw to secure affordable units within housing developments.
- 3.3 Consider development of a Density Bonus Bylaw to secure additional developer-sponsored and created: Usable Public Open Space, trails, housing, affordable housing including the tenure of affordable units, and other amenities. An equivalent cash in-lieu contribution may be made to the Town's Affordable Housing Fund.

V. LAND USE POLICIES

B. RESIDENTIAL



- 3.4 Advocate to the Regional District of Central Kootenay Electoral Areas A, B, and C to improve the regional housing affordability and increase housing supply and diversity throughout the region.
- 3.5 Consider reducing front yard setbacks to allow for additional detached accessory dwelling units behind primary dwellings and townhouse style developments.
- 3.6 Lobby the Province to be able to apply Development Cost Charges to new developments to help fund employee housing.
- 3.7 Continue to research innovative ways to convert existing, non-conforming secondary accessory dwelling units into compliant units.
- 3.8 Support critical infrastructure projects to advance residential development capacity and support cost savings for developers.
- 3.9 Explore incentives to support the conversion of commercial, institutional, and industrial buildings to mix-used developments.
- 3.10 Continue to incentivize the development of detached accessory dwelling units by offering free building plans certified by an Energy Advisor.
- rate as provided by Canada Mortgage and Housing Corporation for Creston is at 4% or lower for a period of two consecutive years.
- 4.4 Consider increasing minimum lot coverage for lots with a detached accessory dwelling unit with 3 or more bedrooms to support the development of family-oriented units.
- 4.5 Regularly review the Town of Creston Rental Standards of Maintenance Bylaw No. 1951, 2022, as amended from time to time, to ensure rentals are maintained to an acceptable standard.
- 4.6 During consideration of rezoning applications for new strata-title developments of four units or more, explore housing agreements and covenants that ensure opportunity for use of all units as rental units is within strata bylaws.
- 4.7 Work with a range of partners, including senior levels of government and the private sector, to support and pilot innovative approaches that facilitate more attainable home ownership housing, such as *Pocket Neighbourhoods*, to support the development of compact homes and complete neighbourhoods

4. Rental Housing

BL#2041

- 4.1 Consider establishing residential rental tenure zoning to ensure that existing rental housing is preserved and to require new residential areas to be developed as rental units.
- 4.2 Advocate to the Regional District of Central Kootenay Electoral Areas A, B, and C to remove secondary dwelling restrictions that further restrict Agricultural Land Reserve requirements.
- 4.3 For buildings with four units or more, conversions of rental units to stratified units are generally not supported when the vacancy

5. Special Needs Housing and Housing Support

BL#2041

- 5.1 Consider permitting community care facilities in multi-family residential zones within the RGCA that conform to the Multi-Family Development Permit Area Guidelines.
- 5.2 Encourage mixed-use developments that integrate housing and necessary services including childcare and health services.
- 5.3 Encourage non-profit organizations, supportive housing groups, developers, and senior levels of government to develop or facilitate the development of:

V. LAND USE POLICIES



B. RESIDENTIAL

- 5.3.1 Transitional housing for people experiencing homelessness;
- 5.3.2 Supportive housing with adequate services for people experiencing mental health issues; and,
- 5.3.3 Independent living units and assisted living facilities for seniors and people with disabilities.
- 5.4 Consider childcare facilities within areas designated as Residential within the RGCA.

6. Transportation Orientated Development

BL#2041

- 6.1 Continue to advocate for improved public transportation systems within the Town of Creston and the RDCK.
- 6.2 Support development projects located near existing and planned trails and multi-modal transportation routes.
- 6.3 Prioritize development of trails and multi-modal transportation routes near existing medium and high-density developments.

7. Mobile Homes Policies

BL#2041

- 7.1 Recognize *Mobile Homes* (CSA-Z240) as a type of *Affordable Housing*.
- 7.2 Restrict *Mobile Homes* to appropriately zoned *Mobile Home Parks*.
- 7.3 Require new *Mobile Home Parks* to be developed in a manner that enhances both the adjoining neighbourhood and the community as a whole by requiring that *Mobile Home Parks* meet a high standard of design including, but not limited to:
 - 7.3.1 Adequate buffering from adjacent residential and non-residential uses;
 - 7.3.2 Sufficient landscaping;
 - 7.3.3 *Usable Common Open Space*; and,
 - 7.3.4 Other requirements as outlined in the Town of Creston *Mobile Home Parks* Bylaw.
- 7.4. Review and amend the Town of Creston *Mobile Home Parks* Bylaw to require appropriate development including, but not limited to: form and character, setbacks, landscaping and screening and provision of *Usable Common Open Space*.
- 7.5 Recognize the continuation of existing Manufactured Home Parks irrespective of land use designation, but require owner-initiated redevelopment to align with the OCP land use designation.



V. LAND USE POLICIES

B. RESIDENTIAL



V. LAND USE POLICIES

C. COMMERCIAL

Commercial Land Use Policies

There are four types of Commercial Land Uses, each with their own Development Permit Area and associated Guidelines:

- *Downtown Core Commercial*;
- *General Commercial*;
- *Northwest Boulevard Local Area Plan*; and,
- *Highway Service Commercial*.



Note - Development Permits (Part VI in this Plan) are applicable to certain lands containing Commercial uses, including but not limited to the commercial revitalization area DPA 4 - 7, in accordance with Schedule C of this Plan.

1. General Policies

- 1.1 The development or redevelopment of commercially zoned property shall address environmental sustainability, visual appeal, functionality, walkability and integration with the larger community.
- 1.2 Consider *Temporary Use Permits (TUPs)* for special, short term uses on commercially zoned properties and public spaces.
- 1.3 Consider food trucks and other street vendors in Commercial areas.
- 1.4 Consider food trucks and other vendors in public parks and public spaces.
- 1.5 Support the development of a thriving and diversified agri-food sector by encouraging agriculture related commercial activities, such as produce stands, in areas designated for Commercial land use or through the use of *Temporary Use Permits* in other designated areas.
- 1.6 Consider home occupations in residential areas in accordance with the Town of Creston Zoning Bylaw.
- 1.7 Seek out opportunities to improve the aesthetic of Northwest Boulevard through greening of lands affected by utility rights-of-way.

- 1.8 Consider outdoor and seasonal short-term use of public spaces, and parking spaces for commercial activities, such as outdoor patios, food trucks, and sidewalk sales where they can be established safely in accordance with provincial requirements in light of Canyon Street/Highway 3 being a provincial highway.

BL#1968

2. Downtown Core Commercial Policies

- 2.1 Permit a variety of commercial uses within a mixed use commercial/residential format including, but not limited to: personal service, retail, office, hotel/motel and restaurant establishments in the *Downtown Core*.
- 2.2 Encourage the grouping of retail and dining experiences, to support tourism and community place making, in the *Downtown Core*.
- 2.3 Consider flexible use of space for parking, Commercial areas and a variety of outdoor activities in the design for the future *Market Park*.



Note - See Appendix C (pg. 137) for greater detail on the conceptual design of future Market Park.

- 2.4 Consider a range of parking options to support a vibrant and accessible *Downtown Core*.
- 2.5 Consider a permanent location for the Creston Valley Farmers' Market in the *Downtown Area*.
- 2.6 Recognize continuation of existing Single Family Residential properties irrespective of land use designation, but require owner-initiated development to align with the OCP land use designation.

BL#1953

V. LAND USE POLICIES

C. COMMERCIAL

DID YOU KNOW?

Temporary Use Permits are intended to provide the flexibility necessary to encourage short-term economic activities, while ensuring that the uses have minimal impact on the natural environment and community, and maintain a reasonable level of compatibility with surrounding land uses.

DID YOU KNOW?

Home occupations play an important role as business incubators. Over 30% of all Town of Creston Business Licences are issued for home occupations.



V. LAND USE POLICIES

D. INDUSTRIAL

Industrial Land Use Policies

Industrial land use designations generally include warehousing, light manufacturing, heavy manufacturing, resource-based processing, forest industry services, agricultural processing, activities requiring extensive outdoor storage, and sand / gravel extraction.

The Town of Creston does not contain any significant sand or gravel deposits within its municipal boundaries which would be considered for future extraction. As such, deposits of these types are not identified within this Plan. Currently, all aggregate is extracted from a municipally owned property located north of Creston in Wynnndel.

 *Note - Development Permits (Part VI in this Plan) are applicable to certain lands containing Industrial uses, including but not limited to the Industrial DPA 8, in accordance with Schedule C of this Plan.*

1. General Policies

- 1.1 Direct Industrial uses to those areas designated as Industrial on the land use designation map in Schedule A of this Plan.
- 1.2 Review and amend permitted uses within the M-1 (Light Industrial) and M-2 (Heavy Industrial) zones of the Town of Creston Zoning Bylaw to permit principle uses that are appropriate to Creston's small town character.
- 1.3 Consider environmental sustainability, visual appeal, functionality, walkability and integration with the larger community for development or redevelopment of Industrial lands.
- 1.4 Promote Industrial activity that is clean, sensitive to the environment and generates employment for local residents.
- 1.5 Facilitate Industrial development by designating an adequate supply of Industrial land that meets the needs of a range of industries.
- 1.6 Consider a satellite expansion of the municipal boundary to incorporate the Creston Valley Regional Airport, located on municipally owned lands, as a means to supplement the Industrial land base.
- 1.7 The development of Industrial lands for uses that are synergistic with existing local industrial activities (where the waste from one facility is used as input in another) shall be encouraged.
- 1.8 Encourage the development of a greenhouse-based agricultural industry.



V. LAND USE POLICIES

E. INSTITUTIONAL



Institutional Land Use Policies

The Institutional land use designation generally includes public, non-profit or utility uses such as schools, churches, recreation facilities, public health facilities, community care facilities, fire halls, libraries, post offices, government buildings, and utility services such as water, sanitary sewer, hydro, etc. It should be noted that within this OCP, no new lands are proposed for additional schools as the number of students enrolled in the public education system in Creston has declined over the last 15 years.



Note - Development Permits (Part VI in this Plan) are applicable to certain lands containing Institutional uses in accordance with Schedule B of this Plan.

General Policies

- 1.1 Consider Religious Institutional uses in areas designated as Residential within the *Residential Growth Containment Area (RGCA)*.
- 1.2 Encourage Institutional development to be compatible with the surrounding neighbourhood, particularly in Residential areas.
- 1.4 Encourage the grouping of Institutional uses within walking distance of the *Downtown Core* or the Creston Valley Mall.
- 1.5 Incorporate *Universal Design Guidelines* into all new Institutional development.
- 1.6 Encourage all Institutional buildings to provide walkway access from the front entrance of the building to the street (sidewalk).
- 1.7 Consider a potential location for a new fire hall/emergency services building that promotes efficient delivery of public safety services to residents.
- 1.8 Support Congregate Care facilities and other health care facilities which provide health care services, based on changing individual needs, in locations within easy walking distance of the *Downtown Core*.
- 1.9 Facilitate collaboration with School District No. 8 (Kootenay Lake) and the Regional District of Central Kootenay (RDCK) to develop and maintain school sites and facilities for recreational use by the entire community.
- 1.10 Work with the Agricultural Land Commission to re-designate the municipally owned lands legally described as Block 42, District Lot 9555, Kootenay District, Plan B40, as Institutional or Industrial. **BL#1968**
- 1.11 Consider the use of municipally owned lands legally described as Block 42, District Lot 9555, Kootenay District, Plan B40, for purposes other than Agriculture as defined by the Agriculture Land Commission.

DID YOU KNOW?

Institutional developments are important contributors to Creston's social fabric and the local economy. Health, education, recreation and special government services are key facilitators for economic diversification and commercial growth.

The Town of Creston has approximately 28 hectares of Institutionally designated land. These developments include: the Creston & District Community Complex, the Creston & District Museum, Town Hall, public schools, churches, parks and more.

V. LAND USE POLICIES

F. RECREATIONAL PARKS & OPEN SPACE

Parks & Open Space Land Use Policies

Parks & Open Space refers to: privately owned lands; and lands owned by the Town of Creston for use as parks and open space; and, stream and natural drainage corridors – specifically Dodd's Creek and Glaser-King Creeks. Parks are permitted in all land use designations.

 *Note - Additional policies on Connectivity are provided on pg. 89 of this Plan.*

 *Note - See the Greenways & Trails Master Plan, for greater detail on the comprehensive strategy for the ongoing development of parks and community-wide trail networks.*

 *Note - Development Permits (Part VI in this Plan) are applicable to certain lands containing Parks and Open Spaces uses in accordance with Schedules B and C of this Plan.*

1. General Policies

- 1.1 Encourage the preservation of natural open space in the community as a means to provide for active and passive recreation and leisure uses.
- 1.2 Encourage the preservation of natural open space areas located on steep slopes, in ravines, in areas that are undevelopable, and in areas that provide important habitat in their natural condition.
- 1.3 Encourage the retention of significant natural vegetation.
- 1.4 Consider collaboration with School District No. 8 and the Regional District of Central Kootenay (RDCK) to develop and maintain school sites and facilities for recreational use by the entire community.
- 1.5 Consider the adoption of bylaws or other measures to create smoke free outdoor spaces where citizens (particularly children) live, work, learn and play. Protect areas such as: parks, playgrounds, multi-use fields, heritage buildings, hiking and biking trails and other public facilities.
- 1.6 Explore opportunities for the development and enhancement of sites and facilities for sports including, but not limited to: climbing, tennis, slo-pitch and soccer.
- 1.7 Develop a Parks Master Plan to create cohesiveness and diversity between recreational spaces. **BL#1968**

2. Parkland Dedication Policies

- 2.1 Set *Development Cost Charges* for the development of parkland that adequately reflects the community's need for parks.
- 2.2 Parkland dedication not exceeding 5% of gross developable site area shall be required with all new subdivisions where 3 or more new lots are created, and may be in a form and shape as determined by the Town for best meeting the particular requirements of the area, including but not limited to: linear parks or trails, creek-front parks, neighbourhood tot lots, irregularly shaped conservation and/or habitat enhancement areas, etc.
- 2.3 A cash-in-lieu of parkland payment, not exceeding 5% of the market value of the proposed subdivision, may be accepted for areas where:
 - 2.3.1 The dedication of scattered public parks may be impractical;
 - 2.3.2 A suitable park site is not available within the proposed subdivision;
 - 2.3.3 The proposed subdivision is adequately served in terms of access to existing parkland;
 - 2.3.4 The proposed subdivision is not within a five-minute walk to an area where a "P" is identified on Map 9, as being indicative of an area where a future park is desirable, or the Town determines there are preferred options to acquire the parkland in that area;
 - 2.3.5 The proposed subdivision does not have the opportunity, as determined by the Town,

V. LAND USE POLICIES

F. RECREATIONAL PARKS & OPEN SPACE



to expand public walking infrastructure, trail networks or multi-modal linkages and routes;

2.3.6 Parkland in the proposed subdivision does not provide the opportunity to expand an existing park, trail, environmental protection or other recreation areas;

2.3.7 Parkland or trail development in the proposed subdivision does not advance other policies within this Plan respecting the location and type of future parks and trails, or policies in the Town's Greenways and Trails Master Plan and Parks Master Plan, as and when it is approved by Council. **BL#1968**

2.4 New parkland dedication shall be based on best practices and shall be required for all new subdivisions in the following forms:

2.4.1 *Greenways* will be a preferred form of parkland dedication where linkage between areas of the community is desired;

2.4.2 *Greenways* will be a preferred form of parkland dedication where it will result in the preservation of areas adjacent to watercourses;

2.4.3 Blocks of parkland may be preferred where they will result in the preservation of mature tree stands, or other habitat; and,

2.4.4. Other locations and types of parkland may be appropriate, at the Town's discretion, in consideration of the location of the proposed subdivision, existing public lands and recreational opportunities, environmental considerations, and respecting the Greenways and Trails Master Plan and Parks Master Plan, as may be amended from time to time. **BL#1968**

2.5 Parkland or cash-in-lieu, at the Town's discretion, exceeding 5% may be considered as dedication

or in fee simple, including as part of a density bonusing framework allowing for additional lots, as a gift to the community, or other lawful granting.

3. Municipally Owned Parks & Open Space Policies

3.1 Provide a variety of park uses, equipment and programming to meet the diverse needs of residents and visitors of all ages and abilities.

3.2 Establish an integrated and linked system of parks, trails, natural areas, *Greenways* and associated recreational facilities serving a variety of purposes, including active recreation, passive enjoyment and conservation.

3.3 Provide a diversity of multi-use park types which feature a mix of open and treed spaces, trails, community gardens, and varied recreational amenities suitable for a range of ages and abilities.

3.4 Explore the development of additional off-leash dog parks.

3.5 Consider providing bear-proof waste receptacles and dog bag dispensers in municipal parks and at the trailheads that fall within municipal boundaries.

3.6 Explore recreational opportunities on the lands designated as Municipal Forest.

3.7 Consider creating *Pop-Up Parks* on municipally owned properties, undeveloped municipal rights-of-way and isolated parking areas to create places for people instead of vehicles.

3.8 Transform the future *Market Park* site into a distinctive landscaped green space in the heart of the *Downtown Core*.

DID YOU KNOW?

Parks, open spaces and *Greenways* are important components of a healthy community, benefiting both people and the natural environment. In total, parks make up just under 1% of Town land.

V. LAND USE POLICIES

G. DEVELOPMENT & THE NATURAL ENVIRONMENT

Development & the Natural Environment Land Use Policies

In order to protect environmentally sensitive areas and reduce the risk of development in relation to natural hazards and climate change in the community, a number of Development Permit Areas with associated Guidelines have been established as growth management tools.

 *Note - For greater detail, see Development Permit Areas 1 and 2, on pg. 51 to 55 of this Plan.*

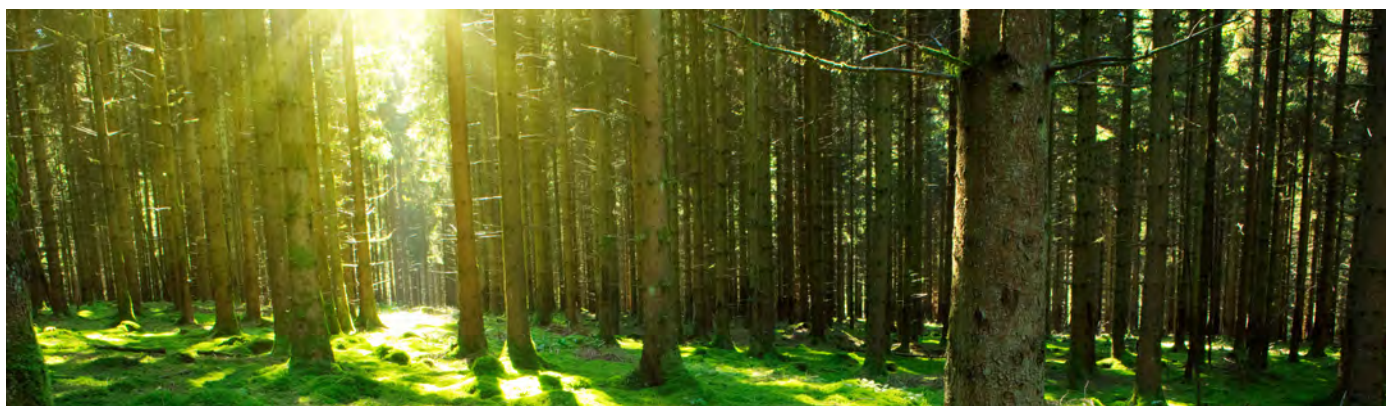
In addition to these Development Permit Areas (DPA 1 & 2), the following policies also apply:

1. General Policies

- 1.1. Undertake a municipal boundary extension to include lands north of 1130 - 16th Avenue North, currently owned by the Ministry of Transportation and Infrastructure, to allow for municipally managed access to the *Arrow Mountain Highway Bypass*.
- 1.2. Work with Ministry of Transportation and Infrastructure regarding the use of the *Arrow Mountain Highway Bypass* as a *Wildfire Fuel Mitigation* area and to allow for municipally managed access.

2. Environmental Considerations in Planning and Design

- 2.1 Consideration shall be given to public health implications, including air quality and noise, in the evaluation of new industrial and commercial development approval requests.
- 2.2 Incorporate opportunities to include local ecosystems and ecological processes in urban design, infrastructure, development and *Public Realm* improvements.
- 2.3 Promote *Green Infrastructure* initiatives on private lands through education and incentives.
- 2.4 Support the conservation and restoration efforts of senior governments, public agencies, organizations, landowners and other partners.
- 2.5 Require *Dark Sky Compliant Lighting Guidelines* within Multi-Family, Commercial and Industrial Development Permits Areas.



V. LAND USE POLICIES

G. DEVELOPMENT & THE NATURAL ENVIRONMENT



3. Sustainable Water Supply Policies

3.1 Promote a dependable and sustainable water supply by modelling good stewardship of water through practices that include:

3.1.1 Implementing community conservation practices including, but not limited to: water restrictions, *Xeriscape Landscaping*, rain gardens, rain barrels and drip irrigation;



Note - See Appendix F (pg. 143 of this Plan) for examples of rain gardens and stormwater management tools.

3.1.2 Undertaking municipal infrastructure maintenance and capital improvements;

3.1.3 Limiting expansion of the municipal water system; and,

3.1.4 Recognizing the Valley wide water requirements for sustainable agriculture, commercial and industrial operations.

3.2 Partner to improve local water quality through reduction of *Point and Non-Point Source Pollution*, and through watershed planning.



V. LAND USE POLICIES

H. INFRASTRUCTURE

Infrastructure Land Use Policies

To be sustainable, infrastructure should be efficient and durable, while creating minimal impacts on the environment. Road rights-of-way can be used in manners that incorporate required infrastructure, while supporting and prioritizing active transportation. Costly *Sprawl* can be avoided by developing in areas with existing infrastructure (see pg. 27 of this Plan for Management of Residential Growth). Greater resiliency can be achieved by using natural assets to augment existing infrastructure. Effective storm water management will reduce impacts on our Waste Water Treatment Plant and reduce negative impacts to stream corridors and natural drainage systems. It is evident that the infrastructure puzzle contains many pieces.

This Plan represents a significant turning point for Creston in infrastructure planning, and understanding what kind of growth pays for itself. Infrastructure planning and construction is tied to the OCP to ensure efficient investments are made and that costs associated with servicing new development are fully borne by those who directly benefit. It is intended that new developments pay their share of the costs of downstream infrastructure capacity improvements as a result of their development through mechanisms such as *Development Cost Charges* and other legislative tools.

1. General Policies

- 1.1 Undertake continued maintenance and upgrading of existing infrastructure while planning for the *Lifecycle Infrastructure Costs* to the community (construction, maintenance and replacement).
- 1.2 Amend the Town of Creston *Development Cost Charge* Bylaw and the Five Year Financial Plan to reflect an optimized use of infrastructure and a reduced capital project work plan due to the establishment of the *Residential Growth*

Containment Area (RGCA).

- 1.3 Prepare a *Multi-Modal Transportation* Plan that prioritizes active transportation and provides for safe and efficient circulation.
- 1.4 Develop a municipal *Street Tree Planting Program* for the *Public Realm*.
- 1.5 Require *Universal Design Guidelines* to be incorporated into, and applied to, all public buildings, streets and community spaces.
- 1.6 Consideration will be given to opening culverted creeks and day-lighting stream channels where feasible and appropriate.
- 1.7 Encourage the inclusion of *Green Infrastructure* systems in new construction projects.
- 1.8 Update all Town of Creston infrastructure related bylaws to provide consistency with this OCP, including but not limited to: the Works & Services Bylaw, the Drainage Bylaw, the Liquid Waste Bylaw, the Sewer Rates & Regulation Bylaw and the Water Rates & Regulation Bylaw.
- 1.9 The following uses are permitted in all land use designations:
 - 1.9.1 Parks, playgrounds, trails, public recreation facilities, and open space conservation areas;
 - 1.9.2 Public service uses;
 - 1.9.3 Community gardens; and,
 - 1.9.4 Roads and lanes accessory to the principal use of a property. **BL#1953**

2. Active Transportation Policies

- 2.1 Develop appropriately sized and linked trails, paths and *Greenways* in accordance with the *Greenways & Trails Master Plan*.



Note - See the Greenways & Trails Master Plan, for greater detail.

- 2.2 Include bike travel when developing off-street trail systems.

V. LAND USE POLICIES

H. INFRASTRUCTURE



Did you know?

The estimated replacement cost of the Town of Creston's entire transportation network, in 2014 dollars, is approximately \$38.9 million. This is equivalent to approximately \$15,500 per household.

- 2.3 Design unpaved trails with a surface material that compacts and provides a hard surface to accommodate bikes, scooters and strollers.
- 2.4 Include adequate signage (e.g. "share the road") to promote bike safety along major roads and highways, working with the Ministry of Transportation & Infrastructure when appropriate.
- 2.5 Consider installation of lighting on trails and sidewalks to promote public safety, where practical and feasible.
- 2.6 Encourage the Ministry of Transportation & Infrastructure to provide public access to the lands dedicated for the *Arrow Mountain Highway Bypass*.
- 2.7 Encourage and support the establishment of linkages for alternative modes of transportation between the Town of Creston, the Lower Kootenay Band Community, Erickson, Wynndel and other regional amenities.
- 2.8 Consider development of active transportation projects that are consistent with the Multi-modal Transportation Plan, 2023. **BL#1968**

3. Road Way Policies

- 3.1 Develop sidewalk and boulevard standards to promote safe, efficient, accessible and enjoyable passage.
- 3.2 Apply traffic calming techniques and strategies to reduce vehicular traffic speeds and to enhance road safety for pedestrians, scooters and cyclists.

- 3.3 Install additional empty conduits when undertaking municipal roadway and sidewalk construction, to allow for easy installation of future infrastructure improvements and amenities, within the *Public Realm*.
- 3.4 Enhance crosswalk visibility through a fiscally sustainable combination of lighting, pavement markings, curb extensions and clear sight lines.
- 3.5 Prepare *Alternative Development Standards* for roadways that are consistent with the *Multi-Modal Transportation Plan* objectives.
- 3.6 *Complete Streets* Guidelines shall be incorporated into the Town of Creston Works and Services Bylaw.
- 3.7 Transform roads designed exclusively for cars into roads that serve *Multi-Modal Transportation* including bikes and scooters.



Note - See Appendix E for examples of sidewalks, street trees and street furniture.

4. Utility Servicing Policies

- 4.1 Discourage the expansion of municipal utilities, water, and sanitary sewer services outside the existing service areas and the RGCA.
- 4.2 Consider the requirement for installation of water meters for all existing and future Residential, Commercial, Institutional and Industrial uses.
- 4.3 Consider aligning water and sanitary sewer utility rates for water and sanitary sewer services to reflect the *Lifecycle Infrastructure Cost* (construction, maintenance and replacement).
- 4.4 Consider the expansion of water conservation incentive programs to encourage the installation of water-conserving appliances and fixtures in new construction.
- 4.5 Postpone the \$1 million (2011 estimated

V. LAND USE POLICIES

H. INFRASTRUCTURE

construction costs) capital outlay for a trunk sewer extension along Hwy 21, with such postponement reflected in the Town of Creston *Development Cost Charge* Bylaw.

- 4.6 Practice the responsible management of infrastructure by restricting the subdivision of lands designated as Large Lot Residential located outside the *RGCA* to those that do not require the construction of additional municipal infrastructure (i.e. roads, sewer pipes, water pipes) and which meet minimum parcel size requirements.
- 4.7 Discourage the expansion of the municipal water service and sanitary sewer system for residential development outside the *RGCA* and outside of the Town of Creston boundaries where service provision does not already exist (with exception of policy 4.8 below).
- 4.8 Consider sanitary sewer expansion in the area known as Edgemont Subdivision, located immediately north of the *RGCA* along 8th Avenue North, based on: neighborhood petition for extension and connection to the municipal sanitary sewer infrastructure; associated installation cost of infrastructure to be borne by the affected residents; and, the restriction of any further subdivision (no increased densification).
- 4.9 Require on-site pre-treatment of industrial wastes prior to discharge into the municipal sanitary sewer system for all new developments.
- 4.10 Undertake the recalculation of *Development Cost Charges* to reflect cost reductions from the discouragement of water and sewer infrastructure projects outside the *RGCA*.
- 4.11 For new development in areas serviced by

municipal utilities, the cost of connection to these utilities will be incurred by the developer.

- 4.12 Consider implementation of various local area services taxes, further to Part 7, Division 5 of the Community Charter.

5. Stormwater Management Policies

- 5.1 Prepare a Stormwater Management Plan that provides a strategy to achieve on-site storm water management reduced storm water runoff, peak flows, local flooding and waterway degradation. The Stormwater Management Plan shall be consistent with the Town of Creston Master Drainage Plan (2016), and address, but not be limited to, the following considerations:
 - 5.1.1 Storm water pollution and stormwater loading on Dodd's Creek and Glaser-King Creeks shall be reduced by introducing measures to cleanse, reduce and delay storm water runoff.
 - 5.1.2 The use of source control measures such as cisterns, rain gardens and dry wells, designed to reduce and delay peak stormwater flows and improve runoff water quality, shall be encouraged.
 - 5.1.3 Public lands such as parks and *Greenways* and the valleys of Dodd's Creek and Glaser-King Creeks shall be integrated into the Town of Creston Stormwater Management Plan. Soil permeability, ground water and climatic conditions shall be considered.
 - 5.1.4 Stormwater management should avoid the flooding of downstream development or farmland by considering runoff potential and risks from upland development.

DID YOU KNOW?

The Town of Creston has enough existing serviced land to accommodate approximately 9000 residents – that's a lot of room to grow from our current population of 5351 people.

DID YOU KNOW?

The Town of Creston's drainage infrastructure network has a replacement cost of approximately \$15.3 million, in 2014 dollars. This is equivalent to approximately \$6,000 per household.





VI. DEVELOPMENT PERMIT AREAS



VI. DEVELOPMENT PERMIT AREAS

INTRODUCTION

DEVELOPMENT PERMIT AREAS:



DPA 1
Wildfire Protection
Development Permit Area



DPA 2
Environmentally Sensitive Development
Permit Area
(Dodd's Creek & Glaser-King Creeks)



DPA 3
Multi-Family Residential
Development Permit Area



DPA 4
Downtown Core Development
Permit Area



DPA 5
General Commercial
Development Permit Area



DPA 6
Northwest Boulevard *Local Area Plan*
Development Permit Area



DPA 7
Highway Service Commercial
Development Permit Area



DPA 8
Industrial Development
Permit Area

Introduction

Under Section 488 of the *Local Government Act*, a local government may designate areas of land as a Development Permit Area (DPA) for one or more of the following purposes:

- a) protection of the natural environment, its ecosystems and its biological diversity;
- b) protection of development from hazardous conditions;
- c) protection of farming;
- d) revitalization of an area in which a commercial use is permitted;
- e) establishment of objectives for the form and character of intensive residential development;
- f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- g) in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- h) establishment of objectives to promote energy conservation;

- i) establishment of objectives to promote water conservation; and,
- j) establishment of objectives to promote the reduction of *Greenhouse Gas (GHG)* emissions.

All development, unless an exception is provided on pg. 47-48 of this Plan, within the Development Permit Areas designated under this Section of this Plan shall require an application for a Development Permit and shall be evaluated in respect to compliance with the relevant stated Guidelines. The term 'Development' includes, but is not limited to: new construction and redevelopment, as well as subdivision and land/building alteration. For greater clarity, under Section 489 of the *Local Government Act*, the following prohibitions apply unless the owner first obtains a Development Permit:

- a) land within the area must not be subdivided;
- b) construction of, addition to or alteration of a building or other structure must not be started;
- c) land within an area designated under Section 488 (1)(a) or (b) [natural environment, hazardous conditions] must not be altered;

VI. DEVELOPMENT PERMIT AREAS

INTRODUCTION

- d) land within an area designated under Section 488 (1)(d), (h), (i) or (j) [revitalization, energy conservation, water conservation, GHG reduction], or a building or other structure on that land, must not be altered.

This Plan designates eight Development Permit Areas, using each of the designations except *Local Government Act* Section 488(1)(c) (farming), (e) (intensive residential) and (g) (resort region), as follows:

- DPA 1 Wildfire Protection Development Permit Area
- DPA 2 Environmentally Sensitive Development Permit Area (Dodd's Creek and Glaser-King Creeks)
- DPA 3 Multi-family Residential Development Permit Area
- DPA 4 *Downtown Core* Development Permit Area
- DPA 5 General Commercial Development Permit Area
- DPA 6 Northwest Boulevard *Local Area Plan* Development Permit Area
- DPA 7 Highway Service Commercial Development Permit Area
- DPA 8 Industrial Development Permit Area

Where land is located in more than one Development Permit Area, all of the applicable Development Permit Area requirements must be met, but may be combined into one application and one permit, at the Town's discretion.

Applicable polices and regulations contained within Town of Creston bylaws may be varied or supplemented to achieve development in a manner that best suits the guidelines of a particular designation, or that is not otherwise inconsistent with such guidelines.

Where development includes features related to the provision of amenities, including but not limited to publicly accessible areas and trails, conditions may be included in a Development Permit to allow construction of such amenities in advance of other portions of development, provided construction of these amenities can be achieved safely.

Development shall proceed expeditiously with minimal disruption to, and maximum integration with: adjacent land uses, buildings and other structures. Therefore:

- a) the sequence and timing of construction may be further specified in conditions appropriate to the purpose of the designation area(s), the type of development, and the local area; and
- b) conditions may be included in a Permit that the property be fully and suitably landscaped and properly maintained, and that the pedestrian experience and street presence of the property be maintained or enhanced before, during and after construction.

Incomplete buildings and excavations are to be avoided and therefore conditions (including the provision of security) may be included in a Development Permit for interim landscaping, screening and other appropriate measures. These measures include, but are not limited to: safety, continuity with surrounding development and maintenance or enhancement of the pedestrian experience.



VI. DEVELOPMENT PERMIT AREAS

EXCEPTIONS

1 Exceptions

1.1 Exception for Environmental & Hazard DPA's (DPA 1 & 2)

Development Permits are not required for DPA 1 or DPA 2 under the following conditions:

- 1.1.1 Alterations which are completely within the interior of the building;
- 1.1.2 Additions to existing structures which have an area of less than 10 sq.m. (107 sq.ft.);
- 1.1.3 Replacement or repair of existing exterior cladding;
- 1.1.4 Replacement of existing doors, windows or building trim;
- 1.1.5 Painting or minor repairs of an existing building;
- 1.1.6 Temporary emergency procedures to prevent, control or reduce flooding, erosion or other immediate threats to life, public or private property, provided the owner promptly notifies the Town of the work undertaken, the rationale and whether any further work is anticipated;
- 1.1.7 Construction, repair and maintenance of municipal works and services by the Town of Creston or its authorized agents and contractors;
- 1.1.8 Construction, repair and maintenance of parks and recreational trails by the Town of Creston or its authorized agents and contractors;
- 1.1.9 Restoration planting of vegetation, provided native non-invasive vegetation is used to enhance the natural environment or provide habitat;
- 1.1.10 Removal of invasive non-native vegetation provided that removal does not include the use of pesticides, and the owner promptly notifies the Town of the approach taken,

including: disposal; safety considerations; replanting; erosion and sediment control; and, follow-up monitoring requirements;

- 1.1.11 Agricultural uses on lands within the Agricultural Land Reserve (ALR) under the Farm Practice Protection (Right to Farm) Act, subject to submission of a Farm Plan;
- 1.1.12 Municipally owned or managed properties provided the property is used for public purposes and is developed in accordance with relevant Development Permit Area Guidelines; or
- 1.1.13 For DPA 2 only, where less than 20% of the Property is located within 15m of the Natural Boundary or edge of channel of any watercourse, and there is no proposed development, including *Land Alteration*, located within 60m of the Natural Boundary or edge of channel of any watercourse.

1.2 Exception for Form and Character DPA's (DPA 3, 4, 5, 6, 7, & 8)

Development Permits are not required for DPA's 3, 4, 5, 6, 7 & 8 under the following conditions:

- 1.2.1 Alterations which are completely within the interior of the building;
- 1.2.2 Additions that have an area of less than 10 sq.m. (107 sq.ft.);
- 1.2.3 Installation or repair of overhead canopies or other pedestrian weather protection device if designed in accordance with the applicable policies and bylaws of the Town of Creston;
- 1.2.4 Replacement or repair of existing exterior cladding based on the use of the following materials:
 - i. Replacement of vinyl siding with fibre cement siding;
 - ii. Replacement of wood or vinyl siding with

VI. DEVELOPMENT PERMIT AREAS

EXCEPTIONS

stucco; or

iii. Existing siding with identical material.

- 1.2.5 Replacement or repair of existing roofing material with identical materials;
- 1.2.6 Replacement of existing doors, windows or building trim;
- 1.2.7 Painting or minor repairs of an existing building;
- 1.2.8 Temporary emergency procedures to prevent, control or reduce flooding, erosion or other immediate threats to life, public or private property, provided the owner promptly notifies the Town of the work undertaken, the rationale and whether any further work is anticipated;
- 1.2.9 Construction, repair and maintenance of municipal works and services by the Town of Creston or its authorized agents and contractors;
- 1.2.10 Construction, repair and maintenance of parks and recreational trails by the Town of Creston or its authorized agents and contractors;
- 1.2.11 Restoration planting of vegetation, provided native non-invasive vegetation is used to enhance the natural environment or provide habitat;
- 1.2.12 Removal of invasive non-native vegetation provided that removal does not include the use of pesticides, and the owner promptly notifies the Town of the approach taken, including: disposal, safety considerations, replanting, erosion and sediment control and follow-up monitoring requirements; or
- 1.2.13 Municipally owned or managed properties provided the property is used for public purposes and is developed in accordance with relevant Development Permit Area Guidelines.

1.3 Exceptions for subdivision (DPA 3, 4, 5, 7, 8)

- 1.3.1 The subdivision of land, subdivision or the purpose of lot consolidation, or lot line adjustment, provided that it does not create or otherwise involve a panhandle lot. **BL#1968**

1.4 Exceptions for Land Alteration (DPA 2, 3, 4, 5, 6, 7, 8)

- 1.4.1 Land Alteration provided that it is considered general yard maintenance activities within an existing landscaped area such as planting vegetation, installation of rain gardens, and minor soil disturbances that do not alter the general grade of the land, or negatively impact drainage. This exemption shall not apply where Land Alteration is to be constructed or installed concurrently with, or as an integral part of, the construction of a new building. **BL#1968**

1.5 Exceptions for single family development (DPA 3, 4, 5, 6, 7, 8)

- 1.5.1 Construction of, or additions to, a single-family dwelling, accessory dwelling unit (attached or detached), or two-family dwelling (duplex), where the total number of dwelling units in the development does not exceed two. **BL#1968**



VI. DEVELOPMENT PERMIT AREAS



DPA 1 – WILDFIRE PROTECTION

2 DPA 1 – Wildfire Protection Development Permit Area

2.1 Area Designation

This area is designated in accordance with the provisions of Section 488(1)(b) (protection of development from hazardous conditions) of the *Local Government Act*. All development within those areas designated as Wildfire Protection DPA on the Development Permit Map (Schedule B of this Plan), shall be subject to approval for Development Permit in accordance with the following Guidelines (2.3 DPA 1 Guidelines).

2.2 Justification

The Town of Creston is located in a region of the Province susceptible to both lightning and human caused fires. Additionally, an ongoing Provincial Mountain Pine Beetle outbreak has the potential to significantly impact the forest fire hazard adjacent to the community over the next twenty years. The Town of Creston Community Wildfire



Tour of Wildfire Fuel Mitigation treatment area at Forest Lawn Cemetery

Protection Plan (2006) has identified that overall, the community is classified with a fire risk profile described by a moderate to high fire probability and high consequence based on the values at risk. The wildfire risk is primarily located along the urban interface with Arrow Mountain.

The objective of DPA 1 is to protect the property located within that interface area and thus to protect the Town from wildfire spreading from this fringe area.

2.3 DPA 1 Guidelines

The applicant shall provide a site plan that locates the proposed development relative to the adjacent *Forest Edge*.

Development Permits issued in DPA 1 shall be in accordance with the following Guidelines and as supported in the FireSmart; Protecting Your Community from Wildfire manual, Chapter 3 - Solutions and Mitigations:

- 2.3.1 The land within 10m of the *Forest Edge* will be a fire-resistant area with the following characteristics:
 - i. Landscaping shall be fire resistant plantings, free of all materials that could easily ignite. Wood and pine needle mulches shall be avoided. A maintained lawn is considered fire-resistant;
 - ii. Firewood storage areas are to be located, and firewood is to be stored away from houses; and
 - iii. Combustible fences are to be separated from houses with non-combustible metal gates.
- 2.3.2 All buildings within 10m of the *Forest Edge* will be “fire-resistant” with the following characteristics:

VI. DEVELOPMENT PERMIT AREAS



DPA 1 - WILDFIRE PROTECTION

- i. Roofing material shall be fire resistant or fire-retardant. Metal, asphalt, clay and composite rubber are acceptable materials. No wood shakes are permitted;
- ii. Chimneys are to have spark arrestors;
- iii. Gutters are to be screened to prevent accumulation of combustible debris;
- iv. Eaves and vents shall be screened with maximum 3 mm wire mesh;
- v. Exterior cladding shall be non-combustible and include stucco, metal, brick, concrete, fibre-cement and logs and/or heavy timbers. No untreated wood or vinyl siding shall be permitted;
- vi. Windows are to be thermally broken, double pane windows;



- vii. Exterior doors shall be non-combustible; and,

- viii. Decks shall not have inaccessible, unmaintained spaces below the deck surface.

2.3.3 The land between 10m and 100m of the *Forest Edge* will have the following characteristics:

- i. Coniferous trees are thinned so that spacing of each tree is at least 3m apart and pruned to remove branches within 2m of the ground; and,
- ii. Combustible materials are removed (such as small trees that could be a “ladder” for fire to move into the treetops) and the ground is clear of woody debris. **BL#1968**

2.3.4 Any additional standards developed by the Province in the future, may supersede these Guidelines through legislation and will be in addition to these Guidelines.



Source: *Partners in Protection - FireSmart; Protecting Your Community From Wildfire manual*



OCP - FRESHLY PICKED FUTURE

VI. DEVELOPMENT PERMIT AREAS



DPA 2- ENVIRONMENTALLY SENSITIVE

3 DPA 2 – Environmentally Sensitive Development Permit Area (Dodd's Creek & Glaser-King Creeks)

3.1 Area Designation

This area is designated in accordance with the provisions of Section 488(1)(a) (protection of the natural environment) and (b) (protection of development from hazardous conditions) of the *Local Government Act*. All development within those areas designated as Environmentally Sensitive Lands on the Development Permit Map (Schedule B of this Plan), shall be subject to approval for Development Permit in accordance with the following Guidelines.

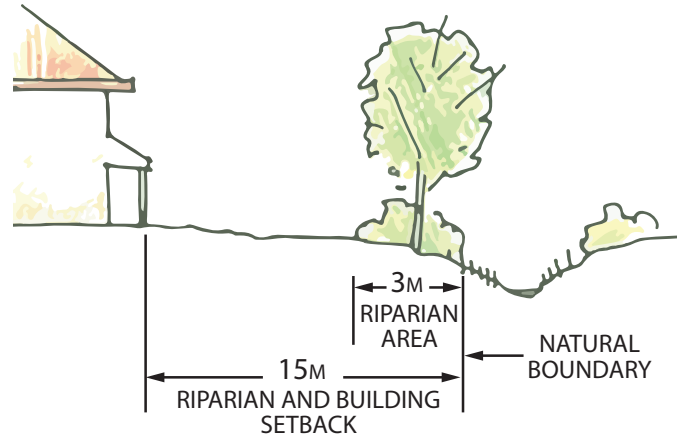
3.2 Justification

Dodd's Creek runs westerly through the southern portion of the Town. The Creek provides an important drainage corridor for South Creston and the Town of Creston's Master Drainage Plan has identified Dodd's Creek as being at, or over, capacity in many locations. Development occurring adjacent to this Creek, if not carried out with care, can lead to poor water quality, localized flooding, excessive erosion and damage to infrastructure. Additionally, Dodd's Creek is within the zone of influence for municipal well water protection.



Note - See Map 4: Well Water Protection for greater detail.

Glaser-King Creeks run westerly, then northerly through the northern portion of the Town and provide an important drainage corridor for North Creston. The Town of Creston Master Drainage Plan has identified areas of Glaser-King Creeks that are at, or over, capacity. Development occurring adjacent to these Creeks, if not carried out with care, can lead to poor water quality, localized flooding, excessive erosion and damage to infrastructure.



The objective of DPA 2 is to: provide long-term water quality protection and volume control along Dodd's Creek, Glaser-King Creeks and the capture zone of the municipal wells; prevent flooding, control erosion, reduce sedimentation, and recharge groundwater systems; and, retain aquatic wildlife habitat. Some Sections of the DPA are also identified as a proposed recreation *Greenway*.

3.3 DPA 2 Guidelines

Development Permits issued in DPA 2 shall be in accordance with the following Guidelines:

- 3.3.1 The *Riparian Area* adjacent to the natural boundaries of Dodd's Creek and the edge of channel for Glaser-King Creeks shall remain free of development and in its natural condition. Previously disturbed *Riparian Areas* should be rehabilitated and returned to their original condition, or better.
- 3.3.2 Storm water shall be managed on-site for water quality and quantity (equivalent to a 2 year, 24 hour storm event). Preparation of a site specific storm water management plan, shall be undertaken by a *Qualified Environmental Professional (QEP)* or related professional and will be subject to appropriate Town, Provincial and Federal agency review. Post development flows

VI. DEVELOPMENT PERMIT AREAS



DPA 2- ENVIRONMENTALLY SENSITIVE

shall not exceed pre-development flows into watercourses and such requirement shall be demonstrated in the site specific storm water management plan.

- 3.3.3 A site specific storm water management plan designed to manage sediment and run-off during construction is required for all developments. The storm water management plan is required prior to issuance of the Development Permit and is subject to Town review and approval.

~~3.3.4 Riparian Setbacks and building setbacks apply whether the watercourse is located in either an open channel or within an enclosed culvert.~~ **BL#1968**

- 3.3.5 A site specific landscape plan prepared by a registered Landscape Architect or related professional shall be submitted as part of the Development Permit application and shall indicate all existing and proposed features.

- 3.3.6 A site specific landscape plan shall be submitted as part of the Development Permit Application, within the Riparian Area and other portions of the property as applicable to the objectives of the DPA. Particular attention shall be given to vegetation or trees to be planted or retained in order to control erosion, protect watercourses, wetlands, or other sensitive plant or animal habitats, or protect significant or landmark trees. Landscape plans shall incorporate trees, shrubs and ground cover appropriate for the projected future climate conditions and soil type. The landscape plan shall be completed by a registered Landscape Architect or Environmental Professional. **BL#1968**

- 3.3.7 All buildings must be set back a minimum of 15 metres from the Natural Boundary or edge of channel of any watercourse,

whether or not the watercourse is located in an open channel or enclosed culvert.

BL#1968

- 3.3.8 Where the 15m setback from the *Natural Boundary* or edge of channel renders a property undevelopable, a lesser setback is permissible in accordance with and upon provision of information from a registered environmental professional that details minimization of development impact, and provides compensatory habitat and/or natural environmental restoration or enhancement of other portions of the property, no less than double the area of the intrusion.

- 3.3.9 Any non-porous surface treatment of a parking lot located within 15 metres of the Natural Boundary of any watercourse or points of inflow or outflow of a culvert, are required to utilize a rain garden, or other similar technique, to control quantity and quality of stormwater discharge to the adjacent watercourse, unless an alternative solution is proposed that reasonably accomplishes the objective of this policy to the satisfaction of the Town.

BL#1968

- 3.3.10 On-site oil, sediment and water separators or rain gardens are required for parking areas to minimize *Point Source Pollution* from storm water runoff.

- 3.3.11 Alteration of the natural drainage of the site, including total effective impervious surface areas, shall be minimized.

- 3.3.12 Fuel storage and refueling facilities, whether in commercial, industrial or residential use areas, require special attention. Wherever fuel is stored, preparation of site specific fuel management plans complete with spill prevention measures and spill

VI. DEVELOPMENT PERMIT AREAS



DPA 2- ENVIRONMENTALLY SENSITIVE

containment facilities, shall be undertaken by a *Qualified Environmental Professional (QEP)* or related professional and subject to appropriate Town, Provincial and Federal agency regulations.

3.3.13 In accordance with Section 491(1)(d) of the *Local Government Act*, the Town of Creston may require the provision of works to be constructed to preserve, protect, restore or enhance natural watercourses or other specified natural features of the environment, in accordance with the above Guidelines and required professional reports.

3.3.14 In accordance with Section 491(1)(c) of the *Local Government Act*, the Town of Creston may require the dedication of natural water courses in particularly strategic or important locations, such as adjacent to highway crossings, parkland and linear trails, and other locations or circumstances that further the numerous statements and policies of the Plan.

3.3.15 Where qualified professionals advise that the lands may, for the use intended,

be safely developed or altered only in accordance with conditions or recommendations, the Town may require a covenant and indemnity registered under section 219 of the *Land Title Act* in priority to all charges of a financial nature.

3.4 Glaser-King Creeks Specific Guideline

3.4.1 Notwithstanding 3.3.10 and 3.3.12 (above), relocation of the previously channeled Creeks may be permitted in order to optimize development while:

- i. Rehabilitating the 3m no-disturb *Riparian Area* adjacent to the Creeks; and,
- ii. Creating storm water retention areas as per the Town of Creston Master Drainage Plan, or as otherwise required or recommended.



VI. DEVELOPMENT PERMIT AREAS



DPA 3 - MULTI-FAMILY RESIDENTIAL

4 DPA 3 – Multi-Family Residential Development Permit Area

4.1 Area Designation

This area is designated primarily in accordance with Section 488(1)(f) (establishment of objectives for the form and character of commercial, industrial or multi-family residential development) of the *Local Government Act*, with supporting designations under Section 488(1)(a) (environmental), (h) (energy conservation), (i) (water conservation) and (j) (*GHG* reduction). All development within those areas designated as Multi-Family Residential DPA on the Development Permit Map (Schedule C of this Plan), shall be subject to approval for Development Permit in accordance with the following Guidelines (4.3 DPA 3 Guidelines).

4.2 Justification

Multi-family developments can have a significant impact on residential neighborhoods and in areas transitioning from lower density to higher density housing. The objectives of DPA 3 are to achieve good quality, aesthetically pleasing multi-family residential development that is: appropriate and compatible with the surrounding area; does not compromise the natural environment; and, is supportive of energy and water conservation and *GHG* reductions. DPA 3 will support a variety of housing options and densities, and meet the housing needs of individuals and families at all stages of life.

4.3 DPA 3 Guidelines

Development Permits issued in DPA 3 shall be in accordance with the following guidelines:

4.3.1 Siting and Orientation of Buildings

- i. Buildings shall be oriented to face the street.
- ii. Corner buildings shall be oriented to face both adjacent streets.

- iii. Buildings shall be located in close proximity to the front property line in order to encourage a pedestrian-friendly orientation.
- iv. Clustering and other creative spatial arrangements to create usable common open areas and facilities are encouraged.

4.3.2 Architecture

- i. Encourage building design to address the functional needs of persons with disabilities.
- ii. Offset window placement between buildings facing each other to maintain privacy in residential units.
- iii. Design multi-family residential development to be compatible with adjacent development.
- iv. Building façades and roof-lines shall be articulated or detailed in a way that distinguishes individual units, both ground floor and upper level units.
- v. Long expanses of blank, straight, façades are not permitted.
- vi. Sloping roof-lines are encouraged.
- vii. Three and four storey developments are required to set back the third and fourth storeys from roadways and lower density residential areas. These setbacks allow for usable outdoor space while retaining a sense of privacy for adjacent lower density residential uses.
- viii. Doorway entrances and windows shall be highlighted through façade articulation including roofline accents, awnings, or the use of other architectural features.
- ix. Each residential unit must include usable private outdoor space in the form of a balcony, yard or patio space (or a combination of these), which reflects a

VI. DEVELOPMENT PERMIT AREAS



DPA 3 - MULTI-FAMILY RESIDENTIAL

minimum of 10% of the floor area of the unit and in no case shall be less than 5.6 m² (60 sf).

- x. Building design should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from the building must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. For properties where there is adequate municipal stormwater infrastructure capacity, the Town may permit a portion of additional overland flow to be directed to municipal storm infrastructure. **BL#1968**

4.3.3 Exterior Building Treatments

- i. The use of local materials is strongly encouraged, including recycled materials where appropriate.
- ii. Large surface areas of concrete, concrete blocks and similar materials are not permitted.
- iii. The use of vinyl siding as an exterior building treatment is prohibited. **BL#1968**

4.3.4 Landscaping

- i. Use landscape features to define the spaces that are public from those that are private (i.e. short fences, shrubs, grade changes and short retaining walls).
- ii. A site specific landscape plan prepared by a registered Landscape Architect or related professional shall be submitted, as part of the Development Permit application. The landscape plan shall indicate all existing and proposed features. The landscape plan shall include a plan for on-site stormwater retention and infiltration. **BL#1968**
- iii. Healthy, mature trees and vegetation shall be retained where possible. Trees, shrubs

and ground cover should be appropriate for the projected future climate conditions and soil type. Particular attention should be paid to the retention or planting of vegetation or trees to control erosion, protect watercourses, wetlands, or other sensitive plant or animal habitats, or protect significant or landmark trees.

BL#1968

- iv. Screening, consisting of a minimum 1.8m high solid fence, solid hedge or other plantings (or a combination of fencing and plantings), shall be located along the rear and side property lines.
- v. Plantings and planting areas shall:

- a. screen abutting single family residential buildings from multi-family development and associated parking areas with a minimum 3 metres wide vegetated buffer containing mature plantings along the entire property line, excepting areas of ingress and egress; and, **BL#1968**

- b. ~~screen abutting single family residential buildings from multi-family development and associated parking areas where they are separated by a street or lane with a minimum 3m vegetated buffer containing mature plantings along the entire property line, excepting areas of ingress and egress;~~ **BL#1968**

- vi. Plantings and planting areas shall also be located:

- a. between on or offsite buildings and parking areas; **BL#1968**
- b. along access routes;
- c. to define or frame pathways, lanes and entrances;
- d. to shade buildings and outdoor

VI. DEVELOPMENT PERMIT AREAS



DPA 3 - MULTI-FAMILY RESIDENTIAL

spaces; **BL#1968**

- e. to slow runoff and induce on-site infiltration of stormwater; and,

BL#1968

- f. provide street trees along the frontage road. **BL#1968**

4.3.5 Usable Common Open Space

- i. Multi-Family Residential development shall include 10 m² of *Usable Common Open Space* per dwelling unit with a minimum dimension of 4m in any direction.
- ii. *Usable Common Open Space* shall be:
- a. Conveniently located so as to be accessible at all times to the occupants of the development and contained entirely within the lot boundaries. Required building setback areas

shall not count towards the *Usable Common Open Space* requirements.

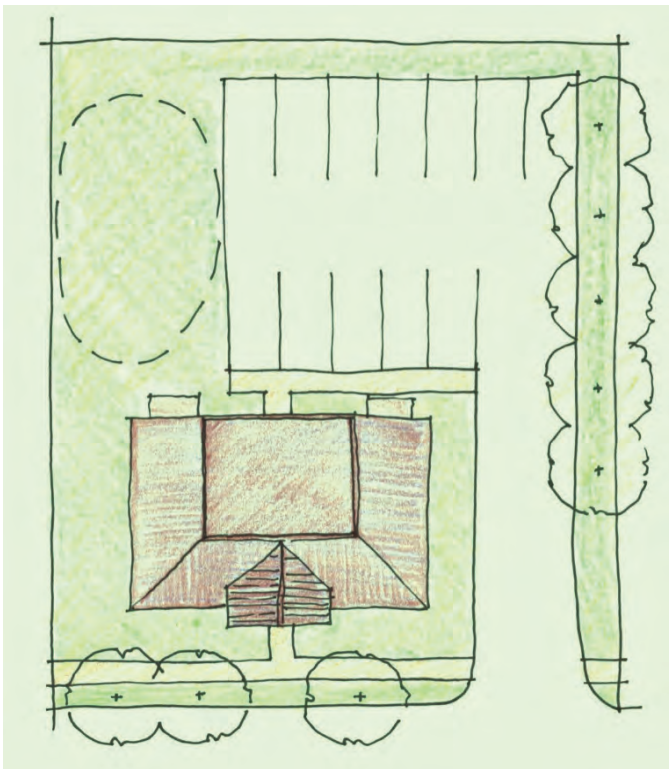
- b. Separated from ground floor windows, streets, service areas and parking areas with landscaping and/or low-level fencing to enhance safety and privacy.

- c. Orientated in a manner that will make the best practical use of available sun and other climatic advantages.

- iii. Indoor common recreational, leisure and social spaces may be considered for up to 25% of the required *Usable Common Open Space* with approval from the Town.

4.3.6 Parking and Vehicular Access

- i. Parking areas must not be located between streets and the front of the building.
- ii. Parking areas must be broken up with tree plantings and landscaping.



DPA 3 – Multifamily Residential

- Building faces street
- Usable common open space
- Parking to rear or side
- Pedestrian access from sidewalk/street and parking
- Landscape screening at perimeter

VI. DEVELOPMENT PERMIT AREAS



DPA 3 - MULTI-FAMILY RESIDENTIAL

- iii. The use of permeable paving materials is strongly encouraged.
- iv. On-site retention and infiltration of stormwater is required, where achievable. Parking area development should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from parking area development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. For properties where there is adequate municipal stormwater infrastructure capacity, the Town may permit a portion of additional overland flow to be directed to municipal storm infrastructure. **BL#1968**
- v. Provision shall be made for the parking of motorized scooters and bicycles.
- vi. All parking and access routes shall be adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

4.3.7 Pedestrian Access

- i. Safe and efficient pedestrian access within the development shall be a priority.
- ii. Defined pathways shall facilitate pedestrian access from parking areas to all entrances and adjacent public streets.
- iii. All walkways shall be designed for *Universal Accessibility*.
- iv. The hard surfacing of walkways and patios should result in no net increase in postdevelopment overland stormwater flows. Additional overland flow produced from pedestrian infrastructure development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. For properties where there is adequate municipal stormwater infrastructure

capacity, the Town may permit a portion of additional overland flow to be directed to municipal storm infrastructure. **BL#1968**

- v. All walkways are required to be adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

4.3.8 Crime Prevention and Security

- i. Design shall discourage crime by:
 - a. Reducing concealed areas;
 - b. Providing lighting to minimize dark spaces; and,
 - c. Providing street addresses that are easily identifiable.

4.3.9 Signs

- i. All signs must meet the requirements of the Town of Creston Sign Bylaw as amended from time to time.

4.4 Exception

A Development Permit within DPA 3 is not required under the following circumstances:

- i. Exceptions as outlined on pg. 47 - 48 of this Plan.
- ii. Residential Development within the *Downtown Core Development Permit Area*, as that is addressed in DPA 4.
- iii. Residential development within the *Northwest Boulevard Local Area Plan DPA*, as that is addressed in DPA 6.

VI. DEVELOPMENT PERMIT AREAS



DPA 4 - DOWNTOWN CORE

5 DPA 4 - Downtown Core Development Permit Area

5.1 Area Designation

This area is designated primarily in accordance with the provisions of Section 488(1)(d) (revitalization of an area in which commercial use is permitted) of the *Local Government Act*, with supporting designations under Section 488(1)(a) (environmental), (f) (form and character), (h) (energy conservation), (i) (water conservation) and (j) (*GHG* reduction). All development within those areas designated as *Downtown Core* DPA on the Development Permit Map (Schedule C of this Plan), shall be subject to approval for Development Permit in accordance with the following Guidelines (5.3 DPA 4 Guidelines).

5.2 Justification

The *Downtown Core* is the primary social and economic hub for the *Creston Valley*. This heritage area is characterized by a broad range of business and shopping options, entertainment choices, restaurants, and a live/work component. The *Downtown Core* is also the historic and cultural centre for the *Creston Valley*. In addition, treatment of form and character for incomplete developments prompts measures to ensure a revitalized core is cohesive and comprehensive.

The objectives of DPA 4 are to:

- i. ensure new development in the *Downtown Core* presents a positive image that respects the existing cultural and heritage attributes of the built environment;
- ii. address energy conservation and reduction of *GHG emissions*;
- iii. promote a viable marketable environment that is attractive to the public and fosters community pride;

- iv. to ensure that development provides a visually pleasing aesthetic;
- v. respect the form and character of surrounding development; and,
- vi. improve the pedestrian experience in the *Downtown Area*.

5.3 DPA 4 Guidelines

Development Permits issued in DPA 4 shall be in accordance with the following Guidelines:

5.3.1 Siting and Orientation of Buildings

- i. Buildings must be oriented to face the street.
- ii. Corner buildings must be oriented to face both adjacent streets.
- iii. Buildings must be located with no setback from the front property line except where setbacks are used to create commercial patio spaces, public areas, and sidewalks.
- iv. Building entrances must be accessed directly from the public sidewalk (or other public area), without crossing any parking areas. When entrances are located on the side of the building, a pathway must lead from the sidewalk directly to the entrance.
- v. Where possible, buildings shall be oriented to maximize solar gain and the penetration of natural light into interior spaces, particularly living spaces.

5.3.2 Architecture

- i. Buildings must include some form of pedestrian weather protection over the front entry. **BL#1968**
- ii. Building façades and roof-lines shall be articulated or detailed in a way that distinguishes individual units on both ground floor and upper level units.

VI. DEVELOPMENT PERMIT AREAS



DPA 4 - DOWNTOWN CORE

- iii. Commercial buildings shall include large display windows. **BL#1968**
- iv. Buildings that are taller than two storeys shall include a stepped-back façade at the 3rd storey, or inset balconies on the 3rd storey.
- v. Buildings that are complimentary to the historic architectural styles of Creston are strongly encouraged.
- vi. Each residential unit must include usable private outdoor space in the form of a balcony or patio which reflects a minimum of 10% of the floor area of the unit and in no case shall be less than 5.6 m² (60 sf).
- vii. All buildings and site development must incorporate *Universal Design Guidelines*.
- viii. Building design should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from the building must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. For properties where there is adequate municipal stormwater infrastructure capacity, the Town may permit a portion of additional overland flow to be directed to municipal storm infrastructure. **BL#1968**
- ix. For buildings with a residential use, window placement between buildings facing each other should be offset to maintain privacy in residential units. **BL#1968**
- x. Design multi-family residential and mixed-use development to be compatible with adjacent development. **BL#1968**
- ii. Exterior finishes and treatments shall reflect the cultural and heritage character of Creston's *Downtown Area*, even when utilizing new materials.
- iii. Large surface areas of concrete, concrete blocks and similar materials are not permitted.
- iv. The use of vinyl siding as an exterior building treatment is not permitted.
- v. The use of highly reflective or mirrored glass windows is not permitted.

5.3.4 Landscaping

- i. A site specific landscape plan prepared by a registered Landscape Architect or related professional shall be submitted, as part of the Development Permit application where ground-level public or private space exists in the development plan. The landscape plan shall indicate all existing and proposed features. The landscape plan shall include a plan for on-site stormwater retention and infiltration, where achievable. **BL#1968**
- ii. Plantings and planting areas shall:
 - a. ~~provide screening and privacy between residential units;~~ **BL#1968**
 - b. ~~screen abutting residential buildings from commercial uses where they are not separated by a street or a lane;~~ **BL#1968**
 - c. screen parking areas from the street;
 - d. screen waste receptacles, dumpsters, and building mechanicals from the street;
 - e. be used as a treatment to break up large building façades;
 - f. define or frame paths, streets, entrances;

5.3.3 Exterior Building Treatments

- i. The use of local materials is strongly encouraged, including recycled materials where appropriate.

VI. DEVELOPMENT PERMIT AREAS

DPA 4 - DOWNTOWN CORE

g. shade buildings and outdoor spaces;
BL#1968

h. slow runoff and facilitate on-site infiltration of stormwater; and, **BL#1968**

i. provide street trees along the frontage road.
BL#1968

j. Healthy, mature trees and vegetation shall be retained where possible. Trees, shrubs and ground cover should be appropriate for the projected future climate conditions and soil type.
BL#1968

5.3.5 Parking and Vehicular Access

- i. Parking areas must not be located between streets and the front of the building.
- ii. Parking areas shall be broken up with tree plantings and landscaping.
- iii. The hard surfacing of walkways and patios should result in no net increase in postdevelopment overland stormwater flows. Additional overland flow produced from pedestrian infrastructure development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. For properties where there is adequate municipal stormwater infrastructure capacity, the Town may permit a portion of additional overland flow to be directed to municipal storm infrastructure. **BL#1968**
- iv. In areas where required on-site parking is not feasible consideration for off-site parking, or the purchase of required parking spaces from the Town, shall be given in accordance with established provisions.
- v. On-site retention and infiltration of stormwater is required where achievable.

vi. Parking for residential uses shall be separated from parking for commercial uses where achievable.

vii. Provision shall be made for the parking and storage of motorized scooters and bicycles for residents and visitors.

viii. All parking and access routes shall be adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

5.3.6 Pedestrian Access

- i. Provide well defined pedestrian access from the adjacent street/sidewalk and/or parking areas to all building entrances.
- ii. All walkways shall be designed for *Universal Accessibility*.
- iii. The hard surfacing of walkways and patios should result in no net increase in postdevelopment overland stormwater flows. Additional overland flow produced from pedestrian infrastructure development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. For properties where there is adequate municipal stormwater infrastructure capacity, the Town may permit a portion of additional overland flow to be directed to municipal storm infrastructure. **BL#1968**
- iv. All parking and access routes shall be adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

5.3.7 Signs

- i. All signs shall be in accordance with the requirements of the Town of Creston Sign Bylaw as amended from time to time.
- ii. Installation of projecting and suspended signs is strongly encouraged.

VI. DEVELOPMENT PERMIT AREAS



DPA 5 - GENERAL COMMERCIAL

6 DPA 5 - General Commercial Development Permit Area

6.1 Area Designation

In accordance with the provisions of Section 488(1) (d) (revitalization of an area in which a commercial use is permitted) and (f) (establishment of objectives for the form and character of commercial, industrial or multi-family residential development) of the *Local Government Act*, with supporting designations under Section 488(1)(a) (environmental), (h) (energy conservation), (i) (water conservation) and (j) (GHG reduction). All development within those areas designated as General Commercial DPA on the Development Permit Map (Schedule C of this Plan), shall be subject to approval for Development Permit in accordance with the following Guidelines (6.3 DPA 5 Guidelines).

6.2 Justification

Historically, General Commercial properties in Creston have evolved without any substantial guidelines for development or aesthetic considerations, which could attract or encourage consumers to stop and shop. Navigating parking areas in vehicles or on foot is sometimes difficult and uncomfortable. In addition, a lack of effective screening and buffering has produced conflicts with surrounding land uses.

The objectives of DPA 5 are to:

- i. revitalize General Commercial development to present a positive image that respects the existing cultural and heritage attributes of the built environment;
- ii. address energy conservation and reduction of GHG emissions;
- iii. require the retention and infiltration of stormwater on-site where achievable;
- iv. promote a viable marketable

environment that is attractive to the public and fosters community pride;

- v. to ensure that development provides a visually pleasing aesthetic;
- vi. respect the form and character of surrounding development;
- vii. improve the pedestrian experience in General Commercial developments; and,
- viii. minimize any negative impact of commercial development on adjacent residential areas.

6.3 DPA 5 Guidelines

Development Permits issued in DPA 5 shall be in accordance with the following Guidelines:

6.3.1 Siting and Orientation of Buildings

- i. Buildings must be oriented to face the street.
- ii. Corner buildings must be oriented to face both adjacent streets.
- iii. Building entrances must be accessed directly from the public sidewalk (existing or future), with a pathway that leads from the sidewalk to the entrance.
- iv. Long expanses of blank, straight façades are not permitted.

6.3.2 Architecture

- i. Buildings shall reflect Creston's small town character. **BL#1968**
- ii. Buildings must include some form of pedestrian weather protection over the front entry. **BL#1968**
- iii. Building façades and roof-lines shall be articulated or detailed in a way that distinguishes individual units, both ground floor and upper level units.

VI. DEVELOPMENT PERMIT AREAS



DPA 5 - GENERAL COMMERCIAL

- iv. All commercial buildings shall include large display windows. **BL#1968**
- v. All buildings and site design must incorporate *Universal Design Guidelines*.
- vi. Building design should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from the building must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. For properties where there is adequate stormwater infrastructure capacity, the Town may permit a portion of additional overland flow to be directed to storm infrastructure. **BL#1968**

6.3.3 Exterior Building Treatments

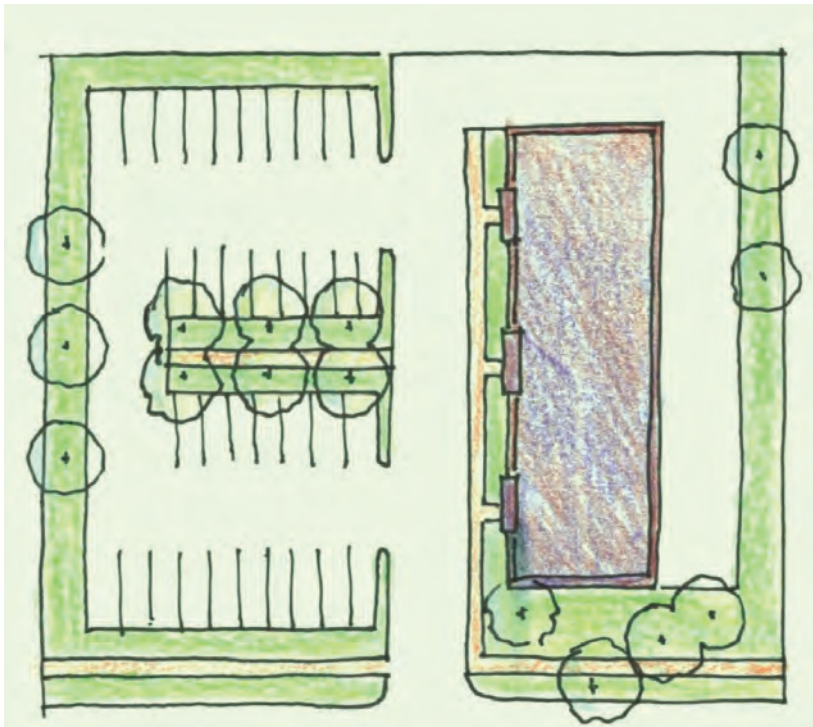
- i. The use of local materials is strongly encouraged, including recycled materials where appropriate.

- ii. Large surface areas of concrete, concrete blocks and similar materials are not permitted.
- iii. The use of vinyl siding as an exterior building treatment is prohibited. **BL#1968**
- iv. The use of highly reflective or mirrored glass windows is not permitted.

6.3.4 Landscaping

- i. A site specific landscape plan prepared by a registered Landscape Architect or related professional shall be submitted, as part of the Development Permit application. The landscape plan shall indicate all existing and proposed features. The landscape plan shall include a plan for on-site stormwater retention and infiltration, where achievable. **BL#1968**
- ii. Healthy, mature trees and vegetation shall be retained where possible. Trees, shrubs and ground cover should be appropriate for the projected future climate conditions and soil type. **BL#1968**
- iii. Plantings and planting areas shall:

- a. screen abutting residential buildings from commercial buildings and associated parking areas where they are not separated by a street or a lane with a vegetated buffer containing mature plantings along the entire property line excepting areas of ingress and egress;
- b. ~~screen abutting residential buildings from commercial buildings and associated parking areas that are separated by a street or lane with a minimum 3m vegetated buffer containing mature plantings along the entire property line, excepting areas of ingress and egress;~~ **BL#1968**
- c. screen commercial buildings and



VI. DEVELOPMENT PERMIT AREAS



DPA 5 - GENERAL COMMERCIAL

associated parking areas from the edge of the road right-of-way with a minimum 3 metres wide vegetated buffer containing mature plantings along the entire property line, excepting areas of ingress and egress; **BL#1968**

- d. screen storage areas such as waste receptacles, dumpsters, and building mechanicals from the street;
- e. be used as a treatment to break up large building façades;
- f. define or frame paths, streets, entrances;
- g. shade buildings and outdoor spaces;
- h. slow runoff and facilitate on-site infiltration of stormwater;
- i. provide street trees along the frontage road; and,
- j. provide planting in other open space areas not needed for parking, access roads or walkways.

6.3.5 Parking and Vehicular Access

- i. Parking areas must not be located between streets and the front of the building.
- ii. Parking areas shall be broken up with tree plantings and landscaping.
- iii. The use of permeable paving materials is strongly encouraged.
- iv. On-site retention and infiltration of stormwater is required, where achievable. Parking area development should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from parking area development must be managed on-site. The use of rain gardens to promote infiltration and water purification are

strongly encouraged. For properties where there is adequate municipal stormwater infrastructure capacity, the Town may permit a portion of additional overland flow to be directed to municipal storm infrastructure.

- v. Provision shall be made for the parking of motorized scooters and bicycles.
- vi. All parking and access routes shall be adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

6.3.6 Pedestrian Access

- i. Provide well defined pedestrian access from the adjacent street/sidewalk and/or parking areas to all building entrances.
- ii. Defined pathways shall facilitate pedestrian access from parking areas to all entrances and adjacent public streets.
- iii. All walkways shall be designed for *Universal Accessibility*.
- iv. The hard surfacing of walkways and patios should result in no net increase in post development overland stormwater flows. Additional overland flow produced from pedestrian infrastructure development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. For properties where there is adequate municipal stormwater infrastructure capacity, the Town may permit a portion of additional overland flow to be directed to municipal storm infrastructure. **BL#1968**
- v. All parking and access routes shall be adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

6.3.7 Signs

- i. All signs must meet the requirements of the Town of Creston Sign Bylaw as amended from time to time.

VI. DEVELOPMENT PERMIT AREAS



DPA 6 - NORTHWEST BOULEVARD LAP

7 DPA 6 - Northwest Boulevard *Local Area Plan* Development Permit Area

7.1 Area Designation

In accordance with the provisions of Section 488(1) (d) (revitalization of an area in which a commercial use is permitted) and (f) (establishment of objectives for the form and character of commercial, industrial or multi-family residential development) of the *Local Government Act*, with supporting designations under Section 488(1)(a) (environmental), (h) (energy conservation), (i) (water conservation) and (j) (*GHG* reduction). All areas designated 'Commercial',

'Mixed Use', 'Residential', 'Institutional' and 'Park / Open Space' within the Northwest Boulevard *Local Area Plan* DPA on the Development Permit Map (Schedule C of this Plan), shall be subject to approval for Development Permit in accordance with the following Guidelines.

7.2 Justification

These areas provide the first impression of the municipality to visitors and residents alike. The objectives of the guidelines are to ensure that development provides a visually pleasing entrance into the Town and as outlined in the Northwest



Source: Northwest Boulevard Local Area Plan

VI. DEVELOPMENT PERMIT AREAS



DPA 6 - NORTHWEST BOULEVARD LAP

Boulevard Local Area Plan, Directives and Objectives, page 2:

“In August of 2012, the Town of Creston engaged a Planning Team to formulate a Local Area Plan (LAP) for the 25 acre parcel located at the intersection of Northwest Boulevard and Devon Street in northern Creston. The request was motivated by a complex land ownership arrangement consisting of 19 properties, a low land use density, an appetite for change, and uncertainty as to what land uses would be appropriate for the parcel, how they should be distributed, and how they should be accessed. In addition, there was concern about the relationship of the parcel and its future land uses to the Town as a whole, to neighbouring land uses, and to Northwest Boulevard, Devon Street, and the proposed Glaser Drive.

There were additional concerns expressed by Town officials. In particular, the Team was asked to give serious attention to citizen participation in building the Plan, taking the participatory process beyond the conventional plan review and commentary exercise, and extending responsibility to citizen participants to actually take up a pen and mark his/her ideas on the map about where various land uses and related facilities and activities should go. Further, Town officials expressed concern that the Plan should give consideration to the practical aspects of land development and offer ideas on a strategy for implementing the proposed land uses in the context of the economic environment of the Creston community.

In addition to responding to the above concerns, the Planning Team brought to the planning process several objectives essential to building a LAP in the Town of Creston. First, that the Plan be resilient, that is, that it be flexible and lend itself to the inevitable and often unpredictable economic, environmental, and social changes that are sure to emerge in the modern world. Second, that the Plan

be represented by more than colored patches on a map, but also have a design component, that is, graphics illustrating what proposed land uses might actually look like on the ground. Third, that the Plan accurately incorporate small town character in terms of the mix of the land uses proposed, the scale at which they are designed, and the values expressed by the citizens. Fourth, that the Plan honour sustainability principles and guidelines, as outlined in the Cultivating Creston Integrated Community Sustainability Plan, thereby moving the Town of Creston toward building a more resilient, durable, and livable community.”

In addition, the objective of DPA 6 is to revitalize the subject properties to promote a viable and marketable environment that: ensures that development provides a visually pleasing aesthetic; and, mitigates or reduces the potential land use conflicts with adjacent land uses.

7.3 DPA 6 Guidelines

Development Permits issued in DPA 6 shall be in accordance with the Guidelines as set out in the Northwest Boulevard Local Area Plan, Part Three – Planning and Design Guidelines, pages 11 to 25 inclusive.

The Northwest Boulevard Local Area Plan can be found here: <https://www.creston.ca/sites/default/files/2023-07/NWB%20LAP-1845.pdf>



VI. DEVELOPMENT PERMIT AREAS



DPA 7 - HIGHWAY SERVICE COMMERCIAL

8 DPA 7 - Highway Service Commercial Development Permit Area

8.1 Area Designation

In accordance with the provisions of Section 488(1) (d) (revitalization of an area in which a commercial use is permitted) and (f) (establishment of objectives for the form and character of commercial, industrial or multi-family residential development) of the *Local Government Act*, with supporting designations under Section 488(1)(a) (environmental), (h) (energy conservation), (i) (water conservation) and (j) (*GHG* reduction). All development within those areas designated as Highway Service Commercial DPA on the Development Permit Map (Schedule C of this Plan), shall be subject to approval for Development Permit in accordance with the following Guidelines (8.3 DPA 7 Guidelines).

8.2 Justification

Currently, land uses adjacent to Highway 3 are typical of many commercial “strips” found in similar sized communities, with older, well established buildings mixed with newer ones. Historically, this area had developed without any substantial design guidelines and has resulted in a commercial district that might not provide a comfortable or aesthetically pleasing area in which to stop and shop. Parking, access, landscaping and screening will enhance opportunities reduce functional restrictions, and promote overall revitalization of the area.

The objectives of DPA 7 are to:

- i. revitalize Highway Service Commercial areas to present a positive image that respects the existing cultural and heritage attributes of the built environment;
- ii. address energy conservation and reduction of *GHG* emissions;
- iii. require the retention and infiltration of stormwater on-site where achievable;
- iv. promote a viable marketable environment that is attractive to the public and fosters community pride;
- v. to ensure that development provides a visually pleasing aesthetic;
- vi. respect the form and character of surrounding development;
- vii. improve the pedestrian experience in Highway Service Commercial developments; and,
- viii. minimize any negative impact of commercial development on adjacent residential areas.

8.3 DPA 7 Guidelines

Development Permits issued in DPA 7 shall be in accordance with the following guidelines:

8.3.1 Siting and Orientation of Buildings

- i. Buildings must be oriented to face the street.
- ii. Corner buildings must be oriented to face both adjacent streets.
- iii. Buildings intended to be regularly accessed by the public, must be located in close proximity to the front property line to encourage a pedestrian-friendly orientation. **BL#1968**
- iv. Locate drive-thru facilities internally and not between building faces and public streets.
- v. Locate loading bays, outdoor storage and garbage enclosure areas behind buildings and separated from visitor parking areas, where size of property permits.
- vi. Make loading areas and facilities accessible to service vehicles without interfering with pedestrian circulation.
- vii. All buildings and site design must

VI. DEVELOPMENT PERMIT AREAS



DPA 7 - HIGHWAY SERVICE COMMERCIAL

incorporate *Universal Design Guidelines*.

8.3.2 Architecture

- i. Buildings shall reflect Creston's small town character. **BL#1968**
- ii. Buildings must include some form of pedestrian weather protection over the front entry.
- iii. Provision of site amenities near main entrances, such as benches, is encouraged.
- iv. Create architectural interest by varying building materials, colours, roof-lines, and other architectural elements.
- v. Monolithic structures and long expanses of straight walls are not permitted.
- vi. Large buildings shall be designed to create the impression of smaller units by encouraging façade relief and variety between sections.
- vii. All storefronts shall include large display windows.
- viii. Long expanses of blank, straight façades are not permitted.
- ix. All buildings and site design must incorporate *Universal Design Guidelines*.

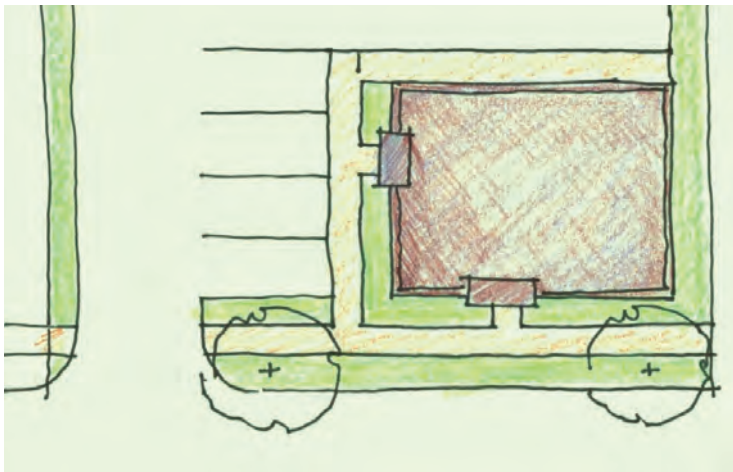
- x. Building design should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from the building must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. **BL#1968**

8.3.3 Exterior Building Treatments

- i. The use of local materials is strongly encouraged, including recycled materials, where appropriate.
- ii. Large surface areas of concrete, concrete blocks and similar materials are not permitted.
- iii. The use of vinyl siding as an exterior building treatment is prohibited. **BL#1968**
- iv. The use of highly reflective or mirrored glass windows is not permitted.

8.3.4 Landscaping

- i. A site specific landscape plan prepared by a registered Landscape Architect or related professional shall be submitted, as part of the Development Permit application. The landscape plan shall indicate all existing and proposed features. The landscape plan shall include a plan for on-site stormwater retention and infiltration. **BL#1968**
- ii. Healthy, mature trees and vegetation shall be retained where possible. Trees, shrubs and ground cover should be appropriate for the projected future climate conditions and soil type. Particular attention should be paid to the retention or planning of vegetation or trees to control erosion, protect watercourses, wetlands, or other sensitive plant or animal habitats, or protect significant or landmark trees. **BL#1968**



VI. DEVELOPMENT PERMIT AREAS



DPA 7 - HIGHWAY SERVICE COMMERCIAL

iii. Plantings and planting areas shall:

- a. screen abutting residential buildings from commercial buildings and associated parking areas where they are not separated by a street or a lane with a vegetated buffer containing mature plantings along the entire property line excepting areas of ingress and egress;
- b. ~~screen abutting residential buildings from commercial buildings and associated parking areas that are separated by a street or lane with a minimum 3m vegetated buffer containing mature plantings along the entire property line, excepting areas of ingress and egress;~~ **BL#1968**
- c. screen commercial buildings and associated parking areas from the edge of the road right-of-way with a minimum 3 metres wide vegetated buffer containing mature plantings along the entire property line, excepting areas of ingress and egress; **BL#1968**
- d. screen storage areas such as waste receptacles, dumpsters, and building mechanicals from the street;
- e. be used as a treatment to break up large building façades;
- f. define or frame paths, streets, entrances;
- g. shade buildings and outdoor spaces;
- h. slow runoff and facilitate on-site infiltration of stormwater;
- i. provide street trees along the frontage road; and,
- j. provide planting in other open space areas not needed for parking, access roads or walkways.

8.3.5 Parking and Vehicular Access

- i. Parking areas must not be located between streets and the front of the building.
- ii. Parking areas shall be broken up with tree plantings and landscaping.
- iii. The use of permeable paving materials is strongly encouraged.
- iv. Parking area development should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from parking area development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. **BL#1968**
- v. Provision shall be made for the parking of motorized scooters and bicycles.
- vi. All parking and access routes shall be adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

8.3.6 Pedestrian Access

- i. Provide well defined pedestrian access from the adjacent street/sidewalk and/or parking areas to all building entrances.
- ii. All walkways shall be designed for *Universal Accessibility*.
- iii. The hard surfacing of walkways and patios should result in no net increase in postdevelopment overland stormwater flows. Additional overland flow produced from pedestrian infrastructure development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. **BL#1968**

8.3.7 Signs

- i. All signs must meet the requirements of the Town of Creston Sign Bylaw as amended from time to time.

VI. DEVELOPMENT PERMIT AREAS



DPA 8 - INDUSTRIAL

9 DPA 8 - Industrial DPA

9.1 Area Designation

In accordance with the provisions of Section 488(1)(f) (establishment of objectives for the form and character of commercial, industrial or multi-family residential development) of the *Local Government Act*, with supporting designations under Section 488(1)(a) (environmental), (h) (energy conservation), (i) (water conservation) and (j) (*GHG* reduction). All development within those areas designated as Industrial DPA on the Development Permit Map (Schedule C of this Plan) shall be subject to approval for Development Permit in accordance with the following Guidelines (9.3 DPA 8 Guidelines).

9.2 Justification

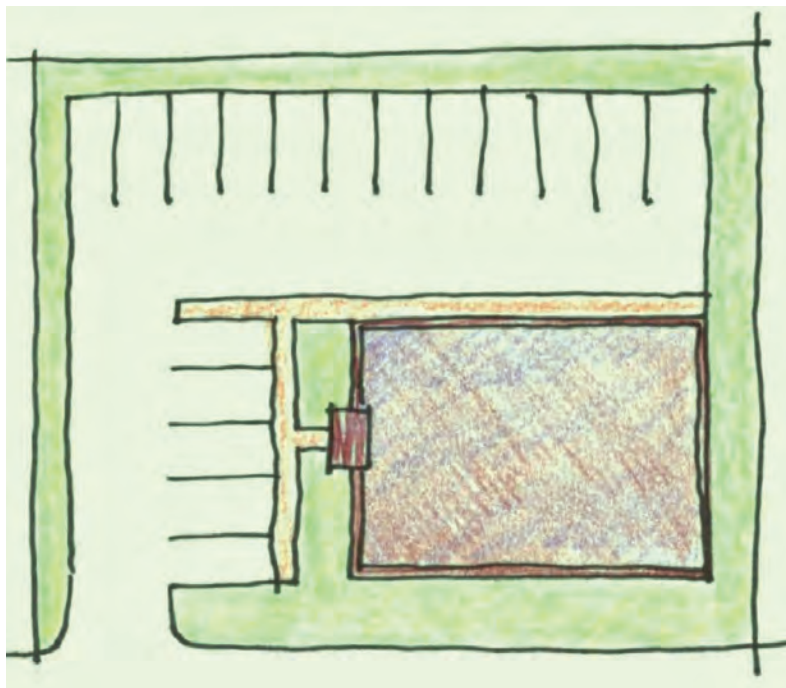
The Town of Creston has limited Industrial lands and much of it is located adjacent to conflicting non-industrial uses such as residential and commercial

properties. Due to lack of developed access, many current Industrially designated lands are underutilized, or not utilized at all.

In addition the majority of undeveloped Industrial lands are located adjacent to the future Glaser Drive - a multi-use transportation corridor with a strong pedestrian presence.

The objective of DPA 8 is to improve the aesthetic quality of Industrial areas and to promote a viable and marketable environment that: is attractive to the public; fosters community pride; ensures that development provides a visually pleasing aesthetic; and, mitigates or reduces the potential land use conflicts with adjacent land uses.

The quality of the pedestrian experience along future Glaser Drive will be determined by the building and site design of adjacent Industrial lands.



DPA 8 – Industrial

- Building faces street
- Parking to rear or side
- Pedestrian access from parking
- Landscape screening at perimeter

VI. DEVELOPMENT PERMIT AREAS



DPA 8 - INDUSTRIAL

9.3 DPA 8 Guidelines

Development Permits issued in DPA 8 shall be in accordance with the following Guidelines:

9.3.1 Siting and Orientation of Buildings

- i. Orient buildings so they are facing public streets.
- ii. Locate offices, reception and other public uses at grade and along building faces that front streets. Ensure entrances are easily identifiable and architecturally distinct.
- iii. Corner buildings must be oriented to face both adjacent streets.
- iv. Create architectural interest by varying building materials, colours, roof-lines, and other architectural elements.
- v. Provide some form of weather protection to the main entrance to a building.
- vi. Locate loading bays, outdoor storage and garbage enclosure areas behind buildings and separated from visitor parking areas, where size of property permits.
- vii. Make loading areas and facilities accessible to service vehicles without interfering with pedestrian circulation.
- viii. All buildings and site design must incorporate *Universal Design Guidelines*.
- ix. Building development should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from the development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged.

9.3.2 Landscaping

- i. A site specific landscape plan prepared by a registered Landscape Architect or related professional shall be submitted, as part of the Development Permit application. The landscape plan shall indicate all

existing and proposed features. The landscape plan shall include a plan for on-site stormwater retention and infiltration.

BL#1968

- ii. Healthy, mature trees and vegetation shall be retained where possible.
- iii. Plantings and planting areas shall:
 - a. screen abutting residential buildings from commercial buildings and associated parking areas where they are not separated by a street or a lane with a vegetated buffer containing mature plantings along the entire property line excepting areas of ingress and egress;
 - b. ~~screen abutting residential buildings from commercial buildings and associated parking areas that are separated by a street or lane with a minimum 3m vegetated buffer containing mature plantings along the entire property line, excepting areas of ingress and egress;~~ **BL#1968**
 - c. screen commercial buildings and associated parking areas from the edge of the road right-of-way with a minimum 3m wide vegetated buffer containing mature plantings along the entire property line, excepting areas of ingress and egress; **BL#1968**
 - d. screen storage areas such as waste receptacles, dumpsters, and building mechanicals from the street;
 - e. be used as a treatment to break up large building façades;
 - f. define or frame paths, streets, entrances;
 - g. shade buildings and outdoor spaces;
 - h. slow runoff and facilitate on-site infiltration of stormwater;

VI. DEVELOPMENT PERMIT AREAS

DPA 8 - INDUSTRIAL

- i. provide street trees along the frontage road; and
- j. provide planting in other open space areas not needed for parking, access roads or walkways.

9.3.3 Parking and Vehicular Access

- i. Parking areas shall be located to the rear, side, or below the building(s) where space is available.
- ii. Parking areas shall be broken up with tree plantings and landscaping.
- iii. The use of permeable paving materials is strongly encouraged.
- iv. Parking area development should result in no net increase in post-development overland stormwater flows. Additional overland flow produced from parking area development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. **BL#1968**
- v. Provision shall be made for the parking of motorized scooters and bicycles.
- vi. All parking and access routes shall be

adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

9.3.4 Pedestrian Access

- i. Provide well defined pedestrian access from the adjacent street/sidewalk and/or parking areas to all building entrances.
- ii. All walkways shall be designed for *Universal Accessibility*.
- iii. The hard surfacing of walkways and patios should result in no net increase in postdevelopment overland stormwater flows. Additional overland flow produced from pedestrian infrastructure development must be managed on-site. The use of rain gardens to promote infiltration and water purification are strongly encouraged. **BL#1968**
- iv. All parking and access routes shall be adequately illuminated utilizing *Dark Sky Compliant Lighting Guidelines*.

9.3.5 Signs

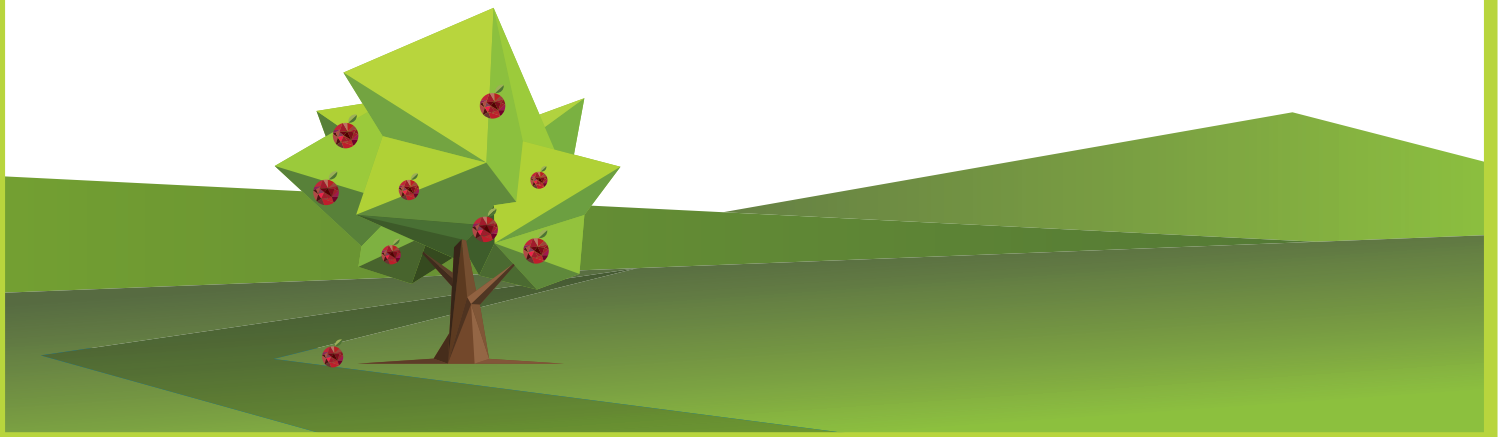
- i. All signs must meet the requirements of the Town of Creston Sign Bylaw as amended from time to time.



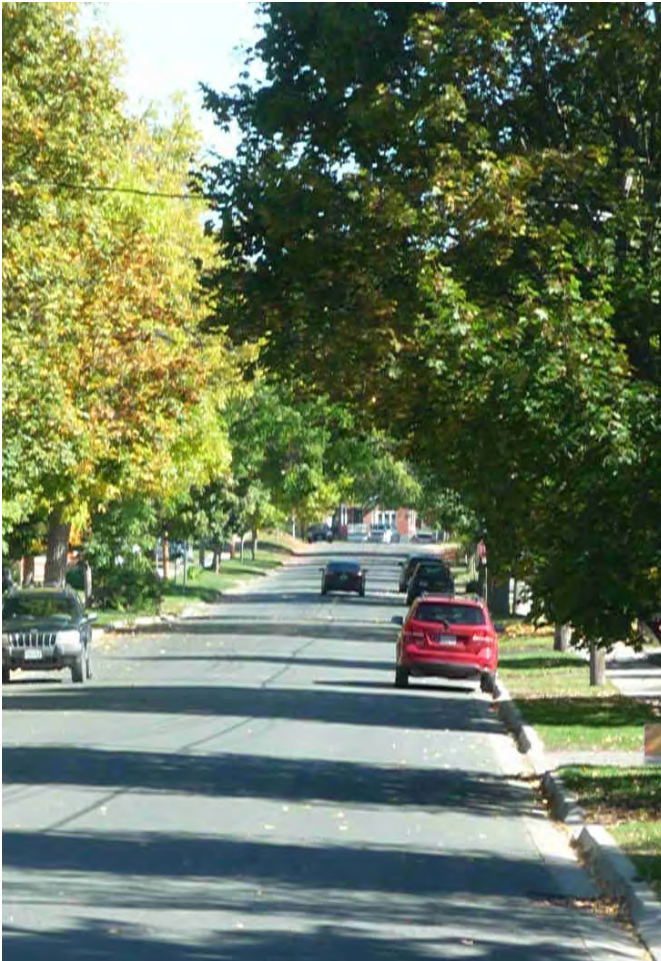




VII. ENERGY & GREENHOUSE GAS (GHG) EMISSIONS



VII. ENERGY & GREENHOUSE GAS (GHG) EMISSIONS

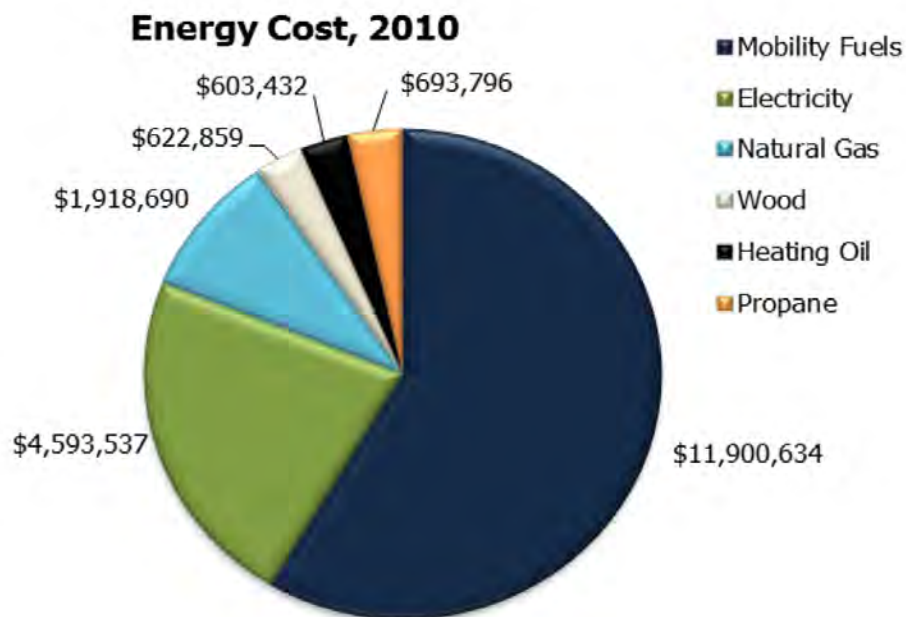


ENERGY AND GREENHOUSE GAS (GHG) EMISSIONS

The Town of Creston 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 Town of Creston is a signatory to the Province's *Climate Action Charter* and Council is committed to reducing *GHG* emissions in the community. As such, Council has set the following reduction targets:

- 10% reduction from 2007 baseline levels in community-wide emissions by 2020; and
- 20% reduction from 2007 baseline levels by 2030.

Such a commitment is intended to protect the environment and enhance the local economy. It is estimated that our community spends over \$20 million on energy annually, or approximately \$3900 per person, with energy costs projected to almost double by 2020 (see Creston *Strategic Community Energy and Emissions Plan (SCEEP)*, 2016). Taking climate action therefore supports community prosperity by keeping more money in the local economy.



Source: Town of Creston, SCEEP, 2016

VII. ENERGY & GREENHOUSE GAS (GHG) EMISSIONS

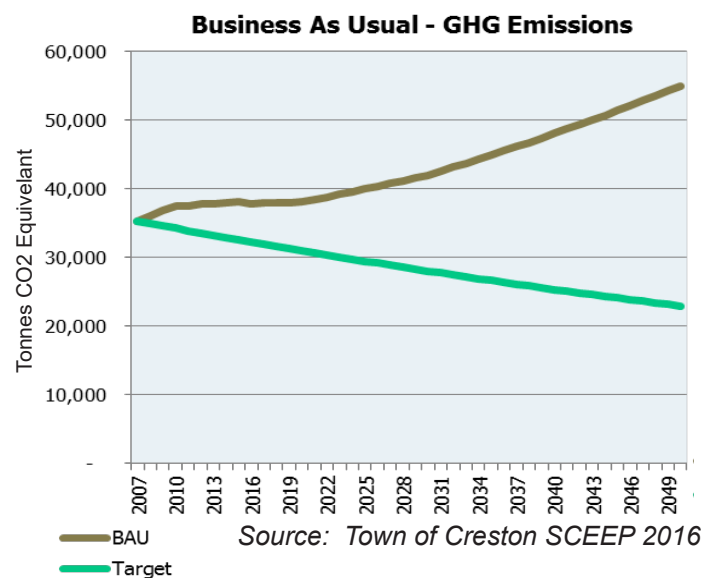
Approximately 58% of Creston's *GHG* emissions are generated by transportation (passenger and heavy duty vehicles using gasoline and diesel fuel). The remaining +/- 38% of emissions comes from residential, commercial, institutional and industrial buildings (mainly from burning of natural gas for heat). Interestingly, less than 4% of *GHG* emissions come from solid waste (see *Community Energy and Emissions Inventory (CEEI), 2010* and the Creston *SCEEP, 2016*). Considering the above, actions to reduce *GHG* emissions are primarily focused on changes to transportation and buildings.

Because electricity is produced predominately in hydroelectric facilities, it contributes very little to Creston's *GHG* pollution, even though electricity provides approximately 20% of the community's overall energy requirements. Approximately one quarter of Creston's residential building heating energy is supplied by wood, which is another lower-carbon energy source.

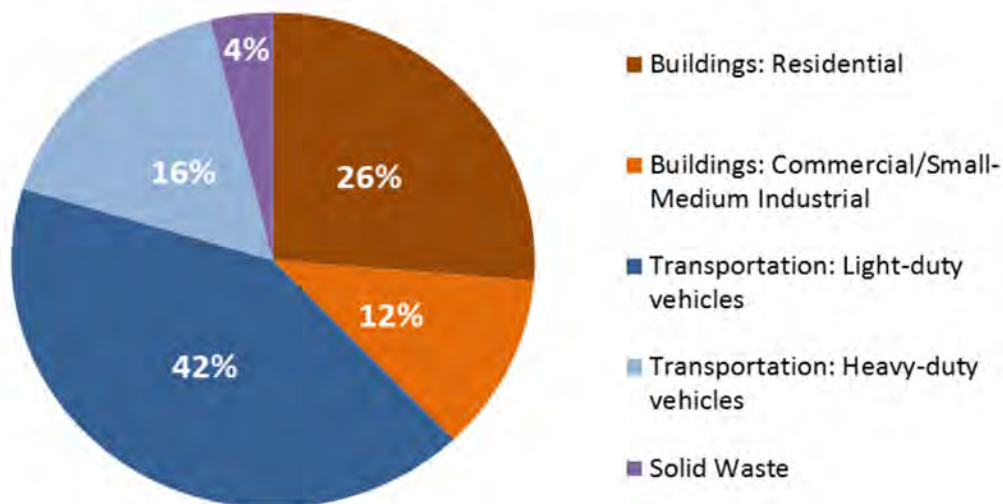
Reducing *GHG* emissions is an ambitious project, as shown in the graph of "Business-As-Usual" (BAU) vs taking action (Target) (see graph to right). In addition, small and rural communities face unique resource and economic considerations that may affect the level of *GHG* reduction that can be achieved in a relatively short time period. By signing the *Climate Action Charter* in 2009, Creston

recognized that creating complete, compact, more energy efficient communities helps to reduce *GHG* emissions. Complete and compact communities reduce automobile dependency, energy use and *GHG* pollution by making use of existing infrastructure and *Residential Infill Development*.

The Town of Creston intends to reduce its *GHG* output by applying the model known as the "strategic energy planning hierarchy", which is based on principles articulated in the Creston *SCEEP 2016*. As such, the Town will work first to reduce



Percent of Creston's GHG Emissions by Sector



Source: Town of Creston, CEEI, 2010

VII. ENERGY & GREENHOUSE GAS (GHG) EMISSIONS



DID YOU KNOW?

Creston has already implemented specific Greenhouse Gas reduction actions including :

- ✓ Installation of LED trail lighting and LED lighting at several intersections.
- ✓ Installation of three electric vehicle charging stations in the Downtown Core.
- ✓ Development of “Cultivating Creston” our Integrated Community Sustainability Plan (ICSP).
- ✓ Development of a Strategic Community Energy and Emissions Plan.
- ✓ Participation in the Kootenay Energy Diet to help local citizens reduce energy use in their homes.
- ✓ Participation in the high efficiency wood stove exchange program with the Regional District of Central Kootenay (RDCK).
- ✓ Implementation of a yard waste diversion program to reduce organics in the waste stream.

energy demand through compact land use, active transportation planning, small-scale and cluster development and efficient buildings, and then look to meet the remaining energy demand through local renewable energy sources.



Note - Additional actions that will support Energy conservation and the reduction of GHG emissions are detailed in Section IX of this Plan; Future Harvests

The Town of Creston expects that its climate action efforts will generate social, environmental, economic, and health benefits for individuals, families and businesses throughout the community. For example, active transportation infrastructure that promotes walking can improve community health, and contribute to *Connectivity*. A *Street Tree Planting Program* lowers temperatures in the summer, reducing the need for cooling (air conditioning), while also enhancing livability. Providing fueling infrastructure for electric vehicles supports tourism with associated economic spin-offs. Smaller, energy efficient buildings, or clustered developments with shared walls, can reduce the demand for (and cost of) space heating, thereby increasing community resiliency.

ENERGY AND GHG EMISSION POLICIES

- 1.1 Encourage energy efficient, *Residential Infill Development* and densification within currently serviced areas, with a focus on the *Residential Growth Containment Area (RGCA)*.
- 1.2 Consider adoption of new regulatory and legislative mechanisms as tools to promote green and energy efficient development.

VII. ENERGY & GREENHOUSE GAS (GHG) EMISSIONS

- 1.3 Encourage new development to promote walkability and *Connectivity* amongst areas of the Town that contain open space, recreational facilities and land designated as institutional, commercial or residential.
- 1.4 Support the formation of a *Car-Share Program*, enhancements to the public transit experience, and development of *Ride-Share Programs* where appropriate.
- 1.5 Improve pedestrian and cycling infrastructure, including sidewalks, bikelanes and trails, to support multi-modal *Connectivity* and safety across the community.
- 1.6 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 organizations.
- 1.7 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.
- 1.8 Continue to support incentive programs that target the reduction of *GHG* emissions (eg. a wood stove exchange program).
- 1.9 Encourage the use of energy alternatives such as solar hot water or photovoltaics.
- 1.10 Encourage water conservation through participation in initiatives such as the *Water Smart Ambassador Program*.
- 1.11 Foster local food production through ongoing support of the Creston Valley Farmers' Market.
- 1.12 Provide ongoing support for the local *Fields Forward* partnership.
- 1.13 Encourage reduced dependency on automobiles by creating complete and compact neighbourhoods within walking distances of services.
- 1.14 Encourage walking and cycling by building a high quality network of trails, sidewalks, shared streets, and parks.
- 1.15 Continue support for the electric vehicle charging network.
- 1.16 Support additional programs with climate co-benefits, such as a vigorous *Street Tree Planting Program* that improves walkability and lowers the *Urban Heat Island* effect.
- 1.17 Support community endeavors that explore alternatives to traditional fossil fuel energy sources such as *Biomass Energy*, etc.
- 1.18 Support yard waste diversion programs to reduce organics in the waste stream.
- 1.19 Develop and implement a Creston Climate Action Plan to guide the Town in anticipating and planning for upcoming changes to the local and regional climate when making development, policy and program decisions that affect Creston.

BL#1968



Note - Beyond this Section of the OCP it should be noted that policies found throughout this Plan will contribute to reduction of energy use and GHG emissions.

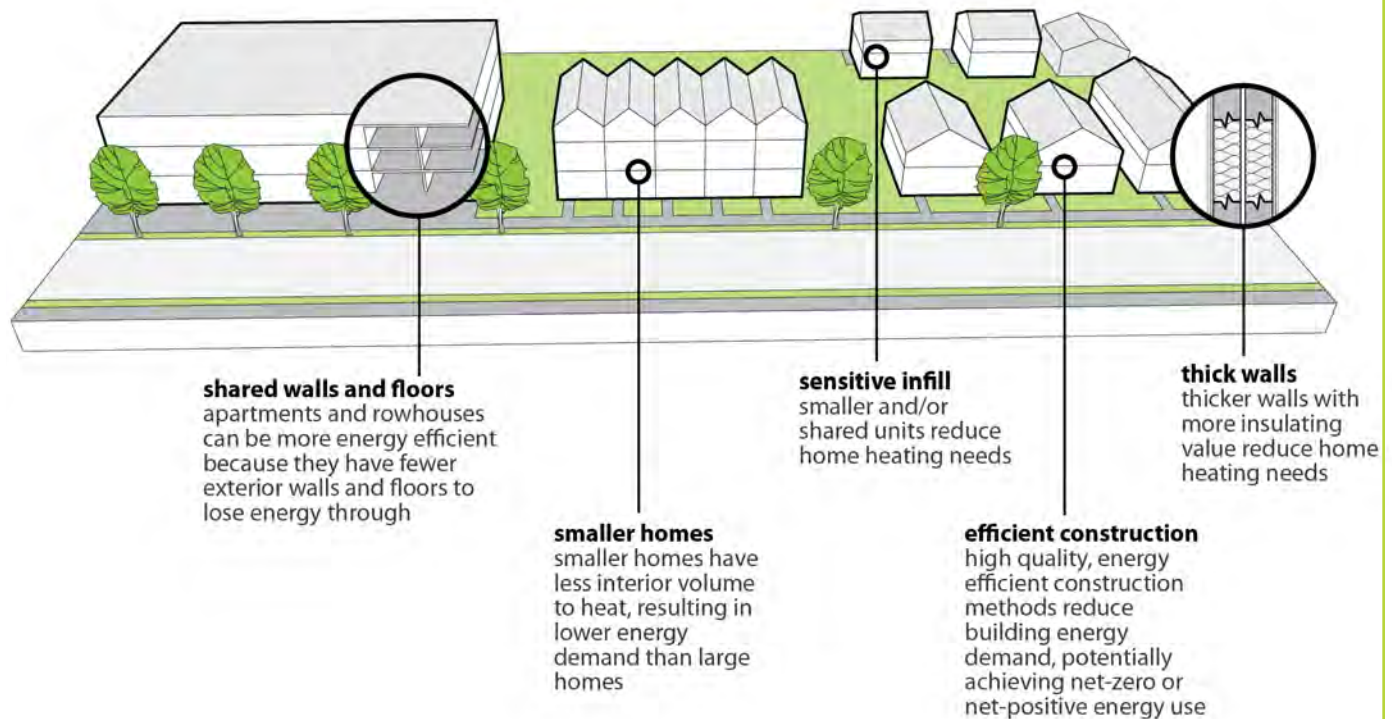


Note - See the Implementation Section (pg. 103 of this Plan) for future actions that will result in reduced energy and GHG emissions.

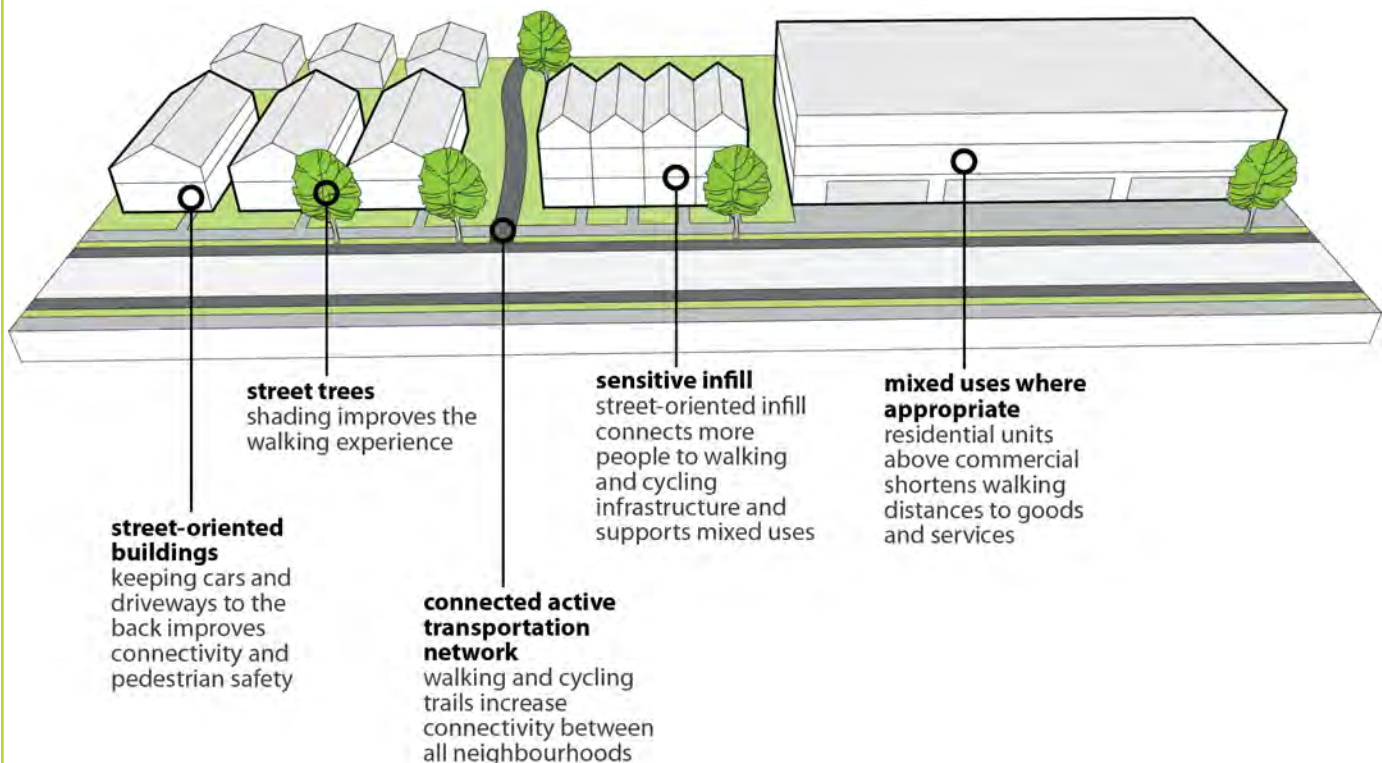


VII. ENERGY & GREENHOUSE GAS (GHG) EMISSIONS

Energy and GHG Illustration 1: Infill, including Densification and Energy-Efficient Building Design

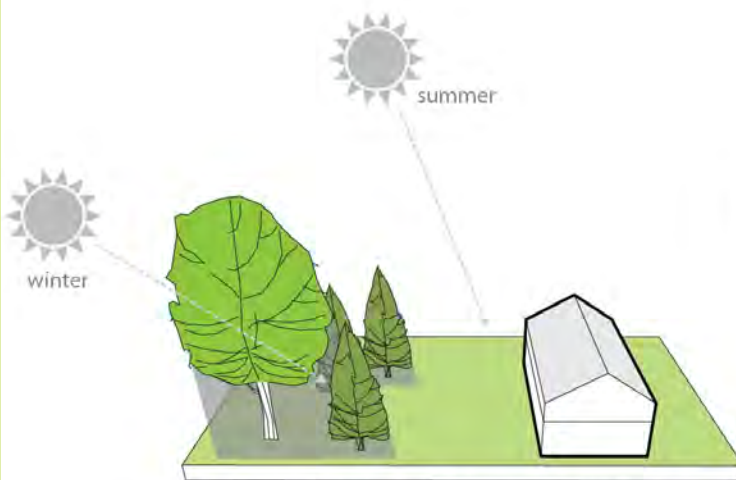


Energy and GHG Illustration 2: Development, including Site and Building Design, that Promotes Walkability and Connectivity

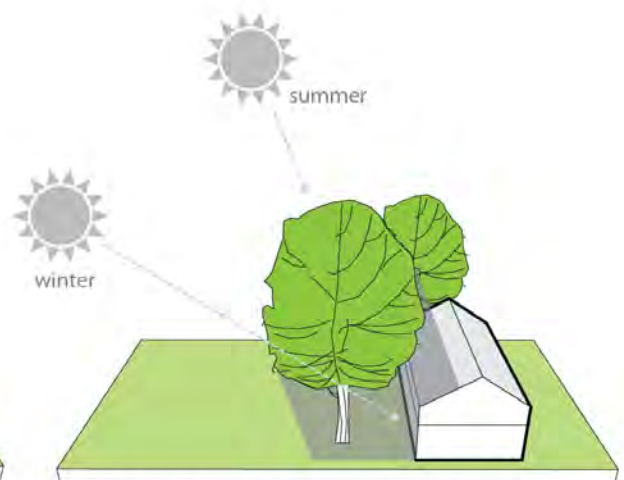


VII. ENERGY & GREENHOUSE GAS (GHG) EMISSIONS

Energy and GHG Illustration 3: Site Design and Tree Locations for Cooling in Summer, and Protection from Winds in Winter



poor tree location for summer cooling
trees are not sited to provide summer shading on south and west facades, resulting in high solar exposure in summer and some solar shading in winter



good tree location for summer cooling
trees are sited to provide summer shading on south and west facades, while allowing solar access during the winter

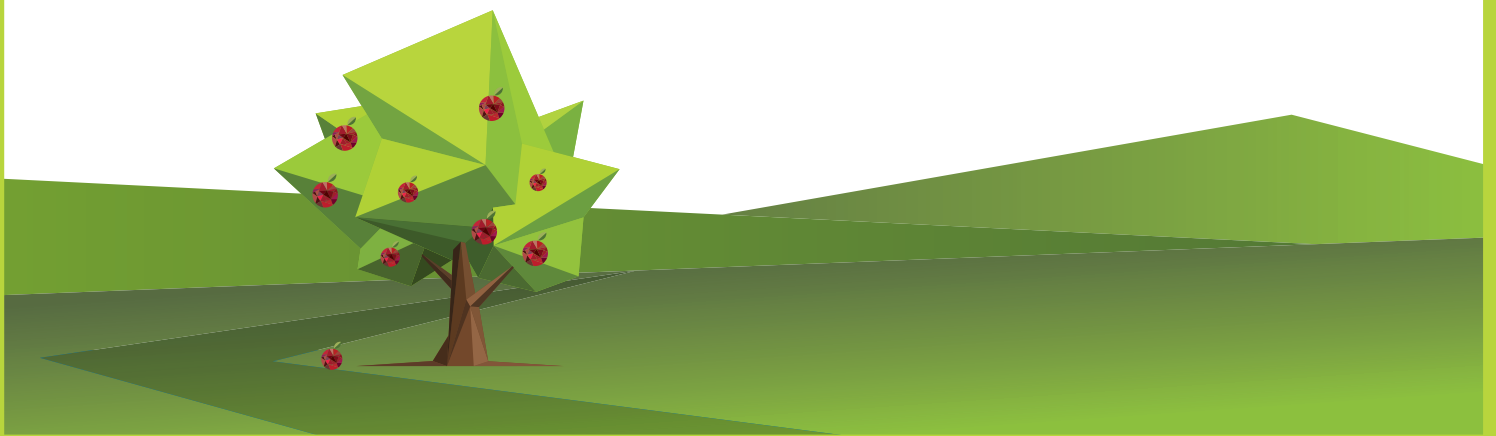


OCP - FRESHLY PICKED FUTURE





VIII. COMMUNITY GOALS & POLICIES



VIII. COMMUNITY GOALS & POLICIES



Community goals and policies are outlined in the following categories:



A. Quality of Life & Inclusive Local Identity



B. Neighbourhoods & Housing



C. Connectivity



D. Economic Prosperity



E. Downtown Vibrancy



F. Valley Collaboration



OCP - FRESHLY PICKED FUTURE

VIII. COMMUNITY GOALS & POLICIES

A. QUALITY OF LIFE & INCLUSIVE LOCAL IDENTITY



COMMUNITY GOAL

Creston fosters a unique sense of place and quality of life that allows all people to thrive, and reflects an authentic, vibrant and inclusive local identity.

CITIZEN DIRECTION

The Town of Creston has the potential to become a place where all people can thrive. Living in and visiting our small town should connect people with a uniquely Creston Valley sense of place. Local culture should honour our Yaqan Nukiy and Valley settler heritage and celebrate food and farming, arts and artisans, nature and wildlife, and a slower pace of life. Local identity should be rural, relaxed, friendly, inclusive, and self-reliant. We value good quality educational, recreational, social and health services, as well as the social supports that we offer one another. The social fabric of our community should continue to be strengthened, so that Creston becomes a place where residents of all ages and abilities are able to fully engage in public processes and community life. Implementing this Plan should ensure that local land use brings quality of life benefits, including more dynamic public places and a beautified built environment.

POLICIES

1. Celebrate Creston as a community that values people of all ages, abilities, race, ethnic, and cultural backgrounds, incomes, genders, sexual orientations, and family statuses. BL#1968

- 1.1 Honour the dignity, worth and contributions to community life of all people and foster a local culture of inclusion and respect.
- 1.2 Encourage equitable access to foundational community assets and services among neighbourhoods and populations.
- 1.3 Continue working with stakeholders to support adequate programming, services and infrastructure to meet the needs of all residents.



- 1.4 Encourage community wide implementation of the recommended actions identified in the Age Friendly Action Plan, 2013.
- 1.5 Encourage community wide implementation of the recommended actions identified in the Youth Engagement Strategy, 2014.
- 1.6 Work with stakeholders to understand Creston's changing demographics and to support the needs of Creston's growing population of younger families, including the need for child care options.
- 1.7 Support and partner on efforts to prevent, reduce and alleviate local poverty, as appropriate.
- 1.8 Promote the development of a built environment that offers opportunities for all residents to participate in community life and the *Public Realm*.
- 1.9 Recognize the importance of *Universal Accessibility* for the entirety of the municipality's built environment, particularly the *Downtown Core*.
- 1.10 Encourage relevant stakeholders to improve the physical accessibility of public and private property.

VIII. COMMUNITY GOALS & POLICIES



A. QUALITY OF LIFE & INCLUSIVE LOCAL IDENTITY

2. Ensure that community design reflects Creston's unique small town character.

- 2.1 Acknowledge and show respect for the distinct Lower Kootenay Band and Valley settler heritage and culture of our community.
- 2.2 Develop interpretive signage, art and historical references that reflect our distinct local identity and the diversity of our community.
- 2.3 Encourage public art in multiple forms, with an emphasis on local art.
- 2.4 Encourage the retention of heritage features in buildings, streetscapes and public spaces through the establishment of Development Permit Areas with associated Guidelines.
- 2.5 Strengthen the unique connections between Creston's natural setting, food, farms, arts, culture, heritage and industry, while seeking opportunities to reflect these in our built environment.

3. Strive for enhanced community beautification.

- 3.1 Encourage beautification and an enhanced sense of place through the use of incentives and regulations as appropriate.
- 3.2 Encourage the retention and optimization of views including the dramatic view of the *Creston Valley* and surrounding mountains.
- 3.3 Use proactive strategies and create incentives to redevelop and convert underused properties.
- 3.4 Undertake greening strategies to improve the community's aesthetic and to promote energy efficient design.



Note - See Energy and Greenhouse Gas (GHG) Emission Section on pg. 73 of this Plan for greater detail.



Photo by Lorne Eckersley

4. Promote a vibrant sustainable food system as a pillar of the local economy and a vital part of Creston's identity.

- 4.1 Provide ongoing support for the Farmers' Market and its location in the future *Market Park*.
- 4.2 Develop locally appropriate policies that support urban agriculture in relevant Town of Creston bylaws.
- 4.3 Support and partner on local food projects as appropriate.
- 4.4 Incorporate edible landscaping into public lands, where appropriate.

VIII. COMMUNITY GOALS & POLICIES

A. QUALITY OF LIFE & INCLUSIVE LOCAL IDENTITY



Did you know?

There are 40 thousand people who visit the Creston Valley Farmers Market (CVFM) every year and the estimated annual economic impact of the CVFM is \$2 million dollars.

- 4.5 Develop partnerships with community groups to develop, maintain and enhance community gardens.

5. Provide residents and visitors with safe access to diverse, attractive and engaging community spaces.

- 5.1 Develop policies to identify social connectedness as a priority in land use planning in relevant Town of Creston bylaws.
- 5.2 Infuse the *Public Realm* with vibrant features and activities including programmed events, art installations, performances, ceremonies, festivals, street markets and unstructured social interaction.
- 5.3 Support community connection through provision of venues for community interaction, community building activities and events, and the sharing of information about community issues and services.
- 5.4 Consider land acquisition and use of public lands to address the community's desire for abundant and diverse gathering places.
- 5.5 Design public spaces to promote inter-generational socialization.
- 5.6 Create opportunities for interactive and enjoyable public spaces by using furniture, banners, signs, interactive public art, heritage interpretation, paving patterns and other place making design elements.

- 5.7 Facilitate the use of roadways as gathering spaces for special events.

6. Promote the health and wellbeing of citizens at the community level.

- 6.1 Continue to fund and support the *Creston Valley Health Working Group's (CVHWG) Physician Recruitment Program*.
- 6.2 Enhance and develop partnerships with Interior Health, the Province and community organizations to build a healthy built environment.
- 6.3 Plan and build our community in ways that have a positive impact on health and wellbeing, such as promotion of active transportation, compact community design and easy access to parks, open spaces, and recreation facilities.
- 6.4 Promote smoke free community events such as markets, parades and festivals.



VIII. COMMUNITY GOALS & POLICIES

B. NEIGHBOURHOODS & HOUSING

COMMUNITY GOAL

Creston's residents have access to diverse housing options in neighbourhoods designed to promote social inclusion, walkability and connection with the community as a whole.

CITIZEN DIRECTION

Creston's neighbourhoods should foster exceptional quality of life and a rich sense of community belonging for all residents. Living in our small town should come with the advantages of knowing our neighbours and enjoying the scenic beauty of the Creston Valley. Neighbourhoods should promote well-being through design that encourages recreating, socializing and shopping close to home. Greening our streets, enhancing public spaces and improving walkability are important neighbourhood goals. A greater diversity of affordable, accessible, and good-quality housing choices should be available to residents at all stages of life. Supporting first-time home ownership, aging in place, multi-generational living and independent living for people with disabilities are key priorities. Implementing this Plan should contribute to revitalising our neighbourhoods in ways that meet the evolving needs and aspirations of the people who call Creston home.

POLICIES

1. Develop pleasant neighbourhoods which promote social interaction and reflect Creston's small town character.

- 1.1 Support social connectedness through the Town of Creston Zoning Bylaw, including *Density Bonusing*, for residential developments consisting of additional floor area, additional units per hectare, or other measures of density in exchange for additional developer-sponsored and created *Usable Public Open Spaces*, trails, other amenities and housing.



Note - See Development Permit Area 3 - Multi-Family DPA (pg. 53 of this Plan) for associated Guidelines.

- 1.3 Consider permitting the temporary closure of residential streets for neighbourhood block gatherings and the development of a municipally managed resident notification process.
- 1.4 Promote social interaction among neighbours, including across generations, through neighbourhood design and programming in public spaces.



2. Encourage a wide range of housing options in terms of ownership, type and size that address the needs of Creston's diverse demographics, lifestyles and incomes.

- 2.1 Develop a typology brochure/guide to inspire developers about possibilities for small, high quality housing options.



Note - See Appendix D (pg. 139) for greater detail on Residential typologies.

- 2.2 Promote *Residential Infill Development* within the *Residential Growth Containment Area (RGCA)* to increase housing options (e.g. *Co-Housing*, accessory dwellings, secondary suites, cottage and cluster neighbourhoods)

VIII. COMMUNITY GOALS & POLICIES

B. NEIGHBOURHOODS & HOUSING



within walkable distances of work, school, recreational facilities and commercial amenities.

- 2.3 Explore opportunities for the creation of reduced frontage subdivisions to encourage small lot development.

3. Encourage the development of rental, accessible, Affordable, and Special Needs Housing in a variety of forms.

- 3.1 Encourage the development of *Special Needs Housing* for persons with disabilities within the *RGCA* through regulatory mechanisms such as rezoning and *Density Bonusing*.
- 3.2 Encourage the development of *Affordable Housing* options within the *RGCA*, such as small homes and secondary suites, where appropriate, which can serve as mortgage helpers for owners while providing affordable options for renters or extended family.
- 3.3 Support the development of *Market and Non-Market Rental Housing*.
- 3.4 Support congregate care facilities which offer options for continued aging in place residential care.
- 3.5 Within housing developments, encourage design that responds to the needs of people, including those with mobility challenges.

4. Encourage sensitive Residential Infill Development that is compatible with existing neighbourhoods.

- 4.1 Support *Residential Infill Development* that is appropriate in scale and density to its neighborhood context and that uses compatible design to reinforce neighborhood character.
- 4.2 Encourage *Residential Infill Development* to contribute to neighborhood *Connectivity* and walkability and to enhance public open spaces and green spaces within existing neighborhoods.

- 4.3 Encourage retention of existing trees and natural features in order to preserve neighborhood character and ecology.

- 4.4 Plan and design *Residential Infill Development* to accommodate a wide range of diverse housing types within a neighborhood to support a diversity of household sizes, compositions, and rental opportunities.

- 4.5 Encourage *Residential Infill Development* to include secondary suites and accessory dwellings.

- 4.6 Develop secondary suite and accessory dwelling guidelines that include, but are not limited to, the following criteria:

- 4.6.1 Adequate on-site (off street) parking is provided;

- 4.6.2 Private open space is provided for each unit;

- 4.6.3 Adequate landscaping and screening is provided;

- 4.6.4 Adequate municipal or on-site servicing is available;

- 4.6.5 A maximum of 1 secondary suite or accessory dwelling is permitted per property, in accordance with the Town of Creston Zoning Bylaw;

- 4.6.6 The character of the residential neighbourhood is maintained; and,

- 4.6.7 All applicable requirements are met.



VIII. COMMUNITY GOALS & POLICIES

B. NEIGHBOURHOODS & HOUSING

4.7 Accessory dwellings and secondary suites within *Residential Infill Development* areas shall be encouraged through the implementation of preferential municipal utility rates and other available regulatory and legislative mechanisms.

5. Encourage mixed use development to support local small business viability in the *Downtown Area* and the lands contained within the *Northwest Boulevard Local Area Plan*

5.1 Encourage development of residential units within the *Downtown Area* which compliment the principal commercial uses with street facing commercial on the ground floor.

 Note - See *Development Permit Area 4 - Downtown Core DPA* (pg. 57) for greater detail.

5.2 Encourage construction of mixed use development within the *Northwest Boulevard Local Area Plan* area.

5.3 Develop and apply form, character and siting guidelines to all mixed use areas of this Plan.

 Note - See *Development Permit Area 4 - Downtown Core DPA*, and *Development Permit Area 6 - Northwest Boulevard LAP DPA* (pg. 59 and pg. 65 of this Plan) for greater detail.



VIII. COMMUNITY GOALS & POLICIES

C. CONNECTIVITY



COMMUNITY GOAL

Creston is a connected and walkable community where there are opportunities for many types of transportation, recreation and leisure activities.

CITIZEN DIRECTION

Getting to, from, and around Creston, and into the natural beauty that surrounds our community, should be safe and enjoyable for all people. Living in and visiting our small town should come with the advantages of being able to get around conveniently, especially on foot, bicycle, and scooter. Good options for commuting to school, work, errands, community events, and public places are priorities. A broader range of parks, formal recreation sites and trails is also desired. Implementing this Plan should make a well-connected Town of Creston the hub of a broader Creston Valley transportation and recreation network. This network should link the communities from Yahk to Lower Kootenay Band to Riondel, drawing people to local assets and amenities.

POLICIES

1. Create a well-connected Creston Valley.

- 1.1 Work with adjacent stakeholders and other levels of government to establish a pedestrian / cycling network that links communities from Yahk to Lower Kootenay Band to Riondel.

2. Create a well-connected Town of Creston.

- 2.1 Adopt and implement an updated Greenways & Trails Master Plan.
- 2.2 Target enhanced community *Connectivity* by improving and completing road, sidewalk and trail connections between residential areas, the Creston Valley Library, the Creston & District Community Complex, the Creston Valley Mall, businesses along Northwest Boulevard, the *Downtown Core*, schools and parks.
- 2.3 Encourage pedestrian trails and sidewalk routes between residential neighbourhoods and schools to be efficient and prioritized in neighbourhood development.
- 2.4 Consider development of Glaser Drive as a safe pedestrian route, in order to facilitate an alternative to walking on Northwest Boulevard.

- 2.5 Encourage *Residential Infill Development* within the *Residential Growth Containment Area (RGCA)* to increase the proportion of residents living within walkable distances of work, school, recreation facilities, and other services.

- 2.6 Work with the Ministry of Transportation and Infrastructure (MOTI) to include bike lanes and appropriate signage along Northwest Boulevard and Cook Street in any street re-design or improvements.

3. Advocate for improved innovative community transportation options.

- 3.1 Support the development and promotion of a *Community Ride-Share Program* specific to the needs of people who do not drive.
- 3.2 Advocate with BC Transit, the Regional District of Central Kootenay (RDCK) and MOTI for enhanced transit services and facilities throughout the community.
- 3.3 Support and partner on local transportation projects as appropriate.

VIII. COMMUNITY GOALS & POLICIES

C. CONNECTIVITY

4. Promote community design that makes Creston experiences safe, accessible and enjoyable for residents and visitors.

- 4.1 Work with community stakeholders to undertake an *Accessibility Assessment* for the community.
- 4.2 Encourage the construction of continuous sidewalks to provide ease of pedestrian passage.
- 4.3 Encourage the construction of extended curbs at key intersections.
- 4.4 Promote opportunities for enhanced safety and comfort through effective community design, including but not limited to: places to rest, increased width of sidewalks, vehicular separation, and the provision of shade and amenities.
- 4.5 Enhance the pedestrian experience in public spaces through design choices including but not limited to: places to rest, shade, amenities, street lighting, public art and attractive opportunities for socialization.



- 4.6 Develop a *Street Tree Planting Program* for boulevards and private lands.

5. Design and maintain roadways to serve a variety of users, including pedestrians, cyclists, and vehicles.

- 5.1 Improve the design of new and retrofitted streets to: enhance *Connectivity*; allow multiple modes of travel; and, promote enhanced pedestrian, scooter and cycling opportunities and safety.
- 5.2 Work with MOTI to include bike lanes and appropriate signage along Northwest Boulevard and Cook Street in any street re-design or improvements.

6. Lead the development of a well-designed network of recreational trails, parks and amenities for the Town of Creston.

- 6.1 Utilize undeveloped rights-of-way and municipally owned vacant land for recreational opportunities and gathering spaces.
- 6.2 Designate the lands identified as Municipal Forest for recreational opportunities.
- 6.3 Develop partnerships with community groups for construction and maintenance of new municipal trails and recreation projects.
- 6.4 Partner with community groups to develop, enhance and maintain quality recreational facilities and infrastructure including: ball diamonds, soccer fields, the bike park, the skate park, the splash park, the green gyms and other facilities.

7. Work together with neighbouring local governments and other community partners to improve outdoor recreational opportunities in the Creston Valley.

- 7.1 Work with adjacent stakeholders and other levels of government to secure access to natural recreation amenities in the surrounding rural areas and to formalize existing trails.

VIII. COMMUNITY GOALS & POLICIES

C. CONNECTIVITY



- 7.2 Work with adjacent stakeholders and other levels of government to secure safe and convenient public access to natural water systems (e.g. Goat River, Kootenay River, Kootenay Lake).
- 7.3 Work with adjacent stakeholders and other levels of government to improve amenities within the *Creston Valley Wildlife Management Area (CVWMA)*.
- 7.4 Work with adjacent local governments and stakeholders to support building a network of Intra-Valley trails and to secure linkages from the Town of Creston to these trails.
- 8.6 Incorporate interpretive elements into the *Wayfinding Strategy* to reflect the diversity and assets of our community.

8. Work together with neighbouring local governments to create a *Wayfinding Strategy* for the Creston Valley and to put in place useful and consistent signage throughout Creston.

- 8.1 Create comprehensive directional signage and a community mapping system that features the Creston Valley brand: "Growing Together".
- 8.2 Work with RDCK and community partners to undertake and implement a *Wayfinding Strategy* for the Creston Valley that highlights local assets.
- 8.3 Liaise with Ministry of Transportation and Infrastructure to achieve roadway signage that complements the Creston Valley brand: "Growing Together", and the Town and Valley's *Wayfinding Strategy*.
- 8.4 Create directional signage to identify service facilities such as Town Hall, Hospital and public restrooms, as well as key public and commercial amenities.
- 8.5 Utilize public art and urban design treatments (e.g. banners, lighting, and landscaping) to augment wayfinding.



VIII. COMMUNITY GOALS & POLICIES

D. ECONOMIC PROSPERITY

COMMUNITY GOAL

Creston has a thriving economy that fosters local entrepreneurship and job creation, and that meets community needs through effective, efficient and creative use of our diverse resources and assets.

CITIZEN DIRECTION

The Creston Valley economy should build genuine wealth for today's residents and for generations to come. It should do so without threatening our natural environment, idyllic scenery, small town character, or quality of life. We wish to maintain a diverse economy that contributes to the diversity and resiliency of our community. Further, we wish to develop an increasingly self-reliant economy that is driven by local, natural and human resources and that retains local value. The top priority for economic development is cultivating conditions that enable entrepreneurship and job creation. Increasing the availability and affordability of basic goods and services, including local food, is also desired. Implementing this Plan should lead to more purposeful and coordinated management of local land and economic assets. Benefits should be shared by the community as a whole.

POLICIES

1. Foster job creation, business development and economic prosperity.

- 1.1 Partner with community stakeholders to undertake collaborative initiatives that promote the *Creston Valley's* economic strengths and competitive advantages to further the following sectors:
 - 1.1.1 Agri-food
 - 1.1.2 Value Added Forestry;
 - 1.1.3 *Biomass Energy*;
 - 1.1.4 Tourism sectors; and,
 - 1.1.5 Small business community.
- 1.2 Continue to participate with adjacent local governments and stakeholders to establish a regional economic development function and strategy.
- 1.3 In order to support business and workforce attraction, complete an assessment of economic assets and limitations and develop related strategies for improving our local economic development advantages.
- 1.4 Develop and maintain relationships with upper levels of government in service of local economic and business development interests.
- 1.5 Cooperate with other levels of government, the local business community and other stakeholders to foster a robust *Business Retention and Expansion (BRE) Program*.
- 1.6 Participate in collaborative efforts to advance local and regional workforces, and business and investment attraction interests, through participation in online economic development platforms.
- 1.7 Partner with community organizations, business owners and stakeholders to promote an ongoing *Shop Local Program*.
- 1.8 Foster economic development that meets the needs of residents in terms of availability and affordability of basic goods and services.
- 1.9 Consider a satellite expansion of the municipal boundary to incorporate the municipally owned Creston Valley Regional Airport and surrounding lands as a means to further economic development opportunities for the Town of Creston.

VIII. COMMUNITY GOALS & POLICIES

D. ECONOMIC PROSPERITY



1.10 Support Economic Prosperity by encouraging the sufficient supply of housing, employee housing and childcare to retain working individuals and families within Town boundaries. **BL#1968**

2. Encourage development of *Employment Lands* which are aligned with our community's small town character.

2.1 Encourage development and utilization of *Employment Lands* to maximize job creation and economic activity while prioritizing environmental sustainability, visual appeal, functionality, walkability and integration with the larger community.

2.2 Recognize *Employment Lands* as distinct nodes within the community that have defined points of entry and exit, and which transition effectively into adjacent land uses.



Note - See Development Permit Areas 4-8 (pg. 59 to 73 of this Plan) for greater detail on guidelines for development of Employment Lands.

2.3 Within the Town of Creston Zoning Bylaw, review and revise permitted uses for Northwest Boulevard, to better distinguish between uses that may be more appropriately located in Industrial areas or the *Downtown Core*.

2.4 Encourage the Regional District of Central Kootenay (RDCK) to establish form and character guidelines for development of businesses located outside the Town of Creston boundaries on major thoroughfares.

2.5 Review and amend the Town of Creston Zoning Bylaw to establish maximum square footage areas for commercial businesses located outside of the *Downtown Core*.

3. Ensure sufficient supply of *Employment Lands* to meet future needs of the local and regional economy.

3.1 Encourage the full utilization of existing Industrial and other *Employment Lands* to maximize jobs and economic activity.



VIII. COMMUNITY GOALS & POLICIES

D. ECONOMIC PROSPERITY



3.2 Support the infill and redevelopment of underutilized properties in *Employment Land* zones.

3.3 Consider a satellite boundary expansion to incorporate municipally owned Airport Lands into the Town of Creston governance structure.

4. Promote the availability of effective and up-to-date telecommunication infrastructure, where appropriate, while recognizing service levels as a key component of connectivity.

4.1 Recognize the Canadian Radio-television and Telecommunications Commission's declaration that broadband internet access is a basic and essential telecommunication service.

4.2 Work with service providers and other stakeholders to enhance our broadband network and improve internet speeds for institutions, businesses and households.

4.3 Encourage service providers to bring advanced broadband to surrounding rural areas.

4.4 Work with stakeholders to explore options for the provision of free internet access in the *Downtown Core*, to enhance local quality of life and support tourism development.

5. Support the development of a robust workforce and entrepreneurial culture.

5.1 Recognize and support socio-economic assets (such as community amenities, social enterprises, non-profits and volunteer organizations), as having an important role in enhancing the attractiveness of the community as a destination for investment and business development.

5.2 Consider measures to retain and attract young families and people as a way to grow

the local workforce and maintain or improve community service levels.

5.3 Support expansion of local opportunities for skills training and career programs.

5.4 Develop regulations to permit food trucks and other vendors in outdoor spaces.

5.5 Permit home occupation businesses as a means to support an entrepreneurial culture and business incubation.

5.6 Review and amend the Town of Creston Zoning Bylaw to update regulations for home occupations (e.g. requirement for on-site parking etc.).

6. Explore legislative and regulatory mechanisms to enhance business opportunities.

6.1 Review policies and practices to streamline municipal approval processes and foster ease of doing business in the Town of Creston.

6.2 Use proactive strategies and creative incentives to redevelop and convert under utilized properties.

6.3 Explore opportunities to encourage private sector investment in strategic areas of the community through the use of legislative mechanisms such as development incentives (e.g. *Revitalization Tax Exemption Program*).

6.4 Consider taking advantage of strategic investment opportunities and partnerships by using municipally owned lands to leverage development and amenity opportunities.

7. Develop the local tourism sector as a contributor to the region's economic base.

7.1 Encourage the growth of tourism by building on the *Creston Valley's* natural and cultural features to foster a positive image of the community as a place to visit.

VIII. COMMUNITY GOALS & POLICIES

D. ECONOMIC PROSPERITY



- 7.2 Partner with adjacent local governments and stakeholders to promote asset-based tourism opportunities, building on authentic *Creston Valley* experiences which appeal to residents and visitors alike.
- 7.3 Work with adjacent local governments, accommodators and community stakeholders to explore the potential to implement the *Municipal and Regional District Tax (MRDT) Program*.
- 7.4 Support the expansion and enhancement of the Visitor Information Centre (VIC) in cooperation with adjacent local governments.
- 7.5 Encourage tourism involved businesses and tourist campaigns to make effective use of the Creston Valley Brand: “Growing Together” to help ensure consistent marketing in our community.
- 7.6 Partner with Kootenay Rockies Tourism Association, Destination BC, and other organizations to promote tourism through destination development opportunities.
- 7.7 Develop community amenities and tourist destinations, such as future *Market Park*, as contributors to the region’s economic base.

8. Develop the local agri-food sector as a contributor to the region’s economic base.

- 8.1 Support development of agri-tourism opportunities that complement primary farming activities.
- 8.2 Support the allocation of appropriate lands for agriculture related commercial uses such as greenhouses, food processing etc.
- 8.3 Encourage a thriving and innovative agricultural sector by supporting agri-food businesses in appropriate locations.
- 8.4 Support and showcase the agricultural sector

by supporting local and regional initiatives to protect and further develop local food and farm industry and culture.

- 8.5 Provide ongoing support for the local *Fields Forward* partnership.
- 8.6 Support a thriving food system throughout the community, including local production, processing, distribution, celebration and consumption.
- 8.7 Promote farming by providing a viable market for local growers and distributors at the prescribed site (future *Market Park*) in the *Downtown Core*.
- 8.8 Explore opportunities for development of a permanent indoor Farmers’ Market location for operation during the winter months.
- 8.9 The Town of Creston supports coordinated and collaborative planning efforts with the Agricultural Land Commission.



VIII. COMMUNITY GOALS & POLICIES

E. DOWNTOWN VIBRANCY

COMMUNITY GOAL

Creston continues to enhance its *Downtown Area* as a vibrant, inclusive and memorable small town centre that is the social and economic hub of the *Creston Valley*.

CITIZEN DIRECTION

Downtown Creston should be the vibrant centre of our community, a social and economic hub for the Creston Valley and a unique destination for tourists to our region. Ambitious efforts should be undertaken to fulfill the Downtown Area's potential to support small business and cultural activity. Traffic should be reduced and calmed and the Downtown Area should be redesigned as a place for people to linger. Preserving local heritage, greening Canyon Street, enhancing public amenities and spaces, adding local public art and improving accessibility and walkability are important goals. Minimizing the negative impact of vacant, unoccupied, and underutilized land on the look and feel of downtown is also desired. Establishing the future Market Park as the heart of downtown and as a central gathering place for the Creston Valley are recognized community priorities. Implementing this Plan should help to create a livelier downtown neighbourhood where businesses thrive and all residents and visitors feel welcome.

POLICIES

1. Enhance the viability and vibrancy of the *Downtown Area*, including the *Downtown Core*.

- 1.1 Recognize the *Downtown Core* as the primary office, retail, and personal service business hub of the community, distinct from other commercial areas.
- 1.2 Create a mechanism to allow business owners, located on side streets, to expand their retail operations to the sidewalk and parking areas.
- 1.3 Use proactive strategies and create incentives to redevelop and convert underused properties in the *Downtown Area*.
- 1.4 Encourage mixed use developments in the *Downtown Core* with commercial uses on the ground floor and residential uses on the upper floor/s (or a combination of both) for two and three storey buildings or in the rear of one storey buildings.

 Note - See Development Permit Area 4 - Downtown Core DPA (pg. 57 of this Plan) for greater detail on guidelines for development in the *Downtown Core*.

2. Encourage downtown design to prioritize *Universal Accessibility* and social inclusion.

- 2.1 Incorporate *Universal Design Guidelines* into *Downtown Core* Development Permit Area Guidelines and *Public Realm* construction standards.
- 2.2 Require accessible entryways between sidewalk/s and front doors of all businesses.
- 2.3 Where appropriate, provide priority parking and drop-off spots for people with special needs that are: safe, sufficient in number, and conveniently located.

3. Establish the *Downtown Area* as a welcoming destination for people, not just a thoroughfare for cars.

- 3.1 Prioritize working with Ministry of Transportation and Infrastructure (MOTI) to achieve the Highway 3 realignment onto Cook Street.
- 3.2 Prioritize the pedestrian on Canyon Street.

VIII. COMMUNITY GOALS & POLICIES

E. DOWNTOWN VIBRANCY



- 3.3 Provide a range of transportation options and facilities in the *Downtown Core* such as enhanced sidewalks, trails and bike lanes.
 - 3.4 Consider treatment of road rights-of-way in the *Downtown Area* to be *Public Realm* spaces for people.
 - 3.5 Include soft and hard landscaping of features that improve the aesthetic and the level of comfort for pedestrians.
 - 3.6 Provide public amenities (e.g. washrooms and water fountains) to enhance comfort and ability to linger in the *Downtown Area*.
 - 3.7 Consider creating one way traffic patterns with angle parking in select locations in the *Downtown Area* to diversify parking options and enhance the pedestrian experience.
- 4. Establish a clear identity and sense of arrival for the *Downtown Area*.**
 - 4.1 Place emphasis on establishing gateways, open viewscales and preserving landmark buildings in the *Downtown Area*.
 - 4.2 Explore ways and means of preserving and enhancing the grain elevators as community icons.
 - 4.3 Provide additional opportunities for the public to enjoy the dramatic views of the *Creston Valley* and surrounding mountains.



VIII. COMMUNITY GOALS & POLICIES

E. DOWNTOWN VIBRANCY

5. Create a network of dynamic and engaging public spaces within the *Downtown Area*.

- 5.1 Visually link community amenities and *Public Realm* spaces into a cohesive whole within the *Downtown Area*.
- 5.2 Establish the *Downtown Core* as the community centre from which clear linkages draw people out to community amenities and destinations located in other parts of the community.
- 5.3 Create *Pop-Up Parks* on municipally owned properties and in isolated parking areas to create spaces for people.
- 5.4 Create opportunities for residents and visitors to interact with design features in the *Downtown Area*, including water features, sculptural art, etc.

6. Ensure development of amenities in the *Downtown Area* supports local quality of life and tourism opportunities.

- 6.1 Make the *Downtown Core* a well landscaped, pedestrian oriented shopping district that reflects the Creston Valley Brand: "Growing Together".
- 6.2 Ensure the downtown restroom and other public amenities are easy to find.
- 6.3 Create a range of parking options to support a vibrant *Downtown Area*.
- 6.4 Encourage the development of visitor amenities in and around the *Downtown Core*.

7. Develop future *Market Park* as the heart of downtown Creston.

- 7.1 Transform the future *Market Park* site into a distinctive landscape connected to Canyon Street by treatments such as: street trees, banners, bollards, gateways, and more.

7.2 Create a series of multi-use nodes within the future *Market Park* that are designed to draw people into, and through, the Park.

7.3 Support the development of the future *Market Park* as a hub for tourism with a strong connection to the larger Valley.

7.4 Work with the Lower Kootenay Band to establish an area within future *Market Park* to celebrate Yaqan Nukiy culture and heritage, and the relationship between the Lower Kootenay Band and the Town of Creston.

7.5 Create an enjoyable park-like feel through landscaping which may include: robust planting of street trees, indigenous plantings, a constructed wetland, and more.



VIII. COMMUNITY GOALS & POLICIES

F. VALLEY COLLABORATION



COMMUNITY GOAL

In the *Creston Valley*, change and development are driven by communication, cooperation, and collaboration among individuals, community groups, businesses and local governments.

CITIZEN DIRECTION

Success and sustainability for the Town of Creston are inextricably linked to the wellbeing and resilience of our neighbours in the Creston Valley. Living in and visiting our town should come with a sense of connection to the communities from Yahk to Lower Kootenay Band to Riondel. Likewise, residents and visitors to those communities should experience a sense of connection to Creston. Our local Brand: “Growing Together,” should help to inspire trust and reciprocity among public, private and community stakeholders throughout the Creston Valley. Wherever possible, change and development in our area should be pursued in ways that benefit and engage as many area residents as possible. A spirit of positive and open communication, cooperation and collaboration should create conditions that empower each individual, community group, business and local government in the Creston Valley to come together to make a difference.

POLICIES

1. Recognize and celebrate the Town of Creston's contextual placement in the larger *Creston Valley*.

- 1.1 Foster and promote a shared sense of regional identity for the Town of Creston and its neighbours from Yahk to Yaqaan Nukiy to Riondel.
- 1.2 Consider the impact of local land use management on the region and maintain awareness of the potential impacts of neighbouring land uses on the Town.
- 1.3 Recognize that certain local goals can only be achieved in the context of broader regional progress and will require cooperative and/or collaborative approaches to change and development.
- 1.4 Where appropriate, develop shared regional goals, strategies, and programming as frameworks for communication, cooperation and collaboration.



Note - See the Community Goals Section VIII pg. 83-102 of this Plan (Quality of Life & Inclusive Local Identity, Connectivity, Economic Prosperity, and, Downtown Vibrancy) for policies that speak to collaboration and partnerships.

2. Continue to work with the Lower Kootenay Band towards the shared pursuits of reconciliation and relationship building.

- 2.1 Recognize the importance of meaningful reconciliation and explore opportunities to apply relevant calls to action detailed in the Truth and Reconciliation Commission of Canada's final report and the United Nations Declaration on the Rights of Indigenous Peoples at the local level.
- 2.2 Honour and implement the commitments made in our Memorandum of Understanding and Friendship with the Lower Kootenay Band for mutual respect, recognition, and reciprocal consideration of common interests.
- 2.3 Continue formal and informal relationship building between the Town of Creston and the Lower Kootenay Band at all levels: elected, administrative, and operational.
- 2.4 Give consideration to aboriginal land use values in developments that are significant to the *Creston Valley* region.
- 2.5 Proactively seek opportunities for the use of traditional Yaqaan Nukiy place names in the Town of Creston.

VIII. COMMUNITY GOALS & POLICIES

F. VALLEY COLLABORATION

2.6 Cooperate to identify opportunities to recognize Yaqan Nukiy heritage and culture in civic properties, public spaces and events.

3. Continue to cooperate and collaborate with adjacent local governments and other community stakeholders to benefit the Creston Valley.

3.1 Continue formal and informal relationship building with the Lower Kootenay Band and the Regional District of Central Kootenay (RDCK) Electoral Areas “A”, “B”, and “C.”

3.2 Optimize shared services with the RDCK.

3.3 Foster a highly collaborative environment in which public, private and community stakeholders work together to achieve a shared vision for success and sustainability.

3.4 Work with public, private and community stakeholders to create a stronger shared voice in advocating for local needs and advancing local priorities.

3.5 Pursue initiatives which leverage the combined resources of the Town of Creston, the Lower Kootenay Band, the RDCK and other stakeholders.

4. Facilitate inclusive citizen engagement opportunities.

4.1 Design public processes for inclusivity and increase opportunities for all people to be involved in shaping the community through participation in public processes.

4.2 Practice proactive, open and transparent communication to facilitate meaningful stakeholder and partner engagement in community decision making processes.

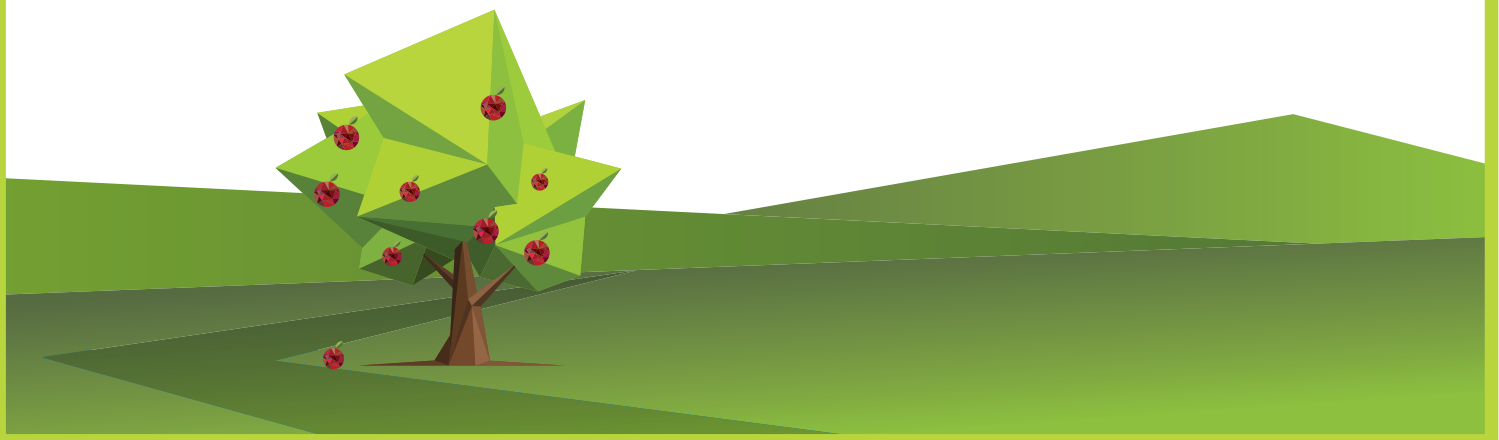
4.3 Encourage and solicit communication and feedback from the public through a variety of means and forums.

4.4 Foster conditions which empower all citizens to actively contribute to community life.





IX. FUTURE HARVESTS (IMPLEMENTATION)



IX. FUTURE HARVESTS - IMPLEMENTATION

INTRODUCTION

The Town of Creston's Official Community Plan defines the vision of our citizens as we move into the next decade and beyond. This vision is articulated in broad objectives and policies that serve as stepping stones along the journey of community advancement. Building on this momentum, we've included this Future Harvests (aka Implementation) Section of the Plan to inspire actions that have the potential to turn our community vision into our community's reality.

The following implementation content is not listed in order of priority. The order of completion (or implementation) of the following actions will be a product of Council's Strategic Plan, yearly budget constraints and staff resources.

COMMUNITY ENHANCEMENT PROJECTS

A. **Future *Market Park***

Secure funding for detailed design and the construction of future *Market Park*; a multi-use greenspace that will serve as the hub and heart of the *Downtown Area* in Creston.

B. **Micro greenspace in the *Downtown Core***

While working towards the development of future *Market Park*, create a small and easily achievable green space in the *Downtown Core* which provides opportunity for people to rest and linger while enjoying our commercial centre.

C. **Cook Street Highway 3 Realignment**

Continue to work with the Ministry of Transportation and Infrastructure to realign Highway 3 onto Cook Street, from 10th Avenue to 16th Avenue, within the next 5 years.

D. **Glaser Drive Trail**

Construct a trail network through the Glaser Drive right-of-way, establishing *Connectivity* between North Creston (Helen Street) and

the Mall (Devon Street), in order to provide an alternative to walking on Northwest Boulevard.

E. **Water Conservation Demonstration Project**

Undertake a water conservation demonstration project at Town Hall to demonstrate water conservation techniques and successful approaches to on-site retention and management of stormwater.

F. **Municipal Forest Recreation**

Partner with community organizations to develop recreational opportunities on the lands designated as Municipal Forest.

G. ***Arrow Mountain Highway Bypass Lands***

Make application to the Ministry of Transportation and Infrastructure (MOTI) for public and local government access to the *Arrow Mountain Highway Bypass Lands* for wildfire mitigation projects and recreation.

H. **A Better Way to Walk**

Prioritize one key sidewalk, in the municipal work plan and budget, per year to construct or significantly upgrade (width, lighting, trees, resting places, etc.).

I. **Community Gardens**

Ensure community gardens are a place for gardeners, residents and visitors alike, while exploring opportunities for making more space available for community gardens throughout the community.

J. **OCP Mural**

Install the OCP Mural in a public location to celebrate the Plan's robust community engagement process.

K. **Bike Park & Pump Track**

Finalize upgrades to the Bike Park and the construction of the new Pump Track.

IX. FUTURE HARVESTS - IMPLEMENTATION

L. Trails on Airport Lands

Provide diverse, non-motorized public access to trails located on the municipally owned Airport Lands.

M. Make Parks a Better Place to Play

Enhance the number and diversity of play structures in local parks.

N. ICSP and OCP Implementation and Celebration

Make funding available to individuals and/or community organizations to undertake local initiatives aligned with the ICSP and OCP, and to celebrate these community processes.

O. Public Art

Purchase and/or support the installation of public art in the *Downtown Core*, with an emphasis on local art.

P. Enhance Rotary Park

Enhance the aesthetic of Rotary Park, located on the corner of 10th Avenue and Canyon St.

Q. Public Washrooms in the *Downtown Core*

Provide a downtown restroom space as a much needed public amenity.

R. Kootenay Rideshare

Provide sponsorship to the Kootenay

Rideshare program, which allows people travelling to and from the *Creston Valley* to connect and share rides.

S. Electric Vehicle Charging Station

Pursue opportunities for the installation of a Level 3 Rapid Charge, electric vehicle charging station.

MUNICIPAL HOMEWORK - Plans, Strategies, Partnerships and Incentive Programs

A. Actively Market and Promote the *Creston Valley* as a Tourist Destination

Develop a tourism plan and strategy that promotes the immense selection of tourism and recreational activities our area has to offer, while providing an actionable framework for marketing our story to the region, the province, and beyond.

B. Tree Planting Program

Establish a community wide Tree Planting Program for greening of public and private lands.

C. GHG Emission Reduction Incentives

Encourage the construction of energy efficient buildings in new development and in re-development projects using available and emerging policy tools and incentive programs.

D. *Downtown Core* Strategy

Develop a Strategy for the *Downtown Core* to accommodate the automobile, while prioritizing the pedestrian by exploring parking options, considering one way streets, considering street closures, providing public gathering spaces, undertaking enhanced greening, providing public amenities and more.

E. Wayfinding Strategy

Work with neighboring local governments to



IX. FUTURE HARVESTS - IMPLEMENTATION

develop a robust *Wayfinding Strategy* for the municipality and the surrounding rural areas, highlighting local assets and emphasizing key public and commercial amenities.

F. Creston & District Economic Action Partnership & Strategy

Fund and participate in the Kootenay Employment Services Society led initiative to establish a shared economic development function and strategy for the Town of Creston, Lower Kootenay Band, and Regional District of Central Kootenay (RDCK) Electoral Areas "A", "B", and "C".

G. Access to Goat River Recreational Site

Continue working with the community stakeholders and the BC Ministry of Transportation & Infrastructure to secure public access to the Goat River, with safe parking and adequate site amenities.

H. Undertake an Accessibility Assessment

Work with community stakeholders to undertake an *Accessibility Assessment* for the community.



I. Wild Fire Preparedness

Finalize the Town of Creston Community Wildfire Management Plan.

J. Multi-Modal Transportation

Develop a *Multi-Modal Transportation Plan* that recognizes multiple modes of travel and promotes enhanced pedestrian, scooter and cycling opportunities and safety.

K. Greenways & Trails Master Plan

Adopt the Greenways & Trails Master Plan, that is being prepared concurrently with this OCP, as a standalone Master Plan.

L. Secondary Suites

Create a handbook for inspiration and information pertaining to the design of secondary suites as *Residential Infill Development*.

M. Small House Typology Brochure

Develop a small house typology brochure for inspiration and information.

N. Parks Master Plan

Develop and implement a Parks Master Plan to ensure cohesive, long term parks planning, reflective of a growing and diverse community.

BL#1968

O. Climate Action Plan

Develop and implement a Creston Climate Action Plan to guide the Town in anticipating and planning for upcoming changes to the local and regional climate when making development, policy and program decisions that affect Creston.

BL#1968

DEVELOPER'S HOMEWORK - Development Approval Information

Development activity impacts the community, and an important first step in planning and managing those impacts is gathering and considering professionally prepared studies and reports of the impacts. The

IX. FUTURE HARVESTS - IMPLEMENTATION

Town of Creston has limited resources and those applicants proposing additional development in the community have traditionally provided information to justify their proposal.

"Development approval information" means information on the anticipated impact of a proposed activity or development on the community. This information is prepared by independent professionals, at the applicant's expense, and the reports required will vary depending on a number of factors including but not limited to the size and density of the proposed development, the type and location of the proposed development, the consideration of known or anticipated problems related to transportation, servicing, facilities, the environment and so on. Further procedures and policies will be established in a subsequent bylaw.

In accordance with Section 485 of the Local Government Act, the entire Town of Creston is designated an area requiring the provision of development approval information in the circumstances in which a rezoning, development permit or temporary use permit application is submitted for consideration. Except as necessary to consider environmental and hazard conditions in DPA 1 and 2, development of a single family residence on a single parcel is exempted from this requirement.

The conditions and objectives which justify this designation include, but are not limited to, acquiring the best and most current information available to implement the extensive Development Permit Area designations and their respective conditions, objectives and guidelines, as well as providing for integration of other areas in a manner conducive to the community fabric as expressed through numerous other statements and policies in this Plan.

NEW APPROACHES - To Municipal Management of Growth & Development

A. Rural Revitalization Approach:

The Town will manage growth and

development with a commitment to rural revitalization for the *Creston Valley*. This will involve adhering to the Creston Experience Principles and living up to the made-in-Creston definition of small town character presented in this Plan by:

- i. Preserving and enhancing our rich rural heritage;
- ii. Cultivating an inclusive rural identity and sense of place;
- iii. Retaining and attracting residents, businesses and investors who value our rural setting;
- iv. Advancing our resource-based economy without compromising the sustainability of our rural way of life;
- v. Managing the implications of local land use on our rural ecosystems; and,
- vi. Becoming an increasingly proactive, resourceful and self-reliant rural community.

B. Infrastructure Phasing and Full Cost Accounting:

Explore options for full cost accounting of growth decisions as a standard practice, which includes *Lifecycle Infrastructure Costs* in accordance with the objectives and policies contained within this Plan. Major infrastructure project decisions will be based upon a phasing and financial plan that:

- i. Accounts for lifecycle costs, including construction and operation costs;
- ii. Is consistent with the objectives and policies of this OCP, including *Connectivity* and housing types;
- iii. Manages impact of new development on system wide services; and,
- iv. Optimizes the use of existing infrastructure to minimize financial and environmental impacts of short and long term growth.

IX. FUTURE HARVESTS - IMPLEMENTATION

C. *Density Bonusing*

The Town will incorporate new strategies involving *Density Bonusing* provisions into the zoning bylaw to improve the Town's ability to acquire public areas, green spaces, and other creative ideas which help move the vision of this Plan forward. *Density Bonusing* can be implemented at time of development application and/or at time of zoning bylaw update.

D. *Development Consistency*

All new development proposals will be required to identify how the proposal comprehensively supports the overall objectives and policies contained within this OCP; in addition to the requirements of any applicable Development Permit Area requirements.

E. *Strategic Property Acquisition*

Consider acquisition of privately owned properties that are unsightly, underutilized and located in strategic areas of the municipality, in order to provide public amenities and improve the community aesthetic.

BYLAWS

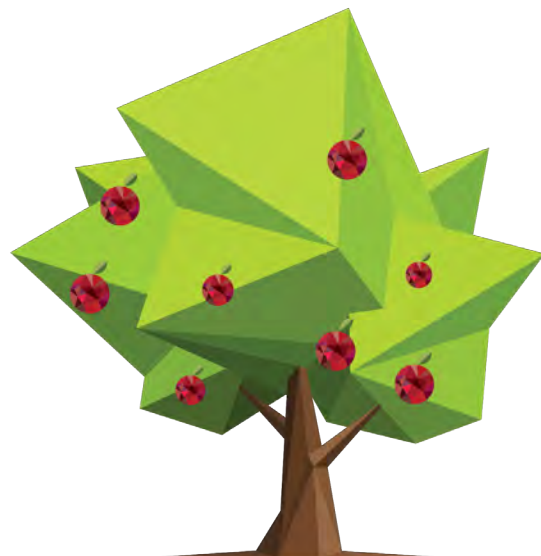
To achieve the community's preferred approach to growth management, the following Town of Creston regulatory documents will need to be reviewed and updated as necessary to provide consistency with this Plan.

A. **The Town of Creston Development Approvals Bylaw will be amended to provide consistency with this Plan.**

B. **Amend the Town of Creston Development Approvals Bylaw to include development approval information, policies and procedures in accordance with Part 14 of the *Local Government Act*, and to provided consistency with this Plan.**

C. **The Town of Creston Zoning Bylaw will be amended to provide consistency with this Plan. Special attention will be paid to the following:**

- i. Consider permitted uses within zoning categories.
- ii. Consider permitted uses for Northwest Boulevard to better distinguish between uses that may be more appropriately located in Industrial areas or the *Downtown Core*.
- iii. Consider the establishment of maximum square footage areas for commercial businesses located outside of the *Downtown Core*.
- iv. Remove the designation of Industrial from Residential lands and the *Downtown Area*.
- v. Consider permitted uses within the M-1 (Light Industrial) and M-2 (Heavy Industrial) Zones to permit principle uses that are appropriate to Creston's small town character and values.
- vi. Support social connectedness and the creation of *Usable Public Open Space* through the *Density Bonusing* tool.
- vii. Review and revise guidelines for home occupations.



IX. FUTURE HARVESTS - IMPLEMENTATION

viii. Consider additional areas or conditions for *Temporary Use Permits (TUPs)* for special, short term uses on commercially zoned properties.

D. The Town of Creston *Development Cost Charges* Bylaw will be amended to provide consistency with this Plan, including but not limited to the following:

- i. Update the *Development Cost Charges Bylaw* to reflect the additional and new policies of this Plan.
- ii. Amend the *Development Cost Charges* Bylaw and the Five Year Financial Plan to reflect an optimized use of infrastructure and a reduced capital project work plan due to the establishment of the *Residential Growth Containment Area (RGCA)*.
- iii. Include *Development Cost Charges* for the creation of parks and other community amenities where permitted by Provincial legislation.

E. All Town of Creston infrastructure related bylaws shall be updated to provide consistency with this Plan including, but not limited to: the Works & Services Bylaw, the Drainage Bylaw, the Liquid Waste Bylaw, the Sewer Rates & Regulation Bylaw and the Water Rates & Regulation Bylaw.

Special attention will be paid to the following:

- i. Develop a set of policies for infrastructure management including water, sanitary sewer and storm water to guide the Works & Services Bylaw.
- ii. Consider the incorporation of *Green Infrastructure* initiatives into

development, as appropriate, by amending the Works & Services Bylaw.

- iii. Consider the use of *Alternative Development Standards* designed to address: engineering of roadways, stormwater management, and permitted amounts of non-permeable surfaces. *Alternative Development Standards* may be considered at time of development application or amendment of the Works & Services Bylaw.

F. The Town of Creston *Mobile Home Parks* Bylaw will be amended to provide consistency with this Plan. Special attention will be paid to the following:

- i. Require form and character, setbacks, landscaping, screening and provision of *Usable Common Open Space*.

G. The Town of Creston Parks, Trails & Public Spaces Bylaw will be amended to provide consistency with this Plan.

H. The Town of Creston Boulevard Beautification Bylaw will be amended to include elements of the *Street Tree Planting Program*, with consistency to this Plan.

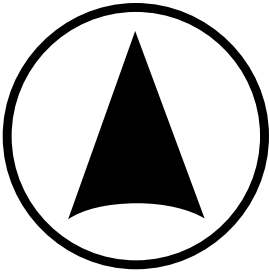
I. The Watercourse Designation Bylaws for Dodd's (Deadhorse) and Glaser-King Creeks will be amended to provide consistency with this Plan.





X. MAPS





Schedule A: Land Use Designations

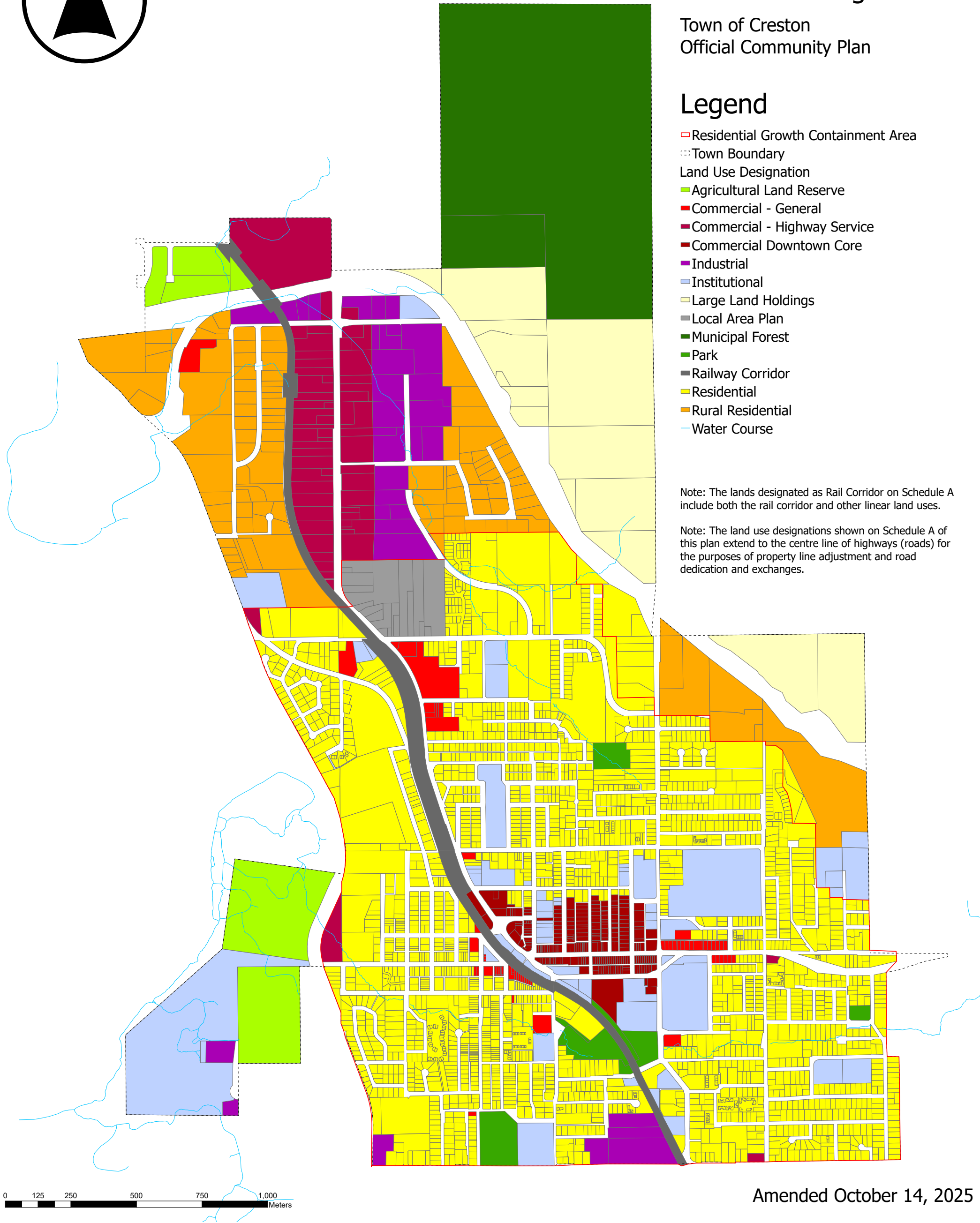
Town of Creston
Official Community Plan

Legend

- Residential Growth Containment Area
- Town Boundary
- Land Use Designation
 - Agricultural Land Reserve
 - Commercial - General
 - Commercial - Highway Service
 - Commercial Downtown Core
 - Industrial
 - Institutional
 - Large Land Holdings
 - Local Area Plan
 - Municipal Forest
 - Park
 - Railway Corridor
 - Residential
 - Rural Residential
 - Water Course

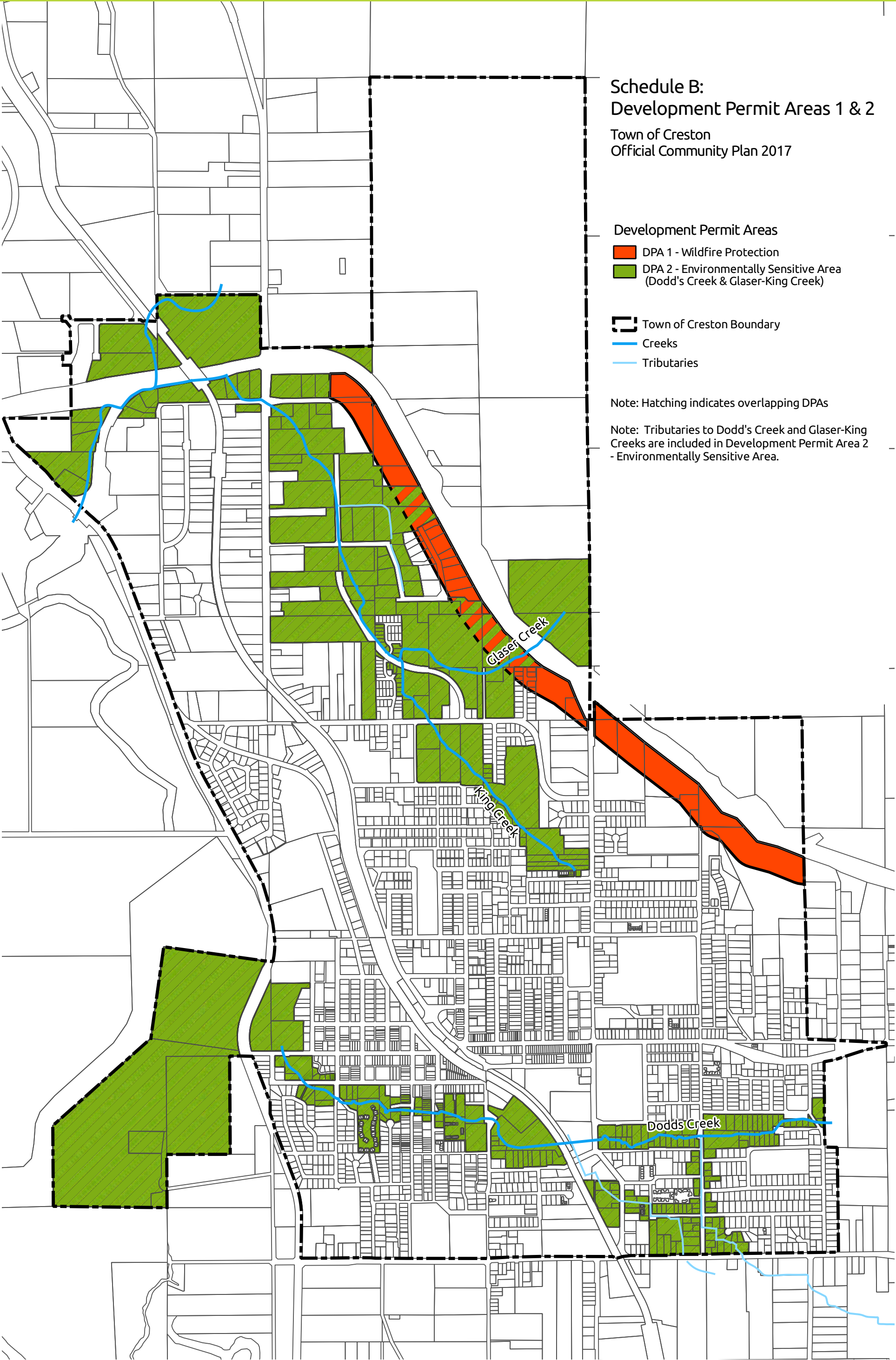
Note: The lands designated as Rail Corridor on Schedule A include both the rail corridor and other linear land uses.

Note: The land use designations shown on Schedule A of this plan extend to the centre line of highways (roads) for the purposes of property line adjustment and road dedication and exchanges.

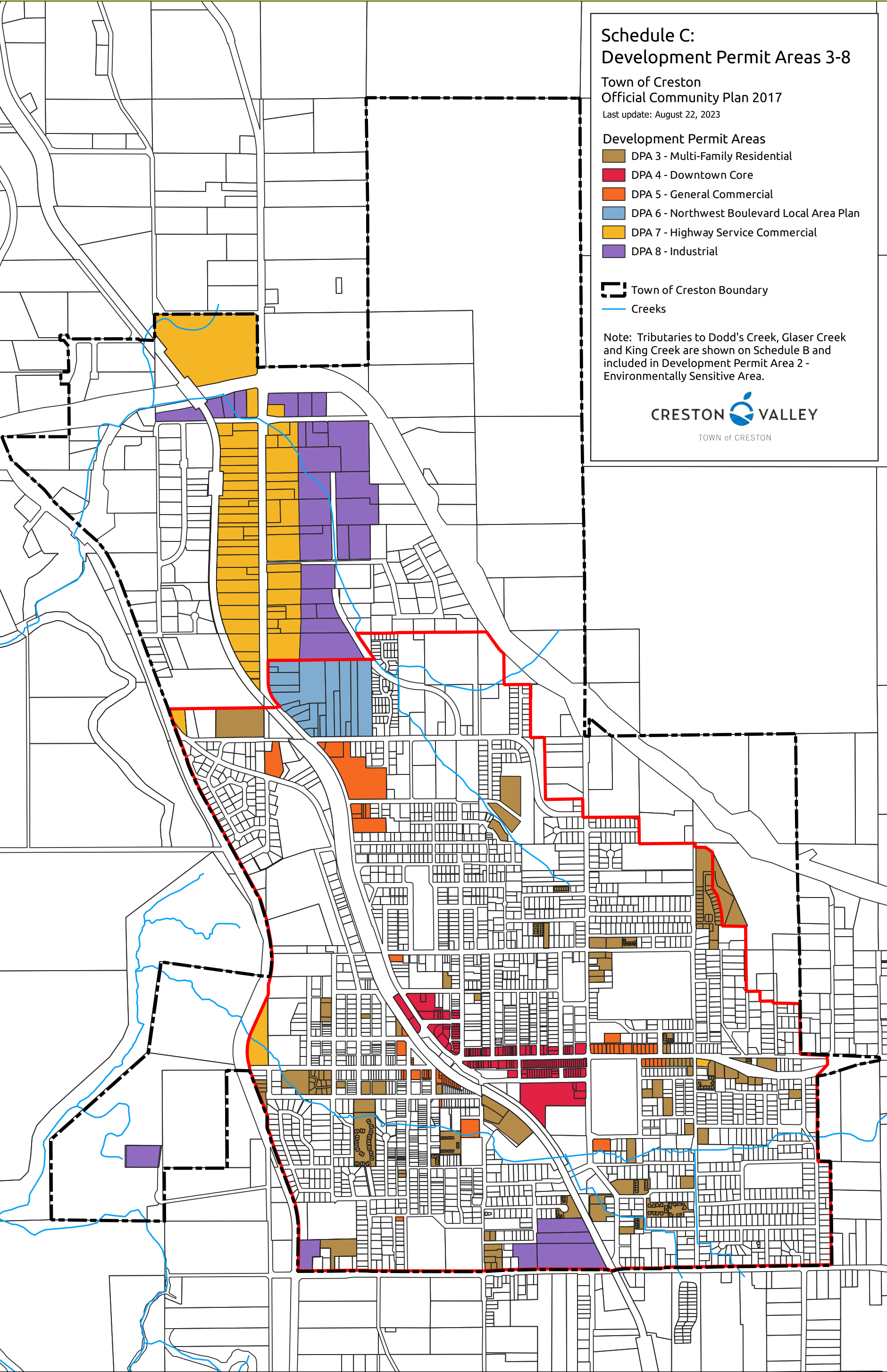


Amended October 14, 2025

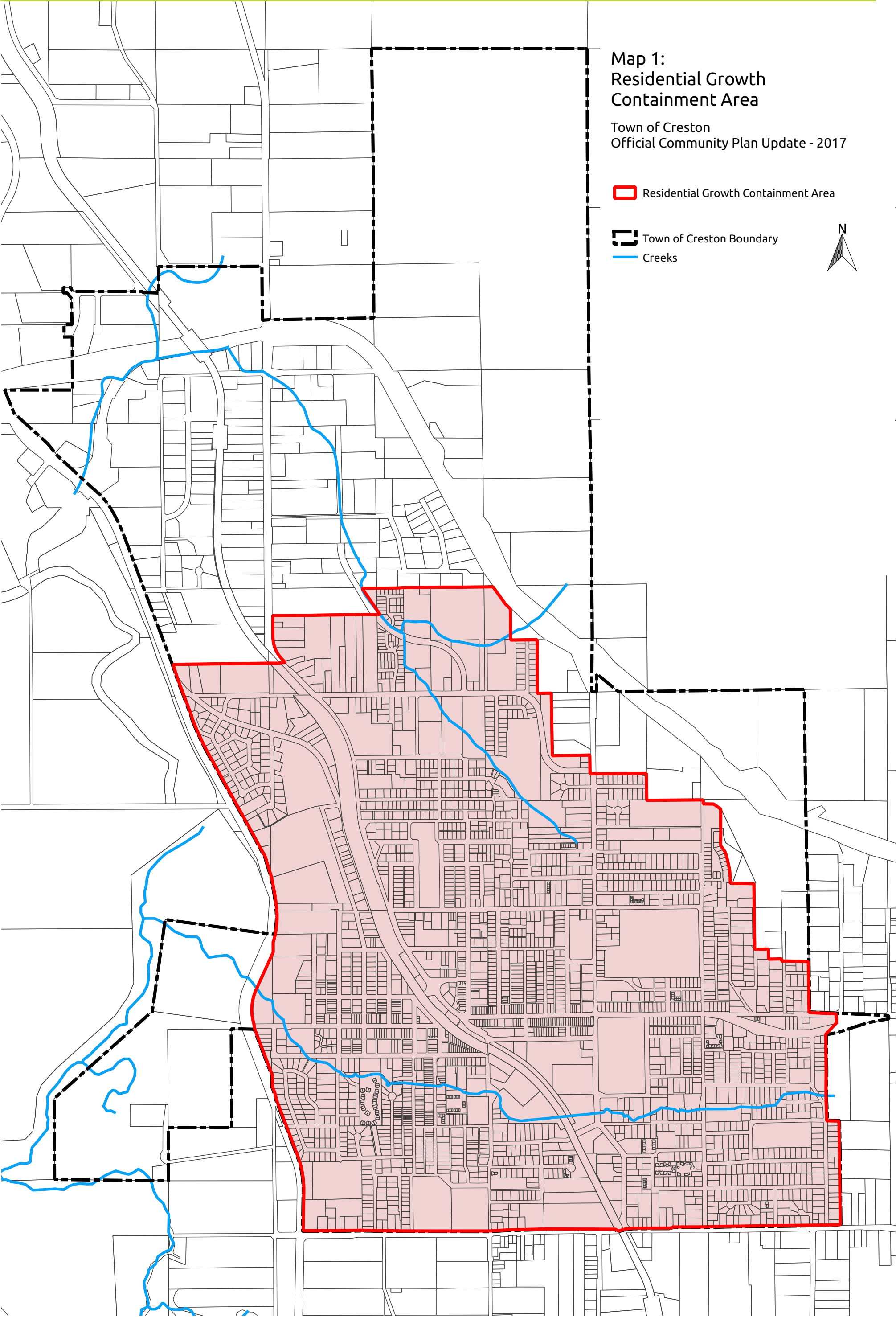
X. SCHEDULE B: DEVELOPMENT PERMIT AREAS 1 & 2



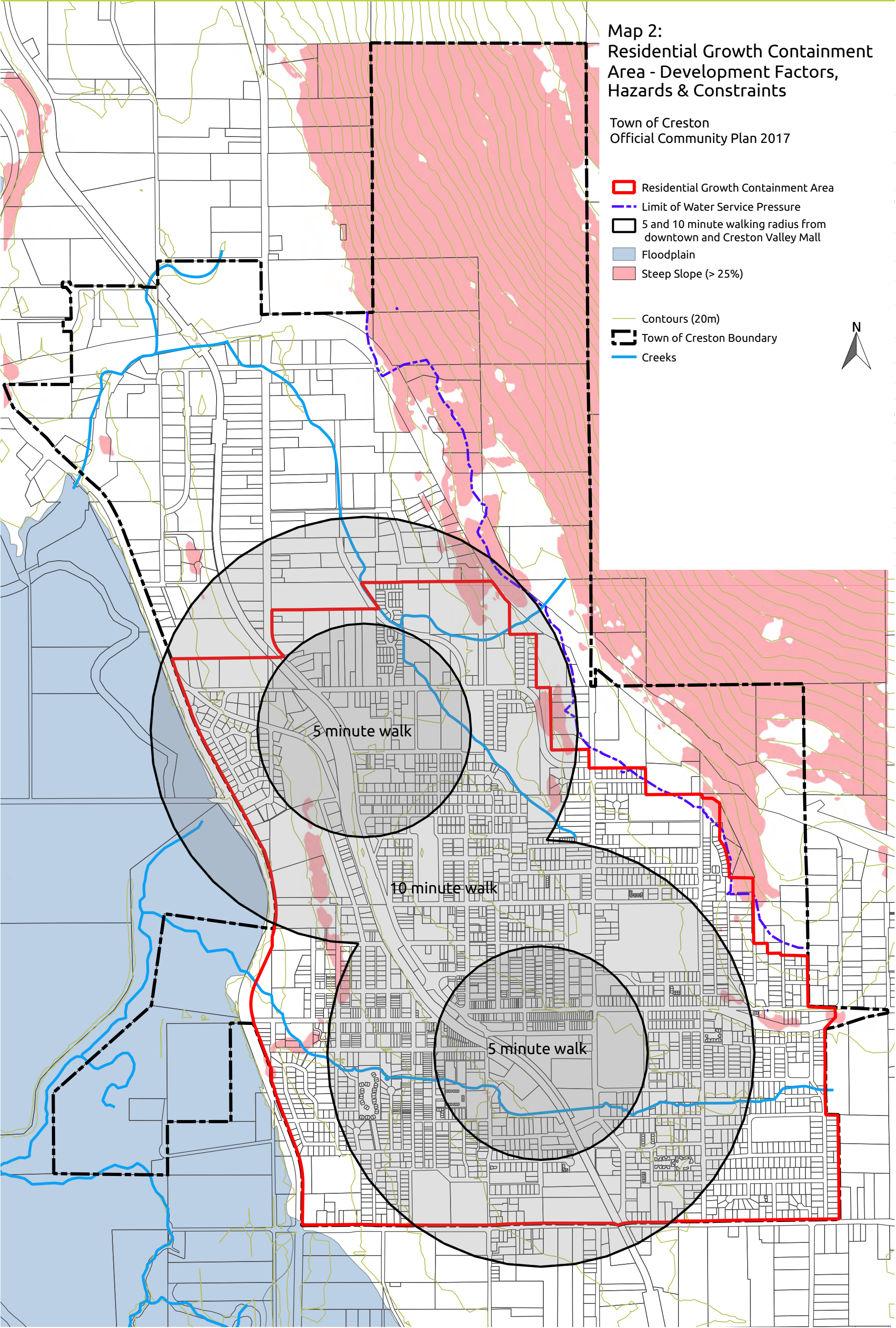
X. SCHEDULE C: DEVELOPMENT PERMIT AREAS 3 - 8



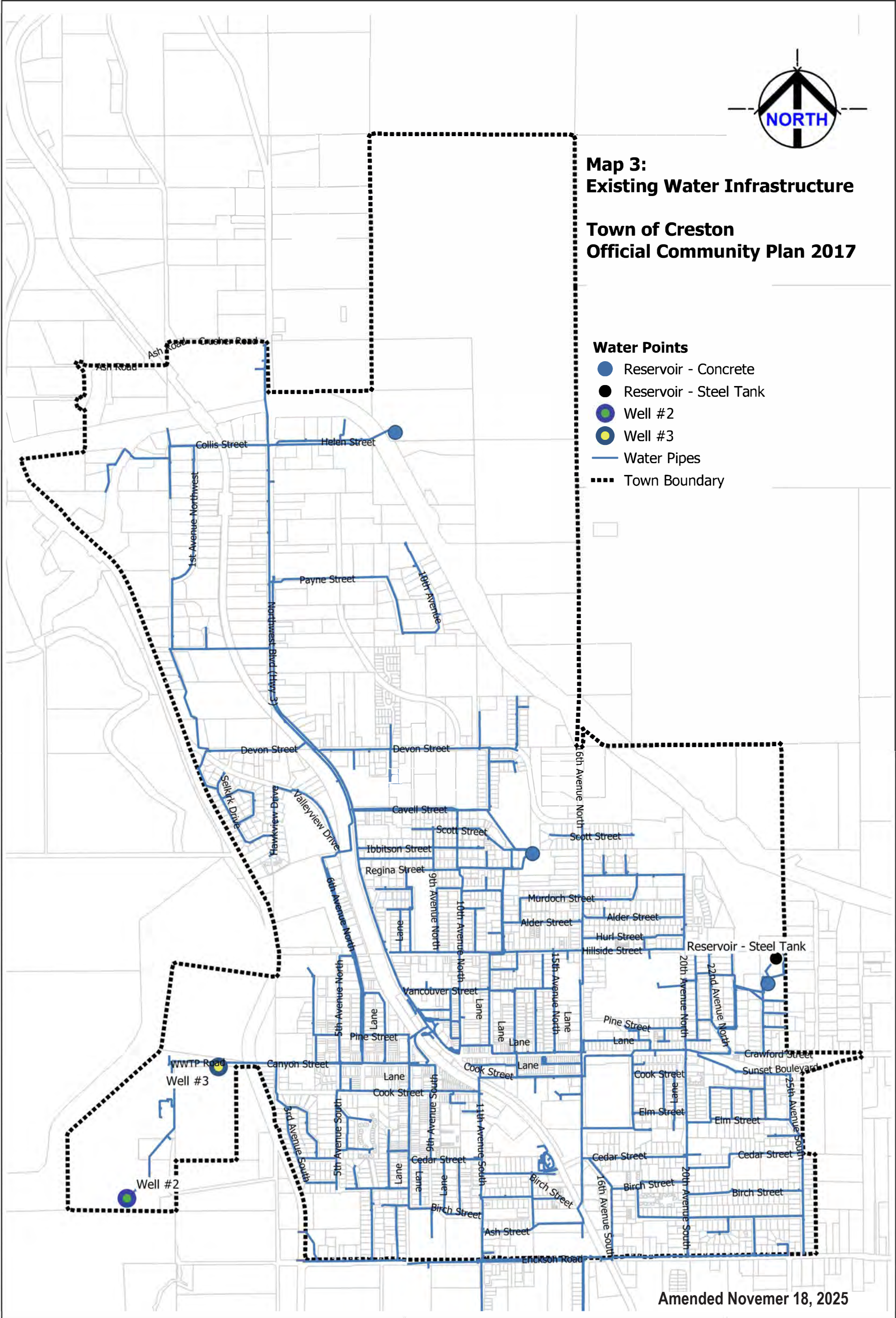
X. MAP 1: RESIDENTIAL GROWTH CONTAINMENT AREA (RGCA)



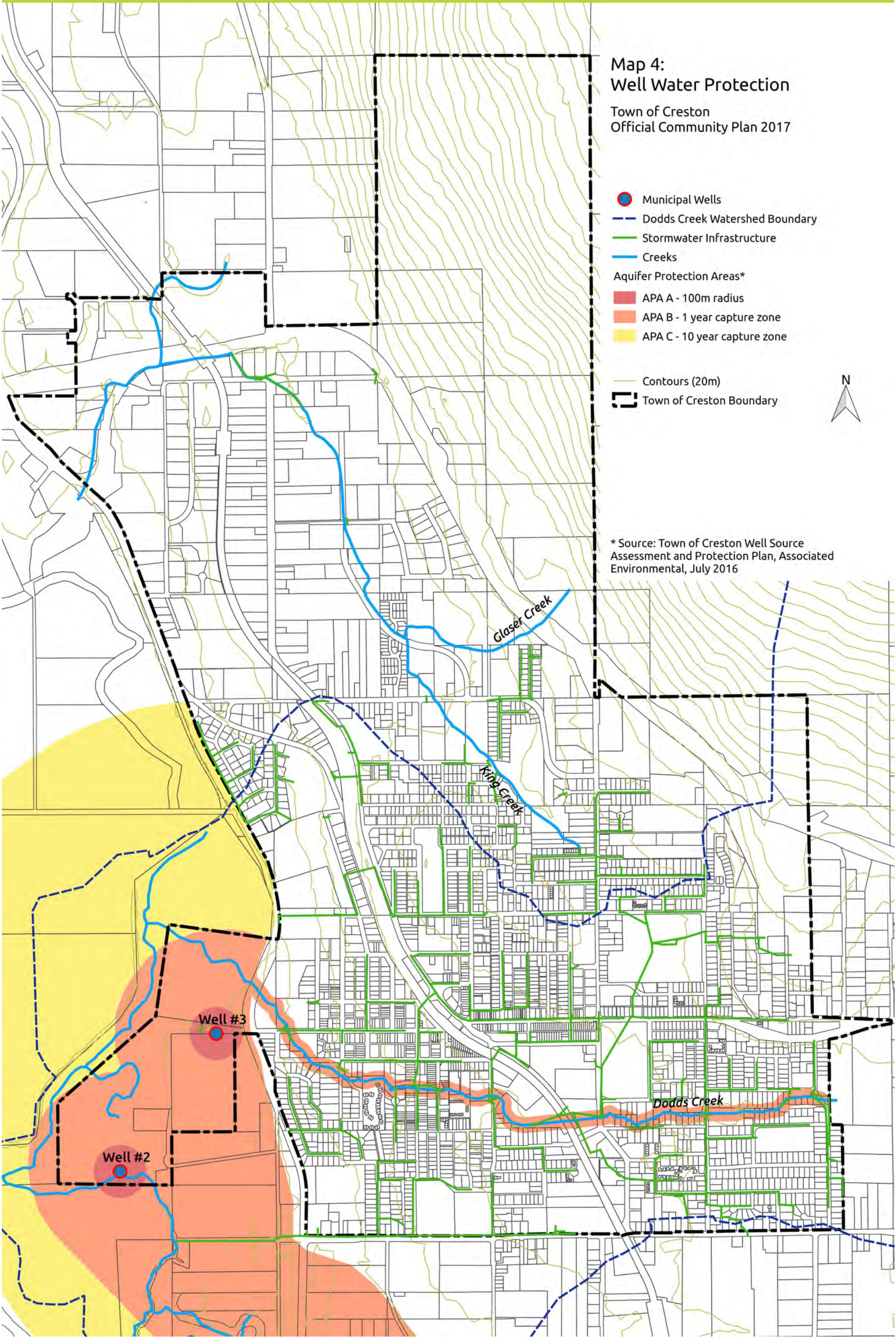
X. MAP 2: RGCA DEVELOPMENT FACTORS, HAZARDS & CONSTRAINTS



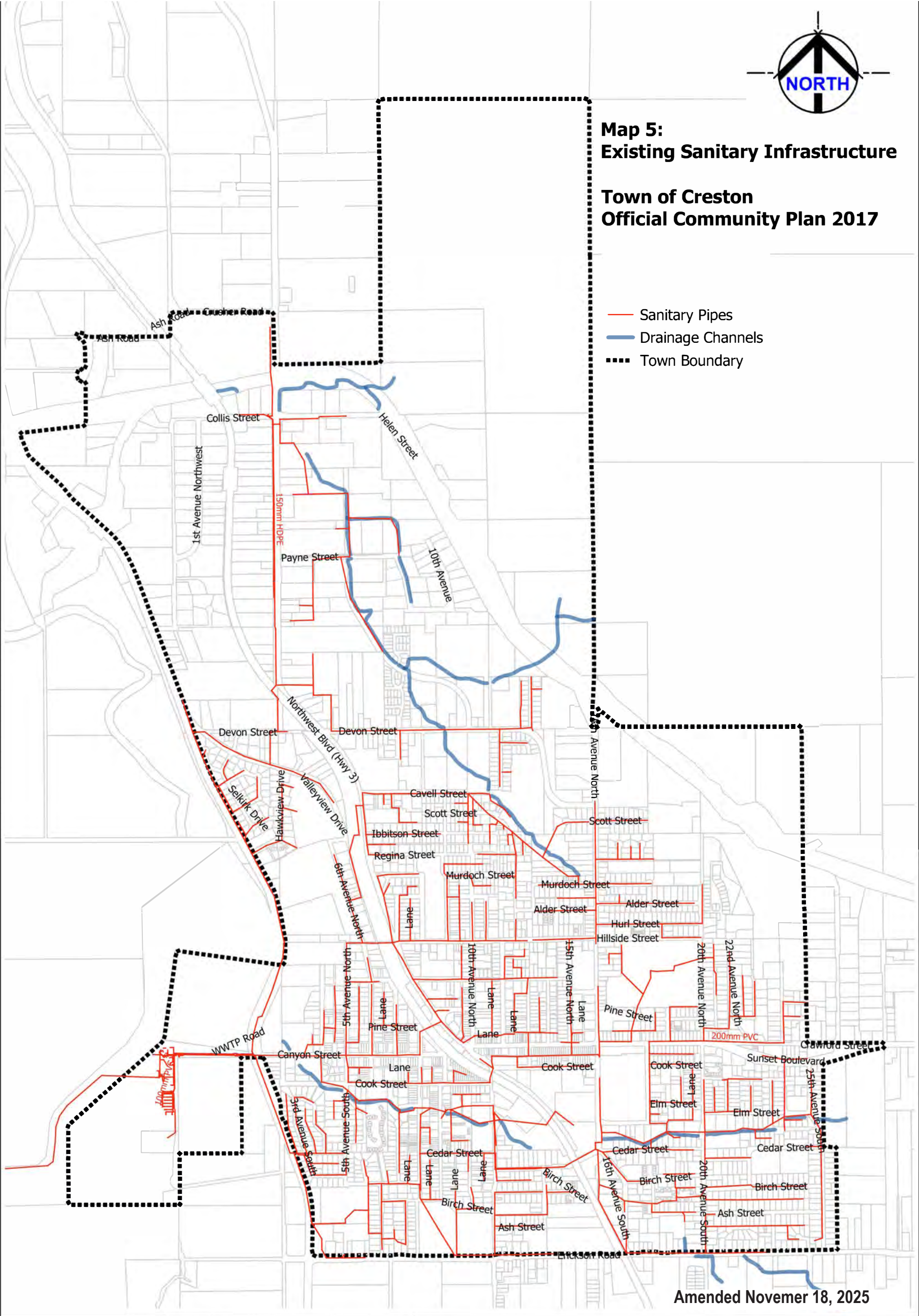
X. MAP 3: EXISTING WATER SERVICE INFRASTRUCTURE



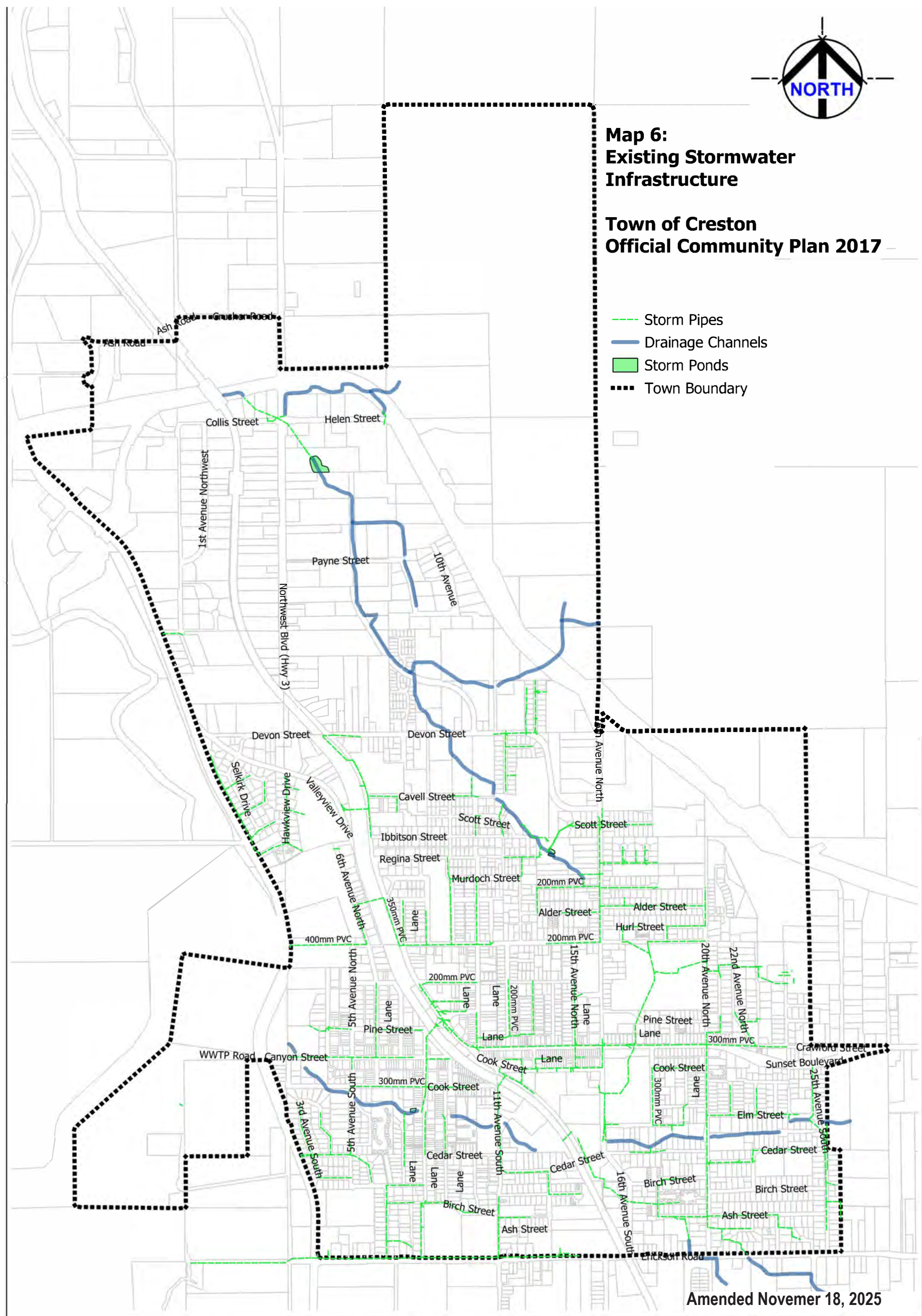
X. MAP 4: WELL WATER PROTECTION



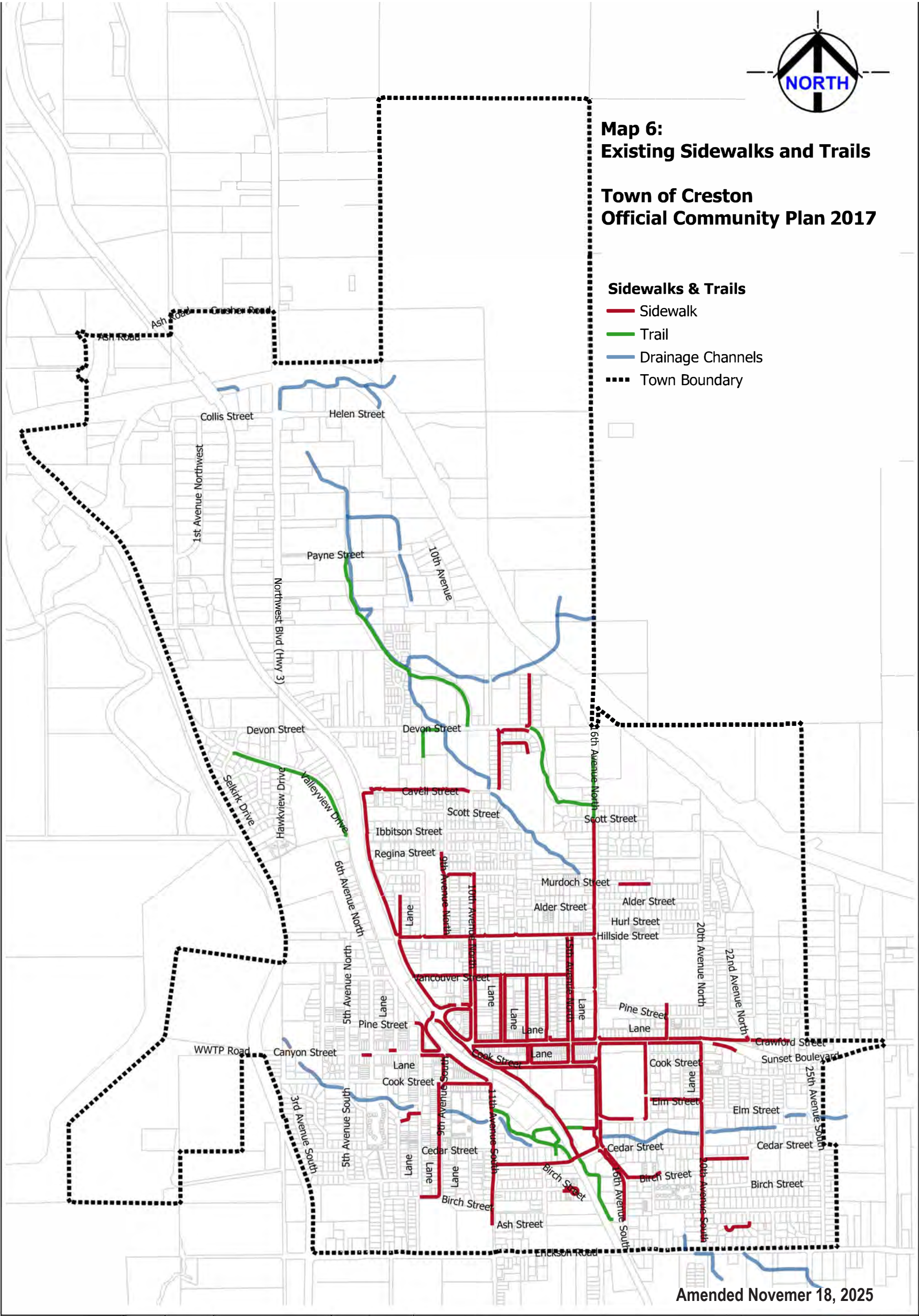
X. MAP 5: EXISTING SANITARY INFRASTRUCTURE



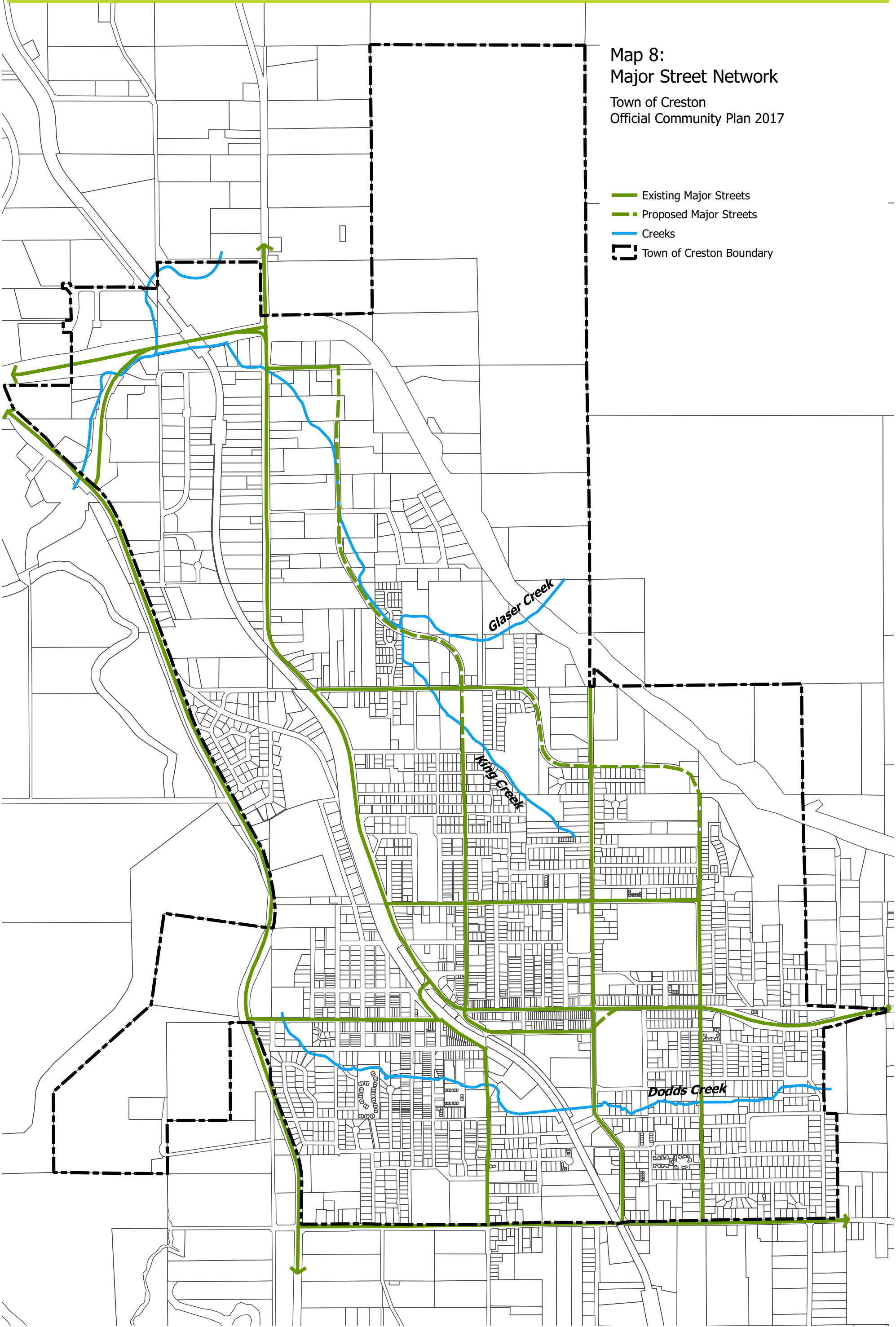
X. MAP 6: EXISTING STORMWATER INFRASTRUCTURE



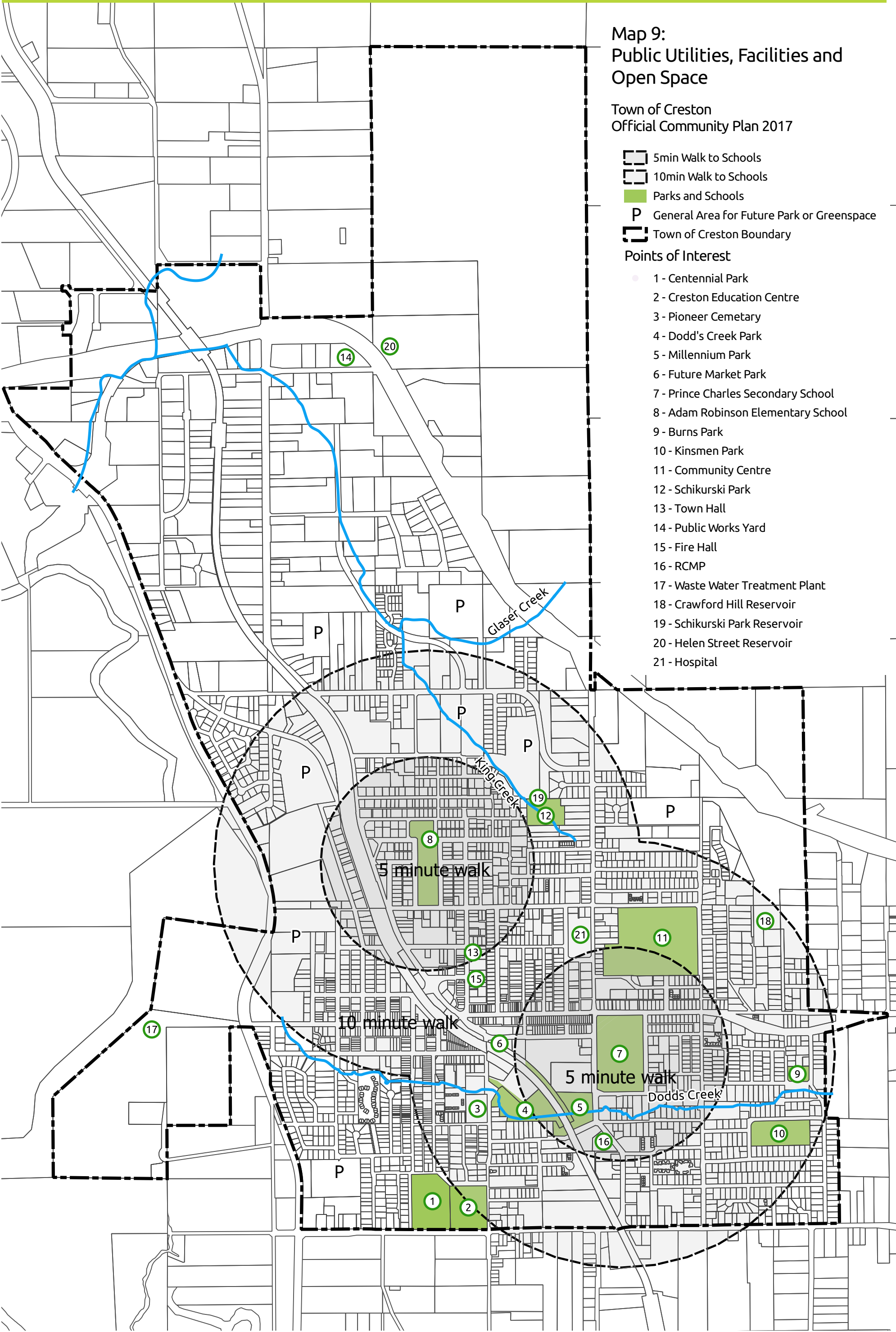
X. MAP 7: EXISTING SIDEWALKS AND TRAILS



X. MAP 8: MAJOR STREET NETWORK



X. MAP 9: PUBLIC UTILITIES, FACILITIES, AND OPEN SPACE





XI. APPENDICES





APPENDIX A: GLOSSARY OF TERMS



Glossary of Terms

A

Accessibility Assessment:

an undertaking with key stakeholders and the community to identify issues and opportunities to improve accessibility and social inclusion in a community.

Affordable and Special Needs Housing:

- *Affordable Housing* is commonly defined as adequate, suitable housing, typically costing less than 30% of household income.
- *Special Needs Housing* typically refers to housing intended for individuals who require specific housing designs (e.g. physically accessible) and/or who require services to enable them to live relatively independently.

Agricultural Land Commission (ALC):

is an independent administrative tribunal comprised of appointed Commissioners that are responsible for administering the ALC Act. The purposes of the ALC as set out in Section 6 of the ALC Act are:

1. to preserve agricultural land;
2. to encourage farming in collaboration with other communities of interest; and

3. to encourage local governments, First Nations, the government and its agents to enable and accommodate farm use of agricultural land and uses compatible with agriculture in their plans, bylaws and policies.

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.

Alternative Development Standards:

represent flexible and innovative approaches to shaping development in a way that is consistent with the improved environmental performance of communities.

Arrow Mountain Highway Bypass:

refers to the tract of land running along the lower slopes of Arrow Mountain, adjacent to the Town of Creston which was originally purchased by the Ministry of Transportation and Infrastructure for future Highway Bypass purposes, and further defined by Land Title Office Plan 16858.

B

Biomass Energy:

means a renewable and sustainable energy source developed from organic materials which can be used as fuel.

APPENDIX A: GLOSSARY OF TERMS

Business Retention and Expansion (BRE) Program:

refers to an action-oriented and community-based approach to business and economic development that promotes job growth while supporting and improving conditions for local businesses.

C

Community Energy and Emissions Inventory (CEEI):

refers to the *Community Energy and Emissions Inventory (CEEI)* created by the Province of British Columbia for each municipality in the Province.

Car-Share Program:

refers to any program that provides people with vehicles to use on a short term (hourly or daily), as needed basis, with associated charges for duration of use, kms driven, etc.

Climate Action Charter:

is a formal document, signed by the majority of communities in B.C., to commit to the goal of being carbon neutral and to create complete, compact, energy-efficient communities.

Co-Housing:

refers to private, attached or detached, self-sufficient dwellings whose owners also share access to common indoor and/or outdoor facilities.

Complete Streets:

refer to streets that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

Connectivity:

refers to the directness of links and the density of connections in a transportation network (including streets, walking and cycling paths), and the degree to which the transportation network links people to their destination.

Creston Valley:

the *Creston Valley* includes the Regional District of Central Kootenay (RDCK) Electoral Areas "A", "B", and "C", the Lower Kootenay Band, the Town of Creston, and includes all the unincorporated communities from the USA border north and along the east shore of Kootenay Lake (Riondel, Crawford Bay, Boswell, Wynndel, Erickson, Canyon, Lister, Yahk and West Creston).

Creston Valley Health Working Group (CVHWG) Physician Recruitment Program:

is a unique and comprehensive, award-winning Program which addresses multiple layers of health practitioner recruitment. Facilitated by our Physician Recruitment Consultant, this program is supported and funded by RDCK Electoral Areas "B" and "C" and the Town of Creston.

Creston Valley Wildlife Management Area (CVWMA):

is a rich and biologically diverse area located in RDCK Electoral Area "C", comprised of over 7,000 hectares of wetland which supports over 300 species of birds, 57 species of mammals, and 29 species of fish, reptiles, and amphibians.

D

Dark Sky Compliant Lighting Guidelines:

are designed to maintain safety, security and productivity while reducing the degradation of the nighttime visual environment.

Density Bonusing:

is a zoning tool that permits developers to achieve more building density, where additional public benefit is provided. For example, *Usable Public Open Space*, affordable housing, trails, and other amenities as may be determined by Council.

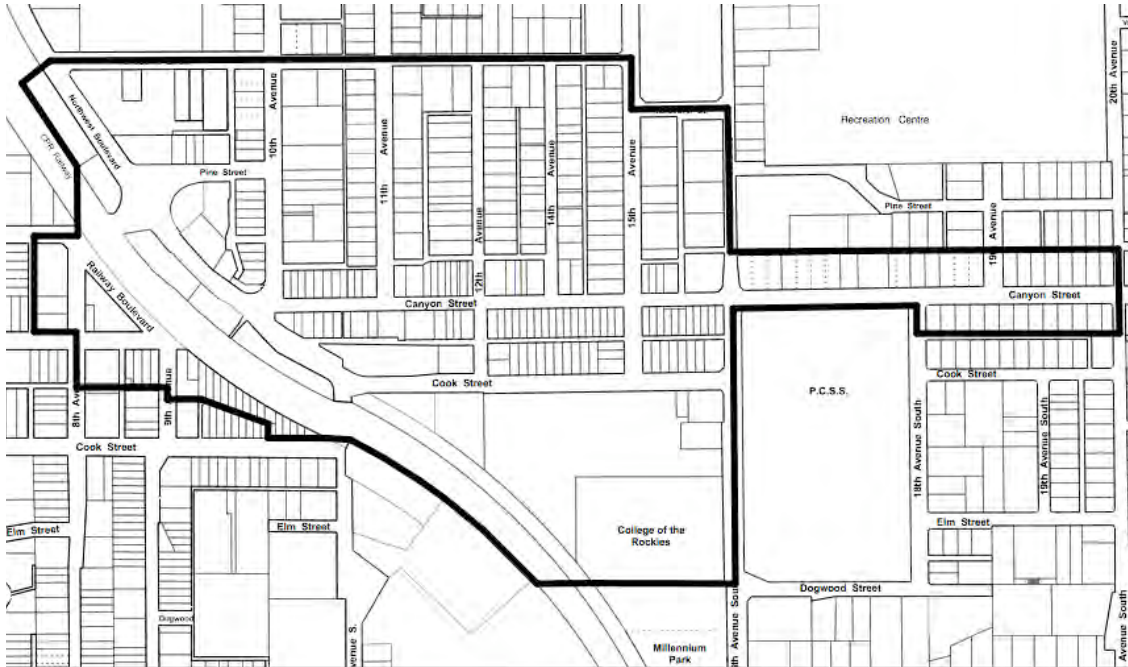
Development Cost Charges:

are fees assigned to new developments to compensate for the cost of providing additional service capacity necessary to accommodate growth.

APPENDIX A: GLOSSARY OF TERMS

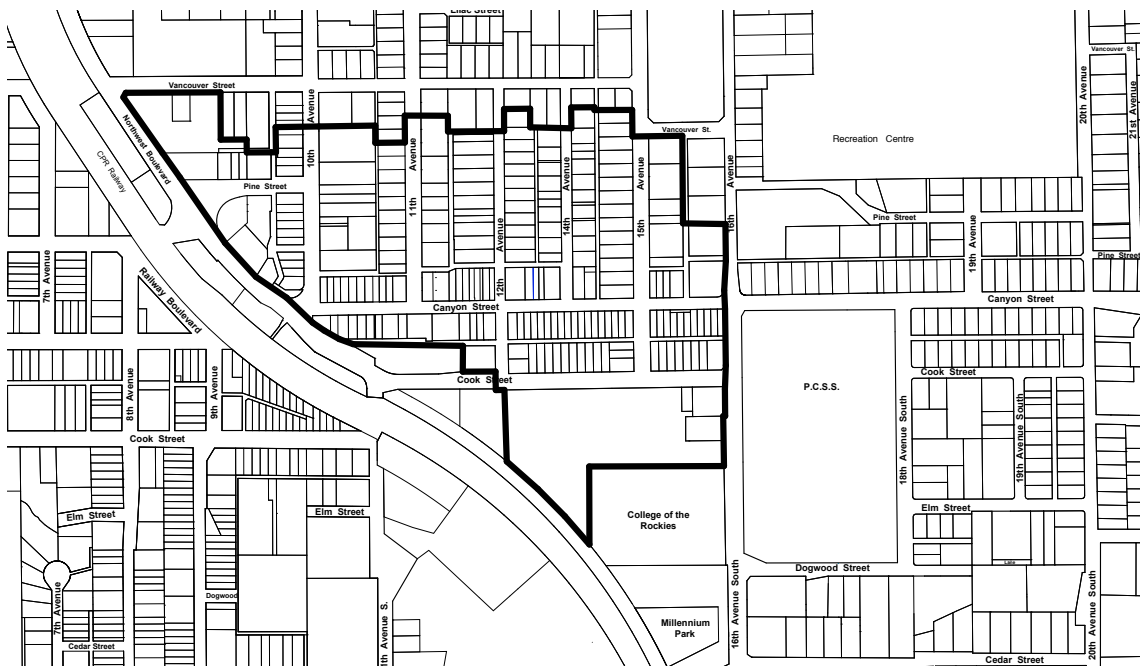
Downtown Area:

are the areas of Creston usually associated with predominately commercial and institutional activity, including the *Downtown Core* Development Permit Area as shown on the following map:



Downtown Core:

Lands designated *Downtown Core* on Schedule A – Land Use Designations map. The Downtown Core is specifically illustrated on the following map:



APPENDIX A: GLOSSARY OF TERMS

E

Employment Lands:

refers to land that could be used for employment generating activities, on lands designated as: *Downtown Core*, General Commercial, Northwest Boulevard *Local Area Plan*, Highway Service Commercial, Industrial and Institutional.

F

Fields Forward:

is a network of public, private, non-profit, and community stakeholders in the Creston & District agri-food system. *Fields Forward* envisions a vibrant and productive local agri-food system that builds genuine community wealth by supporting and sustaining the community's environmental, aboriginal, social, cultural, economic, and aesthetic values. This Kootenay Employment Development Services initiative facilitates communication, coordination, collaboration, and resource optimization among network partners.

Forest Edge:

is the boundary between the contiguous forest and Arrow (Goat) Mountain, and adjacent fields, urban, or other open spaces. **BL#1968**

G

Greenhouse Gas (GHG):

refers to an atmospheric gas that contributes to the planet's greenhouse effect by absorbing infrared radiation produced by solar warming of the Earth's surface.

Green Infrastructure:

refers to natural or human-made elements that provide hydrological functions and processes for managing stormwater. *Green Infrastructure* includes, but is not limited to: parklands, stormwater management systems (e.g. rain gardens), urban

forests, natural channels, permeable surfaces, and green roofs. *Green Infrastructure* can enhance community safety and quality of life, while mitigating the requirement for the installation of expensive infrastructure.

Greenway:

means a corridor of undeveloped land preserved for recreational use and/or environmental protection.

K

Kootenay Energy Diet:

is a program administered by FortisBC which offers free energy assessments and an energy coach to assist homeowners to successfully complete residential energy retrofits, and access available rebates for improvements.

L

Land Alteration:

is activities which are commonly referred to as clearing (the act of vegetation removal from the land surface); grubbing (the act of root vegetation removal from beneath the surface of the earth); excavation (the mechanical removal of earth material); filling (deposition of earth material placed by artificial means); grading; and stockpiling. **BL#1968**

Local Area Plan (LAP):

is a land use planning bylaw for geographic areas of a municipality where there is a need to provide a more detailed level of planning and design at a neighbourhood scale.

Lifecycle Infrastructure Costs:

is the full capital and life time operational and maintenance costs of an infrastructure component, including the future cost of system replacement, that is used to enable local governments to better understand the long term implications of their development decisions.

APPENDIX A: GLOSSARY OF TERMS

M

Market and Non- Market Rental Housing:

- *Market Rental Housing* refers to various types of residential units that are offered for rent at rates established by the local real-estate market.
- *Non-Market Rental Housing* refers to various types of residential units that are offered for rent that is below local real estate market values.

Market Park:

is a proposed public space, located adjacent to the Canadian Pacific Railway (CPR) right-of-way, spanning the land from the Creston Valley Chamber of Commerce and Creston Visitor Centre (Armitage Building) to Extra Foods.

This *Public Realm* space will: introduce greenspace into the *Downtown Core*, provide a permanent home for the Creston Valley Farmers Market, accommodate temporary markets and community events, celebrate the heritage and culture of the Lower Kootenay Band and Yaqan Nukiy people, encompass recreational features, and serve as a social and multi-modal transportation hub for the

Downtown Area.

See Appendix C for conceptual illustrations which are subject to amendment based on project development.

Mobile Homes:

are homes built to the CSA Z240 MH standards.

Mobile Home Park:

is a park or community where mobile (CSA Z240) or modular (CSA A277) homes may be located.

Multi-Modal Transportation:

refers to interconnection of various modes of transportation including walking, cycling, automobile and public transit, as well as the interconnection of rail, highway and air freight systems.

Municipal & Regional District Tax (MRDT) Program:

is an up to three percent tax applied to sales of short-term accommodation. The MRDT provides funding for local tourism market programs and projects. The tax is voluntary and must be supported by local government and at least 51% of accommodation providers representing at least 51% of accommodation rooms.

N

Natural Boundary:

means the visible high watermark of any lake, river, stream or other body of water where the presence and action of the water are so common and usual and so long continued in all ordinary years as to mark upon the soil of the bed of that body of water a character distinct from that of the banks, in vegetation, as well as in the nature of the soil itself. Natural Boundary also includes the edge of dormant side channels of any body of water, or the edge of any culvert.

BL#1968



APPENDIX A: GLOSSARY OF TERMS

P

Pocket Neighbourhoods:

a type of planned community that consists of a grouping of residences, often around a courtyard or common greenspace with vehicular traffic kept to the edge of the development in order to promote a close knit sense of community and an increased level of interaction among residents.



Pop-Up Parks:

means a reclaimed car-designated area (e.g. parking space, lot or street) for pedestrian use or *Public Realm* space.

Point Source and Non-Point Source Pollution:

- *Point Source Pollution:* is a term used to describe a single identifiable source of air, water, thermal, noise or light pollution.
- *Non-Point Source Pollution:* is a term used to describe pollution resulting from many diffuse sources.

Public Realm:

means the network of public spaces that provide paths for movement as well as places that invite small and larger gatherings.

Q

Qualified Environmental Professional (QEP):

means an applied scientist or technologist,

acting alone or together with another *Qualified Environmental Professional*, if:

- a) the individual is registered and in good standing in British Columbia with an appropriate professional organization constituted under an Act, acting under that association's code of ethics and subject to disciplinary action by that association;
- b) the individual's area of expertise is recognized in the assessment methods as one that is acceptable for the purpose of providing all or part of an assessment report in respect of that development proposal; and
- c) the individual is acting within that individual's area of expertise.

R

Residential Growth Containment Area (RGCA):

is the defined area which establishes the boundaries for residential growth, utilizing *Residential Infill Development* and existing infrastructure. See Map 1 – Residential Growth Containment Area.

Residential Infill Development:

is residential development that occurs in underutilized or undeveloped land in already serviced areas, in existing neighbourhoods or commercial districts.

Revitalization Tax Exemption Program:

means a program by which a local government can provide municipal tax exemptions for a variety of rationales, defined in Division 7 of the Community Charter.

Ride-Share Program:

means a program enabling the organized sharing of transportation, including carpooling, within a community and beyond.

Riparian Area:

means a streamside protection and enhancement

APPENDIX A: GLOSSARY OF TERMS

area adjacent to the *Natural Boundary* of a watercourse or edge of channel. *Riparian Areas* support high levels of biodiversity, protect adjacent aquatic areas and stabilize stream banks, etc.

Riparian Setback:

means a corridor or space on both sides of a body of water or seasonal wetland. The corridor is defined by a distance measured from the *Natural Boundary* of a watercourse, or edge of channel. This corridor is referred to as a *Riparian Setback* area and is subject to special land use rules for no-disturb areas and construction of buildings. See DPA 2 (pg. 51 of this Plan).

S

Shop Local Program:

is an initiative designed to facilitate retail dollars circulating in a community by encouraging residents to shop at local businesses. These programs may include a variety of approaches including media/advertising campaigns, promotional events and more.

Sprawl:

means a development pattern characterized by low-density single use development in which new growth appears primarily on previously undeveloped, unserved land at the municipality's edge.

Strategic Community Energy and Emissions Plan (SCEEP):

is a document that evaluates Creston's existing energy use and *Greenhouse Gas (GHG)* emissions with a view to: improving efficiency, cutting emissions, enhancing community resilience, managing future risks, and driving economic development.

Street Tree Planting Program:

is a proposed municipally administered program that would encourage residents to plant trees within the public boulevard adjacent to their property, in accordance with tree planting guidelines, or on private lands.

T

Temporary Use Permit (TUP):

means a special Permit issued by Council that allows a land use to occur that is not otherwise permitted within the current zoning for a specified period of time, and under specified conditions.

U

Universal Accessibility:

means buildings and environments that are accessible and usable to the greatest extent possible by all people regardless of age, ability or status in life.



APPENDIX A: GLOSSARY OF TERMS

Universal Design Guidelines:

means design standards used to achieve *Universal Accessibility* based on the 7 principles of Universal Design, established by the Centre for Universal Design, which include:

- i. Equitable use
- ii. Flexibility in use
- iii. Simple and intuitive use
- iv. Perceptible information
- v. Tolerance for error
- vi. Low physical effort
- vii. Size and space for approach and use

Urban Heat Island:

is an urban area that is significantly warmer than its surrounding rural areas due to human activities and the modification of land surfaces.

Usable Common Open Space:

is a usable, landscaped space designed for recreational, leisure and social purposes and is intended for the private use of the people who normally reside in the development and their guests. *Usable Common Open Space* may include courtyards, patios, gazebos, gardens with pathways, children's play areas and other multi-purpose recreational and/or green spaces.

Usable Public Open Space:

is a landscaped space designed for recreational, leisure and social purposes and is intended for use by the general public. *Usable Public Open Space* may include, but not limited to, trails and playgrounds.

W

Water Smart Ambassador Program:

is a program which encourages water conservation and offers simple methods to use less water and protect our water supply.

Wayfinding Strategy:

refers to a strategy that enables people to orient themselves and navigate from place to place with ease. Wayfinding is a signage system that works together with other elements of the *Public Realm* such as street furniture, public art, landmarks, place naming conventions, mapping, and digital media. This makes the community more "legible" for residents, commuters, and tourists alike.

Wildfire Fuels Mitigation:

is the modification of forest structure to reduce the accumulation of forest fuel available to burn in a wildfire and to improve public safety. *Wildfire Fuels Mitigation* may include treatments such as thinning, spacing and pruning of trees, and removal of needles and woody debris from the forest floor.

X

Xeriscape Landscaping:

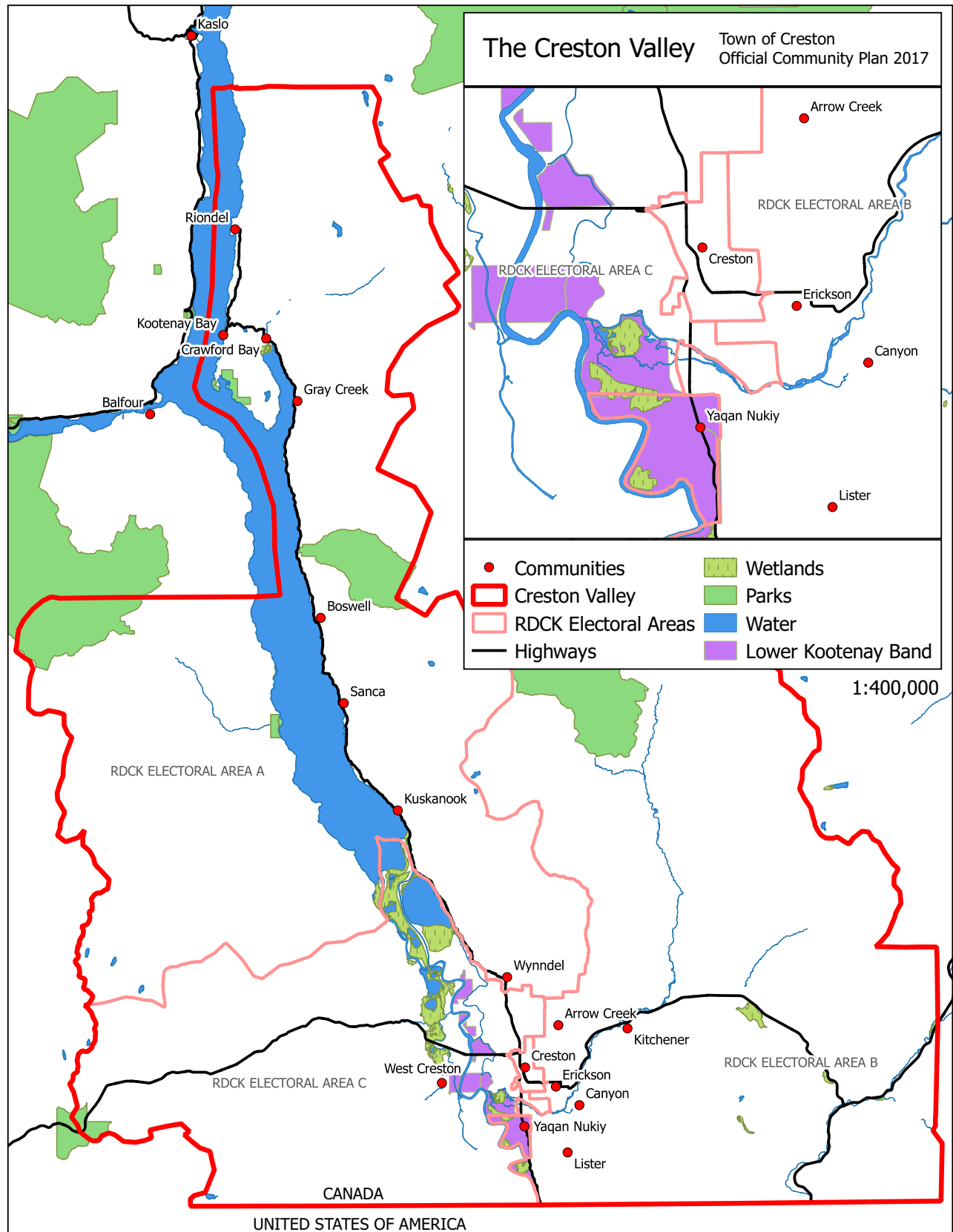
means a landscaping method that utilizes water-conserving techniques, such as the use of drought-tolerant plants, mulch, and efficient irrigation if required.



SMALL TOWN CHARACTER:

Creston's small town character is rooted in our collective past: the rich heritage of the Yaqan Nukiy people and the diverse backgrounds of those who have settled here from around the world. Our character is defined by our small town values: care, compassion and cooperation, simplicity and pragmatism, and a gentle pace of life. Perhaps most importantly, Creston's identity reflects the character of the people who live, work and play here. Our culture is: welcoming, friendly, supportive, creative, resourceful and modest. Our way of life takes place against the backdrop of our natural setting: abundant farmland, woodlands and wetlands, tranquil waterways and majestic mountain chains. Our surroundings inspire hope for the future and a commitment to stewarding our natural resources.

APPENDIX A: GLOSSARY OF TERMS



APPENDIX A: GLOSSARY OF TERMS



APPENDIX B: BACKGROUND DOCUMENT & REFERENCE LIST

Background Document and Reference List

The community has conducted many studies and planning exercises over the last 10 years. These projects include infrastructure studies addressing water supply, waste water, stormwater, and asset management; a major sustainability plan; various business studies focusing mainly on the downtown; planning studies addressing, among other things, wildfire protection, tourism, and climate resiliency; several studies addressing downtown design guidelines, and more.

The results of these studies are available in public documents and all have been reviewed and gleaned for relevant details in preparing this OCP. In general, these documents are in line with the values, goals, and objectives expressed by the community in the course of the OCP community engagement process. As such, relevant content has been duly incorporated into the objectives and policies of this Plan.

While this list is not exhaustive, it is a testimony to the great work undertaken in Creston to date. This OCP is another milestone in the long list of community planning efforts that have preceded it.

Asset Management – Town of Creston, May 2015

Business Walk 2015: Post Event Report, 2015, Ministry of Jobs, Tourism and Skills Training.

Citizen Satisfaction Survey, 2013.

Climate Resiliency Workshop: Priority Impacts and Starter Action Plan, Version1: October 2014, updated January 2015.

Columbia Basin Business Retention and Expansion Project, Report on Creston & District Businesses, Winter/Spring 2016, Kootenay Employment Services.

Community Profile: Creston, British Columbia, Fall 2015.

Community Wildfire Protection Plan, July 2006.

Creston Community Energy and Emissions Inventory 2010.

Creston Fire Rescue Department: Strategic Plan, 2014.

Creston Market Park Conceptual Design, March 2015.

Creston Valley Age-Friendly Action Plan, 2013.

Creston Valley – Growing Together – Brand Book, 2013, Story & Co.

Creston Valley: Valued Perspectives, Vital Goals: A Review of Creston and District Research, Planning and Community Development Processes, August 2014, OneDay Community Partners.

Cultivating Creston ICSP & Age-Friendly Action Plan, October 2014.

Cultivating Creston Integrated Community Sustainability Plan (ICSP), February 28, 2013.

APPENDIX B: BACKGROUND DOCUMENT & REFERENCE LIST

Downtown Creston Strategic Action Plan: Final Report, July 2007.

Downtown Design Guidelines, January 1995.

Northwest Boulevard Local Area Plan, November 2016.

Regional District of Central Kootenay Agriculture Plan, 2011, Brynne Consulting.

Regional District of Central Kootenay A, B, C Community Values Summary, 2013.

Regional District of Central Kootenay, Regional Resource Recovery Plan, 2011.

Sanitary Sewer Master Plan, March 2011, Dayton & Knight Ltd.

Southeast Drainage Basin Study, Draft Report, July 2016, WSP/MMM Group.

Town of Creston Greenways and Trails Master Plan, May 2003, Urban Systems.

Town of Creston Master Drainage Plan, 1983, Dayton & Knight Ltd.

Town of Creston Strategic Community Energy and Emissions Plan (SCEEP), May, 2016

Visitor/Tourism Assessment, February 2006, Roger Brooks, Destination Development.

Water Master Plan, March 2010, Associated Engineering.

Well Source Assessment and Protection Plan, July 2016, Associated Environmental. Consultants Inc.

Youth Engagement Strategy and Action Plan Final Report, March 2015.

Other Reports

Age-Friendly and Disability-friendly Official Community Plans, 2015 Ministry of Community, Sport & Cultural Development.

Dig It! A Practical Toolkit: How Local Governments can Support Community Gardens, Spring 2009, Herb Barbolet.

Financial Tools to Support Sustainable Community Development Implementation PIBC Webinar, June 22, 2016.

Firesmart: Protecting Your Community From Wildfire, 2003, Partners in Protection

Healthy Built Environment Linkages: A Toolkit for Design, Planning, Health, October 2014, LEES + Associates.

Small Houses: Innovations in Small-scale Living from North America, 2015, Small Housing BC.

Urban Wayfinding Planning and Implementation Manual, 2013, signage foundation Inc.



APPENDIX C: MARKET PARK CONCEPTUAL DESIGN

BACKGROUND

GOALS

- create a place of distinction within the community where people are motivated to stop, linger, and explore the site and the Valley
- create a permanent home for the Farmers' Market and a site for other outdoor community events

- ☞ Stop
- ☞ Stay
- ☞ Explore



Looking south-west along Canyon Street from downtown to the **Creston Market Park** site.

LOCATION



The **Creston Market Park** site is located immediately south of downtown, between Cook Street and the railway corridor, and between the Creston Valley Visitor Centre/Chamber of Commerce (Armitage Centre) and Extra Foods.

CONSTRAINTS and OPPORTUNITIES

■ VIEWS and GATEWAYS

The site is currently not visible from downtown.

Creston Market Park transforms a rather unremarkable site into a distinctive landscape with greater visibility to vehicle drivers and pedestrians. This begins with the introduction of street trees, banners, bollards, and gateways along the edge. With greater visual presence and clear access people understand how to stop and visit.



■ NODES and FEATURES

The chief attributes of the existing (unimproved) site are its location near the downtown, its size, and its open, obstacle-free surface.

The proposed **Creston Market Park** creates a series of nodes designed to draw people into, and through, the Park. Park features include but are not limited to, a covered patio, a seating plaza, market stalls, information / education panels and signs, a public washroom, picnic areas, and a Yaqan Nukiy Heritage Park.



■ CONNECTIVITY

Besides a strong visual connection to downtown, **Creston Market Park** has pedestrian connections to downtown via the end of Canyon Street and the end of 12th Avenue. Pedestrians are also connected by trail to the Armitage Centre, Millennium Park, and parks located across the existing railway crossing.

A vehicle entrance is located in the middle of the Park with an exit at the Park (east end) and an emergency exit adjacent to the Armitage Centre (west end).



■ TRAILS

A network of trails within **Creston Market Park** encourages visitors to explore.

The trails are designed to serve not only pedestrian circulation within the Park, connecting all the features, but as links to the downtown, links to a larger looped trail system that includes trails on the south side of the rail line including the dog park, and as an amenity that ties the Park together.



■ PLANTING

The site is currently very stark with very few plants.

Creston Market Park becomes an urban park with planting that includes: street trees along NW Boulevard; shade trees within the Park; trees among the parking and market stalls; an ethnobotanical garden; and indigenous plantings with a constructed wetland.



■ DRAINAGE

Rainwater is a precious commodity and rather than releasing it from the site, **Creston Market Park** directs most runoff to rain-gardens and to a constructed wetland, where it can recharge soil moisture and foster plants.

The constructed wetland and the ethnobotanical garden form part of the Yaqan Nukiy Heritage Park.



APPENDIX C: MARKET PARK CONCEPTUAL DESIGN

CONCEPTUAL DESIGN

ARMITAGE CENTRE

The Armitage Centre anchors one end of the Park. By opening up the east side of the building, the Armitage Centre connects more directly to the Park, inviting visitors to explore both the Creston Visitor Centre and the Park itself.

Creston Market Park expands visitor facilities outside the Armitage Centre with a **Covered Patio** and a **Seating Plaza**, currently featuring the “three bears” and the Creston Visitor Information sign.

Strong connections to downtown are created at the NW Boulevard street crossing with **Street trees, Banners, and Bollards**. **Information Panels** along the sidewalk overlooking the Valley highlight the agricultural history of the Creston Valley.

A circular **Ramp** from the sidewalk creates a gradual transition from the downtown street level to the lower level of the **Market in the Park**. The ramp also provides emergency access and ingress for market stall set up and take down.



Covered Patio

Patios are lovely spaces that can accommodate a variety of activities. The covered patio in the *Creston Market Park* serves both the Park and the Armitage Centre and is designed for both formal and casual uses offering views across the Valley.



Street Trees / Banners / Bollards

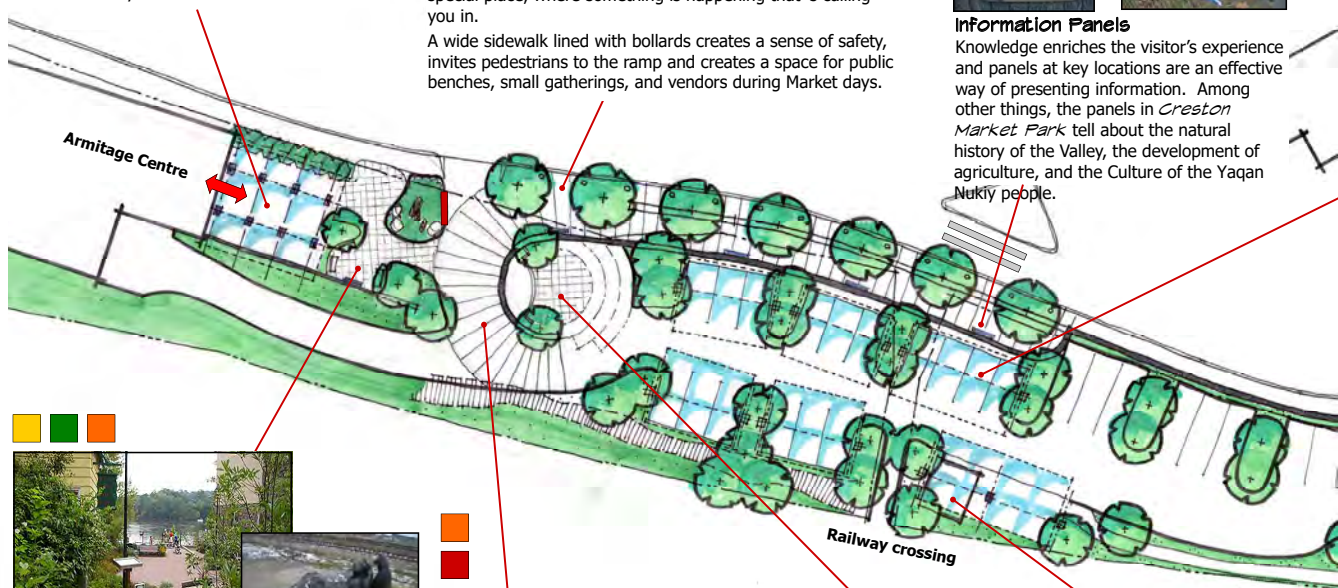
Street trees and banners signal your arrival to the *Creston Market Park*. Such an entrance says you have arrived at a special place, where something is happening that's calling you in.

A wide sidewalk lined with bollards creates a sense of safety, invites pedestrians to the ramp and creates a space for public benches, small gatherings, and vendors during Market days.



Information Panels

Knowledge enriches the visitor's experience and panels at key locations are an effective way of presenting information. Among other things, the panels in *Creston Market Park* tell about the natural history of the Valley, the development of agriculture, and the Culture of the Yaqui Nukiy people.



Seating Plaza

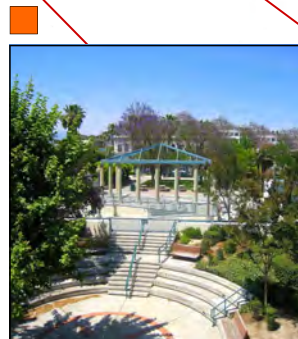
Located next to the patio, the seating plaza is designed as a small urban park with views over the Valley. Besides places to sit, the plaza includes an information panel on the agricultural history of the Valley, public art, and a Creston Visitor Information sign visible to vehicles from all three directions of approach.



Ramp

The ramp provides a gentle transition from the upper sidewalk to the *Creston Market Park* level, about 6 feet lower, which can be used as an extension by vendors during market days.

The ramp also provides vehicle access for emergencies, Market vendors, and for servicing the lower level of the Armitage Centre.



Market Plaza

The market plaza is an outdoor amphitheatre-like facility designed for small performances, gatherings, and seating for visitors from the market stalls.

APPENDIX C: MARKET PARK CONCEPTUAL DESIGN

CONCEPTUAL DESIGN

MARKET in the PARK

Creston Market Park creates a **Market in the Park** - a permanent Farmers' Market with approximately 16 **Covered Market Stalls** and the capacity to expand to approximately 70 stalls, all in a park-like setting. It features a **Market Plaza** at the Armitage Centre end of the site that provides ample opportunities for gathering, performance, and seating.

The park setting is continued with **Trails** to the proposed Yaquon Nukiy Heritage Park (Yaquon Nukiy Amakis), Millennium Park to the east, the railway corridor to the south, and the dog park off-leash site to the south-east.

Street Trees along Cook Street bring the Park right to the road. One central vehicle access is provided from Cook Street with an emergency exit at the Armitage Centre end and one exit at the Yaquon Nukiy Amakis end. An **Entrance Gate** marks the east end of the Market. Parking stalls become market stalls during market days.

A **Picnic Area and Public Washroom** are located at the railway pedestrian crossing.



Covered Market Stalls

The permanent structure of the covered market stalls create a permanent presence even on non-market days. The covers expand the market season.



Market in the Park

A combination of shade trees and parking stalls creates a Market in the Park. The market space is flexible and can easily be enlarged as needed by simply relocating traffic barriers.

Market stalls can be located on both sides of the drive or walking aisle. The north stalls accommodate back-of-truck sales, the south side is for market stalls only.



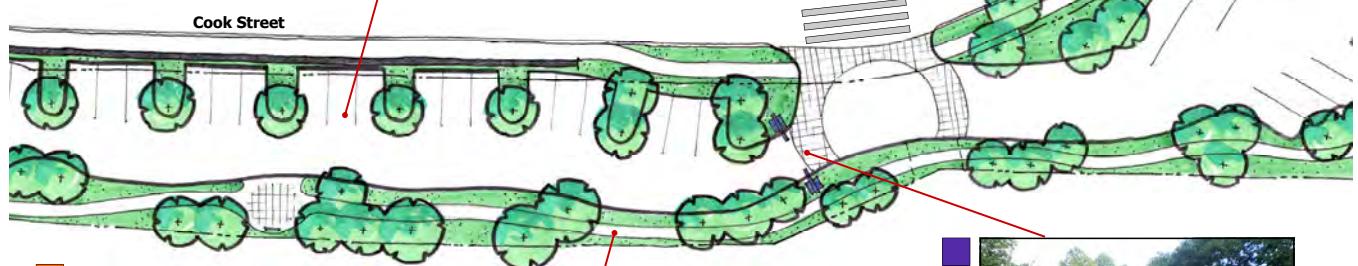
Parking

The parking area at Yaquon Nukiy Amakis is set amidst trees. It can be converted into market stalls for small events and includes six 40 foot long RV parking stalls.



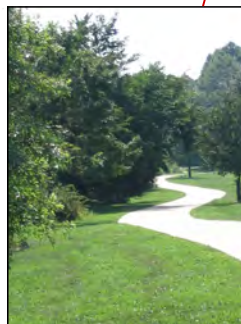
Street Trees

Street trees create a more pleasant and safer pedestrian experience, a more pleasing park landscape, and help to slow traffic along Cook Street.



Picnic Area & Public Washroom

A picnic area and public washroom serves the *Creston Market Park* year round. The restrooms are accessible from the Park as well as to pedestrians using the railway crossing. This structure would be a convenient location for the Farmers' Market storage.



Trails

Trails through the Park are intended to be multi-use, that is, for recreation (walking, jogging, cycling), for commuting, for moving from the *Creston Market Park* to other amenities in Creston (such as downtown and Millennium Park), for movement within the Park, and for taking visitors through the experience of visiting the features of the Park and the information panels.

Opportunities for sitting—resting and watching other visitors—are located along the trails.



Entrance Gate

A specially designed vehicle entrance celebrates your entry to *Creston Market Park*. A pedestrian crossing here helps to bridge the gap between the Park and downtown and Cook Street parking. Entrance gates mark the beginning of a pedestrian precinct—the Market in the Park.

APPENDIX C: MARKET PARK CONCEPTUAL DESIGN

CONCEPTUAL DESIGN

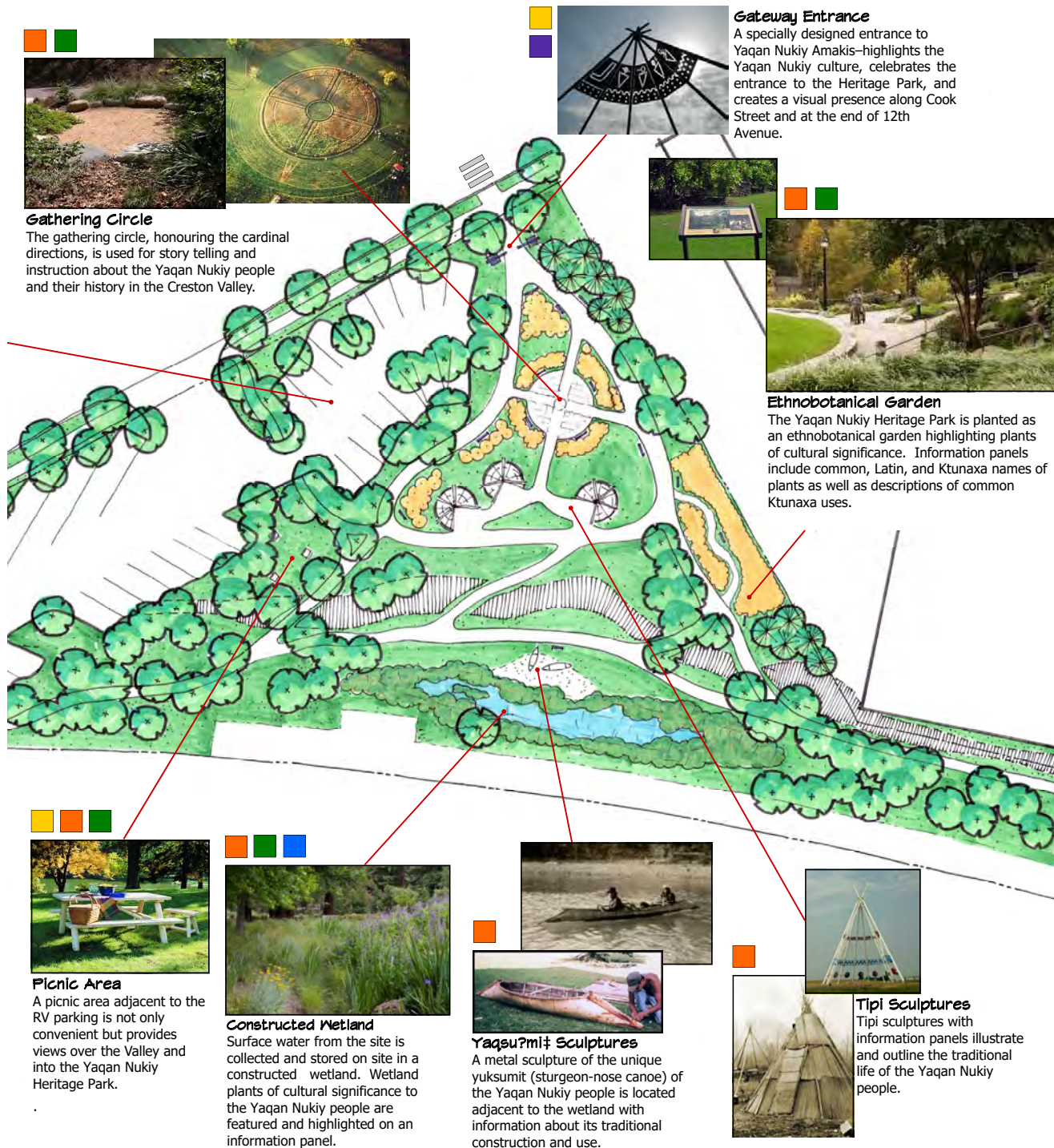
YAQAN NUKIY AMAKIS (Land Where the Rock Stands)

Creston Market Park includes a significant Yaqan Nukiy Amakis Heritage Park, advancing the understanding and appreciation of the evolving culture of the Yaqan Nukiy People. A **Gateway Entrance** at the base of 12th Avenue helps connect the site visually to downtown.

The Yaqan Nukiy Heritage Park includes an **Ethnobotanical Garden** with plants of cultural significance (such as juniper, cedar, bitter cherry, wild tobacco, and cattail), a **Gathering Circle** marking the cardinal directions, and metal **Tipi Sculptures**. A **Constructed Wetland** displays metal **Yaqsu?mi?** (sturgeon-nosed canoes) **Sculptures** and all are connected by a looped trail with educational panels outlining the history and culture of the Yaqan Nukiy people.

The adjacent **Parking** area is set amongst trees and can be used for a small market or outdoor event.

The parking area for RVs and cars has an adjacent **Picnic Area** sheltered by trees.



APPENDIX D: RESIDENTIAL TYPOLOGIES

Cottages/bungalows:
Smaller houses (800-1500 sq ft) on narrow lots, usually 1 1/2 storey with lanes. Can be clustered into a "pocket neighbourhood".



Pocket Neighbourhood:
Cottage/ bungalows clustered around a common green space with grouped parking.



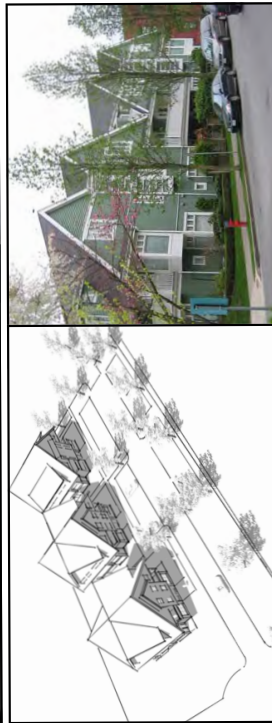
Larger house:
Either single family houses with suites, or duplexes and triplexes, 'disguised' as a large house. Fits into neighbourhood well, especially on corner lots.



Accessory dwellings:
Carriage house, granny flat in backyard off lane; either at ground level or 2nd floor above garage. Provides affordable housing and flexibility for family members.



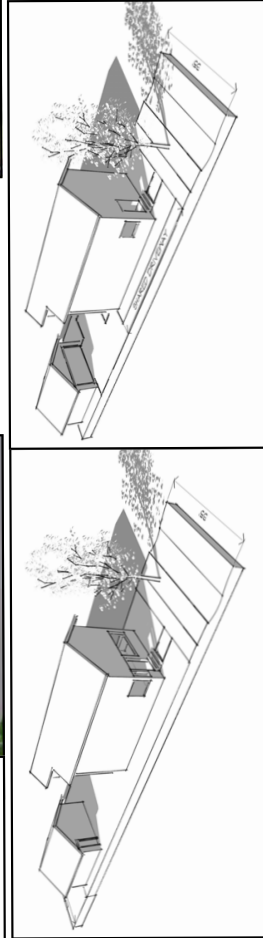
Apartment house:
Fits well into residential street if designed at the scale of a large house. Even a six plex can have the appearance of a large single family house.



Zero lot line houses:
On one side creates usable side yard and accommodates shallower lots; on two sides creates rowhouse/townhouse.



Parking:
Parking is located behind house with back lane garage, back yard garage with shared driveway, or front garage recessed from front façade.

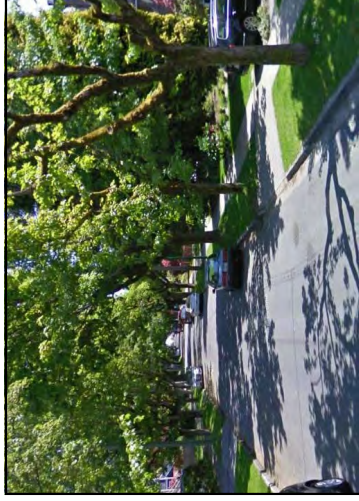


APPENDIX E: SIDEWALKS, STREET TREES & FURNITURE

SIDEWALKS

Sidewalks should be wide enough to accommodate mobility scooters, two people walking abreast, and baby strollers. This dimension should be no less than 1.5m on all streets, where space is available.

On streets with mixed-use or commercial use, sidewalks should be wider depending on the building setback, and the addition of street furniture, outdoor displays, and seating.



STREET TREES

Street tree species and spacing should be selected to create a full street canopy. Such enclosures reduce the apparent width of the road, create a sense of small town scale, and mitigate summer heat.

Where possible, Street trees should be planted in medians between the street and sidewalk to create a greater sense of pedestrian safety.

Consider the use of boulevards and other street features for storm-water management, thereby minimizing the need for road storm-drains.



STREET FURNITURE

Street furniture should be provided within the streetscape at all opportunities. Seating, whether formal or informal, should be provided approximately every 200 ft along a commercial or mixed use street, where possible.



LANES

Lanes provide an integral feature in land development by providing additional access to property and increased room for parking. By removing off-site parking from the front streets, lanes in turn allow both narrower lots, and access for laneway accessory dwellings. Lanes also provide space to locate utility servicing such as water, sanitary and storm sewer, natural gas, electrical power and other utilities. This in turn reduces the required street and boulevard width which would otherwise contain these services

PARKING

Parking is very land consumptive. It is a challenge to provide enough parking to serve residents and businesses, but not so much that it destroys the character, or the walk-ability, of a neighbourhood.

Parking requirements should (1) err on the side of too little parking, rather than too much; (2) consider 1-way travel lanes and angle parking; (3) break up parking lots into small areas with plantings, especially street trees; and (4) where possible, require that on-site parking is placed beside or behind buildings so it does not detract from the street. Finally, it is helpful to remember that streets are very good linear parking lots. As such, on-street parking may be counted towards satisfying the parking requirements of any development.

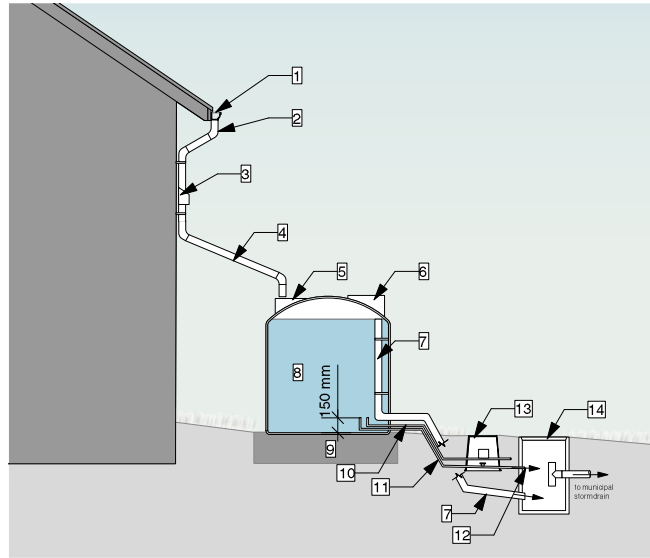
On-street parking has many benefits: it slows traffic, protects pedestrians from moving traffic, reduces demand for on-site parking, decreases amount of parking lot pavement (impermeable surfaces), and increases side-walk activity. On-street parking narrows the traffic corridor thereby reducing the crossing distance of a roadway, thus making crosswalks safer for pedestrians.



APPENDIX F: ON-SITE STORMWATER MANAGEMENT



CISTERN / RAIN BARREL - DOWNSPOUT CONNECTION



- ABOVE GROUND CISTERN MATERIALS
1. Gutter
 2. Building rainwater leader/downspout
 3. Inline debris removal device
 4. Diversion pipe to rain barrel/cistern
 5. Rain barrel/cistern fill opening
 6. Self-venting lid
 7. Overflow to sump
 8. Cistern / rain barrel
 9. Compacted base
 10. 25 mm diameter to irrigation system. Pump and filter (not shown) installed on either interior or exterior of rain barrel/cistern.
 11. 25 mm diameter winter drain pipe, with valve.
 12. Orifice with screw on adapter at end of winter drain pipe
 13. Irrigation valve box
 14. Sump

What they do:

Rain Barrels/Cisterns collect and store rainwater from hard surfaces allowing for its reuse. The collected water is often used to water gardens and lawns but is not suitable for potable uses. By storing and allowing reuse, a cistern can help reduce volumes and slow flows of rainwater entering the municipal storm drain and receiving water bodies. Cisterns come in two typical varieties, Above Ground and Inground (Buried), which can be classified as:

Small Capacity

Hold up to 2,500 litres and are typically used for residential/single-family homes. Typically low tech systems used for gravity fed irrigation.

Medium Capacity

Hold up to 10 000 litres in tanks constructed of polyethylene or a similar material. These come as above ground or inground systems that are often installed with filtration and pumps for pressurized irrigation systems. Found in residential, commercial, institutional, and industrial developments.

Large Capacity

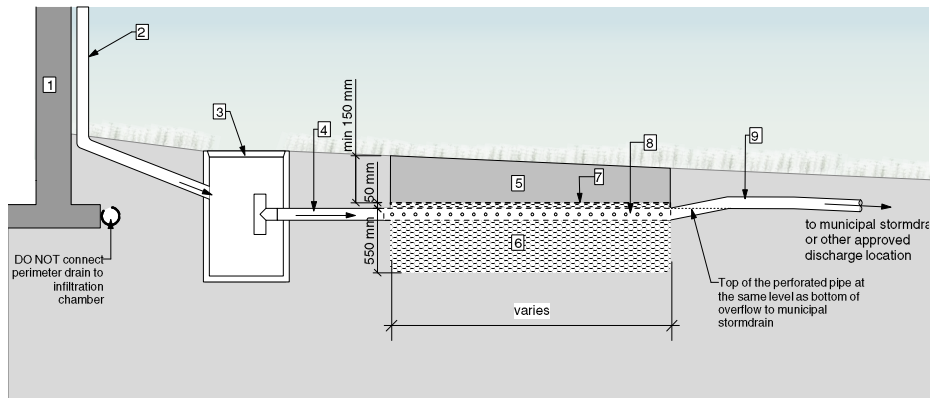
Hold over 10 000 litres in a series of connected tanks or large custom built storage tanks. These are typically limited to large institutional, commercial, or industrial projects with a large water demand.



APPENDIX F: ON-SITE STORMWATER MANAGEMENT



ROCK INFILTRATION CHAMBER - DOWNSPOUT CONNECTION



ROCK FILTRATION CHAMBER MATERIALS

1. Building wall
2. Building rainwater leader/downspout
3. Sump
4. Solid pipe to infiltration chamber
5. Growing medium, 150mm minimum
6. Drain rock, 550 mm depth
7. Non-woven geotextile on top of drain rock, use may vary depending on surrounding soil conditions
8. 100 mm diameter (min) perforated pipe
9. Solid overflow pipe to approved connection point

What they do:

Infiltration chambers are underground tanks or chambers with permeable bottoms and sides that are designed to slowly release water into the ground over time. They help to reduce the volume of water being delivered to storm drains and streams. As infiltration chambers are underground they allow for usable spaces on top of them. Typically surface treatments over infiltration chambers are limited to lawn, low shrubs/groundcovers, or hardscape. Trees are not usually suitable for planting on or around infiltration chambers. Infiltration chambers are commonly found in two varieties:



Rock Infiltration Chamber

A rock infiltration chamber / trench is an underground water storage facility constructed with coarse aggregate. Water fills the pore spaces between the aggregate, and the facility will typically be designed to exfiltrate water into the surrounding soil.

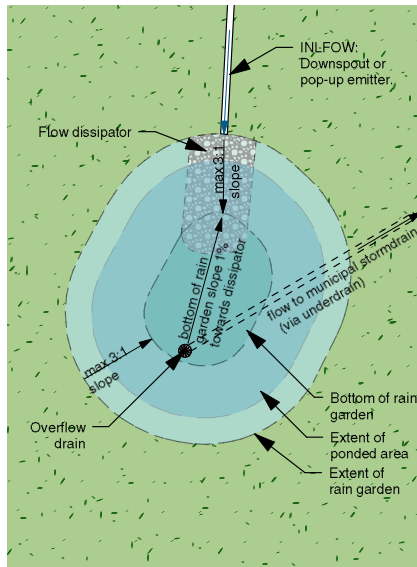
Open Infiltration Chamber

An open infiltration chamber / infiltration tank is an underground water storage facility constructed with manufactured modular structures that create large void spaces for temporary storage of stormwater, allowing it to infiltrate into the underlying native soil. Structures typically have open bottoms, and perforated side walls. Water fills the void spaces, and the facility will typically be designed to exfiltrate water into the surrounding soil.

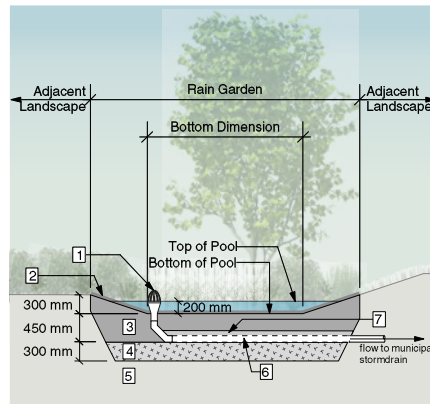


APPENDIX F: ON-SITE STORMWATER MANAGEMENT

RAIN GARDEN PLAN



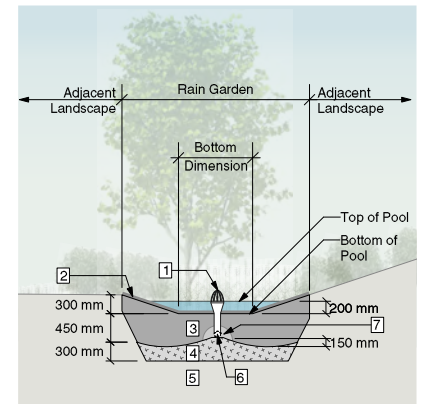
TYPICAL RESIDENTIAL SCALE RAIN GARDEN PROFILE



RAIN GARDEN MATERIALS

1. Overflow drain, 200 mm domed grate + adapter
2. Composted mulch, 50-70 mm depth
3. Bio-retention growing medium, 450 mm depth
4. Scarified/tilled subgrade, 300 mm depth
5. Existing subgrade/native material
6. 100 mm diameter (min) perforated pipe
7. 25 mm diameter drain rock, 100 mm depth

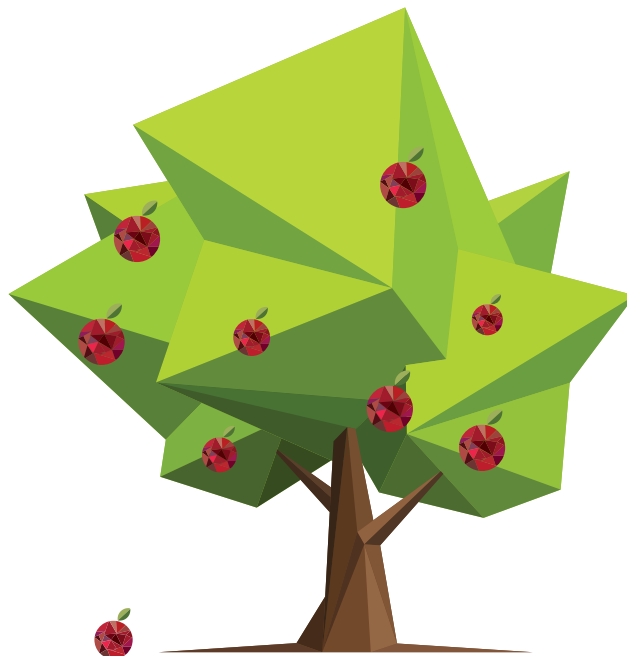
TYPICAL RESIDENTIAL SCALE RAIN GARDEN CROSS SECTION



What they do:

Rain gardens are landscape depressions meant to capture and infiltrate water. Rain gardens provide both volume control and pollutant treatment of runoff. Removal of Total Suspended Solids (TSS) and pollutants (such as heavy metals and petroleum products) is provided by the soil layers, surface ponding, and vegetation. The bottom of rain gardens should always be planted. Covering the bottom of a rain garden with rock reduce infiltration and pollutant removal potential.





CRESTON  VALLEY

TOWN of CRESTON

INDEX OF AMENDING BYLAWS

Bylaw #1887	Adopted July 16, 2019
Bylaw #1889	Adopted July 16, 2019
Bylaw #1894	Adopted September 17, 2019
Bylaw #1886	Adopted April 14, 2020
Bylaw #1935	Adopted June 14, 2022
Bylaw #1953	Adopted June 28, 2022
Bylaw #1968	Adopted June 13, 2023
Bylaw #1976	Adopted August 22, 2023
Bylaw #2005	Adopted April 23, 2024
Bylaw #2010	Adopted January 14, 2025
Bylaw #2037	Adopted October 14, 2025
Bylaw #2041	Adopted November 18, 2025

NOTE TO USERS

"WHEREAS each bylaw consolidation shall be proof, in the absence of evidence to the contrary, of the original bylaw, of all bylaws amending it and of the fact of passage of the original and all amending bylaws", pursuant to 'Authority to Consolidate Municipal Bylaws No. 1533', which was adopted on the 11th day of June, 2001.