



CITY OF NELSON

CITY OF NELSON OFFICIAL COMMUNITY PLAN

BYLAW NO. 3247, 2013



CULTURAL STRENGTH

HEALTHY
NEIGHBOURHOODS

ROBUST ECOSYSTEMS

PROSPERITY

RESILIENCY

Schedule A: GOALS / OBJECTIVES / POLICIES

www.nelson.ca

The City of Nelson’s Official Community Plan (OCP or “the Plan”) is a policy document and implementation strategy that is designed to guide planning and decision-making for the City over the next 5 to 10 years. Specifically, the OCP has been developed as a key tool for the Council, staff, and citizens to use to make decisions about the things that matter to this community: land use, housing, social programs, transportation, infrastructure, culture, parks, and environmental protection. This plan provides a framework for moving forward in these areas in a coordinated and sustainable manner.

CITY OF NELSON OFFICIAL COMMUNITY PLAN

1.0	INTRODUCTION.....	5
2.0	COMMUNITY VISION & GOALS.....	7
3.0	COMMUNITY CONTEXT.....	10
4.0	OBJECTIVES & POLICIES.....	16
4.1	SUSTAINABLE COMMUNITY DEVELOPMENT.....	16
4.2	NEIGHBOURHOODS & LAND USES.....	20
4.3	HOUSING.....	45
4.4	HEALTHY LIVING & SOCIAL WELL BEING.....	48
4.5	TRANSPORTATION.....	51
4.6	INFRASTRUCTURE.....	58
4.7	CULTURE.....	63
4.8	PARKS & RECREATION.....	65
4.9	NATURAL ENVIRONMENT & HAZARDOUS CONDITIONS.....	69
4.10	DEVELOPMENT PERMITS.....	71
5.0	IMPLEMENTATION, MONITORING & REPORTING.....	75

Schedules to Official Community Plan

SCHEDULE B – LAND USE DESIGNATIONS MAP

SCHEDULE C – TRANSPORTATION MAP

SCHEDULE D – NATURAL ENVIRONMENT AND
HAZARDOUS LANDS MAP

SCHEDULE E – DEVELOPMENT PERMIT AREAS MAP

SCHEDULE F1 – CYCLING AND TRAIL ROUTES

SCHEDULE F2 – PEDESTRIAN AND TRAIL ROUTES

SCHEDULE G – PARK AND OPEN SPACE MAP

SCHEDULE H – DEVELOPMENT PERMIT AREA DESIGN
GUIDELINES

Figures

Figure 1: Neighbourhood Designation Map.....27

Figure 2: Cycling Routes from the Active Transportation Plan.....51

INTRODUCTION

The purpose of the City of Nelson Official Community Plan (OCP) is to provide a policy framework and implementation strategy designed to enhance the quality of life for the citizens of Nelson. Specifically, the Plan has been developed to:

- Be the policy foundation for future planning initiatives that will be required as Nelson grows and changes; and
- Guide community activities in a manner that will contribute towards Nelson's cultural strength, healthy neighbourhoods, robust ecosystems, prosperity and resiliency.

The preparation of an OCP is a major undertaking that requires considerable participation by the public, City Council, City Staff and other levels of government.

The 2008 OCP was developed with extensive public consultation and a Steering Committee. That commitment to public involvement continued with the completion of numerous planning initiatives since then. These initiatives include:

- *The Path to 2040 Sustainability Strategy*, 2010
- *The Active Transportation Plan*, 2010
- *The City of Nelson Housing Strategy*, 2010
- *The Sustainable Waterfront & Downtown Master Plan*, 2011
- *The Low Carbon Path – Community Energy and Emissions Action Plan*, 2011
- *The Heritage Register Update*, 2011
- *The Water Master Plan*, 2007
- *The Sewer Master Plan*, 2010

This Official Community Plan update would not have been possible without the support of the Federal Gas Tax Programme, which provided significant funding to plan for a sustainable path to 2040. Public participation throughout each of the different planning initiatives was significant, with numerous staff and volunteer hours spent at open houses, sitting on working groups and steering committees, and completing surveys over a 4 year

period.

This Plan is a comprehensive reorganisation and rewrite of the 2008 OCP. The purpose of this Plan is to incorporate the direction accepted by the community and Council in all of the plans completed since the 2008 OCP, while staying true to the community's vision that was outlined in the 2008 OCP.

The Official Community Plan

Community Plans are a widely adopted policy tool used by municipal governments for land use planning in British Columbia. A Plan provides a degree of certainty for residents and property owners about the location and nature of land use changes in the community. It also serves as a guide for municipal staff and Councils when making decisions regarding appropriate development, zoning and providing the required services to accommodate projected and desired growth. An Official Community Plan can provide neighbourhoods with the certainty that they need to remain stable living environments. The policies of an Official Community Plan can also help guide the decisions of the building industry. They are intended to reflect a broad consensus of community opinion transformed into a framework for future development, and into a strategy for managing future growth of the community over a five to ten-year period.



In British Columbia, Official Community Plans are municipal bylaws. They are prepared and adopted within the statutory provisions of the *Local Government Act*. The *Local Government Act* prescribes the general content of Official Community Plans and also sets out a formal procedure for adopting such plans. This Official Community Plan has been prepared and adopted in accordance with the requirements of the *Local Government Act*.

The Official Community Plan is intended to guide future growth, it is not however, a regulatory tool. Other municipal bylaws related to zoning and subdivisions are the primary tools used to regulate development.

An Official Community Plan can be amended by Council. The process to amend an OCP is set out in the *Local Government Act*.

Organization of the OCP

The Official Community Plan sets out a high-level vision, accompanied by a series of goals. Together the **Vision** and **Goals** articulate the long-term aspirations of the community and lay the foundation for the objectives and policies that follow. The **Objectives** identify specific aims that the City will pursue and the **Policies** outline the proposed actions that work towards realising the City's objectives (and ultimately it's vision and goals). **Implementation, monitoring and reporting** ensure that strategies are in place to measure and report on how the City is meeting the goals and objectives of the OCP.

- Energy efficiency and conservation planning
- Community consultation to reduce Community GHG emissions
- Expanded and updated Design Guidelines for the Waterfront
- Review of Development Permit areas for heritage
- Inclusion of Energy Efficiencies for new development
- Affordable Housing Plan
- Active Transportation Plan
- Downtown Plan
- Water Master Plan
- Sewer Master Plan

Successes of the 2008 OCP

The 2008 Official Community Plan identified a number of tasks for completion.

Those tasks that have been completed are as follows:

- Comprehensive Development Permit Process
- Support and Process to deal with the Preservation of Heritage Buildings
- Designation of Greenway along length of Cottonwood Creek
- Supporting and working with CPR on planning CPR lands within the City of Nelson
- Curb-side collection of recyclables
- Planning and future use for transfer station lands
- Waterfront Plan
- Waterfront recreation corridor
- Comprehensive review of Active Transportation linkages and trails
- Update of Subdivision Bylaw
- Wildfire Protection Plan Implementation

COMMUNITY VISION & GOALS

Vision

Nelson is a prosperous and resilient community with robust ecosystems and safe, welcoming neighbourhoods where diversity, history and culture are celebrated.

Principles for Sustainability

The *Path to 2040 Sustainability Strategy* was approved in 2010. It contains five sustainability principles which have been adopted as part of this OCP. In combination, they will help to guide future planning and decision making.

The 5 Sustainability Principles in the Strategy are:

CULTURAL STRENGTH

Cultural Strength is about celebrating and embracing our history and our diversity. It is about using our many arts, traditions, heritage and recreation assets to enrich the quality of life for all citizens.

Cultural Strength involves:

- Authentically representing our artistic and cultural values in how we live, move, play, shop, and do business;
- Using arts, heritage, recreation and our greatest community asset, our diversity, to create meaningful learning opportunities;
- Facilitating cross generational and socio-economic relationships;
- Conserving and enhancing our diverse recreational assets and

opportunities;

- Meaningful civic participation in our City's governance systems.

HEALTHY NEIGHBOURHOODS

Healthy Neighbourhoods are safe, welcoming, connected places with meaningful opportunities to interact with neighbours of all ages and income levels.

Healthy Neighbourhoods have:

- Inviting parks, community gardens and informal public spaces for gathering;
- Diverse and affordable housing opportunities in all neighbourhoods;
- Development focused in specific, pre-identified mixed-use areas;



© Phil Best www.bestphotos.ca

- Connected residential areas via safe, enjoyable walking and cycling corridors and greenways;
- Buildings that are sustainable in design and operation; they incorporate green building practices and technologies when renovating existing and constructing new buildings.

ROBUST ECOSYSTEMS

Robust Ecosystems are about ensuring natural systems are flourishing in Nelson.

Ensuring Robust Ecosystems will involve:

- Protecting, restoring, and enhancing our natural assets by

continuing to cultivate responsible environmental practices;

- Using our natural resources efficiently and conserving them to the greatest extent possible;
- Protecting the natural areas in our neighbourhoods.

PROSPERITY

Prosperity is about fostering a diverse, value-added economy that provides meaningful employment opportunities and supports healthy and affordable lifestyles.

Ensuring Prosperity requires:

- Supporting new and existing industries, businesses, and NGOs (Non-Governmental Organisations);
- Respecting our leadership role in regional social and economic systems;
- Supporting efficient movement of people and resources;
- Supporting a vibrant, safe downtown and waterfront as a welcoming space;
- Recognizing small business as a key driver of our local community;
- Promoting affordability in how we live, move, play, shop, and do business.

RESILIENCY

Resiliency is about maintaining and enhancing the economic, social, ecological, and cultural systems that strengthen our ability to withstand future challenges.

Our Resiliency is dependent on our ability to:

- Foster healthy relationships to ensure residents trust and support each other in times of need;
- Foster a diverse, flexible business community that sustains our prosperity;
- Continue to build local, green infrastructure that uses resources thriftily and efficiently;
- Adapt and flourish despite an uncertain, changing climate and environment;
- Champion transparent, participatory decision making

practices that foster engagement.

Goals

The *Path to 2040 Sustainability Strategy* identifies ten goals. In combination they too will help to guide future planning and decision making.

The ten goals include:

Arts, Culture & Heritage

Nelson is regarded as a vibrant arts, culture and heritage hub where locals and visitors are engaged in experiencing the authentic fabric of the city, the diverse nature of the community and the creative spirit of its people.

Energy & Climate Change

Nelson is an energy self-sufficient community where energy production is local, resilient, adaptive, carbon-neutral, and minimizes impacts on the ecosystem. Production meets or exceeds local consumption and energy is consumed respon-



Arts, Culture, and Heritage (AC&H)



Water, Waste Water, Stormwater (W)



Energy and Climate Change (ECC)



Transportation and Mobility (TM)



Food, Food Security, and Agriculture (FFSA)



Solid Waste (SW)



Healthy Living and Social Well-Being (HLSW)



Natural Areas, Recreation, and Leisure (NARL)



Land Use (LU)



Local Economy (LE)

sibly and efficiently. Together, production and consumption creates a vibrant and resilient economy. A clear differentiation between our “energy wants” and our “energy needs” are central to our energy decisions regarding matters such as supply, type, and distribution.

Food, Food Security & Agriculture

All Nelsonites have access to affordable, nutritious food that is produced in a socially just and environmentally sustainable manor. The local food system is robust, resilient and integrated with other sustainable regional and global food systems.

Healthy Living and Social Well-Being

Nelson is a healthy, vital, safe, inclusive and affordable community where people are engaged, respectfully connecting with their families, other generations, their community, the economy, culture, the environment. Learning is embraced as a means to adapt positively to change.

Land Use

The City of Nelson manages the use of land and housing by enforcing responsible and sustainable policy which reflects the needs of an increasingly diverse population.

Local Economy

Nelson is a forward-thinking community that attracts investment and innovative business that values our Kootenay lifestyle.

Natural Areas, Recreation & Leisure

Nelson's natural areas are restored into functioning, accessible ecosystems. These ecosystems provide recreation, leisure, sustenance and transportation opportunities. Nelson meets the diverse recreational and leisure needs of its demographic within a carbon-neutral context.

Solid Waste

Nelson is a zero-waste community that avoids and reduces consumption first, then reuses, recycles, and recovers waste, and finally ensures responsible disposal of the small amount remaining.

Transportation & Mobility

The community of Nelson has access to various modes of transportation and mobility which blend public and private enterprise to ensure the energy-efficient movement of people and goods.

Water, Waste Water, Stormwater

Our mountain watersheds and water courses are protected from over consumption and provide a clean, safe, secure, and plentiful water supply for ourselves and future generations.

COMMUNITY CONTEXT

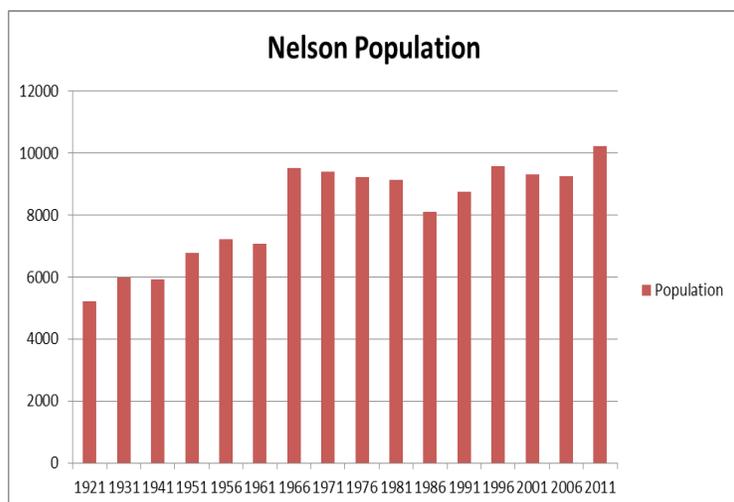
Nelson's Character

Nelson historically has been an industrial, administrative and cultural centre for the Central Kootenays. Nelson is multifaceted with community members placing importance on lifestyle, education, culture, recreation and livelihood. Shifts in the economic base have been experienced over time. Lifestyle is an important quality for residents and with the continued advancement of internet-based communications, many are able to live here and work remotely.

Population, Demographics & Local Economy

POPULATION

Nelson's population in 2011 was 10,230, 10.5% higher than in 2006 (population: 9,258)¹. The population has seen an increase after remaining relatively stable over the last number of census periods.

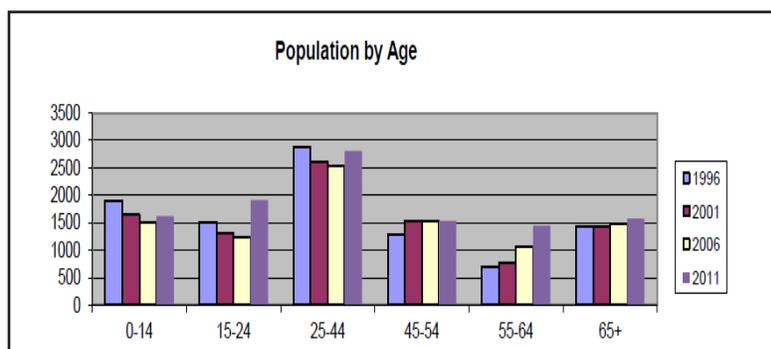


¹ Source: Statistics Canada, 2011 Census Population

Nelson's population shifts have been related to economic changes; negatively because of lack of jobs and a shifting economy, and positively, through in-migration of new workers, new students, and entrepreneurs and increasingly by those seeking lifestyle changes from larger centres. Population changes have depended upon in-migration and much less on "natural" growth. With respect to future population growth, the following estimates are based on annual growth from a low of 1% to a high of 5%.

Year	Nelson's 2011 Population = 10,230			
	1% growth	2% growth	3% growth	5% growth
2016	10,752	11,306	11,514	13,121
2021	11,300	12,483	13,348	16,747

Given the historical stability of the City's population it is unlikely that the next decade will see a high growth rate. Growth is more likely to remain modest at 1-2% absent of any boundary expansions or significant shifts in the local economy. Furthermore, an increasing proportion of growth in the Nelson area is located in the rural areas, so that the City itself will only experience some of the new regional growth.

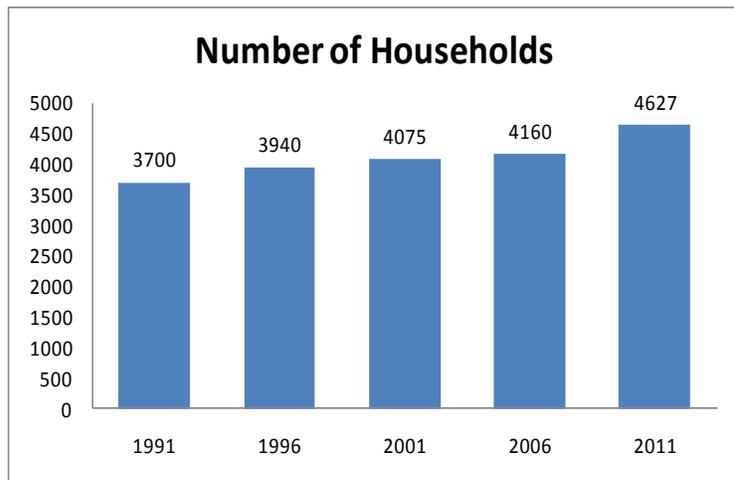


The median age in BC was 41.9 in 2011, Nelson is just slightly lower with a median age of 40.9. The changes to different age cohorts between 1996 and 2011 show that there has been an increase in the number of young adults, particularly those aged 15-24, which may be attributable in part to the number of students attending various educational facilities. There was also a noticeable increase in the number of adults aged 55-64. This mirrors the demographic changes provincially and nationally which shows the numbers of seniors continuing to increase with the aging of the baby boom generation, and may also reflect amenity migration trends. As more data and analysis from the 2011 Census becomes available, more comparative analysis will be possible.²

² Source: Statistics Canada, 2011, Census of Population

HOUSEHOLDS

The number of households has increased steadily since 1991, from approximately 3,700 in 1991 to 4,627 in 2011. While the number of households is increasing, the size of individual households has declined to an average of 2.21 people per household in 2011. This is likely accounted for by a declining birthrate, loss of family members for economic reasons and an in-migration of smaller households.



HOUSING

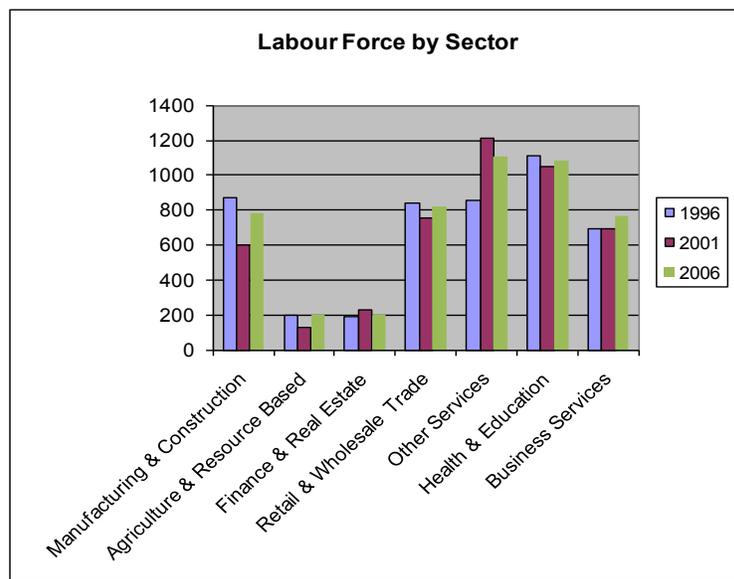
Nelson's housing stock continues to be dominated by single detached dwellings. Fifty-eight percent of total units are single detached dwellings³. The housing stock continues to age, which will create increased pressure for renovation or redevelopment. Multi-unit residential, row houses and apartments make up the rest of the housing types.

In 2006, 37% of households in Nelson were rentals. This compares to rental accommodation of 30% for the whole of British Columbia. Housing tenure has also remained consistent for the past several decades: rentals have comprised approximately 37% of the housing stock. In 2001, this trend shifted slightly towards more rentals (38%) and less owned (62%). Nelson is somewhat atypical in the relatively large size of its rental community. One possible reason for this is the zoning bylaw which allows suites in single detached dwellings throughout the City. This has increased the rental pool in Nelson, compared to other communities where zoning for single detached dwellings is more restrictive.

³ Source: 2007 Community Energy and Emissions Inventory – City of Nelson

THE ECONOMY

The participation rate for Nelson's labour force in 2006 remained at approximately fifty-four percent, slightly higher than BC's overall rate. This can most likely be attributed to the number of students, seniors and a large portion of unemployed people who do not show up on Employment Insurance search records. Nelson also has had consistently higher than average unemployment rates.

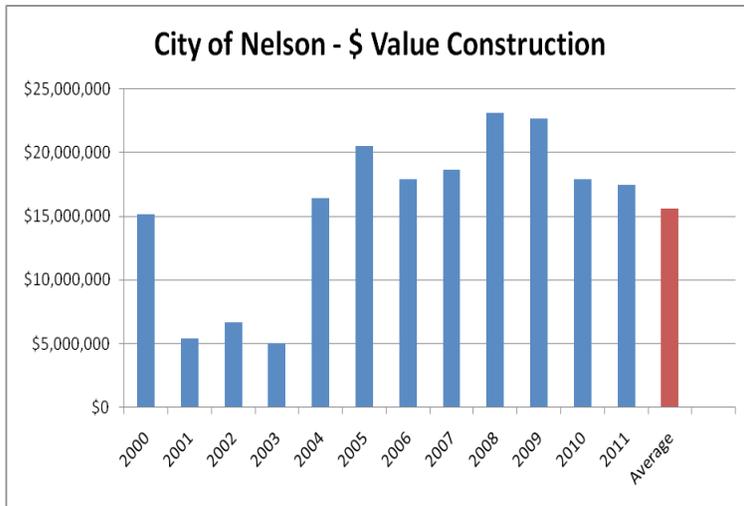
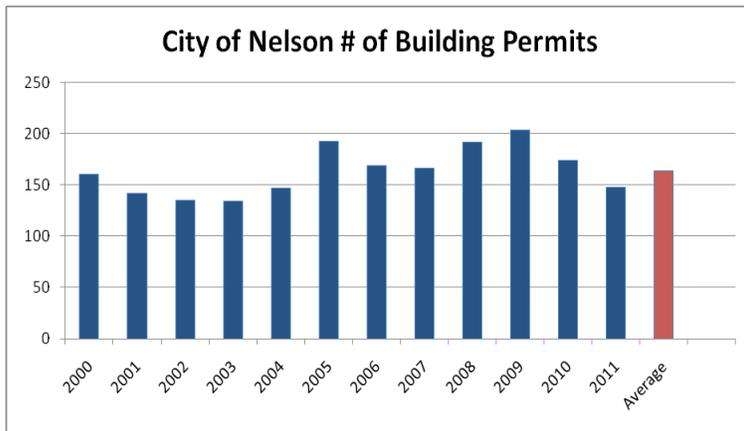


Nelson's economy has moved away from its traditional resource based beginnings. The service industry is currently the top employment sector. Continuing employment in the service industries is most likely to continue, as Nelson positions itself as a tourist and educational destination.

The number and monetary value of building permits can indicate a community's economic growth. The values of building permits have fluctuated somewhat over the past decade, as have the number of building permits. The valuation of the permits, however, has continued to remain relatively stable over the last eight years.⁴

The value of construction dollars is an indicator of the volume and amount of construction activity that is occurring in the community.

⁴ Source: City of Nelson



Regional Context

The City of Nelson does not function in isolation. Its geographic location, unique infrastructure, economic activities, and proximity to recreational and wilderness areas, all combine to impact the ways in which the city works. In a regional context, Nelson is important in its function as an urban centre and economic engine. The City of Nelson, however, also relies on its partners; other West Kootenay municipalities, regional districts and federal and provincial agencies to enhance and protect all that it holds dear. It is important to work together to efficiently maximize the services and infrastructure that are common to all West Kootenay communities.

URBAN CENTRE

The City of Nelson is a centre for administrative, cultural, educational, recreational and social services for the region, and is one of three main urban centres of the West Kootenays. The total surrounding population of Electoral Areas E, F, G, and H (the Slokan Valley) of the Regional District of the Central Kootenay is approximately 13,643. These areas generally use Nelson as a

centre. Including Nelson's population brings the region's total population to just under 24,000.

Community facilities and services are utilized by both City and regional residents. This has historically raised concerns about an equitable sharing of costs between the benefiting jurisdictions. Because of the intertwined impacts, the City of Nelson and the Regional District of Central Kootenay need to maintain open lines of communication regarding proposed developments and other initiatives of mutual interest. This may include community and regional planning initiatives (i.e. new Official Community Plans, Regional Growth Strategies, Emergency Plans, etc.), development proposals in proximity to municipal / regional boundaries, major infrastructure or utility upgrades, and proposed expansions or closures of community facilities or services.

ECONOMIC ENGINE

The major urban communities of Nelson, Trail and Castlegar are unique in their historical and current economies. Nelson, specifically is the largest in population and has the most diverse economy. Additionally, Nelson is a centre of commercial activity and government services, while it hosts a number of public and private educational facilities. Nelson also has a strong emerging entrepreneurial community, as many people are creating their own jobs by starting small businesses. Currently, the City has over 1,300 business licenses in effect. It is also situating itself as a desirable tourist destination with both indoor and outdoor recreational opportunities and a strong arts and cultural presence.

URBAN WILDLAND INTERFACE

Nelson is surrounded by standing forests that are located outside of the City's jurisdiction. It is anticipated that changing climate will have significant micro and macro effects on local temperatures. Changes in water availability (flooding and drought), snow accumulation and melt will influence the relative abundance or scarcity of traditional flora and fauna species. However, the magnitude of the impact is uncertain at this point in time. Infestations such as pine beetle are considered to be early indicators of changing climate. This situation places Nelson, like many communities, at increased risk for wildland interface fires in areas adjacent to the forest. Significant progress has been made locally at the municipal level to gauge risk and develop emergency management measures to respond to fire danger. In particular, the 2007 Community Wildfire Protection Plan, provided specific direction for fuel management, building construction, siting and

design, as well as for communication, training and evacuation for wild fire episodes. As this is a regional issue, a regional approach is warranted.

Planning Initiatives

Since the adoption of the 2008 Official Community Plan, the City of Nelson has embarked on numerous comprehensive planning initiatives. These documents are described below and provide context and content to this update of the Official Community Plan.

PATH TO 2040 SUSTAINABILITY STRATEGY

In 2010 the City of Nelson created the *Path to 2040 Sustainability Strategy*. This strategy recognizes and defines what is great about Nelson, and offers insight into how residents and property-owners can preserve and enhance what we love about where we live. It serves as an umbrella document that sets the direction for future policy and planning decisions and is therefore key in the review and update of the Official Community Plan. The Strategy includes the *Path to 2040 Assessment Tool* which will continue to assist City Council and Staff in ensuring future decisions are aligned with the sustainability principles and directions identified.

The Strategy was created using an iterative and collaborative process with local residents, businesses, community organizations, staff and Council. There were multiple points of engagement with community members in the development of the strategy. Out of these discussions, five Sustainability Principles were established. They include: 1) Cultural Strength; 2) Healthy Neighbourhoods; 3) Robust Ecosystems; 4) Prosperity; and 5) Resiliency.

LOW CARBON PATH TO 2040 – COMMUNITY ENERGY AND EMISSIONS ACTION PLAN

Sustainable energy and emission management is not a fundamental departure from Nelson's past and present. The City of Nelson's *Low Carbon Path to 2040 Community Energy and Emissions Action Plan* was approved by Nelson City Council on October 11, 2011. The Plan builds on the City's complete, compact, highly-livable character, heritage building preservation, and a historic commitment to energy security that began more than a century ago with the establishment of its own hydro-electric utility.

The plan was built on, and is strongly informed by the City's *Path to 2040 Sustainability Strategy* and complements the *Corporate*

Greenhouse Gas Reduction Plan completed in 2010.

The Plan serves as a blueprint for energy savings and greenhouse gas reduction for the community, and contains the following objectives:

- Exceed the City's regulatory requirement under Bill 27 to establish greenhouse gas reduction targets and policies and actions for achieving these targets in its Official Community Plan.
- Builds on and makes recommendations to existing City policies and plans so as to best integrate climate and energy into ongoing municipal business activity.
- Develop appropriate targets and strategies for community-wide GHG reduction and community energy use, as well as sector-specific targets that will guide implementation and support monitoring.
- Establish a clear implementation path that identifies specific tasks for City departments and community partners, as well as action opportunities for individuals, and private, public and non-profit players.

The Plan relies on the community's most valuable resource - its entrepreneurial residents, businesses, community organizations, regional utilities, and public institutions. Council and staff worked closely with stakeholders and the public in developing this plan.

Corporate Greenhouse Gas Reduction Plan

The *Greenhouse Gas Reduction Plan for Corporate Operations* is a roadmap for the reduction of corporate greenhouse gas emissions. The City has achieved Milestone 5, the final level in the Partners for Climate Protection. The goals outlined in the plan are in keeping with Provincial targets and will place the City on a trajectory to achieving long-term emission reductions.

This plan will enable Nelson to achieve the following corporate-wide targets over a 2007 baseline:

- 25% reduction in corporate GHG emissions by 2015
- 36% reduction in corporate GHG emissions by 2020
- 43% reduction in corporate GHG emissions by 2025

Key points of the *Greenhouse Gas Reduction Plan for Corporate Operations* include:

- Pertains to corporate operations only;

- The plan includes a forecast for 2050 emission reduction predictions this is an estimated value based on current day assumptions and is not a firm commitment target;
- Reduction targets will be re-evaluated and refined every five years in order to incorporate advances in technology and improvements in available data;
- Greenhouse gas inventories will be completed each year in order to monitor and track progress; and
- Staff engagement is crucial to the implementation and ongoing success of the greenhouse gas reduction plan.

SUSTAINABLE WATERFRONT AND DOWNTOWN MASTER PLAN



In 2011 the City of Nelson created a *Sustainable Waterfront and Downtown Master Plan* to guide future development and redevelopment in the downtown and waterfront areas. The *Sustainable Waterfront and Downtown Master Plan* draws on the goals and objectives established in the City of Nelson's *Path to 2040 Sustainability Strategy* created through a collaborative approach between the City and community members.

The downtown is the commercial and cultural centre of Nelson and is considered the 'heart' of the community. The downtown offers a mixture of uses such as: retail, hotels, restaurants, office space, arts, culture facilities, and housing. This mixture of uses helps establish a more diverse, thriving community of people. The walkability of the downtown allows for stronger community connections and provides a small town feel.

The waterfront is the natural gem of the city, and offers great potential and opportunity for the future growth of the

community. The waterfront spans from the north-western edge of the city from the CPR lands to Red Sands Beach, a total length of 4.8 kilometres. This area is largely comprised of light industrial, brownfield lands, industrial, CPR lands, commercial, the municipal airport and open/park space. The waterfront area also includes approximately 81 hectares of the north shore waterfront, located at the north end of the Big Orange Bridge.

The purpose of the *Sustainable Waterfront and Downtown Master Plan* is to find a way to better connect and revitalize these two fundamental areas of the community. The plan aims to embody the principles of sustainability and will guide future development of the downtown and waterfront areas.

AFFORDABLE HOUSING STRATEGY

The *Affordable Housing Strategy* is intended to be a guiding document, that will shape the decision-making process around affordable housing not only for the City but for community organizations and affordable housing providers as well.

Key recommendations include:

- Provide clear policy to support affordable housing;
- Establish a working group, like the Nelson Housing Forum to identify development opportunities;
- Foster partnerships to promote and develop affordable housing;
- Develop a standards of maintenance bylaw;
- Encourage suites in all new single detached homes;
- Streamline secondary suite requirements;
- Establish an infill rental housing bylaw to encourage coach houses and suites above garages;
- Amend regulations to facilitate accessory rental suites in townhouses or above commercial buildings;
- Promote innovative approaches and design; and
- Support external groups and promote existing programs and resources.

ACTIVE TRANSPORTATION PLAN

The *Active Transportation Plan* identifies multi-use trails, pedestrian and cycling amenities and public transit improvements to increase options for human-powered forms of transportation within the City of Nelson. The study goal is to encourage alternative modes of transportation in an effort to reduce greenhouse gas emissions and increase accessibility for all citizens of the City.

Following an in-depth review and public consultation, improvements to the pedestrian and cycling network were identified. The plan includes recommendations for the planning and design of cycling facilities, pedestrian and multi-user facilities, changes to maintenance, snow and ice control, and improvements to signage.

It is intended that the findings of the *Active Transportation Plan* will be used to amend the current planning, design, regulation, and maintenance of the Active Transportation Network, and in further developing a prioritized improvement plan with identified funding sources. The prioritization is based largely on public input from the consultation process.



CITY OF NELSON HERITAGE REGISTER

In 2011, the City completed an update of the Heritage Register in an effort to ensure that heritage resources are properly documented to meet current federal and provincial standards.

The Community Heritage Register Update includes the following components:

1. Historical Context to the existence of the City of Nelson;
2. A Thematic Framework for the City of Nelson; and
3. 69 Individual Statements of Significance that identify the important heritage elements to recognize within the City.

It is understood that the 69 Statements of Significance completed as part of this update are preliminary and that further work is required to ensure that all of the identified heritage resources are properly documented.



OBJECTIVES & POLICIES

This chapter is divided into ten sections: Sustainable Community Development, Land Use and Neighbourhoods, Housing, Healthy Living and Social Well Being, Transportation, Infrastructure, Culture, Parks and Recreation, Natural Environment and Hazardous Conditions, and Development Permits. Each section provides a discussion, followed by specific Objectives and Policies. Objectives identify specific aims that the City will pursue while Policies outline the proposed actions that work towards realising those objectives.

4.1 Sustainable Community Development

Community planning and land use decisions on a local level strongly influence the types of homes people live in, businesses they own, where they shop and meet their daily needs, where they work, how they travel and the energy consumed and emissions that are produced. The City will encourage planning, design and construction of energy efficient neighbourhoods and buildings to minimize energy consumption and greenhouse gas emissions. Continued use of the Sustainability Checklist for development applications and the *Path to 2040 Assessment Tool* will assist the City in ensuring development incorporates these sustainable measures.

In accordance with the Sustainable Path to 2040, sustainable development will mean the consideration of:

- On-site stormwater management;
- Climate appropriate vegetation (xeriscape, native species etc.);
- Landfill diversion of construction waste;
- Recycling and waste reduction;
- Site design that includes consideration of building form, orientation to maximize solar orientation, and shading and natural ventilation;
- Reducing heat islands;
- Increased water conservation;
- High performance building design, including the application of green building standards such as LEED or Built Green;
- Use of alternative, renewable energy sources;
- Access to transit;
- Incorporating car-free areas;
- Bicycle facilities (bike lanes, bike racks, bike storage, showers, etc.);
- Supporting mixed use developments;
- Protecting environmentally sensitive areas;
- Promoting multi-modal forms of transportation;
- The sensitive intensification of established residential areas through such means as small lot sizes, detached secondary

dwelling units, and multi-unit residential buildings;

- Locating higher density residential development near existing services; and
- District energy systems.

Energy & Greenhouse Gas Emissions

Nelson has a long tradition of conscientious community building, from the downtown economic vitality to the 100 year old hydro-electric utility. Today, the community is vulnerable to the twin



risks of climate change and steadily rising, volatile energy prices. To strengthen the resilience of our community and minimize the impacts of these threats, the City of Nelson adopted the *Greenhouse Gas Reduction Plan for Corporate Operations* in 2010 and approved the *Low Carbon Path to 2040: Community Energy and Emission Action Plan* in 2011.

The City of Nelson is signatory to the Federation of Canadian Municipalities (FCM) 'Partners for Climate Protection' (PCP) program and the British Columbia Climate Action Charter. The PCP targets for reducing greenhouse gas emissions are 20% below 1994 levels for municipal operations and 6% below 1994 levels for the community within 10 years of joining the PCP. The BC Climate Action Charter targets for reducing greenhouse gas emissions are carbon neutrality by 2012 and 33% below 2007 levels by 2020.

Community Energy & Emissions Action Plan

The *Low Carbon Path to 2040: Community Energy and Emission Action Plan* builds on the City's complete, compact, highly-liveable character and heritage building preservation. It is informed by and will help shape existing municipal priorities including implementation of the planning goals (Part 2.0). The plan is comprised of strategies (policies) and actions for each

sector. Defensible targets underpin these strategies and can be used to guide implementation, monitoring and evaluation, as well as meet the City's legislative requirement to the Province to include greenhouse gas reduction targets, policies and actions in its Official Community Plan.

Objectives

The following objectives were developed as part of the *Low Carbon Path to 2040: Community Energy and Emission Action Plan*.

In combination, they will help guide sustainable community development in the future.

Land Use

To create sustainable land uses that maximize opportunities for diverse, low-carbon transportation options, green buildings and low carbon energy supply.



Transportation

To enhance the convenience and comfort of active and low carbon transportation modes.



Buildings

To strengthen the energy and emission performance of Nelson's current and future building stock.



Energy Supply

To develop a cost effective, local, reliable, low impact energy supply.



Solid Waste

To approach "zero waste" by maximizing resource reduction, reuse, recycling, and recovery for all waste types.



Community Wide

To strengthen the City's institutional capacity and mechanisms to support implementation.



The following objectives support the City's commitment to sustainable community development.

1. The City will encourage the inception and growth of a local green energy economy through partnerships, education, incentives, legislation, and conservation.
2. The City will endeavour to understand, anticipate and plan for upcoming changes to the local and regional climate when making development, policy and program decisions that affect Nelson.
3. The City will significantly reduce our dependence on fossil fuels and prioritize local, renewable sources that feed a distributed, robust grid.
4. The City will proactively attract, retain, expand and foster businesses and investment in Nelson.
5. The City will foster and support entrepreneurial leadership in the community.
6. The City will maintain and further develop our diverse economy by identifying and supporting key sectors.
7. The City will focus economic development and stimulus where it contributes to community values, including a vibrant downtown and waterfront and meaningful employment opportunities that support healthy lifestyles.
8. The City will promote and support activities, development and infrastructure, such as buildings and transportation, which reduce energy consumption, reduce greenhouse gas emissions, incorporate sustainable development practices and are carbon-neutral.
9. In recognition of its commitments in the Partners for Climate Protection and Climate Action Charter, Nelson will meet the targets for reducing greenhouse gas emissions, recognizing resource implications.
10. To ensure Nelson's economic stability and well-being by promoting environmentally sustainable economic development.
11. To act locally toward the solution of regional, national and global environmental problems.

Policies

1. The City will develop social marketing and education programs to support the *Low Carbon Path to 2040: Community Energy and Emissions Action Plan*.
2. The City will partner with other agencies to create a building retrofit pilot program.
3. The City will develop one or more policies to encourage new construction to exceed the BC Building Code energy performance requirements.
4. The City will develop a strategic plan for District Energy and that plan will include requirements for new developments to connect to District Energy system.
5. The City will develop a plan to monitor water pressure and flow at select Pressure Reducing Valve (PRV) sites and identify strategic opportunities for turbine integration.
6. The City will develop a plan to assess the possibility for a micro-hydro run-of-river.
7. The City will investigate the feasibility of developing a Solar Ready Bylaw specific for the Nelson context.
8. The City, in partnership with the RDCK, will continue to investigate creating additional recycling and composting drop-off sites.
9. The City, in partnership with the RDCK, will investigate creating community composting facilities.
10. The City will investigate the creation of a construction and demolition pilot project.
11. The City will support the development of a Community Carbon Offset Framework.
12. The City will develop procedures and tools to integrate mechanisms into decision making processes to understand and evaluate the life cycle costs and carbon implications of large capital expenditures.
13. The City will consider density bonuses for developments that meet high environmental standards pursuant to requirements of Section 904 and 905 of the *Local Government Act*.
14. The City will consider increasing its budget for reducing greenhouse gas emissions.
15. Through incentives, policies and other tools available to local governments, the City will work with all property developers

to incorporate green building practices, energy efficiency measures, and sustainable development practices into new developments in order to encourage sustainable development.

4.2 Land Use & Neighbourhoods

Land Use

Residential Development

The City of Nelson has an area of approximately 1,587 hectares or 15.87 square kilometres. Of that land area, 27% is zoned residential, either multi-unit residential or detached single-unit residential. There are 5,094 residential lots in Nelson, 4,871 of which contain structures. There are approximately 223 vacant lots in the city, some of which include a single structure that straddles two or more lots. Approximately 484 parcels that are zoned for residential use, currently contain more than the minimum lot size, and could be subdivided. These figures show



that, contrary to perception, there is significant vacant property which may be suitable for further subdivision and for residential dwelling sites. Other potential sites can be found in unusable rights of way. Nelson had 4,627 occupied dwellings in 2011.

5,094	Residential lots - Total
4,871	Residential lots containing structures
4,627	Occupied dwellings
223	Residential lots – Vacant
484	Residential lots - Subdivision potential

Assuming only half of the 707 residential lots identified were suitable for subdivision or development based on topography, access and current development, at an average rate of 21 new detached single unit building permits per year, (the average since

2007) Nelson would exhaust the existing land available under existing zoning in approximately 16 years (by 2028). This plan, however, outlines a sustainable alternative for residential growth, by calling for a mix of smaller lot sizes, increasing the supply of sensitive residential infill, adding multi-unit residential dwellings within the City's neighbourhoods, and directing higher density, mixed use growth to the Downtown and Waterfront areas.

Information provided in the 2007 Community Energy and Emissions Inventory (CEEI) Report⁵ by the Province, and the 2011 statistics from Stats Canada indicates the following housing types and percentages:

Housing Type	1996	2006	2011
Single Detached Unit	66%	58%	54%
Semi-Detached/Row housing	6%	8%	19%
Apartment/Other	28%	34%	27%

The policies in this Official Community Plan will continue to encourage a more compact form of residential growth that allows people to live closer to services, employment and amenities.

The citizens of Nelson have expressed a cautious acceptance of higher density housing forms in all neighbourhoods of the city, and the *Sustainable Waterfront and Downtown Master Plan*, which calls for additional residential densification has strong community support. It is generally recognized that the supply of developable land is limited, municipal infrastructure and services should be utilized efficiently, and smaller lots and multi-unit residential development can provide more affordable housing options, as well as requiring less energy. Ensuring that new multi-unit residential development within existing neighbourhoods is designed to respect existing views and be compatible with the scale and character of adjacent buildings, structures and landscaping is critical to its integration. The design and “fit” of new development and higher density housing in residential areas is a high priority to Nelson residents who want to maintain the integrity of the established neighbourhood character.

The *Sustainable Waterfront and Downtown Master Plan* indicates that over a 10 year period there is the potential demand for approximately 50 units per year, or approximately 500 additional units by 2020. That plan forecasts that 70% of those units would be in the form of apartment units, with the remaining 30% built as townhouses. There is also going to be potential demand for live-work units within the Waterfront and Downtown areas.

⁵ page 1 of 2007 Community Energy and Emissions Inventory - City of Nelson

Approximately 200 of these multi-unit residential units will be accommodated in the Downtown, mostly on sites that are vacant or underutilized, with the remainder located in the Waterfront neighbourhood.

Commercial Development

The citizens of Nelson maintain the desire to “keep the downtown strong” and to contain commercial sprawl. Commercial development is directed to concentrate in the Downtown, Railtown, and the West and Central Waterfront areas. Some small scale commercial will be considered in the Waterfront East area. However, there is acceptance, and support in the *Low Carbon Path to 2040* for small scale commercial development, such as home based businesses and convenience stores, local food markets, and various services to be located in the residential neighbourhoods.

The *Sustainable Waterfront and Downtown Master Plan* anticipates that there will be additional commercial demand within the Waterfront’s West, Central and East areas for approximately 1,000 – 2,000 sq.m. This commercial space is expected to be in the form of local service retail targeted to the needs of nearby residents. The Commercial should be distributed so that each of the districts is served by at least one establishment. There is no projected demand for office space, and no land should be allocated within the waterfront for office use.

Industrial Development

Industrial lands along the waterfront have always played an important economic role in Nelson. There is consensus in the community that the Waterfront is indeed an important generator of economic activity, but that to commit Waterfront lands wholly to industry is to turn one’s back on the future. The City intends to continue to displace heavy industry along the waterfront over time. Nelson’s regional role as a source and processor of natural resources has evolved over the past decade, and instead the City’s role in providing education, recreation and government services has eclipsed the old industrial role. Secondly, growing concern for maintaining the integrity of the environment has led to a desire to replace heavy industry with “cleaner” light industry. Thirdly, the City wants to provide greater public access to the lakefront.

Over time, the City will encourage the heavy industrial lands to be converted to a higher intensity mixed use commercial/ industrial use which could include either light industrial or “high-tech” industrial uses, or to neighbourhood uses such as residential, public use facilities, parkland, etc. The City recognises that there

is a need for a regional plan to identify suitable lands for heavy industrial uses, as the City transitions away from heavy industrial land uses.

This shift in priorities has direct consequences for how the future of the Waterfront neighbourhood might look, as several major industrial sites still exist. Certainly, the smaller industrial businesses on the waterfront contribute significantly to the City’s tax base. Building supply outlets, warehousing, and small manufacturing operations collectively contribute as much to the local economy as do the airport and railway operations. Therefore, it is critical to maintain sufficient land with the potential for light industrial uses and live-work units, while at the same time providing for increased public access to the waterfront and opportunities for some visitor-oriented development along the water. The *Sustainable Waterfront and Downtown Master Plan* anticipates that there will be a total of 250 light industrial jobs produced over a 10 year period. At a density of 25 jobs per hectare, that plan recommends that 10 hectares of land be made available for light industrial uses. Higher intensity light industrial uses, such as warehouse space can accommodate more jobs per hectare at 40 jobs, and therefore recommends that slightly more than 6 hectares be made available.

The Downtown neighbourhood currently contains several parcels of light industrial land north of Vernon Street and east of Ward Street. The *Sustainable Waterfront and Downtown Master Plan* calls for the majority of the lands within the Downtown to be Mixed-Use Core or Mixed-Use Residential, which does not include light industrial uses. The area west of Railway Street will accommodate some light industrial uses through a new Mixed-Use Commercial/Industrial designation.

Although the prospect for major industrial growth in Nelson is limited, it is nevertheless important to ensure that small-scale sites remain available for small service industries that provide warehousing, servicing and distribution functions in the City. As discussed, there is the potential demand for between 6 and 10 hectares of industrial land over the next 10 years. Some of these sites may have retail functions as well, so the “look” and function of the site may be more commercial than industrial, which is in keeping with the Mixed-Use Commercial/Industrial designation.

The industrial land use policies for the Waterfront neighbourhood need to focus on light and service-oriented industries.

Generally, the limited industrial lands found within the Fairview neighbourhood will be converted for non-industrial uses that are perceived as more compatible with a residential neighbourhood.

Former industrial sites may contain contaminants which may pose risks to public health and safety, and to the environment. Geotechnical and environmental reviews may be required prior to redevelopment and remediation of contaminated sites must comply with provincial legislation.

The lands designated as Public Utility Lands include lands used for hydroelectric power generation and transmission as well as for other public utility uses such as water treatment and waste water treatment plants.

Institutional Development

Education

The City of Nelson currently has three public elementary schools in active use, one middle school, and one high school. There are also a number of alternative and independent schools in the City and surrounding region, such as the Nelson Waldorf School, SelfDesign High, L'ecole des Sentier-Alpins.

School enrolment has declined over the past decade. The decline can be attributed to a number of factors - fewer students and the number of students being educated alternatively by home schooling or attending private schools.

The School District is currently planning on replacing Trafalgar and South Nelson schools with a new combined Elementary and Middle School on the Trafalgar School site.

Elementary schools may be located within any residential district, but proximity to the greatest number of students and the safety of those students while walking to school are primary factors in considering the location of new school sites.

Rosemont has two major educational facilities: Selkirk College's Silver King Campus and Rosemont Elementary School. Fairview is home to L.V. Rogers Senior Secondary School, Hume Elementary School, an independent religious school, and Selkirk College's Tenth Street Campus. Uphill has South Nelson Elementary School, Trafalgar Middle School, an independent religious school, and Central Education Centre.

Schools are valuable to neighbourhoods. The properties provide public spaces. Community shared-use of school facilities ensures that residents have spaces for hosting community events. The City will work with School District No. 8 to ensure that at least one school is maintained in each of the Rosemont, Fairview and Uphill neighbourhoods.

The City of Nelson welcomes the development of additional

post-secondary educational institutions, given the important role institutions such as Selkirk College, Kootenay School of Arts at Selkirk College and the Academy of Classical Oriental Sciences play in the economic, educational and social life of the community.

Selkirk College's enrolment at its Nelson campuses has increased annually since 2002. However, in 2011, enrolment numbers for the three Nelson campuses (Silver King, Tenth Street and Kootenay School of the Arts) had fallen to a total of 533 students, with enrolment up slightly in 2012. Significant renovation to the Tenth Street Campus residences completed in the fall of 2011 created accommodation for approximately 100 students.

In residential areas relatively small educational facilities may be accommodated as long as impacts related to noise, parking and traffic are attended to in the location and design of the facility. Locating a relatively small-scale education facility within a residential neighbourhood has the benefit of placing it near its potential users.



Child Care

As discussed in Part 4.4: Healthy Living and Social Well Being, the city supports child care facilities within the City of Nelson and as such, child care use is permitted within all land use designation categories, subject to facilities receiving the required approvals from the provincial regulatory agencies.

Health Care and Social Services

The Kootenay Lake Hospital is situated in the Gyro neighbourhood. Seniors Care facilities of Mountain Lakes Seniors Community and Jubilee Manor are located in Fairview and in Rosemont. Health Care services are located throughout the City, with the main Interior Health administration centre located in the Downtown. Small scale residential homes for assisted living arrangements are situated in residential neighbourhoods throughout the City. A local group is working to establish a hospice in Rosemont. It is vital to retain adequate emergency

services and associated hospital facilities within close proximity of City residents to preserve the quality of health care available to residents and adjacent regional areas.

Social services are most appropriately located in and near the Downtown, where services and businesses are clustered, and where transit is readily available. Social services are also appropriate in areas with “Institutional” and “Mixed Use Core” designation.

Government

The Downtown contains several public use buildings, including landmark government buildings such as City Hall, the post office, court house, library and Nelson Police, the Provincial Government Building (Kutenai Place) and Touchstones Nelson. Many of these buildings serve a regional population and it is appropriate that they be located within the City’s core area. The OCP supports the location of public facilities Downtown.

Public Assembly

Buildings used for the assembly of persons for non-commercial purposes such as for meeting halls, cultural events, churches, chapels, synagogues and fraternal lodges are designated “Institutional” when they are used exclusively for that purpose. These buildings are located throughout the City and are considered appropriate throughout the City and in all land use designations and zones.

Agricultural

As required by section 878 of the *Local Government Act*, there are no present or proposed agricultural lands within the City of Nelson. Refer to Part 4.4: Healthy Living and Social Well Being for a discussion on Food Security.

Land Use Designations

The following table provides a description of the types of land uses appropriate to each Land Use Designation shown on the Schedule B: Land Use Designation Map. The Land Use Designations are intended to represent the long-term land use pattern that will develop over time., and that in the shorter term, zoning and land use regulations may not reflect these designations due to market conditions, infrastructure requirements etc.

Land Use Designation	Land Use Description
Low Density Residential	<p>Single Detached Dwelling Unit</p> <p>Duplex (two dwelling unit)</p> <p>Secondary suites within one dwelling unit</p> <p>Detached secondary dwelling unit (e.g. “granny flats”, “coach” housing or “laneway” housing) where permitted by zoning</p> <p>Small scale residential homes providing care services such as group homes, transition homes, assisted living etc.</p> <p>Bed and Breakfasts, where permitted by zoning</p> <p>Home occupation uses, as permitted by zoning</p>

Multi Unit Residential	<p>Apartments</p> <p>Townhouse or rowhouse development</p> <p>Residential hotels</p> <p>Apartment units in a mixed-use building</p> <p>Student residences in dormitory-style housing</p> <p>Residential health care or social service housing</p> <p>Triplexes</p> <p>Fourplexes</p> <p>Conversions of single unit houses into several self-contained suites</p> <p>Small scale residential homes providing care services such as group homes, transition homes, assisted living etc.</p> <p>Bed and Breakfasts, where permitted by zoning</p> <p>Home occupation uses, as permitted by zoning</p>
Mixed Use Core	<p>Commercial</p> <p>Office</p> <p>Institutional</p> <p>Social Services</p> <p>Residential Care Services, such as transition houses, emergency shelters, or supportive housing;</p> <p>Residential permitted when combined with Commercial, Office, Institutional, and/or Social Services.</p> <p>Live/work;</p> <p>Tourist Accommodation</p> <p>Personal health care facilities</p>

Mixed Use Residential	<p>A mix of Residential and:</p> <ul style="list-style-type: none"> • Live/work • Local/neighbourhood serving retail • Tourist Accommodation in the Waterfront East and Waterfront Central (Prestige Lakeside Resort) areas • Regional serving commercial in Waterfront Central area • Social Services. <p>Stand alone residential will be permitted in the Waterfront East area, when considered as part of a master plan for the identified property that includes a neighbourhood serving commercial use.</p> <p>Stand alone multi-unit residential will be permitted in the Waterfront Central neighbourhood between Hall Street and South Poplar Street.</p>
Granite Pointe Redevelopment Lands	<p>Residential</p> <p>Commercial</p> <p>Golf Course</p>
Highway Commercial	<p>Accessory Residential</p> <p>Commercial</p> <p>Tourist Accomodation</p>
Neighbourhood Commercial	<p>Commercial</p> <p>Accessory Residential</p>
Mixed Use Commercial/ Industrial	<p>Light Industrial</p> <p>Limited Accessory Office</p> <p>Regional Commercial Retail</p> <p>Live/work</p> <p>Limited accessory Residential</p>

Institutional	<p>Government Services</p> <p>Outdoor and Indoor Recreational Facilities</p> <p>Health Care facilities</p> <p>Social Services</p> <p>Education</p> <p>Public Assembly</p>
Public Utility Lands	<p>Nelson Hydro works and infrastructure</p> <p>Public Works infrastructure</p> <p>Public Works Building and Yard</p>
Water Uses	<p>Public Docks & Moorage</p> <p>Private Docks & Marinas for multiple boats subject to provincial, federal and municipal approvals</p> <p>Peco Deck – Residential/Commercial/ Tourist Accommodation development</p> <p>Non-motorised Recreational uses: swimming, canoeing, kayaking, sailing, etc.</p> <p>Accessory commercial uses</p> <p>Boat launches</p>
Transportation	<p>Rail</p> <p>Provincial Highway</p> <p>Airport and accessory uses</p>
Park and Open Space	<p>Passive and Active Park space</p> <p>Trails</p> <p>Community gardens (<i>note</i>: permitted in all land use designations)</p> <p>Natural areas</p> <p>Creeks</p> <p>Nelson Memorial Park (Cemetery)</p> <p>Undeveloped areas</p> <p>Municipal campground</p>

Neighbourhoods

The objectives and policies that affect neighbourhoods are grounded in the community's sustainability goals and they reflect the City's on-going commitment to sustainable community development. The objectives and policies outlined here are influenced by a variety of factors including current development and economic trends, energy and emissions planning, and the infrastructure needs of the community as it grows and changes.

This section provides the objectives and policies that are in common for Nelson as a Whole. Each neighbourhood is then discussed in turn.

A map of Nelson's neighbourhoods, referred to in this document, is included as Figure 1.

Nelson as a Whole: Objectives

1. To achieve a geographical distribution and mix of housing types, densities, and tenures throughout the City of Nelson in order to provide the community with a variety of housing choices and lifestyle options.
 2. To maintain the integrity and character of Nelson's established residential neighbourhoods and to integrate new multi-unit housing within established neighbourhoods in a manner which is compatible with the scale and character of adjacent structures.
 3. To increase the supply of available building sites and to encourage residential infill in residential neighbourhoods.
 4. To provide a diversity of housing options that are appealing, attainable, and affordable to all citizens, of all ages, abilities, and income levels.
 5. To encourage the preservation of built structures which possess "heritage value".
 6. To ensure our neighbourhoods are complete communities and that each have convenient access to commercial, leisure, and education spaces and services.
 7. To facilitate the provision of public use facilities.
 8. To position the City as the centre for government services in the region.
 9. To work with other urban centres and the Regional District to situate institutional, commercial and industrial uses where they can best serve the region as a whole.
- ## Nelson as a Whole – Policies
- ### General
1. The Land Use Regulation (Zoning) Bylaw will be re-written so as to provide flexibility to both the City and the development community in accommodating mixed use developments and multi-unit developments. Development Permits will ensure developments are compatible with the scale and character of development in the surrounding neighbourhood.
 2. The City will investigate the benefit of amending bylaws to allow for Development Cost Charges that will contribute to growth related infrastructure expansion.
 3. The City will explore other funding mechanisms such as a municipal development company and business improvement areas to encourage private sector investment in the Downtown and Waterfront areas.
 4. The City will encourage best practices in renovation, demolition, and new construction.
 5. The City will investigate opportunities to encourage property owners of abandoned gas stations, vacant property and underutilized sites to improve the appearance of these sites, through such permanent measures as land remediation and redevelopment, and temporary measures such as landscaping and decorative fencing.
 6. The City will support, maintain and enhance its policy of secondary suites.
 7. The City will establish a process for the sale of civic-owned lands in accordance with provincial requirements.
 8. The City will continue to use Development Permits to ensure high quality residential, industrial and commercial developments that complement the neighbourhood character. Development Permits will include a review of site layout, access, parking, form and character, landscaping, climate change, and environmental considerations.
 9. The City will work with the Economic Development Partnership to attract new investment in residential, commercial, and industrial areas.
 10. The City will consider developing a Regional Economic Development Strategic Plan in concert with other urban centres and the Regional District.

11. The City will investigate developing a Land Use study for the Public Utility Lands, to meet current and future land use demands.
12. The City will support tourist accommodation uses in designated areas of the City.
13. The City will encourage the School District No. 8 to consider alternate, public or educational uses prior to sale of the property if a school is closed.

Neighbourhoods - Residential

14. The City will undertake collaborative neighbourhood level planning in Rosemont, Uphill, Gyro and Fairview to identify areas most appropriate to accommodate future Multi Unit Residential Uses. The outcomes from this neighbourhood planning will be included in the Official Community Plan and the Land Use Designation Map.
15. The City will explore options for encouraging residential infill by permitting smaller lot sizes and detached secondary dwelling units (e.g. laneway housing, granny flats, carriage

houses) within all residential neighbourhoods.

16. The City will encourage the retention of character houses by allowing integration of apartments and appropriate commercial uses in qualifying residences to encourage retention of the building and to foster ongoing neighbourhood viability.
17. The number of new multi-unit residential dwelling units that may be developed in low density residential neighbourhoods will be considered on a case-by-case basis through amendments to the Land Use Regulation (Zoning) Bylaw and Official Community Plan.
18. Ground-oriented multi-unit residential development will be encouraged throughout all residential neighbourhoods where there are supporting amenities nearby.
19. Residential neighbourhoods will accommodate bed and breakfast type accommodations, and all other tourist accommodation types will be located in the Downtown and Waterfront neighbourhoods.
20. The City will focus new growth and mixed used development in the Downtown and Waterfront to support a vibrant city

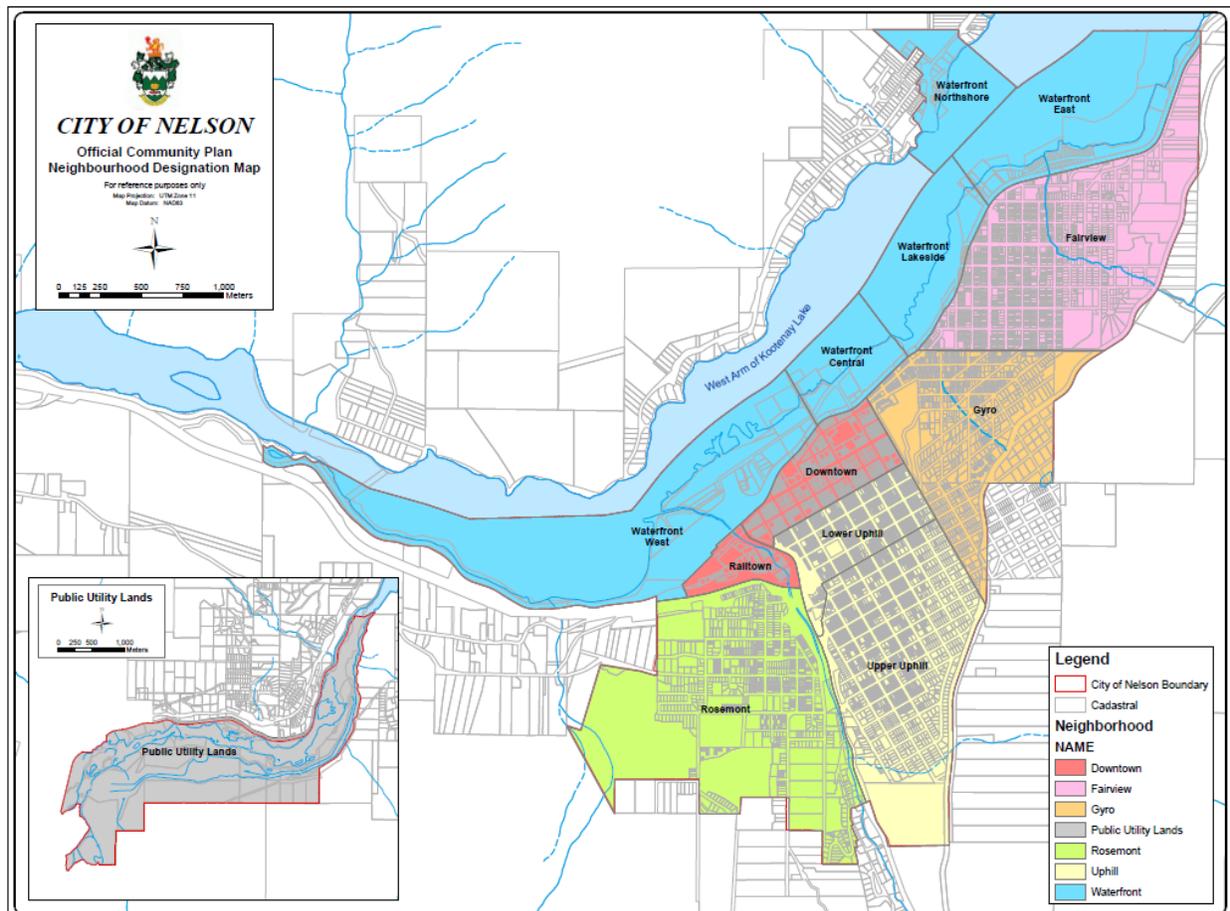


Figure 1: Neighbourhood Designation Map

centre while protecting outlying natural and agriculture areas from sprawl.

21. The height of buildings within the Downtown and Waterfront neighbourhoods will be as identified in the Schedule H: Development Permit Area Design Guidelines.
22. The City will consider reduced parking standards in Downtown and other areas located near commercial services and transit;
23. The City will consider changes to regulations which would permit 6 storey wood frame construction in the Downtown or other suitable areas.

Institutional Uses

24. The City will support the new development of public use buildings for the purposes of educational services, government services, and health care. These should be distributed throughout the downtown core areas of the City, depending upon their scale and function
25. The City will support the location of large-scale post-secondary education facilities in areas where large sites are available and where existing education facilities are sited, namely Fairview and Rosemont.
26. To reduce travel needs and to provide for housing near the place of people's work / study, the City will encourage major post-secondary education facilities to develop a variety of types of housing for their students.
27. The City will consult with Selkirk College and the community at large to identify appropriate types, location and amount of student housing and support services required by Nelson's post-secondary student population.
28. The City will encourage new educational institutions not requiring a campus setting to be located in the Downtown and Waterfront neighbourhoods.
29. The City will support small-scale educational facilities in local neighbourhoods if they offer community-based services and meet location and design criteria.
30. Should Kootenay Lake School District No. 8 determine that any new schools are required; the City will encourage the School District to select a location of a size sufficient to accommodate playing fields.
31. The City will continue to encourage School District No. 8 in

its policy to offer community use of schools.

32. The City will require that all educational and other institutional uses address potential community impacts such as traffic, noise, water, drainage, sewer demands, and building design in site selection and development.
33. The City will encourage green or open space associated with new education facilities to be located contiguously with green/open space on adjacent public use or multi-unit residential properties.
34. The City will encourage health care facilities to be located Downtown or near the hospital.
35. The City supports the continuation of a full service hospital and the provision of a full range of health care services, including but not limited to, emergency diagnostics and care, and surgery.
36. The City will support small-scale institutional uses such as group-homes, transition houses, health care homes or other community services such as a hospice, requiring a residential setting within all residential areas.
37. The City will encourage health care institutions, including residential care facilities, to be located on a transit route, and near community amenities or areas of visual interest such as parks, a school site or golf course.
38. The City will encourage additional senior assisted living facilities throughout the City.

Commercial & Industrial

39. New major tourist accommodation will be permitted in the Downtown, Waterfront and areas designated as "Mixed Use Core" or "Mixed Use Residential" on the Land Use Designation Map - Schedule B.
40. Temporary commercial and industrial use permit applications will be considered by Council on a case-by- case basis within all land use designated areas on Schedule B: Land Use Designation Map.
41. The City's sand and gravel needs will continue to be satisfied by the deposits that exist outside of the City's boundaries. No specific sites within the City have been designated as long-term sand and gravel extraction areas given the available resources in the region, however some opportunities may exist on the Tenth Street Campus site.

42. The City will investigate the future land uses of the area referred to as Public Utility Lands West.
43. Home-based businesses will continue to be permitted in residential neighbourhoods as permitted by the Land Use Regulation (Zoning) Bylaw.
44. The demand for office space has stabilized, therefore, no land within the Waterfront will be allocated solely for office use. Limited, or accessory office use will be considered through the Land Use Regulation (Zoning) Bylaw.
45. Development of new commercial space should demonstrate consideration of “Downtown, Waterfront, Nelson BC Commercial and Light Industrial Market Opportunities” prepared by Colliers International as part of the *Sustainable Waterfront and Downtown Master Plan*.



46. To promote a robust, healthy local economy the City will encourage a viable light industrial sector smaller in scale than what has traditionally been the norm in the North American context. The light industrial sector will be located in designated land use areas.
47. New local commercial development within Rosemont, Gyro, Fairview or Uphill is encouraged to be small-scale and located near transit or commuter routes and within walking distance of at least one of the following: a school or post-secondary education facility; a health care facility; or a multi-unit development of ten units or more.
48. New small scale commercial uses in residential neighbourhoods, such as convenience stores or local food markets and other pedestrian-oriented shops and services will be assessed on their individual merit and in consideration of community support and the *Community Energy and Emissions Action Plan*.

Downtown⁶

Nelson has one of the most historically significant and active downtown areas in the province. Located between Vernon Street and Victoria Street, Baker Street is the spine of the Downtown district with continuous retail frontage, generous sidewalks and regular car-free events throughout the summer, creating an animated, pedestrian-oriented zone. The most active portion of Baker Street is from Falls Street to Hall Street, where there is a concentration of eclectic street level retail shops and restaurants, sometimes punctuated by second storey office and residential space, and landmark historic buildings like the Nelson Daily News, the Mara-Barnard Block and the Bank of Montreal.

The Downtown areas will continue to be the commercial and service centre for the City. In addition to accommodating a broad mix of retail commercial uses, restaurants, and office space, the Downtown is also home to several government services, arts, cultural and entertainment facilities. Augmenting this activity, approximately 200 additional multi-unit residential homes are proposed to be added over time, mostly on sites that are currently vacant or underutilized. Infill development will be encouraged to accommodate mixed-use that includes commercial space on the ground floor and additional commercial, residential and/or office uses above. This residential development will utilize existing infrastructure and will put residents closer to the services that they require for daily life, thus encouraging walking/bicycling rather than driving for daily needs. The residents in these new homes will also contribute to activity in the downtown for a longer portion of the day and evening.

The Downtown provides convenient access to public transportation. It is walkable, and there is easy access to the full range of services and amenities, including grocery stores, health and social services, government agencies, and cultural amenities. These characteristics make the Downtown attractive to a wide variety of housing, including hotels, hostels, emergency shelters, transition homes, rental accommodation, seniors housing, as well as market multi-unit residential developments.

This Plan takes the approach that the diverse types of housing described in this section and the Land Use Designation table can occur anywhere within the area designated “Mixed Use Core” on the Land Use Designation Map (Schedule B).

The Downtown area of Nelson, as defined in this Plan, contains a number of sub-areas which have developed naturally over time and which provide for different functions within the central area. For example, the retail commercial core remains clustered around Baker Street, while the north-eastern edge of the Downtown

serves as an area for recreation and sports with the anchors of the Civic Centre and the Nelson and District Community Complex. Such “character areas” within the Downtown add to its interest, as it is not a homogeneous area, but provides for a variety of functions and correspondingly, for a variety of built forms. This Plan supports the differentiation of land uses within the Downtown, not by formally designating and prescribing land uses for each of the sub-areas, but by identifying the City’s intention for the general function of the sub-areas.

During the lifetime of this Plan, Baker Street will remain the “main street” of Nelson and this Plan’s policies are aimed at maintaining the health of its retail and cultural function, and ensuring that a mix of uses in the area keep it lively both day and night.



© Phil Best www.bestphotos.ca

Much of the Downtown’s office space is occupied by government services, a traditional component of Nelson’s core area. The Downtown area benefits from the daily presence of government employees. The Plan, therefore, encourages the retention and expansion of government facilities Downtown.

Key components of the *Sustainable Waterfront and Downtown Master Plan* affecting the Downtown neighbourhood include creating additional pedestrian and vehicular linkages between Downtown and the Waterfront; creating gateways and gathering places; preserving view sight lines from the Downtown to the Waterfront; redevelopment and infill of vacant or underutilised lands; and restricting the further intensification of restaurant and commercial uses fronting the alleys until the primary commercial streets (Baker, Vernon, Hall and Victoria) are more fully occupied with commercial and other active uses.

⁶ Refer to page 27 for Figure 1: Neighbourhood Designation Map.

Railtown (from Hwy 3a/6 to Government and CP lands)

Privately owned lands in the Railtown district currently consist of the following land uses: residential, retail commercial, the historic CP Station, light industrial, and automobile oriented commercial.

The Railtown district is proposed to continue to serve light industrial businesses. An additional 2 hectares or so can be accessed at the western edge by adding the proposed short connector street between Baker and Government. The Railtown district is also proposed to have modest additional infill multi-unit residential of some 100 units in those areas designated as “Mixed Use Residential”, capitalizing on its proximity to Downtown, the Cottonwood Falls and waterfront park systems, and adjacent opportunities for working. These residential uses should be located in the areas around Baker and Railway Streets in order to intensify and reinforce this zone as the core of the neighbourhood. They can take the form of residential live/work units as a means of providing affordable space for local artists and small business entrepreneurs. “Mixed Use Commercial/ Industrial” uses should be compatible with residential uses. Opportunities for the development of high tech and research and development jobs should be explored.

Downtown – Objectives

1. To create additional pedestrian and vehicular connections between the Downtown and Waterfront.
2. To infill key vacant or underutilised mixed use parcels within the Downtown to reinforce its position as the nucleus of the City.
3. To identify a new mixed-use precinct within the Railtown district to promote complete, walkable neighbourhoods.
4. To increase the height allowance for light industrial uses within the Railtown district to encourage more intensive development that better utilizes the land base.
5. To develop protected sight-line corridors in order to maintain views from Downtown to Kootenay Lake. The sightline corridors form the basis for new Waterfront street locations.
6. To enhance the Cottonwood Creek corridor plus create a new multi-use trail linking Baker Street to the water.
7. To create enhanced civic spaces to serve as neighbourhood gathering spaces and promote art and culture.
8. To create unique public spaces at key points for people to gather.

9. To create defined entrance locations and set the tone for the character of each neighbourhood.
10. To identify streetcar route expansion options within the Waterfront and Downtown areas that take advantage of this historic mode of sustainable transportation.
11. To retain Downtown as the commercial centre of the city.
12. To maintain the predominance of Baker Street as the retail commercial spine of Downtown Nelson.
13. To retain the pedestrian-oriented, small scale commercial and residential uses.
14. To encourage the retention and ongoing maintenance of heritage buildings in residential / commercial interface areas.
15. To retain and expand government service offices in the Downtown.
16. To promote a strong administrative and service presence in the Downtown Core area.
17. To encourage mixed use buildings in the Downtown and accommodate residential units above retail/office uses.
18. To encourage a vibrant cultural downtown entertainment district.

Downtown – Policies

1. The area adjacent to the CP Rail Station and extending to Cottonwood Falls Park (Railtown District) is proposed as mixed-use, to bring residential into the area.
2. The City will encourage residential live/work units in the Railtown District.
3. The City will explore opportunities to develop high-tech and research and development jobs, and light industrial uses that are compatible with residential use especially in the Railtown District.
4. To consider limiting the further intensification of restaurant and commercial uses fronting the alleys until the primary commercial streets (Baker, Vernon and Victoria) are more fully occupied with commercial and other active uses.
5. Redevelopment of underutilized sites and infill development of vacant sites within the existing Downtown core is encouraged to be mixed-use, with retail at grade and office or residential uses above.

6. Baker Street area will function as the main shopping and leisure activity district in the Downtown, and the Hall Street area will be encouraged to redevelop as a second major pedestrian shopping area. To achieve the quality of design desired and the pedestrian character of the Hall Street area, new residential and commercial developments will require a Development Permit.
7. Downtown will be a pedestrian-friendly environment with identifiable gateways, gathering places, sight lines, and primary neighbourhood streets as identified in the *Sustainable Waterfront and Downtown Master Plan*.
8. The City will encourage the development of new office space to locate Downtown. On Baker Street, offices will be encouraged to locate in the upper floors of buildings in order to maintain the ground floor level for retail uses.
9. The City will make it a priority to support intensification of the primary commercial streets (Baker, Victoria, Vernon, Hall).
10. The City will maintain the location of government offices in the core area of the City to provide centralized and efficient service to the public. The City will encourage the development of new or expanded government services to locate Downtown.
11. The City will support the preservation of heritage structures through the Development Permit process, and other heritage planning tools.
12. The City will support the creation of additional pedestrian and vehicular linkages to the Waterfront as identified in the *Sustainable Waterfront and Downtown Master Plan*.
13. The City will encourage the infill and redevelopment of vacant or underutilized lands through a variety of means, including consideration of variances for off-street parking requirements when contributions to active transportation infrastructure or other broader community benefits are proposed, and include consideration of alternatives to single occupant vehicle use (e.g. bicycle parking, bicycle storage, coop vehicles, etc.), tax relief, or a Business Improvement Area.

Waterfront⁷

The Waterfront is one of the City of Nelson's finest natural amenities. The entire north-western edge of the City lies along the shores of the west arm of Kootenay Lake, a distance of some 4.8 km.

For the purposes of this Plan, "the Waterfront" includes both the north shore waterfront area at the north end of the Nelson Bridge, and the south shore waterfront which pertains to that area which is bounded by the lakefront as it runs from Nelson's western to eastern City boundary and by the CPR line to the south. The "Waterfront" is broken up into five sub-areas: Waterfront West, Waterfront Central, Waterfront Lakeside, Waterfront East, and Waterfront Northshore. The size of the south shore waterfront is approximately 81 hectares. The Waterfront will be considered as the future area of highest density in the City outside of the Downtown.

Key components of the *Sustainable Waterfront and Downtown Master Plan* affecting the Waterfront neighbourhood include significantly increasing the residential, cultural, and commercial activity, creating new pedestrian and vehicle linkages, creating gateways and gathering places, preserving sight lines, developing new park space, and extending the street car line along the extent of the waterfront with a potential connection to Baker Street at the location of the CPR Station.

The following section provides a description of the vision for each sub-area and a description of the existing uses. Refer to page 27 for Figure 1: Neighbourhood Designation Map.

Waterfront West

(from the western City boundary to Hall Street)

Waterfront West currently consists of the Norman Stibbs airfield and heliport, CPR yards, the City's works yard, the Regional District's refuse transfer station, an air harbour, a variety of industrial users, and the Regional District of Central Kootenay offices.

Waterfront West will continue to serve light industrial business. Over time, however, additional light industrial infill is encouraged, and additional land is encouraged to be added – specifically portions of CP Rail's land that are not utilized for rail operations. These changes could add approximately 8 hectares of new light industrial land capable of accommodating businesses employing some 200-400 people. Waterfront West

is also proposed in the longer term to be a relocation site for the regional serving commercial uses that are currently located along the water's edge in Waterfront Central (i.e. Chahko Mika Mall). The lands currently being used for the Regional District's refuse transfer station have been identified for future park use once the refuse transfer station is relocated and site rehabilitation is complete as per provincial requirements.

Most of the Waterfront West is identified as "Mixed Use Commercial/Industrial", allowing for light industrial, regional commercial retail and possible, limited and/or accessory office uses, and limited and/or accessory residential. Current one-storey buildings fail to capitalize on the maximum allowable development intensity and job creating opportunities of these lands. Thus, light industrial lands, whether on currently developed or undeveloped sites, are encouraged over time to develop vertically to maximum allowable height in order to increase the intensity of development. Opportunities should be explored for the development of high tech and research and development jobs in these areas. The lands allow for regional serving commercial uses in case the current Chahko Mika Mall site is redeveloped, leaving room for the relocation of such uses within Nelson. Any accessory office use proposed is encouraged to be located on upper floors. Limited residential uses will be considered when compatible with adjacent uses and the design addresses issues such as context, noise, and privacy.

The lands owned by CP Rail are currently limited to uses directly associated with railway operations. With the exception of the land used by the active tracks, these lands are underutilized. They offer the potential to increase the light industrial and regional commercial land base within the City. In addition, portions are proposed as parks and public use, specifically the transfer station site and the riparian areas of Cottonwood Creek. In order to expand the possible uses on the non-track area of CPR lands, a review will be undertaken to allow for light industrial, commercial use, and parks and open space in addition to railway uses.

Waterfront Central

(from Hall Street to Poplar Street)

Waterfront Central currently consists of the City wharf/dock, Prestige Lakeside Resort, Yellowhead Road and Bridge works yard, Privately held land, and the Chahko Mika Mall.

The Waterfront Central district is proposed to be a robust, mixed-use neighbourhood that reinforces the energy of the Downtown, particularly once additional linkages between these

⁷ Refer to page 27 for Figure 1: Neighbourhood Designation Map.

neighbourhoods are realized. Lands designated as “Mixed Use Residential” in this neighbourhood are envisioned to be a mix of multi-unit residential and local-serving retail. The form of development could include commercial at grade mixed with multi-level apartments and condominiums, and ground-oriented attached homes (i.e. townhomes), fostering a more lively environment than that found in the sparser patterns of detached single unit residential housing in the outlying areas. Live/work units are encouraged close to Hall Street. A centrally located community park should be developed within this neighbourhood when opportunity presents itself through redevelopment. The park should be a minimum size of 0.2 hectares and have direct access to the waterfront trail system. The relocation of regional retail (Chahko Mika) would allow the current site in Waterfront Central to be redeveloped more intensively into a mixed use residential neighbourhood, a more appropriate use for this prime lakefront location. In total, some 600 new multi-unit residential homes are foreseen for the area.

The eastern portion of the Central Waterfront (current site of the Chahko Mika Mall) is proposed in the long-term as a mixed-use site comprised of residential and regional commercial uses. The intent is to allow for the redevelopment of the current mall into a mixed-use precinct, with retail uses at-grade and residential above. Commercial uses should be primarily regional serving, as is currently the case, in order to differentiate from the Downtown commercial; small amounts of neighbourhood serving retail may also be developed. The site may also be developed as primarily residential, with more limited local-serving retail, if the current regional serving commercial uses are relocated to an alternate site west of Hall Street within the Waterfront West neighbourhood.

Hall Street & Lakeside Drive. The area surrounding the Hall Street and Lakeside Drive intersection is the primary gateway to the Waterfront and should be reinforced accordingly. At-grade uses such as retail and restaurants are proposed in order to enliven the intersection. Office and residential uses should be located on upper floor levels in order to frame the intersection and strengthen its importance. If the streetcar service is extended west, the existing turnaround land should be used for a commercial or mixed-use building.

Waterfront Lakeside

(from Poplar Street to the Nelson Bridge)

Waterfront Lakeside currently consists of playing fields, assorted recreational opportunities, Lakeside Park, and is home of the electric streetcar.

No changes are proposed for the Lakeside Waterfront area. For a description of Lakeside Park, refer to Part 4.8: Parks & Recreation.

Waterfront East

(from the Nelson Bridge to the eastern boundary)

Waterfront East currently consists of RCMP offices, low density development (i.e. John’s Walk and Beatty Avenue), the former Kootenay Forest Product site, and privately owned land commonly referred to as Red Sands Beach.

The lands designated as “Mixed-use Residential” in the Waterfront East district are proposed to have approximately 200 multi-unit residential homes according to the market analysis completed in the *Sustainable Waterfront and Downtown Master Plan*, generally at lower densities and heights than Waterfront Central, a possible tourist accommodation use and a modest component of neighbourhood-serving retail, all served by additional publicly accessible waterfront trail access and the development of a public park on the currently privately owned lands referred to as Red Sands Beach. Opportunities to create a continuous waterfront walkway will be reviewed as part of future rezoning and subdivision applications.

North Shore

(at the north end of Nelson Bridge)

North Shore currently consists of a mix of residential land uses, including a mobile home park, highway commercial uses, businesses geared to serving visitors and highway travelers such as tourist accommodation, commercial development adjacent to the highway,

The neighbourhood is bisected by Highway 3A and physically separated from the balance of the City by the West Arm of Kootenay Lake. The Waterfront Northshore district is envisioned to have a new shore-side park south of the Nelson Bridge and over the long-term a shoreline trail running the length of the district. Opportunities to create a waterfront walkway will be reviewed as part of future rezoning and subdivision applications. The existing mix of land uses, consisting of Highway Commercial, Multi Unit Residential, and Low Density Residential will remain primarily unchanged. The potential for a neighbourhood commercial use may be considered. In the future the City may pursue expanding city limits beyond the current boundary. The residents would like to see their neighbourhood more integrated with the rest of the

City.

Rail

Rail service has long played an important role in the City of Nelson. The CPR has a strong presence in the Waterfront area with substantial land holdings and ongoing freight service. Over time, some of the CPR's lands should be considered for redevelopment, as identified in this Plan.



One of Nelson's historic electric streetcars provides seasonal passenger service along the waterfront. The community has expressed an interest in exploring the potential to expand this service to other areas of the City and this is reflected in this Plan and the *Sustainable Waterfront and Downtown Master Plan*.

Air

The Norman Stibbs Airport is owned by the City of Nelson, and services both commercial and non-commercial light aircraft. The airport site occupies roughly 1,067 m of Waterfront property, and is a dominant user on the lakefront. The site is also an important one to the first impression of the City as it is highly visible from Highway 3A.

The Airport's facilities play a part in tourism, medical patient transport, and in servicing local business needs. Airport operations provide visual interest to visitors and local residents using the waterfront path. The area's topography will not permit a straight approach to the airport runway, limiting the ability to improve the registered category of the airport. The airport may work to stimulate economic activity in the area, and because of its location, help provides a more public face to the industrial character of the West Waterfront, as well as plays a major role in

wildfire protection, primarily as a helicopter base.

In 2006 the City completed a Nelson Airport Lands Review. Three options were analyzed:

- Retention and Improvement of the Airport
- Airport to Heliport Conversion
- Aerodome Closure

The review documented the implications of each option, and did not recommend a desired option, instead leaving that policy decision to the elected officials. The 2008 OCP takes the approach that the airport may remain as long as it serves a cost effective and valuable function in the community, and this is supported by the *Sustainable Waterfront and Downtown Master Plan*.

Water Uses

Public access to the waters of Kootenay Lake is important to many Nelson citizens. The 2008 OCP indicated that there has been a desire to segregate facilities for motorized boats from those for non-motorized boats. If a second wharf is deemed necessary, an appropriate location may be found in areas designated for Water Uses, and may be subject to joint use agreements with special user groups.

A common, multi-use dock for the private properties located on Sproat Drive may be considered subject to approval from the provincial and federal agencies, amendments to the OCP, and compliance with municipal regulations and guidelines (e.g. Development Permit requirements). Private docks for individual property owners will not be supported.

Waterfront - Objectives

1. To consider the waterfront as the future area of highest development activity in the City outside of the Downtown.
2. To create additional pedestrian and vehicular connections between the Downtown and Waterfront as identified in the *Sustainable Waterfront and Downtown Master Plan*.
3. To identify new mixed-use precincts within the Waterfront West and Waterfront Central district to promote complete, walkable neighbourhoods.
4. To bring more residents in close proximity to Downtown

and the water's edge by designating lands for "Mixed Use Residential" purposes.

5. To accommodate and encourage a mix of commercial and residential uses in identified areas of Waterfront Central.
6. To accommodate and encourage residential uses and a limited amount of neighbourhood serving commercial in identified areas of Waterfront East.
7. To maintain and enhance public access to Kootenay Lake through the completion and expansion of trails.
8. To promote infrastructure (boathouses, launches, piers) and linkages to the water's edge in the medium term, boating will be supported in areas identified for "Water Uses".
9. To identify and explore opportunities for public and/or private water-based activities.
10. To accommodate water oriented commercial use nearest the waterfront and where supported by the *Sustainable Waterfront and Downtown Master Plan*.
11. To enhance the Cottonwood Creek corridor plus create a new multi-user trail linking Baker Street to the water.
12. To develop Red Sands Beach as a public beach and park, and include parking and washroom facilities when opportunities such as rezoning applications are made.
13. To create enhanced civic spaces to serve as neighbourhood gathering spaces and promote art and culture.
14. To identify streetcar route expansion options within the Waterfront and Downtown neighbourhoods that take advantage of this historic mode of sustainable transportation.
15. To accommodate and encourage a mix of light industrial/commercial uses in identified areas of Waterfront West.
16. To encourage the redevelopment potential of CPR lands along the waterfront.
17. To continue the transition of heavy industrial lands to other uses compatible with the land uses identified on Schedule B: Land Use Designations Map.
18. To support light industrial development in appropriately designated areas that consist of a variety of activities ranging from artisans and internet technology, to manufacturing, food processing, and machine shop workplaces.
19. To establish pedestrian access to the entire waterfront, where

possible, and create infrastructure, human scale (city blocks) and people places (shelters, benches, lighting), that are conducive to safe pedestrian access, and as identified by the *Sustainable Waterfront and Downtown Master Plan*.

20. To provide open and public spaces consisting of a multitude of pedestrian greenways that are linked between residential, commercial and light industrial areas.
21. To maintain the airport use on the waterfront. As the area grows there likely will be increased pressure to develop that land into a more integrated use. For now, the area should be considered a land bank.
22. To re-evaluate the airport land use if the airport is no longer cost effective, or when a different use is supported by a majority of the community.



23. To encourage the rehabilitation and redevelopment of Brownfield sites.
24. To maintain and extend public access to and along Kootenay Lake.
25. To create gateways to define entrance locations and set the tone for the character of the neighbourhood.
26. To create major and minor gathering places, such as public spaces for people to gather. A recommended location is the Hall Street northern terminus.
27. To encourage residential development suitable for seniors.

Waterfront - Policies

1. Proposed new development in the Waterfront neighbourhood is expected to demonstrate respect for the high public and environmental values associated with Kootenay Lake and its

foreshore, and as guided by the Natural Environment and Hazardous Lands Development Permit Area guidelines.

2. Proposed new development in the Waterfront neighbourhoods will strive to:
 - maintain view corridors from the Downtown to the Waterfront;
 - incorporate green building practices, energy efficiency measures, and sustainable development practices, and;
 - include public amenities into all projects.
3. A portion of the West Waterfront area will be designated “Mixed Use Commercial/Industrial” to accommodate light industrial, regional commercial retail, and limited office use. Opportunities for the development of high tech, artisans, and research and development will be supported. Redevelopment is encouraged to maximize the allowable height to increase the intensity of development.
4. Mixed use developments that consist of residential units located above local serving retail uses are supported in the Waterfront Central neighbourhood.
5. Limited retail and office commercial uses of a local nature, i.e. small-scale activities serving residents within walking distance, will be accommodated within the Waterfront East, either as mixed use developments or as stand alone, and as supported by the Market Analysis completed as part of the *Sustainable Waterfront and Downtown Master Plan*.
6. Commercial uses which would most benefit from exposure or access to the water should be located closest to the lakeshore.
7. Commercial developments requiring the use or creation of water lots will require an environmental review and approval from the affected municipal, provincial and federal agencies. Refer also to Development Permit guidelines.
8. Human (small) scale commercial development will be supported in areas designated “Mixed Use Commercial/Industrial” and regional-serving retail uses will be supported within the Waterfront West neighbourhood when floor space and heights are maximized.
9. As part of the redevelopment process, and as required by provincial legislation, the City will comply with provincial legislation and ensure contaminated sites formerly used for industrial purposes meet all regulations.
10. The City will encourage existing industrial uses within the

Waterfront area to conform, over time, with development permit guidelines applicable to new industrial uses, in particular ensuring sensitive site design and landscaping.

11. The City will discourage heavy industry, and heavy industrial uses are not considered appropriate for the Waterfront neighbourhood.
12. The City will support the creation of major and minor focal points to create public spaces for people to gather, and gateways to define entrance locations and set the tone of the character of each neighbourhood as recommended in the *Sustainable Waterfront and Downtown Master Plan*.
13. The City will support the parks and programming of new park space, access to the water, and plazas within the Waterfront and Downtown neighbourhoods as outlined in the *Sustainable Waterfront and Downtown Master Plan*.
14. The City will continue to negotiate with CPR regarding redevelopment of their land holdings.
15. The City will support segregation of motorized and non-motorized boat facilities.
16. The City will support expanded development of sustainable marina uses as redevelopment occurs along the waterfront within designated areas.
17. The City will support the creation of additional pedestrian and vehicular linkages between Downtown and the Waterfront.
18. Stand alone multi-unit residential will be permitted in the Waterfront Central neighbourhood between Hall Street and South Poplar Street.

North Shore

19. North Shore commercial uses geared towards visitors and drive-through traffic will be confined to parcels that border Highway 3A.
20. Service commercial uses on the North Shore should be restricted to those parcels in which the use already exists.
21. Commercial uses may be accommodated within mixed use buildings on parcels bordering Highway 3A on the North Shore, provided retail commercial uses, if included, are located on the ground floor.

22. The area identified as Waterfront Northshore will accommodate detached single-unit housing, duplexes, and other small-scale multi-unit housing such as triplexes and fourplexes which are compatible with the scale and character of the surrounding neighbourhood.
23. In areas designated “Multi Unit Residential” new low-rise apartments (to a maximum of three to five storeys, which is considered pedestrian scale) and medium and high density townhouses (20 - 74 dwellings per hectare), will be accommodated throughout the Waterfront Northshore area, especially along the waterfront and south of the highway.
24. Light industrial activities pertaining to the “high tech” sector, or to small scale manufacturing or processing will be considered on a case-by-case basis in the North Shore on parcels that border Highway 3A, and with appropriate screening and landscaping adjacent to residential parcels.

Rosemont⁸

Residential

The majority of Rosemont is designated Low Density on the Land Use Designation Map - Schedule B. This land use designation refers to the City's intention to maintain Rosemont as a residential neighbourhood with its major land uses being housing, park space, Granite Pointe Golf Course, scattered community facilities like schools and churches, and limited small-scale commercial uses like convenience stores, home occupations, or offices.

Rosemont's growth will continue with most of its new housing being single-unit dwellings and duplexes. Some triplexes, fourplexes and townhouses will be accommodated throughout the neighbourhood, with apartments being concentrated in areas near existing amenities, namely south of West Houston and Granite Pointe.

Apartment development is encouraged in south Rosemont only, as this area can become a student centered 'node' of housing and services. Also, apartment-style housing for seniors already exists in this area. Furthermore, the area is well served with parks, transit services, and has the municipal infrastructure capacity.

Commercial

The City may consider rezoning land to accommodate commercial establishments typically found in residential neighbourhoods (i.e. beauty salons, local food markets, laundromats, etc.). To accommodate a College 'node' of student supports and services, the area around Selkirk College may be rezoned for commercial purposes. Any commercial development proposals for the Rosemont neighbourhood will need to be considered within the context of the future development of the Granite Pointe Golf Course Redevelopment Lands and the *Sustainable Waterfront and Downtown Master Plan* to ensure that an oversupply of commercial space is not created.

Granite Pointe Golf Course Redevelopment Lands

The Granite Pointe Golf Course is located in the Rosemont Neighbourhood. The Golf Course itself occupies approximately 53 ha on two separate parcels of land (approximately 4.2 ha of this land falls within the jurisdiction of the Regional District of Central Kootenay). The Golf Course is recognized as a community amenity, providing recreational opportunities for

city and regional residents and tourists alike. Existing facilities at the Granite Pointe Golf Course include an 18-hole golf course, driving range, three tennis courts, surface parking, storage lockers and a club house.

The City of Nelson and the Granite Pointe Golf Course will encourage redevelopment with the following key principles:

1. Inclusion of Smart Growth policies and principles of LEED or Built Green for Neighbourhood Development, or other demonstrable green and energy efficient design of the neighbourhood.
2. Approximate residential density of 300 units: High densities shall be centralized near the clubhouse, while lower densities will be supported along the periphery of the golf course lands.
3. Diversity of housing types including single-detached, multi-unit residential, seniors housing and affordable housing units.
4. A commercial hub (Village Centre) to include a retail and studio centre that supports Nelson's artisan community and the neighbourhood of Rosemont. This commercial hub will be complimentary to Baker Street as the commercial spine of the City.
5. Adherence to the goals, objectives and guiding sustainability principles identified in the City of Nelson *Path to 2040 Sustainability Strategy* and the *Community Energy and Emissions Action Plan*.
6. Active Transportation routes through the development shall be identified and strategically developed, linking to existing and proposed active transportation routes within and outside the development area.

Rosemont – Objectives

1. To consider rezoning land to accommodate commercial establishments such as beauty salons, local food markets, and laundromats.
2. To encourage a range of housing types including single-unit, duplex, triplex, fourplex, and townhouses.
3. To encourage the long-term viability of an 18-hole golf course by encouraging compatible redevelopment of the site in efforts to encourage a golf-oriented community that is highly integrated into the City.

⁸ Refer to page 27 for Figure 1: Neighbourhood Designation Map.

Rosemont - Policies

1. Rosemont will accommodate single-unit housing, duplexes and other small-scale multi-unit housing such as triplexes and fourplexes which are compatible with the scale and character of the surrounding neighbourhood.
2. Medium-density ground-oriented housing (townhouses) will be located in areas near educational, commercial, transit and park services.
3. Within Rosemont, apartment development will be confined to the area south of West Houston, in proximity to Selkirk College and other existing apartment-style housing.
4. Single and Two unit residential development and townhouse development in Rosemont will be located on sites adjacent to the golf course, provided the scale and design of the development is compatible with its surroundings.
5. At such time as the owner seeks to develop the lands designated “Granite Pointe Redevelopment Lands” (Golf Course), the following will be required by the City of Nelson, at the minimum:
 - Neighbourhood Plan indicating: environmentally sensitive areas; local and major roads; approximate lot layout patterns; residential housing mix, densities and heights; commercial land allocations; design guidelines; public use sites; and active transportation linkages internally and externally;
 - Traffic Impact Study;
 - Formalise the publicly accessible walkway through statutory rights-of-way or other agreement as acceptable to the City;
 - Infrastructure and Servicing Plan, demonstrating proof of exploration of a net-zero impact to City infrastructure; and,
 - Demonstration of adherence to the goals, objectives and guiding sustainability principles outlined in the *Path to 2040 Sustainability Plan* as applicable.

Residential

Uphill is a transition neighbourhood with its own unique character. At its lowest edge, Uphill abuts the downtown commercial core. It quickly extends upward towards the city's southern and eastern boundaries, becoming predominantly residential as it climbs. The majority of Uphill is designated Low Density on the Land Use Designation Map -Schedule B. This land use designation refers to the City's intention to maintain Uphill as a residential neighbourhood with its major land uses being housing, park space, scattered community facilities like schools and churches, and limited small-scale commercial uses like convenience stores, home occupations, or offices.

Uphill will maintain its character as a low density neighbourhood, while accommodating its share of growth by providing for some triplex and fourplex housing, secondary suites, detached secondary dwelling units (e.g. carriage houses / granny flats / laneway housing), smaller lot sizes, conversion of single unit homes into suites, and by directing development of three-storey apartments to lower Uphill, located closer to the Downtown. The integration of some multi-unit housing throughout the neighbourhood provides for a mix of housing choices in Uphill, while respecting existing built character and density.



© Phil Best www.bestphotos.ca

The lower part of Uphill between Hall Mines Road/Latimer Street and the Downtown has been designated for multi-unit residential development for over twenty years. The rationale for directing higher density development to this area remains intact, as this area is adjacent to Downtown and its services.

Commercial

No new major commercial will be permitted within the Uphill neighbourhood. The Uphill neighbourhood abuts the Downtown commercial core, and therefore does not require major commercial services.

Proposals for small scale commercial uses such as convenience stores or local food markets and other pedestrian-oriented shops and services will be assessed on their individual merit and in consideration of the *Community Energy and Emissions Action Plan*.

Uphill – Policies

Lower Uphill (north of Latimer Street)

1. The City will accommodate increases in housing densities within Lower Uphill (generally north of Latimer Street) by encouraging the conversion of single-unit dwellings into multi-unit buildings.
2. The development of apartment buildings over 3 storeys in height is not considered an appropriate means by which to increase housing density in Lower Uphill, because the City's objective is to retain existing "heritage character housing" and to maintain neighbourhood integrity.
3. Within Lower Uphill in cases where it is not possible to convert an existing house into a multi-unit building, duplexes, triplexes and fourplexes may be accommodated, provided that they are compatible in scale and character with their immediate neighbourhood.
4. The City will support limited commercial uses in existing buildings located in this part of Lower Uphill generally from the alleyway between Silica and Victoria Streets and Downtown. Specific commercial uses will be permitted within these buildings. They will be reviewed on a site-by-site basis, to ensure compatibility with the residential character of the area. Commercial uses must also be consistent with the *Sustainable Waterfront and Downtown Master Plan* Market Analysis.

South Nelson (generally south of Latimer Street)

5. South Nelson will remain primarily a low density residential neighbourhood. The majority of housing will remain detached single-unit residential or duplex, with the exception of specific areas where townhouses and apartments are

⁹ Refer to page 27 for Figure 1: Neighbourhood Designation Map.

deemed appropriate. New development in the form of multi-unit residential buildings and conversions of single-unit houses into multi-unit buildings may be considered on a site specific basis.

Residential

The majority of Gyro is designated Low Density Residential on the Land Use Designation Map (Schedule B). This land use designation refers to the City's intention to maintain Gyro as a residential neighbourhood with its major land uses being housing, park space, Kootenay Lake Hospital, and limited small-scale commercial uses like convenience stores, home occupations, or offices.

The Gyro neighbourhood will maintain its character, accommodating growth by providing for some triplex and fourplex housing, secondary suites, smaller lot sizes, detached secondary dwelling units, or conversion of single unit houses into suites. These forms of small-scale multi-unit housing, designed to be compatible with neighbouring properties, may be integrated into appropriate locations throughout the neighbourhood. The Front Street area of lower Gyro and areas immediately adjacent to the Kootenay Lake Hospital will provide for multi unit residential development in the form of townhouses and apartments.

Housing types appropriate within the areas designated "Multi Unit Residential" on the Land Use Designation Map (Schedule B) in the Front Street area only, include residential hotels, apartment units in mixed-use buildings, student residences in dormitory style housing, and residential health care, or social service housing.

Commercial

Any commercial uses within Gyro are located along Front Street. The Gyro neighbourhood abuts the Downtown commercial core, and therefore does not require major commercial services.

As recommended by the *Community Energy and Emissions Action Plan*, proposals for small scale commercial uses such as convenience stores or local food markets and other pedestrian-oriented shops and services will be assessed on their individual merit.

Gyro – Policies

1. In areas of the neighbourhood not identified as appropriate for townhouses or apartments, the majority of housing will remain detached single-unit residential or duplex. However, detached secondary dwelling units (e.g. laneway housing / granny flats / carriage houses) will be considered as part of the

overall Land Use Regulation (Zoning) Bylaw review.

2. New development in the form of multi-unit residential buildings and conversions of single-unit houses into multi-unit buildings may be considered on a site specific basis.
3. Commercial development proposals will require consideration of location, access, site and building design in order to ensure that they will be compatible within their residential context. They must also be supported by the Market Analysis completed as part of the *Sustainable Waterfront and Downtown Master Plan*.

¹⁰ Refer to page 27 for Figure 1: Neighbourhood Designation Map.

Residential

The Fairview neighbourhood abuts the waterfront neighbourhood. It is designated primarily Low Density, which reflects the City's intention to maintain Fairview as a residential neighbourhood with its major land uses being housing, park space, schools and institutional uses, limited small-scale commercial uses like convenience stores, home occupations, as well as a limited amount of commercial along Nelson Avenue and Anderson Street. Recent development has been focused in the area surrounding Radio Avenue and Seventh Street, with the development of Amber Bay and Silver Bay, a number of townhouse units, and a residential development for seniors (Lake View Village).

Fairview will maintain its character as a low density neighbourhood, accommodating growth by allowing smaller lot sizes, and providing for some triplex and fourplex housing, secondary suites, detached secondary dwelling units, and conversion of single unit houses into suites. These forms of small-scale multi-unit housing, designed to be compatible with their neighbours, may be integrated into appropriate locations throughout the neighbourhood. Townhouses and apartment housing will be directed towards east Fairview near the Tenth Street Campus, Mountain Lake Seniors Community, and at certain nodes along Nelson Avenue and Anderson Street. Housing types appropriate within the areas designated "Multi Unit Residential" include apartments, student residences in dormitory style housing, triplexes, fourplexes, townhouses, and conversions of single unit houses into several self-contained suites.

Areas considered appropriate for multi unit residential housing are in proximity to bus routes, commercial services, existing multi-unit residential development, or to a major community use (e.g. hospital) or educational facilities.

Commercial

In order to protect the older, character houses from development pressure, commercial or visitor facilities along Nelson Avenue are to be contained within certain commercial nodes. Pressure to convert Nelson Avenue to a commercial strip along its entire length may occur. The intention is to shield existing low density residential areas along this street from development pressure by designating these properties as Low Density Residential.

Mixed use buildings can occur in the "Mixed Use Core"

designated portions of Fairview.

Commercial uses within Fairview are located primarily along Nelson Avenue and on Anderson Street west of Nelson Avenue.

As greater residential density housing is developed in Fairview, the City will consider redesignating and rezoning additional lands to accommodate commercial and commercial-residential mixed use establishments typically found in residential neighbourhoods (i.e. beauty salons, laundromats, etc.).

As recommended by the *Community Energy and Emissions Action Plan*, proposals for small scale commercial uses such as convenience stores or local food markets and other pedestrian-oriented shops and services will be assessed on their individual merit.

Fairview – Policies

1. Fairview will remain primarily a low density residential neighbourhood. The majority of housing will remain detached single-unit residential or duplex, with the exception of specific areas where townhouses and apartments are deemed appropriate. New development in the form of small scale multi-unit residential buildings and conversions of single-unit houses into multi-unit buildings may be considered on a site specific basis.
2. Consideration of new townhouses and low-rise apartments will be concentrated in areas which have good access or are close to neighbourhood amenities or major employment centres and will be encouraged to locate near health care facilities and the college.
3. Residential units and Commercial uses can occur in designated mixed-use buildings (Schedule B – Land Use Designation Map), and residential units will be located in above-ground stories.
4. Commercial uses will be generally confined to several small areas along Anderson Street and Nelson Avenue.

¹¹ Refer to page 27 for Figure 1: Neighbourhood Designation Map.

4.3 Housing

In 2010, the City of Nelson, with the assistance of the Columbia Basin Trust and Canada Mortgage and Housing Corporation, initiated the development of an affordable housing strategy to address the current and future housing needs of the community. The Housing study was prepared to address the “affordability challenge” that the City of Nelson is experiencing. The 2010 study consisted of two reports: a *Housing Needs Report* and a *Housing Strategy Report*.

Highlights of the housing issues and City of Nelson context found within the *Housing Needs Report* include:

- Nelson’s population has remained constant over the past two census periods. Yet, the aging of the population is anticipated to have significant implications on housing demand in the coming decades. Housing that can accommodate an increasingly older population will be a consideration moving forward.
- Nelson has seen a number of multi-unit residential developments in recent years that have served to diversify the housing market. Examples include apartment condominiums at Amber Bay, Silver Bay and the Villas at Granite Pointe townhouse development. Providing choice within the housing market will better serve the population’s housing needs.
- It has been a landlord’s market in Nelson lately — with practically no new purpose-built rental units, low vacancy rates and the conversion of rental buildings into strata condominiums. The secondary rental market (e.g., secondary suites and investor-owned condominiums) has become an increasingly important segment of the rental housing stock. In particular, suites in basements have come to play a major role in the area of lower cost rental housing.
- The quality and safety of the secondary rental market (suites and houses rented by individual owners) has been noted by students and young professionals. While the City has had a progressive secondary suite policy from as far back as 1987, continual review and enhancement of the policy could further facilitate the development of safe legal suites throughout the city.
- Students at Selkirk College rely heavily on the secondary rental market. The 10th Street Campus renovations, which were completed in the fall of 2011 added approximately 100

rooms of student housing. This is expected to somewhat reduce the pressure and improve housing choice for students.

- There are a number of housing options for Seniors in Nelson, including two public care facilities. A recent development at Lake View Village added 90 suites of assisted and independent living options as well as 13 subsidized studios. Not all seniors find that the current options are both suitable and affordable for them. Interior Health provides ongoing outreach support for 75 to 100 individuals in Nelson with severe mental health and addictions challenges. Other service providers confirm that a large portion of their clients struggle with mental health and addictions. Many agencies agree that linking the support service needs of these individuals to their housing is a suitable model of housing delivery. Nelson has few supportive housing options available.



The Housing Needs Report identified four groups as having the least choice in Nelson’s housing market:

1. Households with special needs, including mental health, addictions and/or physical difficulties;
2. Low and moderate income households who require safe, suitable and affordable rental housing, primarily in the private market;
3. Moderate income households who aspire to homeownership without relocating from Nelson and area; and
4. Elderly seniors on low fixed income who have supportive care needs.

The Nelson Committee on Homelessness produces an annual report that provides an overview of the homelessness situation in Nelson. The 2012 report mirrors the findings of the *Housing Needs Report* and the *Housing Strategy Report*, indicating that access to affordable housing, support services, and secure sources of healthy and affordable food continue to be key issues facing the community.

Objectives

1. To provide a clear policy and vision for affordable housing.
2. To continue to work to provide a full range of housing types and tenures for current and future residents of all incomes, ages, lifestyles and abilities. The City will do this by:
 - Championing efforts to increase the supply of supportive housing for persons with special needs.
 - Ensuring and enforcing safety standards in rental housing.
 - Encouraging the development of new rental housing.
 - Supporting the development of a broad range of housing options.
 - Promoting innovative approaches and design.
 - Using available financial resources and offer incentives where possible.
 - Supporting external groups.
 - Promoting the use of existing programs and resources.
 - Reviewing and monitoring Nelson's housing needs and achievements regularly.
 - Establish a Housing Committee.
 - Encouraging the development of a range of affordable housing for people with special needs at locations near bus routes and community services/amenities.
3. To encourage affordable, multi-unit housing to be located in areas without steep slopes, within reasonable walking distance of services such as a commercial area, a bus line, a park or recreation centre, and/or near medical facilities.
4. To encourage housing geared to students to be located within reasonable walking distance to the downtown, to post-secondary educational institutions, and/or to a bus route.
5. To encourage multi-unit housing for families with children to be located near services/amenities such as an elementary school, a neighbourhood park, commercial services, and/or a bus route.
6. To encourage multi-unit housing for families with children to be located near services/amenities such as an elementary school, a neighbourhood park, commercial services, and/or a bus route.
7. To encourage multi-unit housing for families with children to be located near services/amenities such as an elementary school, a neighbourhood park, commercial services, and/or a bus route.
8. To encourage multi-unit housing for families with children to be located near services/amenities such as an elementary school, a neighbourhood park, commercial services, and/or a bus route.
9. To encourage multi-unit housing for families with children to be located near services/amenities such as an elementary school, a neighbourhood park, commercial services, and/or a bus route.

Policies

1. The City will consider developing policies that complement/support the affordable housing policies on secondary suites, incentive initiatives, disposition of City land, and unused rights of way.
2. The City will consider leasing city-owned land for affordable housing purposes.
3. The City will consider the development of a policy to allow an increase in density when affordable housing units (including purpose built rental housing) are provided in the development or cash in lieu is provided towards affordable housing. Consideration of compatibility with surrounding land uses will be considered as part of this policy.
4. The City will consider the development of a "standards of maintenance" bylaw.
5. The City will continue to streamline requirements for the development of suites in existing houses. This includes consideration of policies to establish alternative health and life safety standards.
6. The City will consider measures to support development of purpose-built rental housing. These measures can include consideration of variances to reduce the off-street parking requirements, and fee and/or tax reductions.
7. The City will consider measures, to protect tenants, as well as the current supply of rental housing through notification and compensation, and/or demolition fees or other restrictions. Such measures will generally:
 - discourage demolition of multi-unit housing; (unless it is to create more dwelling units) and
 - discourage the stratification of rental units during times of low rental vacancy rates, usually described as 3% or less, unless it is demonstrated to support access to home ownership, and/or address housing affordability for low or average income earners.
 - consider the following when applications for strata title conversion are made to support existing tenants:
 - Providing adequate notice to tenants;
 - Outlining the provisions that will be made to assist existing tenants with relocation; and
 - Increasing the time requirement for tenant notification to a minimum of six months.
8. The City will continue to support and encourage the development of fee simple townhouses.
9. The City will continue to maintain a housing reserve fund

and direct funds towards affordable housing projects.

10. The City will review and consider revisions to bylaws and/or policies in order to waive or reduce fees and charges for permits or connection fees for affordable housing developments, including purpose built rental housing.
11. The City will expedite the approval process for development applications that contain affordable housing units.
12. The City will assist in building the capacity of the non-profit sector.
13. The City will work to partner with the Selkirk College trades program to support affordable housing.
14. The City will encourage and support senior specific housing for seniors who do not desire to stay in their homes which would free up existing homes to new residents.
15. The City will support the development of a program such as a “Crime Free Multi-Housing Program” in consultation with stakeholder groups.
16. The City will support external groups where possible.
17. The City will foster partnerships and promote affordable housing projects.
18. The City will consider ways it can provide information and support to tenants and landlords.
19. The City will continue to investigate ways and means of encouraging the development of affordable seniors housing through grants, programs and legislation provided by senior levels of government.
20. The City will explore opportunities for residential infill and intensification in low and medium density areas. This will include consideration of:
 - bylaw changes to allow the subdivision of large lots to create small lots.
 - an infill housing bylaw, e.g. detached secondary dwelling units (e.g. laneway housing, granny flats, “coach” houses and suites above garage) including small lot/small house development.
 - reviewing regulations to facilitate accessory rental units, e.g., suites in duplexes and townhouses or above commercial buildings.
 - bylaw amendments to require all new single detached

homes be designed to accommodate secondary suites.

21. The City will investigate the development of prototypes and promote pilot initiatives as demonstrations, as recommended by the *Low Carbon Path to 2040: Community Energy and Emissions Action Plan*.
22. The City will consider how to communicate housing-related information, including best practices, through dedicated a web page of documents, information sheets, sessions and events.
23. The City will produce a progress report on the implementation of the *Housing Strategy Report*, on a regular basis.

4.4 Healthy Living & Social Well Being

The City can be a proactive participant or facilitator in the delivery of community social services, and recognizes the challenge of doing so without overburdening the municipal taxpayer. A fundamental premise of this Plan is that planning is a comprehensive and integrated process which links land use, physical, economic, environmental, cultural and social factors. There have been strategic planning efforts developed in the social need area that could provide a guideline for social planning in Nelson, such as those provided by the Social Planning Action Network (SPAN).

Certainly not all social issues can be addressed through an OCP, but as a first step to community social planning, this Plan will identify some of the predominant community social issues that may be addressed through OCP policies. The City of Nelson understands that its role in addressing social issues may be limited due to limited resources and capacity, as well as lacking jurisdiction.

A municipal Ipsos Reid survey in 2012, found that housing affordability, poverty and social issues in general are the most “top of mind” community issues.

While housing affordability is a focus of Part 4.3, this section focuses on the other key identified social issues including child care, access to health care services, food security, and poverty reduction.

Library Services

The Nelson & District Municipal Library provides free library memberships to residents of the City of Nelson. A wide variety of programs are offered for all age and interest groups. The library functions as an important community gathering space and resource for the community.

Child Care

There are numerous child care facilities in the city, including day homes, and group day care facilities. There are also numerous supports for parents and child care providers, such as those provided by the West Kootenay Child Care Resource and Referral Program located in the downtown core and serving the West Kootenays. There is ongoing demand for child care. This Plan

contains policies to permit child care uses throughout the city, in all land use designation categories.

Access to Health Care

The 2008 OCP indicated that access to health care was a major concern within the City of Nelson, particularly with respect to the provision of services such as emergency medical services (resident surgeon and CT scanner), urgent care, and mental health and addiction services. A recent municipal Ipsos Reid survey (2012) found that health care was no longer a high ranking community issue. Recent upgrades to the Emergency Room at Kootenay Lake Hospital, and the arrival of a CT scanner have likely contributed to this change.

Food Security

Food security is defined by the Food and Agriculture Organization (FAO) of the United Nations as:

“a condition in which all people, at all times, have physical and economic access to sufficient, safe and nutritious food to meet their dietary needs and food preferences for an active and healthy life”



Food Security has been identified as an important issue by the community. Initiatives such as farmers markets and community gardens will be promoted within the City of Nelson as a way to alleviate the threats to food security. There is a movement toward food self-reliance and Nelson is home to several community food groups and initiatives designed to foster local food security.

Social Issues

The statistics provided for March 2012, show that 4.1% of the population of the Nelson area receives Basic Income Assistance

while the average in the Province is 1.9%¹². The unemployment rate for the Kootenay Development Region was reported to be 8.2% in 2011, higher than the provincial unemployment rate of 7.5%, and the second highest in the province¹³. A municipal survey in 2012, found that housing affordability, poverty and social issues in general are the most “top of mind” community issues in 2012.

The Nelson Committee on Homelessness prepares an annual report card on homelessness in the Nelson area. The report provides an in depth review of the realities of poverty and homelessness in our community. The 4th annual Report Card on Homelessness for Nelson BC (2012) indicates that food security (access to sufficient, safe, and nutritious food), access to housing, employment, and services for youth continue to be a struggle for a portion of the population.

Persons with Disabilities

Residents of Nelson who have disabilities continue to face challenges with respect to:

- accessibility to, and on, public transportation (bus and taxi)
- appropriately located, signed, and designed disabled parking stalls
- barriers to access city streets and sidewalks
- access to public facilities, parks, recreation and leisure activities
- ability to cross streets safely
- access to private businesses
- access to employment opportunities.

Nelson’s Aging Population

Nelson’s median age is increasing which is resulting in a greater demand for social services that cater to seniors. Seniors are an important and integral part of Nelson’s social and economic fabric and the community, and both the public and private sector have a responsibility to meet the needs of this significant segment of the population

¹² BC Stats. <http://www.bcstats.gov.bc.ca/data/lss/social.asp>

¹³ BC Stats. <http://www.bcstats.gov.bc.ca/data/lss/labour.asp#LFS>

Family Support Services

Although family support services are being provided by private societies or the province, there is a need to better coordinate the efforts of the various groups to ensure that duplication of services is minimized and gaps in services are identified and addressed.

Youth

Today’s youth are our leaders of tomorrow, and as a community, we need to ensure that our youth are able to access the necessary resources to be successful. Youth want to be heard, want to be involved, and want to feel like they can make a difference. The community must find ways to foster a climate to involve and integrate our youth in community and civic functions, activities and decisions.

Objectives

1. To support & encourage healthy living choices and be responsive to the needs of individuals, families and the community.
2. To support the development of programs and opportunities that will enhance the physical, social, psychological and cultural well-being of Nelson residents.
3. To determine an appropriate level of local government involvement in addressing social issues, recognizing the City’s limited financial resources and to hold senior levels of government responsible to provide services that they are responsible for.
4. To facilitate the development of strategies that will promote and encourage cultural diversity and tolerance within our community.
5. To recognize the value of all of our citizens and support efforts to ensure they have access to the services, facilities, and programs that they need.
6. To foster an inclusive and respectful community where all citizens have opportunities for meaningful participation in social, cultural, economic and environmental aspects of the City.
7. To strive towards a high level of public safety that maximizes physical and social well-being.
8. To sustain an attitude of openness and a culture of learning that adapts positively to change.

9. To recognize and support a strong public library.

Policies

1. The City will work with Community Service groups to determine the need and feasibility of developing a Social Plan for the City of Nelson and may include a social mapping exercise.
2. The City will encourage the coordination of community social services and use of public facilities through cooperation, liaison, and where appropriate, joint provision and participation among social agencies.
3. The City will continually communicate and cooperate with the various private and public providers of social services to assist in identifying community social problems and developing feasible solutions.
4. The City will encourage input from the private providers of social services, to identify ways to enhance municipal services and infrastructure, and recommend improvements.
5. The City will encourage and support the concept of community capacity building to gain the greatest value from existing social service resources by cooperating with senior levels of government.
6. The City will consider supporting processes that will review private and public development projects that would ensure a high standard of accessibility for people with disabilities, and which may include an accessibility audit.
7. In co-operation with the City Police, the Nelson Fire Department and the Department of Development and Sustainability, the City will strive to achieve a safer community through such measures as education, prevention and awareness.
8. The City will work with private and public agencies to identify youth assets to provide the greatest possible opportunities for our youth.
9. The City will seek to expand the diversity of community committees, by inviting all members of the public, including youth, to become involved.
10. The City will encourage youth to participate in stewardship opportunities and environmental programs, economic development opportunities, or community projects.
11. The City continues to support and encourage the development of child care and day care facilities within Nelson. Child care is permitted within all land use designation categories, subject to facilities receiving the required approvals from the provincial regulatory agencies and health authority.
12. The City supports and encourages the provision of transition facilities for women and families in need.
13. The City will look at regional solutions to deal with social issues that transcend administrative boundaries.
14. The City will explore ways to ensure availability and accessibility of nutritious whole foods including:
 - Permitting community gardens throughout the City, in all land use designation categories.
 - Working with the Regional District of Central Kootenay and members of the agricultural community to support farmers' access to the land and resources they need in order to maximize regional food production, processing and distribution.
 - Supporting and encouraging food production, processing and storage within city limits at both the commercial and individual level.
15. The City will support economic development activities that incorporate social justice considerations such as: affordable and acceptable childcare, housing and transportation; living wages; sufficient employment; and workplaces free of discrimination and harassment.
16. The City will continue to work with the Regional District of Central Kootenay to ensure the Nelson & District Public Library remains strong and vibrant for the service area.

4.5 Transportation

Roads

The circulation pattern for the City is primarily founded on a grid pattern of blocks with roads running both parallel and perpendicular to the lakefront. The major highways serving the City are Highway 6 to the south and west, and Highway 3A to the north and west and which also runs through the City. The roads receiving the heaviest traffic volumes are Baker Street, Front Street, Nelson Avenue, and Vernon Street as these are the primary access to the commercial areas of the City and the major connection points to the Highways. The circulation system for the City has remained virtually unchanged for the last 20 years.

Due to the topography of the city, the grid pattern is sometimes disrupted. As a result, there exist dedicated right-of-ways which were never constructed as roads. Some of these may be useful for other purposes, such as building sites and/or utility corridors.

In 2007 the City conducted a comprehensive review of all previous transportation planning studies (15 in total) that had been completed over the previous 10 years to determine which recommendations had been completed, and which still required implementation. A phased strategy for implementation was developed as part of the review. Undertaking the continued implementation of the transportation strategy is important in order to address a number of local transportation issues such as accident spots, road extensions, road access, and need for turn lanes or traffic control.

Active Transportation

In 2010, the City completed an *Active Transportation Plan* (ATP) for the City of Nelson. The plan identifies multi-use trails, pedestrian and cycling amenities and public transit improvements to increase options for human-powered forms of transportation. The goal of the study was to encourage alternative modes of transportation in an effort to reduce greenhouse gas emissions and increase accessibility for all citizens of the City. The ATP identifies improvements to the existing pedestrian and cycling infrastructure, as well as areas for new routes and connections. These recommendations have been incorporated into this Plan. They are also supported by the *Low Carbon Path to 2040: Community Energy and Emissions Action Plan*.

Given current planned development, the next major action

would be to move forward with the implementation of the *Active Transportation Plan*, and to monitor results over time.

See attached Schedules for the Transportation Map (Schedule C), Cycling and Trail Map (Schedule F1), Pedestrian and Trail Map (Schedule F2).

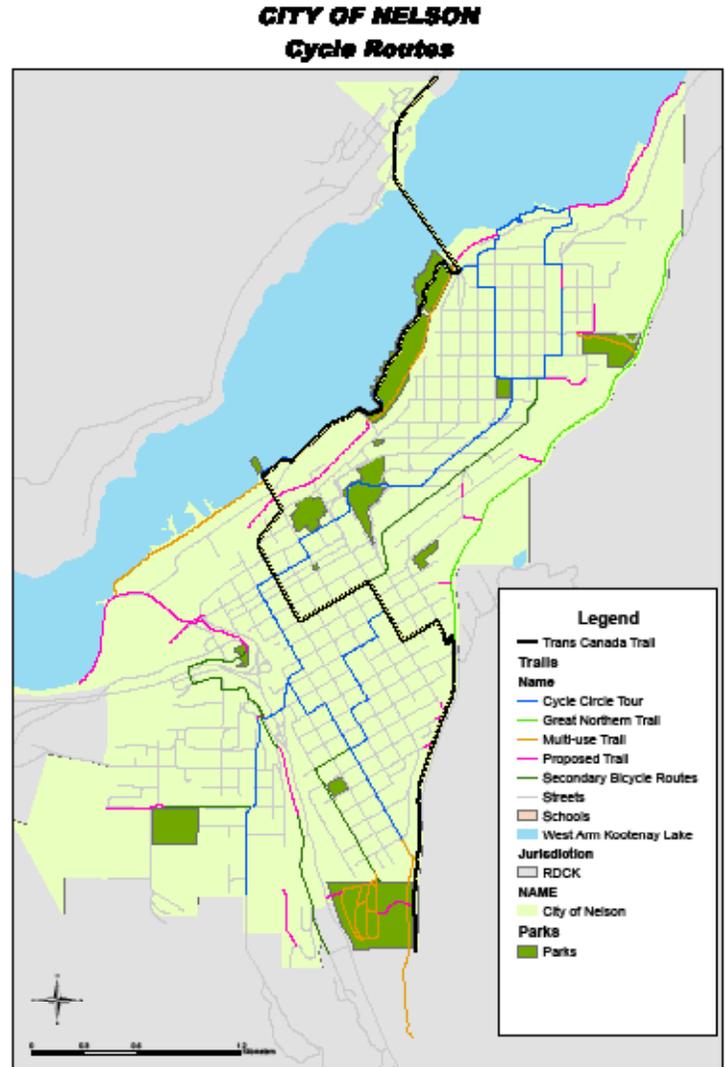


Figure 2: Cycling Routes proposed in the *Active Transportation Plan*

Transit

In July of 2012, service recommendations for the Nelson & Area Transit service were presented to Council by BC Transit. This report was the culmination of a service review, a West Kootenay Concept Plan, and two phases of public consultation. The report provides recommendations for changes to the transit system that would result in a more integrated regional system.

Uphill

The local circulation system in Uphill is based upon a regular grid pattern whose major streets are wide (often with boulevards) and oriented roughly north-south to provide easy access to the Downtown and Front Street. Access east-west to Rosemont, Gyro and Fairview is more circuitous, as no arterials provide direct access to these neighbourhoods from Uphill. This is due, in part, to topography. Within the lifetime of this Plan, no new major roads are planned for Uphill, therefore:

- Stanley and Cedar Streets will remain the two major roads generally providing north-south access between Uphill and the Downtown; and
- Houston and Latimer Streets will remain the two major roads generally providing east-west access across Uphill.



There are no significant road changes planned for the Uphill neighbourhood. Regular maintenance and general improvements are ongoing.

The *Active Transportation Plan* calls for the following improvements to the Uphill neighbourhood:

- improved pedestrian/cycling links to Fairview, specifically identifying the lack of sidewalks along Latimer between Cedar Street and Cherry Street to Selby Street,
- improvements to better connect Uphill with L.V. Rogers Senior Secondary School and Selkirk College's Tenth Street Campus.

Uphill residents want greater opportunity to walk and cycle, as an alternate means of transportation to the motor vehicle. The slopes of Uphill, and the need to upgrade the roads and sidewalks, currently act as constraints to walking and cycling, particularly in winter. The City and the local community need to work together

to find reasonable solutions that meet community aspirations in an economic way. The *Active Transportation Plan* provides a number of recommendations to improve walking and cycling throughout the City, such as roofs over stairs, grooved ramps on stairs, improved signage, and prioritized sidewalk clearing.

For recreational purposes, the cycling and walking paths, if developed in Uphill, should connect with the Nelson-Salmo Great Northern Trail. The *Active Transportation Plan* identifies new trail connections and these are shown on Schedule F1: Cycling and Trail Map and Schedule F2: Pedestrian and Trail Map.

Gyro

Douglas Road currently functions as a major road through the Gyro community, and is established as the major and most direct link between its two neighbouring residential neighbourhoods. It facilitates inter-neighbourhood traffic and provides an alignment that is the most direct alternative to the Highway as a means of traveling across the "upper" area of the City between Highway 6 and the Nelson Bridge.

The extreme upper slopes of the Gyro neighbourhood have prevented development, correspondingly a major road parallel with the Nelson-Salmo Great Northern Trail in that area has not been developed either. Generally, because of the slopes in the community, the road network in Gyro follows a markedly different orientation in its grid pattern than for adjacent neighbourhoods.

There are no significant road changes planned for the Gyro neighbourhood. Upgrade to the Cedar Street and Front Street intersection are planned in the future. Regular maintenance and general improvements are ongoing.

The *Active Transportation Plan* calls for the following improvements in the Gyro Neighbourhood:

- improvements to the Cycle Circle Tour route;
- new trail connections to the Nelson-Salmo Great Northern Trail; and
- improved pedestrian links along Union Street and View Street.

These connections/improvements and routes are identified on Schedule F1: Cycling and Trail Map and Schedule F2: Pedestrian and Trail Map.

Fairview

The Tenth Street Selkirk College Campus in upper Fairview, with its major education facilities, acts as a significant destination point for many people in the city, and the current road system requires traffic destined for the area of the Tenth Street Campus to use either Douglas Street, which provides a rather circuitous link between Latimer Street in Uphill and Fifth Street in Fairview, or to use Front/Anderson Streets (Highway 3A). This means that local traffic is funnelled onto the Provincial Highway, adding to the Highway's congestion.

Front and Anderson Streets as well as Nelson Avenue (Highway 3A), are located in residential neighbourhoods, and are flanked by some local commercial uses and relatively low-density housing. Increased traffic through these areas may pose noise and safety problems for adjacent residents. Recent initiatives such as curb bump outs address these concerns.

Seventh Street, via Kokanee Street has been identified as the main option for the “gateway” to the East Waterfront. Fifth Street is an existing major road which acts as a collector for Fairview, and also links up with Douglas Road as part of a cross-city route.

There are no significant road changes planned for the Fairview neighbourhood. Regular maintenance and general improvements are ongoing.

The *Active Transportation Plan* calls for the following improvements in the Fairview Neighbourhood:

- pedestrian improvements along View Street to better connect Fairview with Uphill and improvements to connect L.V. Rogers Senior Secondary School and Selkirk College's Tenth Street;
- creating a pedestrian link on Eighth Street between Fell Street and Gordon Street;
- improvements to the Cycle Circle Tour route; and
- new trail connections to the Nelson-Salmo Great Northern Trail.

These connections /improvements are identified on Schedule F1: Cycling and Trail Map and Schedule F2: Pedestrian and Trail Map.

Rosemont

The local circulation system in Rosemont is designed so its major roads provide direct access to destinations such as Selkirk College,

the Golf Course, and the Highway interchange.

Mitigating the effects of traffic upon adjacent residential properties is a priority of the local neighbourhood.

No major changes to the existing road network in Rosemont are planned, therefore:

- Wasson Street will continue as the major east-west access within the neighbourhood; and
- Silver King Road/Vancouver St. and Crease Avenue/ Choquette Avenue will continue to provide the major north-south access in Rosemont.

Regular maintenance and general improvements are ongoing.

The *Active Transportation Plan* calls for the following improvements in the Rosemont Neighbourhood:

- create pedestrian connections adjacent to the Highway to connect Perrier Road to the City Centre;
- formalise pedestrian connection on Vancouver Street;
- create pedestrian trail along West Richards;
- improve pedestrian/cyclist connection (underpass) under Highway 3;
- create connection between Hall Mines Road and Vancouver along West Innes; and
- improvements/expansion of the Cycle Circle Tour route.

These improvements are identified on Schedule F1: Cycling and Trail Map and Schedule F2: Pedestrian and Trail Map.

Downtown

Transportation planning for the Downtown area is affected not only by consideration of local circulation and of serving the commercial core, but also by the fact that a provincial Highway forms one of the area's boundaries.

Major roads run north-south, emphasizing the need to link the Downtown with the Waterfront, as was a key recommendation in the *Sustainable Waterfront and Downtown Master Plan*.

Because Hall and Cedar Streets act as a major access road to the Waterfront, they too have been designated as major roads.

The 2007 Transportation Strategy recommends changes to traffic pattern and controls throughout the Downtown. Regular

maintenance and general improvements are ongoing.

Improvements in the Downtown neighbourhood outlined in the *Active Transportation Plan* and *Sustainable Waterfront and Downtown Master Plan* include:

- general improvements to pedestrian infrastructure;
- identifying primary neighbourhood streets which serve as the spine of the neighbourhoods;
- connecting Baker Street to Government Road and Lakeside Drive;
- improvements to Hall Street;
- possible pedestrian connection across the CP Rail tracks at Ward Street;
- possible vehicle connection across the CP Rail tracks at Kootenay Street;
- improvements/expansion of the Cycle Circle Tour route; and
- improved rail crossings to connect to the Lakefront trails.

These improvements are identified on Schedule C: Transportation and Schedule F1: Cycling and Trail Map and Schedule F2: Pedestrian and Trail Map.



Waterfront

Given the linear nature of the Waterfront area, and the community's desire to create improved linkages between Downtown and the Waterfront, additional pedestrian and vehicular access points should be established. The Baker Street -

West area may provide opportunities for enhanced connections to the Waterfront.

Improvements in the Waterfront neighbourhood outlined in the *Active Transportation Plan* and *Sustainable Downtown and Waterfront Master Plan* include:

- new street connection between Baker Street and Government Road;
- connecting Lakeside Drive to Poplar Street as redevelopment occurs at Chahko Mika Mall;
- connecting Sprout Drive to Seventh Street;
- extending Cedar Street to connect with Lakeside Drive;
- identifying Lakeside Drive as the primary neighbourhood street which will serve as the spine for the neighbourhoods;
- connect Baker Street to Lakeside Drive in Railtown;
- create a trail to link Hall Street with Poplar Street;
- create a continuous public trail along entire Waterfront;
- expansion of the streetcar system;
- improvements to the transit network;
- improvements/expansion of the Cycle Circle Tour route; and
- improved rail crossings to connect to the Lakefront trails.

These improvements are identified on Schedule C: Transportation and Schedule F1: Cycling and Trail Map and Schedule F2: Pedestrian and Trail Map.

North Shore

Residents of the North Shore would like to see sidewalks added to the Highway as a safety measure, as well as to enhance the pedestrian link to the rest of the City.

The *Sustainable Waterfront and Downtown Master Plan* calls for

- a trail along the waterfront;

These improvements are identified on Schedule F1: Cycling and Trail Map and Schedule F2: Pedestrian and Trail Map.

Objectives

1. To foster the development of facilities that enable safe and convenient cycling and pedestrian travel.
2. To ensure a safe, efficient, effective and connected community transportation network and public transit system for residents of all ages.
3. To maintain and improve aging/deteriorating road infrastructure.
4. To maintain Hwy. 3A as the major highway route through Nelson, while functioning as access to downtown and business services.
5. To promote all modes of transportation that support a reduction in greenhouse gas emissions and energy use.
3. The City will develop policies and bylaws that adopt the standards for new construction as recommended by the *Active Transportation Plan*.
4. The City will develop policies and bylaws in support of the recommended measures from the *Active Transportation Plan* that promote pedestrian and cycling facilities.
5. The City will develop a low carbon transportation policy as recommended by the *Low Carbon Path to 2040: Community Energy and Emissions Action Plan*.
6. The City, in partnership with relevant stakeholders, will explore how to support rideshare programs in Nelson and the region and improve awareness.
7. The City, in partnership with relevant stakeholders, will undertake a study to explore and advance local and regional low carbon transportation.

Policies

1. The City will improve circulation by:
 - improving the capacity of the existing street system;
 - providing for efficient access and local circulation for the Waterfront Area;
 - enhancing multi modal linkages between Downtown and the Waterfront and other upland neighbourhoods;
 - continuing to provide for alternate forms of transportation such as buses, bicycles and pedestrians within the local circulation system;
 - encouraging local traffic to avoid Highway 3A;
 - achieving an alternative highway alignment for 'through' traffic, which would reduce impacts of traffic on local neighbourhoods;
 - fostering safe, unobstructed, pedestrian and cycle-friendly street environments;
 - requiring traffic studies for all developments exceeding eight residential units and/or more than 2,323 square metres;
 - focusing on key roadways and their optimum function.
2. Through an integrated regional transit service in collaboration with B.C. Transit and regional partners, the City will encourage increased intercommunity and intracommunity transit use.
8. The City will consider developing direct and accessible, human-powered transportation, including the provision of all season pedestrian and cycling pathways that are well connected to transit.
9. The City will strive to reduce personal vehicle use by promoting alternative modes of travel, including car-coops and safe ride-sharing Car Stops.
10. The City will consider the expansion of the streetcar service to other areas of the City as part of its transportation planning.
11. The role of air, rail and marine transportation will be considered as part of any Transportation Planning exercise.
12. The City will continue with the Pavement Replacement Program for municipal roads.
13. As a means of improving pedestrian circulation, the City will consider the opportunity to work with residents to plan for the provision and/or upgrading of sidewalks, and other measures as recommended by the *Active Transportation Plan*.
14. As a means of improving cycling circulation, the City will consider the opportunity to work with residents towards improvements of street paving, and other measures as recommended by the *Active Transportation Plan*.
15. The City will endeavour to secure a continuous, publicly-owned, waterfront trail with a minimum width of 4 metres, when opportunities present, such as through Rezoning or Subdivision applications.

16. The City will consider completing a parking study for the downtown that considers transit opportunities, buses, bicycle infrastructure, pedestrian needs, and parking requirements, and ensures that there is adequate parking to meet the projected growth in the region.
17. As new or infill small-scale residential development occurs in the form of duplexes, triplexes, conversions or secondary suites, the City will ensure that off-street parking regulations contained within the Land Use Regulation (Zoning) Bylaw are sufficient to prevent potential parking congestion on residential streets.
18. The City will seek to implement the improvements to the mobility network as identified in the *Sustainable Waterfront and Downtown Master Plan*.
19. The City will strive to include funding for targeted road and active transportation plan improvements in each year's capital budget.
20. Through the development review process, the City will assess impacts and improvements required to service proposed development on a site specific basis.
21. The City will review and work towards the completion of the high priority projects recommended in the 2007 Transportation Master Plan.
22. The City will assess when a Transportation Plan may be appropriate for rezoning applications that create commercial uses. The Transportation Plan must address how the business will support employee commuting and business related transportation, while supporting the hierarchy of transportation modes.

Gyro

23. Anderson Street and Nelson Avenue will remain major City roads, but because they form part of the Provincial Highway, the City will endeavour to reduce the amount of local traffic on them, by providing alternative cross-City routes.
24. The City will maintain methods of traffic calming on High Street.
25. Any type of development contemplated in the Gyro neighbourhood must include a thorough analysis of traffic impacts and access locations. This is particularly critical due to the steep grades, narrow widths of the roads, and the fact that Douglas Road is currently the only major road.

26. Douglas Road will remain a major road. Improvements will be required to reflect the status and use of this road.

Fairview

27. The following are major features of the local Road Network Plan in Fairview:
 - Anderson Street and Nelson Avenue will remain major roads;
 - Fifth Street will remain a major collector road through the neighbourhood;
 - Davies and Gordon Streets will remain major east-west collectors in the neighbourhood;
 - Fourth Street and Seventh Street off Gordon will provide the gateways to the East Waterfront.
28. As a means of improving pedestrian linkages between upper Fairview and Lakeside Park, the City will collaborate with the Ministry of Transportation with respect to the sequencing of pedestrian crossings of Highway 3A.

Downtown

29. No new major roads are planned for the Downtown, except for the designation of two roads as major access points to the Waterfront area, therefore:
 - Hall Street from Front Street, is identified as the primary vehicular access between the Downtown and the Central Waterfront;
 - Baker Street is to be extended west of the Highway across the CPR right-of-way to connect with Lakeside Drive in the vicinity of the Public Works complex; and
 - Vernon Street and Front Street will be retained as major roads.
30. Baker Street will continue to act as the “spine” of Nelson's commercial core and, as such, will maintain its pedestrian orientation and amenity areas, but it will also continue to provide for vehicle traffic and meter parking.
31. The City will work with local residents and merchants to reduce vehicle congestion in the commercial core. Such means may include:
 - devising a “park and ride” system for Downtown

employees,

- providing for bicycle routes through Downtown streets,
 - improving transit service,
 - reducing commercial truck traffic through the Downtown,
 - encouraging the provision of more vehicle parkades off Baker Street,
 - providing for adequate bicycle parking,
 - encouraging usage of the existing parkade and other parking facilities off Baker Street.
32. Parking standards for commercial sites within the Downtown will be reviewed by the City with the purpose of ensuring that the standards are sufficient to discourage commercial users from parking on streets in nearby residential areas.
33. The City will continue to work with organizations and the business community to plan temporary closures of portions of Baker Street for selected events and celebrations through the year.

Waterfront

34. Fourth Street and Seventh Street off Gordon Road in Fairview are proposed as the primary streets connecting Fairview to Waterfront East.
35. Hall, Cedar, and Poplar Streets will function as the gateway to Waterfront Central.
36. A new connection between Lakeside Drive and Baker Street will be accommodated at the west end of Baker Street. This necessitates a crossing of the CPR rail line, which will require collaboration with CP Rail.
37. Extension of the east-west pathway to create a continuous waterfront pathway system along the water's edge of the Waterfront will be designed for non-motorized modes of transport as identified in the *Sustainable Waterfront and Downtown Master Plan*.
38. The City will work with CPR in planning for safe vehicular and pedestrian crossings of the rail line including provision of signs, lighting, landscaping, and noise abatement measures that protect public safety.
39. The City will work with B.C. Transit in ensuring that bus

routes and schedules for the Waterfront are co-coordinated with those for the City's "Streetcar" operations.

40. The City will explore the potential to expand the streetcar service with connections to Downtown.
41. The Waterfront area will provide access for a variety of transport modes including vehicles, pedestrians, cyclists, wheelchairs, boats, aircraft, and possibly passenger rail.
42. The City will encourage CPR to maintain high standards for public safety along that portion of its rail line that bounds or transects the Waterfront lands.
43. The City, in cooperation with the Ministry of Transportation, will explore development of a sidewalk and bicycle pathway along Highway 3A to promote safe and alternate methods of travel from the North Shore to Downtown.
44. New waterfront development will be required to provide public access along the water.

4.6 Infrastructure

The City will continue to pursue sustainable municipal servicing goals which aim to provide effective and efficient strategies for the long-term provision and financing of utility infrastructure.

Over the last number of years, the City has made significant progress to address infrastructure financing deficits. Allocations to the Equipment Replacement Reserve Fund now match long-term average demand for new equipment. Significant investment has been made in water and sewer system upgrades – specifically through long-term financing strategies for these upgrades.

Senior government infrastructure grants will continue to be required to support major capital improvement initiatives.

Yearly review and refinement of the City's municipal service financing strategies will enable the City to effectively address infrastructure improvement and financing options over time. Various methods of financing may be utilized including rate structure reviews, local improvements, government assistance, and developer contributions.

While the City does not currently have a Development Cost Charge Bylaw, this method of funding may be considered in the future for a range of services.

Water

In 2007 the City of Nelson completed a Water Master Plan. The plan provided a long-term framework for the upgrading of the water service for the City. The City water system includes three intake reservoirs, three storage reservoirs, and ten pressure reducing stations. Five Mile Creek is the primary water source with Anderson Creek and Selous Creek supplementing during peak summer months. With respect to the main water supply (Five Mile Creek), almost all the watershed is within West Arm Class "A" Provincial Park.

The Water Master Plan summarized the key issues that needed to be addressed on the water utility. Those issues included:

1. insufficient primary source (5 Mile Creek) during drought years;
2. limited capacity of the supply pipeline and the associated risk of a single pipeline for the primary source;
3. insufficient treatment and microbiological protection to meet current IHA requirements; and

4. the age of the distribution infrastructure.

The City's focus was then to include:

1. Monitoring the existing financial strategy to ensure sufficient and sustainable funding is in place to implement the components of the Water Master Plan;
2. Further exploration of the development of a second source;
3. Investigation of the possible construction of a treatment plant; and
4. Creating an upgrading program to address the aging infrastructure system.

However, the 2007 Water Master Plan predicted slow growth (<1%). It indicated that if population growth was higher than 1%, the quantity of water could become problematic for the City in the not-too-distant future. Recently released census numbers (February 2012) indicates a growth rate averaging 2 % since 2006. If this growth is to continue there will likely be a strong need to implement water conservation programmes unless further water supplies are developed. Therefore a fifth focus area looking at demand side management of water use is being developed.



Storm Water Management

The City storm drainage system consists of numerous individual collection systems with varying discharge points. These systems are in need of individual assessment to review current conditions and to develop a strategy for providing the works necessary to adequately convey run-off from both minor and major storm

events. The sanitary sewer master plan has identified some issues related to the storm water system particularly with respect to cross-contamination, with storm water entering the sanitary system. Some recommendations have been noted within that plan to address some obvious issues. Specifically, it has been identified that all downtown buildings be adequately connected to the storm system. Also, the system is in need of a redirect of the catch basin programme in the Queen Elizabeth Park area. It is agreed that a major City-wide Master Drainage Plan is not needed, but rather, the City could better prioritize each individual drainage system for study on a priority basis. As these studies are completed there is a need to identify further opportunities to remove cross connections to the sanitary sewer system.

Storm water drainage is an increasing concern given the age of the infrastructure, the increasing level of development occurring, the higher emphasis on storm water quality and the potential effects of climate change. New emphasis should be given to on-site detention and retention systems and rainwater reuse wherever possible.

Sanitary Sewage Collection and Treatment

A City of Nelson Sewer Master Plan was completed by Urban Systems in 2010. The plan recommends additional upgrades following further video surveillance of the existing pipe infrastructure.

The sanitary sewer treatment system includes the pipe collection system, a number of lift stations and force mains, and the Sewage Treatment Plant.

The sanitary sewer collection system is principally bell and spigot concrete or vitrified clay tile pipe. The groundwater conditions and age of the pipes result in groundwater entering the system. Studies indicate considerable infiltration increases flows during rainfall. The problem is considered to be general throughout the system. This additional infiltration stresses the capacity of the treatment plant, and is the reason for a focused effort on reducing/eliminating storm water from entering the sanitary system.

The City has undertaken a number of upgrades to the Airport Lift Station and it is in relatively good condition. The remaining six lift stations are reviewed in the Sewer Master Plan, and outline the necessary upgrades for each lift station. Two have been partially upgraded.

The sanitary sewer force main is routed under the waters of Kootenay Lake to the treatment plant. Condition of this infrastructure is regularly monitored and is considered to be

relatively good condition. Based on an engineering review, replacement of the force main would be required in 2068, however it was noted that this replacement may need to occur sooner if leak events occur more frequently in the future.

Upgrading of the treatment plant to provide secondary treatment was completed in 2006 and the plant is operating well. Other general improvements are undertaken to the plant on an ongoing basis to improve overall function and treatment. New federal regulations may require additional monitoring.

Solid Waste

The handling and processing of solid waste is a joint responsibility of the City of Nelson and the Regional District of Central Kootenay (RDCK). The City is responsible for collecting solid waste and the RDCK is responsible for managing the waste.

The handling and process of solid waste continues to be a significant cost to Nelson residents and a source of greenhouse gas emissions. Nelson will continue to move towards the goal of zero waste by supporting the removal and recycling of organic and recyclable materials from the waste stream.

The City of Nelson is a participant in the RDCK Central Subregion Resource Recovery Service along with the Village of Kaslo, Village of Salmo, and RDCK Electoral Areas D, E, F, and G. Solid waste management within the RDCK will proceed in accordance with the RDCK Resource Recovery Plan, approved by the Minister of Environment in December 2011. Major upcoming commitments for the Central Subregion outlined within the Plan include closure of the Salmo landfill, development of a new Nelson transfer station and development of composting infrastructure.

The solid waste transfer station is operated by the RDCK on land owned by the City of Nelson and CP Rail in the West Waterfront area.

Plans to relocate the Nelson Transfer Station outside city limits are underway with development of a new site expected to begin in 2013. The new Transfer Station will be located approximately 5 km west of Nelson. Once the transfer station is moved, it is desirable to establish a location within the City for residents to drop off recyclables.

In 2008, the City of Nelson began a Blue Bag recycling program. Residents who receive regular residential household garbage pickup also have their blue recycling bags picked up.

Residential garbage is picked up on a bi-weekly basis and taken to the transfer station where it is compacted and trucked to a Regional District operated landfill. Residents may also drop off their garbage at the transfer station. Commercial garbage pick-up is handled by private contractors.

Hydro

Electricity is provided by Nelson Hydro to customers both within the City of Nelson as well as the surrounding rural area. Unique amongst BC municipal utilities, Nelson Hydro is responsible for Generation, Transmission, Sub-station and Distribution assets. Nelson Hydro operations contribute over \$2 million annually to city revenues.

Nelson Hydro has completed upgrading most of the transmission line linking the City to the Bonnington Falls generation facility 16 km away. Nelson Hydro is one of the leaders in BC having converted to electronic radio-read meters well before most of the other utilities.

Currently the 15 MW Bonnington Falls generation facility produces about 50% of the utilities energy requirements and the other 50% is purchased from FortisBC under a wholesale power purchase agreement. With the city owned generation facility the carbon footprint of Nelson Hydro electricity is very low.



As a city owned energy utility Nelson Hydro is well positioned to develop innovative energy policies and businesses. Specifically the utility is well positioned to develop a District Energy heating system where the utility would sell heat energy as well as electrical energy. Further the utility is an excellent vehicle for delivery energy conservation initiatives to residents and businesses within the City of Nelson and the surrounding Nelson Hydro service

area.

Objectives

1. To ensure existing services are maximized and to ensure the adequate provision of municipal services in order to promote the health and welfare of the community.
2. To promote water conservation.
3. To continue to upgrade aging/deteriorating infrastructure as directed by relevant plans.
4. To ensure that new development pays towards the necessary upgrades of infrastructure.
5. To balance service delivery costs with the community's ability to pay for the services.
6. To reduce the volume of solid waste collected by the City while continuing to build on the success of the recycling program as supported by the RDCK Resource Recovery Plan.
7. To work with all agencies and the general public to ensure the protection of the City watershed within West Arm Park.
8. To require new developments to connect to available city systems.
9. To continue to generate, acquire, upgrade and distribute electricity in a cost effective and environmentally conscious manner to all Nelson Hydro customers.
10. To promote energy conservation and new energy efficient systems.
11. To develop new electrical generation in a cost effective and environmentally conscious manner.
12. To develop new revenue opportunities through the provision of new energy services such as heat energy sales and /or through provision of services to other organizations.

Policies

1. The City will encourage the implementation of city-wide systems within the Waterfront and Downtown neighbourhoods. These systems could include: heating/cooling (district energy); district waste management; city storm management; and district composting.
2. The City will continue to develop or update condition

summaries of all major infrastructure and prepare action plans to address critical needs and develop appropriate financial strategies.

3. The City will continue to invest in all municipal services.
4. The City will continue the municipal-wide policy of upgrading water, sanitary sewer and storm sewer mains in conjunction with the roads rehabilitation program, with upgrading requirements being identified ahead of planned road surface improvements.
5. The City will require new development proposals to address impacts on the sanitary sewer, water, and storm water systems, and identify necessary improvements, and more specifically to:
 - Require new development to limit post-development storm water peak flows to pre-development peak flows.
 - Require, wherever possible, for drainage to be managed on site through stormwater best management practices.
 - Require impact assessment for new development when appropriate, to identify drainage improvement works needed to the outfall in the event of major and minor storms.

Sanitary

6. The City will implement the Sewer Master Plan and prioritize pipe relining or replacement upon review of additional data received.
7. The City will continue the ongoing program to replace or upgrade components of collection system and lift stations.

Storm

1. To develop a strategy, through policy or bylaw amendments to encourage existing buildings to connect to the City's storm drainage system in an effort to reduce the incidence of stormwater being directed to the City's sanitary system.
2. The City will identify, protect, and enhance major drainage corridors to the lake and creeks.
3. The City will design and test all new works to minimize infiltration of storm water into sanitary system.
4. The City will support careful environmental stewardship in

the watershed, particularly as it impacts the quality of runoff water into streams and reservoirs.

5. The City will manage runoff on a local level and encourage runoff infiltration and retention.
6. The City will prioritize individual storm drainage systems for review and upgrade.

Water

7. The City will ensure the water supply, distribution and water pressure for purposes of water consumption and firefighting are adequate for all areas of the City.
8. The City will continue to monitor the existing financial strategy towards the ongoing water system upgrades to ensure it meets utility user needs for the future.
9. The City will preserve and allocate higher quality water supply for primary uses (such as drinking) and utilize lower quality water sources for secondary uses (such as irrigation and exploring options for flushing toilets).
10. The City will ensure the community maintains control over its water resources and that it is able to effectively work with industries and government in ensuring a healthy, secure potable water supply for residents.
11. The City will consider initiatives such as metering where those who use less water pay less.
12. The City will continue the ongoing program to upgrade pressure reducing stations as required.
13. The City will ensure community stewardship and use of best management practices to reduce water consumption.

Solid Waste

14. The City will work with the Regional District as the development of a new transfer station moves forward.
15. The City will identify a suitable location for recyclable drop off within City limits.
16. The City will support other agencies and business that provide recycling operations within the City.
17. The City will liaise with the RDCK to achieve the development of a composting programme at the new transfer station.

18. The City will encourage local composting and reuse of organic material.
19. The City will manage liquid, solid and hazardous waste in the following order: avoid, reduce, reuse, recycle, recover and dispose.
20. The City will foster waste reduction and elimination practices by providing innovative means for reduced consumption.

Hydro

21. The City will work to maintain and upgrade electrical infrastructure to ensure safe and reliable hydro-electric operations.
22. The City will promote energy conservation in partnership with other organizations or independently to the extent practical.
23. The City will assess the potential for a City of Nelson District Energy System.
24. The City will assess the potential for new electrical generation opportunities.
25. The City will optimize new revenue opportunities as they arise.

4.7 Culture

The cultural sector in Nelson includes heritage, the arts, and the people, businesses, institutions and organizations that participate in and support them.

Heritage is a dominant component of Nelson's character and identity. Long-term stewardship of Nelson's heritage (in all its forms) will be achieved through awareness, knowledge and respect. The Downtown and Waterfront Development Permit Area's Heritage Design Guidelines will ensure that heritage buildings and existing buildings along Baker Street are authentically and sympathetically treated. Leadership from the City will lead to comprehensive policies and implementation strategies that encourage the cultural sector. The Cultural Development Committee is mandated to promote the cultural sector, including the city's heritage resources. The incorporation of 69 buildings and features in July of 2011 to the City's Heritage Register, continues the work of documenting and celebrating the City's long history.

The City has invested significantly in the cultural sector over the last 10 years. A number of initiatives have been undertaken:

- The Economic Impact of the Arts Analysis (2003) illustrated that arts and heritage contribute considerably to the local economy.
- The City invested significantly in the development and support of the Touchstones museum, archives and art gallery.



- In 2009 the City of Nelson hired a Cultural Development Officer who reports to the City's Cultural Development Committee (CDC).
- In 2009 the City produced its first Art in Public Places Policy. This policy includes a requirement for funds equivalent to 3%

of any building permit fees received in the previous year to be placed in the City's Public Art Reserve Fund.

- In 2009 the CDC created the Cultural Ambassador Policy. The honour of Cultural Ambassador is awarded annually to an individual artist, group or collective who have achieved a high standard of excellence in their artistic discipline, and who will be worthy representatives of Nelson's cultural community both at home and elsewhere. The purpose of this award is to acknowledge the contribution artists and cultural workers make to the vitality, well-being and identity of Nelson, and to contribute to the City of Nelson's cultural vitality by increasing the visibility of artists and cultural workers at home and elsewhere.
- A Mural Procedures Guide is being developed and will be incorporated within the Art in Public Places Policy.
- In 2010 the City, in collaboration with the Nelson Kootenay Lake Tourism Association, the Nelson & District Chamber of Commerce, and Electoral Areas D, E and F of the Regional District of Central Kootenay produced a Cultural Tourism Strategy document. The initiatives from this document will be pursued in the coming years.
- The CDC is working to incorporate art within public infrastructure. Recent projects include the railing at the Gyro Park lookout (completed in 2010), photo wrapping the Hydro utility boxes (begun in 2011), and the railing at the Baker Street Bridge crossing (completed in 2012).

The Cultural Development Committee continues to lead and make recommendations on the implementation of the City's Comprehensive Cultural Sector Policy developed in 2006.

Objectives

1. To recognize the City of Nelson as a leader in supporting artistic and cultural endeavours.
2. To incorporate public art in City projects where appropriate.
3. To recognize the important role heritage plays in the City.
4. To promote artistic and cultural expression and celebration in the community to help support a vibrant centre and identity.
5. To preserve and celebrate the authenticity and heritage of our community.
6. To engage the creative energy of the community in strengthening a cultural vision for Nelson.

7. To integrate the Arts, Culture and Heritage sector with other sectors to enrich and build a stronger community.
8. To recognise the economic impact the cultural sector has for the local economy.
9. To recognize and support a strong public library.

Policies

1. The City will play a leadership and facilitation role in developing and promoting the cultural sector.
2. The City will support the development of public use buildings for the purposes of arts and cultural activities throughout the City.
3. The City will encourage large-scale arts and cultural facilities, whether for performing, exhibition or education functions, which serve a City-wide or regional function to locate Downtown or in the Waterfront neighbourhoods.
4. The City will consider opportunities to integrate a public art component into new infrastructure projects where the infrastructure is visible to the public.
5. The City will consider the development of a Heritage Strategic Plan to guide heritage related initiatives as identified in the 2011 Community Heritage Register Update.
6. The City will encourage the retention and preservation of heritage buildings and landmarks which contribute towards maintaining neighbourhood character, cohesiveness and integrity by exploring a system of incentives.
7. The City will encourage a broader concept of heritage including the area's Aboriginal people, early settlement, industry and commerce, ethnic diversity, arts, culture and other tangible and intangible features which make Nelson unique.
8. The City will expand heritage classifications to include residential, institutional and commercial buildings throughout the City as well as other features such as rock walls and sculptures.
9. The City will review and update the Development Permit Guidelines for Heritage Buildings, and specifically ensure they reflect national standards for heritage (i.e. Standards and Guidelines for the Conservation of Historic Places in Canada), and provide appropriate and adequate direction to staff, property owners, and the community.
10. The City will support the preservation of existing heritage character in the downtown core and throughout the city for notable buildings and institutional structures within commercial zones through the use of heritage planning tools, such as the Heritage Register, Municipal Heritage Designation, and Heritage Revitalisation Agreements.
11. The City will continue to adopt the Statement of Significance approach for the Heritage Register and continue to update the register on an on-going basis.
12. The City will investigate using the updated Heritage Register to identify and/or develop new Development Permit Areas or Heritage Conservation Areas, such as possibly in the Lower Uphill area. This area encompasses a significant number of important historic private residential, religious, and institutional buildings as identified in the City of Nelson *Heritage Register*.
13. The City will enforce its policies and procedures to ensure ongoing fire prevention measures provide adequate fire protection and life safety measures for existing heritage buildings.
14. The City will continue to work with the Regional District of Central Kootenay to ensure cultural facilities, such as Touchstones and the Capitol Theatre remain strong and vibrant for the service area.

4.8 Parks & Recreation

The park system within the City of Nelson is impressive and a significant point of pride for its residents. Each neighbourhood has a significant park to serve both the local neighbourhood population and often the parks are enjoyed by many more surrounding residents and visitors.

The land area devoted to parks in the City is approximately 61 hectares.¹⁴ As a general rule, the ratio of four hectares of park space



for every 1000 residents is used to assess whether the city has adequate park land. By this measure, the City of Nelson exceeds its requirement for park land, having enough for a population of 15,025. However, this does not preclude further assessment of park demand to deal with demographics, housing density or local lifestyle preferences. The *Sustainable Waterfront and Downtown Master Plan* identifies three new locations for future parks: 1) Red Sands Beach; 2) a public waterfront trail along the North Shore; and 3) the location of the existing Transfer Station, adjacent Cottonwood Creek corridor. Improvements to the foot of Hall Street adjacent to Kootenay Lake to create a more park-like setting is also called for in the *Sustainable Waterfront and Downtown Master Plan*.

Local parks should be within walking distance of most of their users, and should provide for a variety of active and passive recreational uses, particularly for children.

The Nelson & District Community Complex is a multi-purpose facility located in the City's Downtown and provides a range of

¹⁴ This includes 12 hectares of area not dedicated to parks covering the playing fields on unsurveyed Crown land on the waterfront.

indoor recreational amenities including an arena, an indoor pool, fitness centre, concession and meeting rooms, in addition to many recreational programs. The Regional District is in the process of developing a Greater Nelson Parks and Recreation Master Plan. A number of other indoor recreational activities are available in the City's downtown core including curling, indoor soccer, gymnastics, and an additional arena at the Nelson Civic Centre.

Rosemont

Residents value the natural character of Art Gibbons Memorial Park (Rosemont Park), located in the area of Rosemont where higher-density apartments have been developed. The improved trails are enjoyed by many nearby residents. The Art Gibbons Memorial Park is also the site of a bike park, a skate park and a playground area. It also provides an area for unstructured play.

The slopes of the Cottonwood Creek ravine (adjacent to Cottonwood Creek west of Highway 3A) and Highway 3A corridor contribute to the overall green character of the Rosemont area. Urban development exists on much of the Cottonwood Creek slopes (e.g. Perrier Road area), whereas the slopes down to Highway 3A are largely undeveloped (e.g. north of Perrier Road). Given that these slopes may not be entirely suitable for development because of their grade and because they overlook the highway, the intention in these areas is to maintain them in their natural state. In the future, they could be developed to provide Rosemont with some natural green areas that offer opportunities for walking trails and viewpoints across the lake, for example.

The Granite Pointe Golf Course lends a greenness to the neighbourhood, and a public walkway (the Millennium Trail) through the Granite Pointe Golf Course exists as a public amenity to the Rosemont neighbourhood.

Uphill

Lions Park is Uphill's only municipal park. However, Nelson Memorial Park is a cemetery, but also is used for walking and bike riding. Prince Philip Park located in the Gyro neighbourhood is accessible by Uphill residents. There is also a natural undeveloped area above the Cemetery that provides trails for walking and biking. Other "green" or recreational areas in the Uphill community lie primarily within school yards and along the Cottonwood Creek ravine. Uphill may require additional local park space if its population continues to grow. The Nelson – Salmo Great Northern Trail managed by the Regional District of Central Kootenay has been converted to a linear park and caters to many

different user groups (e.g. walking, biking, cross country skiing).

Cottonwood Creek Ravine has been designated as an area of Environmental Sensitivity/Natural Hazard. It also is a natural amenity for Uphill residents, providing a wooded area that affords fine views along its ridge. Providing a walking trail through the upper ravine would offer residents of the neighbourhood a recreational opportunity in a natural setting. Ultimately, the ravine's trail system would link up to the Nelson – Salmo Great Northern Trail linear park.

Downtown

Cottonwood Falls Park serves as an important open space amenity for area residents and people working in the area. The park also provides space for a community garden/demonstration garden, as well as the home for the seasonal farmers market. Cottonwood Falls Park will continue to function as a passive recreational, natural area park. The entire Cottonwood Creek corridor has also been designated as park.

Informally, amenity areas provided along Baker Street and the City Hall plaza are used as areas for passive recreation. Road allowances that are not being used for road purposes, either due to excessive grades, or lack of need for road connections, such as those on Hall Street and Hendryx Street also serve as community garden space, and green space. New development in the Downtown should be encouraged to contribute to the overall green space of the area, by making some part of its open space on-site available to the public. Seating areas, or even provision of public amenities such as information kiosks/billboards or drinking fountains, can add value to the public experience and limited green space of Downtown.

The *Sustainable Waterfront and Downtown Master Plan* identifies a number of improvements to link existing park space, as well as areas for additional park amenities. Emphasis in the urbanized areas is proposed to focus on civic spaces, or mini-parks, referred to as “focal points”. The Plan identifies new plazas at the CP Stationhouse and on Hall Street.

Waterfront

There is consensus that public access to the water's edge is important. The existing linear waterfront trail network is a well used, and much appreciated asset. Therefore, this Plan calls for the expansion and improvement to create a continuous public walkway and cycling path along the water's edge, with rest and

view areas along the way. The foot of Hall Street was developed into a park area adjacent to the City Wharf, and the *Sustainable Waterfront and Downtown Master Plan* identifies improvements to this area. This Plan identifies the area known as “Red Sands beach” to be added to the City's waterfront park system in the future. Where a continuous public walkway is not possible due to existing development (e.g. along Beatty Avenue), new development should contribute to the extension of the continuous public, and clear linkages to the existing and new public walkway should be developed.

Rotary Lakeside Park and playing fields is the pride of Nelson's waterfront. It provides almost every outdoor activity possible: a long, beautiful beach, wide promenade, large open green spaces, playground, bocce ball, tennis courts, a boat launch, greenhouses, covered picnic shelter, a permanent labyrinth, a public wharf, rowing club, playing fields, outdoor exercise equipment, and Nelson's Streetcar. The role it plays in setting the tone for open space, multi-use, and recreation for visitors and residents alike cannot be overstated.

A centrally located community park should be developed within the Waterfront Central neighbourhood when opportunity presents itself through redevelopment. It should be a minimum size of 0.2 hectares and have direct access to the waterfront trail system.

Residents of the North Shore envision more community facilities such as a playground and a park located on the water, to allow for more community life on the North Shore. The *Sustainable Waterfront and Downtown Master Plan* has also indicated a waterfront trail connection is desired.

Gyro

Gyro Park is one of the largest municipal parks in Nelson. Its proximity to the Downtown, the lower Gyro neighbourhood, and to the Tourist Park/Campground, makes this major Park of critical importance to the area.

The Gyro neighbourhood also contains the undeveloped Prince Philip Park on Selby Street and the small park, informally known as ‘Chatham Street playground’, at the corner of Front and Chatham Streets.

Fairview

Fairview has three formal parks: Queen Elizabeth Park at Cottonwood and Fourth, the Davies Street Park at the eastern end

of Davies Street, and a newly created park at the foot of Seventh Street adjacent to the railway. The neighbourhood's green space is augmented by the playing fields of both Hume School and the L.V. Rogers School, the open spaces of Tenth Street Campus, the proximity of Lakeside Park & Gyro Park.

Objectives

1. To be recognized as a leader in the development and maintenance of beautiful urban park lands.
2. To provide new parkland, pathways, play areas, and commercial / public water-oriented recreation on Waterfront lands as they redevelop, and as guided by the *Sustainable Waterfront and Downtown Master Plan*.
3. To create focal points and urban plazas throughout the Downtown and Waterfront neighbourhoods to serve as the "heart" of these neighbourhoods, and as guided by the *Sustainable Waterfront and Downtown Master Plan*.
4. To obtain land for parks, or money in lieu of, from developers for use by the City to acquire land for future parks.
5. To protect natural open spaces in the City, such as, on the upper slopes or along ravines, from intense development.
6. To facilitate the provision of public parks and recreational opportunities in the North Shore for use, primarily, by the residents of that area in the event the City extends its boundaries.
7. To facilitate the development of an outdoor skateboard park.
8. To establish trail linkages between parks within the City and to establish trail linkages to public recreation areas outside the City.
9. To establish a waterfront pathway along the water's edge, with a minimum width of 4 metres, when opportunities present, such as through Rezoning or Subdivision applications. The waterfront pathway will be developed in a manner which does not negatively impact sensitive areas of aquatic habitat, to re-vegetate areas of the shoreline, and provide for nature viewing and interpretation.
3. Additional public park space will be acquired within the Waterfront neighbourhood when opportunities present, such as through Rezoning or Subdivision applications as recommended by the *Sustainable Waterfront and Downtown Master Plan*.
4. As land is subdivided, the City will continue to acquire parkland, or collect money in lieu, as required by provincial legislation, for parkland acquisition.
5. The City will develop the focal points as identified in the *Sustainable Waterfront and Downtown Master Plan*.
6. The City will encourage the provision of small, open spaces accessible to the public, incorporated into the site design for new commercial, apartment and mixed-use buildings in the Downtown and Waterfront, and as recommended by the *Sustainable Waterfront and Downtown Master Plan*.
7. The City will encourage education or public use facilities adjacent to the Nelson-Salmo Great Northern Trail, such as schools, hospitals, and recreational facilities to link existing trails with the Nelson-Salmo Great Northern Trail, as recommended by the *Active Transportation Plan*.
8. The City will consider incorporating the five City-owned lots on the west side of Park Street between Vernon and Victoria into Gyro Park for park expansion, as these wooded lots are immediately adjacent to Gyro Park, visible from Baker Street, have undeveloped road access and are extremely steep.
9. The City will assess community needs on an ongoing basis to ensure that the amenities and facilities in public parks continue to be appropriate for the needs of park users.
10. The City will establish recreation and leisure infrastructure as showcase models of energy efficient, water efficient, carbon neutral design, construction and maintenance.
11. The City will promote and foster diverse human-powered recreation that is healthy and accessible to everyone, including an interconnected trail network that encourages walking and cycling.
12. The City will protect and enhance parks and open spaces and establish a distributed, restored natural areas network to serve as natural playgrounds for residents.

Policies

1. The City will create new parkland, pathways, play areas, and commercial / public water-oriented recreation on Waterfront lands as they redevelop and ensure that public access along the water is provided, as guided by the *Sustainable Waterfront and Downtown Master Plan*.
2. The City will endeavour to establish a continuous waterfront public pathway along the water's edge, with a minimum width of 4 metres, when opportunities present, such as through Rezoning or Subdivision applications. The

13. Improvements to the Nelson-Salmo Great Northern Trail, including trail connections will be coordinated with the RDCK and their overall management of the trail system.
14. The City will acquire land, or secure public access to lands, along slopes of the Cottonwood Creek Ravine and Highway 3A Corridor, in order to provide for walking trails, view opportunities and links to the Nelson-Salmo Great Northern Trail.
15. The City will develop phased plans for improvement of parks and further development of existing parks.
16. The City will explore opportunities to establish sufficient and appropriate areas for recreational accommodation (e.g. RVs, camping).

4.9 Natural Environment & Hazardous Conditions

The City's major environmental attributes and natural hazard areas include the natural watercourses, the lakefront habitat, and the hillsides.

The residents of Uphill and Gyro have indicated that protection of the natural environment is a top priority. The mountainside beyond the Nelson – Salmo Great Northern Trail, and the slopes and watercourses within Uphill are a natural amenity. They may also represent areas of natural hazard, but this potential hazard requires evaluation on a site-by-site basis. New development in these areas must provide site plans, building orientation and landscaping that is sensitive to both the aesthetic value of these areas and their potential hazard.

Due to topographical constraints, the Cottonwood Creek ravine corridor (south of Hall Mines Road) and northern slopes to Highway 3A, may not be able to sustain full-scale development of any type without the assessment by a professional engineer of their soil stability, geotechnical capability and proximity to watercourse.



Potential for slope erosion and stability of the Anderson Creek channel are of concern in Fairview. These slopes are also areas of aesthetic amenity as they provide the backdrop for the community.

Nelson's residential, industrial or recreational areas are located within or near wildland areas with natural vegetation, which makes them at high-risk of wildfire. These areas are called the wildland/urban interface. Fires that have the potential to involve buildings and wildland vegetation simultaneously are known as interface fires. Interface fires can ignite within a building and spread to a nearby forest, or more commonly, spread from burning vegetation to engulf buildings, homes and other forms of development. Forested and wildland areas are desirable and contribute to the "greenness" and beauty of Nelson. However, these attractive places can be a

hazardous source of fuel for a fire.

Waterfront areas of Nelson are also susceptible to inundation by water during the spring freshet and storm events, and development along the shoreline must meet certain elevations to be safe for the use intended.

The City completed a Tree Management Plan in the spring of 2012. A comprehensive and proactive Tree Management Plan will ensure that the trees within the City are managed responsibly and according to best practices.

Objectives

1. To maintain and enhance Nelson's environmental quality and to safeguard it for future generations.
2. To protect the important natural attributes of Nelson, namely its waterfront, slopes, creek ravines, and overall "greenness".
3. To manage the trees and vegetation cover on undisturbed slopes around the city in order:
 - to preserve the green, natural backdrop of the community;
 - to minimize run-off and drainage problems from occurring down slope;
 - to help protect the watershed from which Nelson's water supply is drawn; and
 - to maintain and enhance natural species diversity of flora and fauna.
4. To reduce the risk of wildfire through awareness, prevention, regulation, and other mitigation measures.
5. To protect view corridors throughout the City.
6. To restore natural areas to enhance their ecological functions.
7. To conserve indigenous plants and wildlife and remove invasive plant species.

Policies

1. The City will assess any new development within areas designated on Hazard Lands Map - Schedule D that may be subject to certain restrictions in order to prevent harm to the environment and to avoid natural hazards which may put people and development at risk.

2. The City will review the development permit guidelines for areas designated as areas of environmental sensitivity or natural hazard and review mapping to determine if hazards have changed over time.
3. In areas of Uphill and Gyro designated on the Hazard Lands Map – Schedule D, new development on the slopes will be encouraged to meet the following criteria:
 - protect views both up and down the slopes from the subject site;
 - retain existing trees and vegetation;
 - orient residential units to maximize natural light and avoid shadowing;
 - minimize paved-over area of the site; and
 - provide opportunities for pooling or retention of storm water.
4. The City will protect natural attributes by ensuring all development proposals within these areas are subject to a review of their environmental impacts.
5. The City will attempt to mitigate the creation of risks to the general public, by ensuring that new development proposals on steep slopes, along natural watercourses, and on old industrial sites, are carefully reviewed, including but not limited to a geotechnical review if necessary.
6. The City will continue to support the protection of the City's water supply.
7. The City will prioritize and implement the City Wildfire Protection Plan.
8. The City will consider mitigation efforts in the Wildland Urban Interface to reduce fire exposure to residents, including building community awareness.
9. The City will review its Building Bylaw to revise it to include recommendations from the City Wildfire Protection Plan.
10. The City will continue to use development permits, building regulations and public education as tools to ensure that developments incorporate fireguards, defensible space and appropriate fire resistant building materials in wildfire interface areas.
11. In recognition of the wildfire hazard posed by coniferous trees within ten metres of a structure, City planting of urban street and park trees will emphasize Deciduous Trees, naturally occurring shrubs and ground vegetation.
12. The City of Nelson Pesticide Bylaw prohibits the use of chemical insecticides, fungicides and herbicides for cosmetic purposes on public and private property within the City. Continued educational programmes will promote alternatives, such as the use of native plants, and the removal of invasive plant species.
13. The City shall monitor the effectiveness of its pesticide bylaw to ensure the long-term protection of the environment.
14. The City will consider further review into the potential impacts new development could have on the Ungulate Winter Range, as identified in Appendix B: Environmental Conditions of the *Sustainable Waterfront and Downtown Master Plan*.
15. The City will review the Development Permit Area #3: Natural Environment and Hazardous Lands to ensure the guidelines and areas identified are appropriate, and whether any changes should be considered, particularly as recommended by the Appendix B: Environmental Conditions of the *Sustainable Waterfront and Downtown Master Plan*, and the work being undertaken by the Kootenay Lake Partnership.
16. The City will consider a policy to address open air burning and wood burning appliances within the City in order to address issues of fire safety and air quality.
17. The City will explore opportunities to “daylight” or uncover existing streams that are now in covered culverts.
18. The City will continue to work collaboratively with stakeholder groups on ecological restoration projects on the city's waterfront and creek corridors.
19. Prior to redevelopment of contaminated sites, the City will require the property owner(s) to clean, or remedy the condition of the site to the satisfaction of the authorities having jurisdiction.
20. The City will monitor the implementation and effectiveness of the Tree Management Plan and the Municipal Tree Bylaw.

4.10 Development Permits

The *Local Government Act* provides the authority for the City to require and issue Development Permits prior to the issuance of a building permit or approval of a subdivision, in certain specific areas where it is believed that the achievement of certain public objectives require them.

The Development Permit system provides the local government with the process and guidelines to influence the form and character of intensive residential, multi-unit residential, commercial, and industrial development beyond the provisions of the Zoning and Subdivision Bylaws. It also allows for these Bylaw regulations to be varied where it can be shown that the development proponent is proposing a design which, while not meeting all of the rules, provides a product which is compatible with community aims, or while meeting all the rules, allows the City to impose conditions on development that will be compatible with community aims.

The *Local Government Act* allows for the establishment of Development Permit Areas in order to address the following issues:

- Protection of development from hazardous conditions.
- Protection of farming.
- Revitalization of an area in which a commercial use is permitted.
- Establishment of objectives for form and character of intensive residential development.
- Establishment of objectives for form and character of commercial, industrial or multiple unit residential development.
- Establishment of objectives for the form and character of development in an area of a resort region.
- Establishment of objectives to promote energy conservation.
- Establishment of objectives to promote water conservation.
- Establishment of objectives to promote the reduction of greenhouse gas emissions.

The *Local Government Act* establishes the powers to require a development permit before subdivision, land alteration or development takes place. Unless exempted, a property owner must obtain a development permit that sets out specific requirements.

For the purposes of administering the Development Permit process the Nelson Official Community Plan designates three particular areas of the City as Development Permit (DP) Areas. The following section outlines the physical scope and rationale for each designated area, as well as the goals and guidelines which are required to be fulfilled prior to the Permit being issued.

The City's Development Permit Area Guidelines are set out in detail in Schedule H of the Official Community Plan.

Development Permit Exemptions

In General Commercial, Industrial and Multi-Unit Residential Development Permit Area (DPA #1), a permit is not required:

- For minor changes to the exterior of existing multi-unit residential, commercial and industrial buildings including exterior painting only.
- For exterior signage only. Note that signage size, type and locations for new buildings should be incorporated into the Development Permit.
- For exterior awnings or canopies only. Note that canopy or awning size, type and locations for new buildings should be incorporated into the Development Permit.
- For subdivisions.
- For internal alterations of a building, where no square footage is being created or added, except where the internal alterations result in a change to the exterior design of an existing building and/or the Design Guidelines for landscaping and site design require consideration as determined by City staff.
- For minor text or tenant content changes to existing signage when overall design is unchanged.
- For single detached residential dwellings (including secondary suites).
- For duplex residential dwelling units.

In Downtown and Waterfront Development Permit Area (DPA #2), a permit is not required:

- For subdivisions.
- For internal alterations of a building only, and where no square footage is being created or added. Where the internal alterations result in a change to the exterior design of an existing building and/or the Design Guidelines

for landscaping and site design require consideration, as determined by City staff, a Development Permit may be required.

- For minor text or tenant content changes to existing signage when overall design and colours remain unchanged.
- For single detached residential dwellings (including secondary suites).
- For duplex residential dwelling units.

In the Natural Environment and Hazardous Lands Development Permit Area (DPA #3), a permit is not required:

- For internal alterations of a building only.
- For boundary adjustments between two lots when no new additional properties are created.
- Construction, renovation or repair of a permanent structure if the structure remains on its existing foundation. Only if the existing foundation is moved or extended into a riparian area would a Development Permit be required.

Development Permit Areas

The OCP designates three Development Permit Areas pursuant to Section 919.1 of the *Local Government Act* as shown on Development Permit Areas Map – Schedule E.

Development Permit Area #1 - General Commercial, Industrial and Multi-Unit Residential

Purpose:

The purpose of the General Commercial, Industrial and Multi-Unit Residential Development Permit Area is to ensure consistent high quality development standards for multi-unit residential and commercial development and to provide the community with a development tool that will aid in the reduction of greenhouse gases, conserve water, and energy resources in the community.

The General Commercial, Industrial and Multi-Unit Residential Development Permit Area includes residential neighbourhoods and major road corridors outside of the Downtown accommodating multiple-unit residential, light industrial and commercial uses. This area also includes all of the North Shore.

Justification:

Section 919.1(1)(f) of the *Local Government Act* allows for Development Permits for the establishment of objectives for the form and character of commercial, industrial or multi-unit residential development.

Section 919.1(1)(h) of the *Local Government Act* allows for Development Permits for the establishment of objectives to promote energy conservation.

Section 919.1(1)(i) of the *Local Government Act* allows for Development Permits for the establishment of objectives to promote water conservation.

Section 919.1(1)(j) of the *Local Government Act* allows for Development Permits for the establishment of objectives to promote the reduction of greenhouse gas emissions.



Development Permit Area #2 – Downtown and Waterfront

Purpose:

The purpose of the Downtown and Waterfront Development Permit Area is to ensure consistent high quality development standards for multi-unit residential, commercial, and industrial development that respect the heritage character when appropriate, and to provide the community with a development tool that will aid in the reduction of greenhouse gases, conserve water, and energy resources in the community.

Justification:

Section 919.1(1)(d) of the *Local Government Act* allows for Development Permits for the revitalisation of an area in which commercial use is permitted.

Section 919.1(1)(f) of the *Local Government Act* allows for Development Permits for the establishment of objectives for the form and character of commercial, industrial or multi-unit residential development.

Section 919.1(1)(h) of the *Local Government Act* allows for Development Permits for the establishment of objectives to promote energy conservation.

Section 919.1(1)(i) of the *Local Government Act* allows for Development Permits for the establishment of objectives to promote water conservation.

Section 919.1(1)(j) of the *Local Government Act* allows for Development Permits for the establishment of objectives to promote the reduction of greenhouse gas emissions.

Development Permit Area #3 – Natural Environment and Hazardous Lands

Purpose:

The purpose of the Natural Environment and Hazardous Lands Development Permit Area is to minimize the risk to life and property from possible wildfires and to regulate development activities near: watercourses, Kootenay Lake, wetlands and their adjacent lands so as to protect aquatic habitat; and to conserve, enhance and, where necessary restore watercourses and their riparian areas.

The Natural Environment and Hazardous Lands Development Permit Area includes the wild-land / wildfire interface zone along the periphery of the City limits, particularly along the Southerly and Westerly areas of the community that abut forested lands.

The Natural Environment Development Permit Guidelines also applies to all lands within 15 metres of the high water mark of all watercourses, wetlands, or Kootenay Lake as identified on Schedule E, or where the lands have been identified as Flood Hazard Area or Riparian Area on Schedule D. Note that not all watercourses in the City may be shown on Schedules D and E, however these guidelines apply if a water body is determined to be a watercourse, lake or wetland. These areas require unique attention to address the existence of riparian areas and to protect new development from hazardous conditions.

Justification:

Section 919.1(1)(a) of the *Local Government Act* allows for Development Permits for the protection of the natural environment, its ecosystems and biological diversity.

Section 919.1(1)(b) of the *Local Government Act* allows for Development Permits for the protection of development from hazardous conditions.

Enforcement and Penalty

Every person who contravenes any provision of this Bylaw, or consents, allows or permits an act or thing to be done in violation of a provision of this Bylaw, or who neglects to or refrains from doing anything required to be done by a provision of this Bylaw, is guilty of an offence and is liable to the penalties imposed under this bylaw and any other applicable bylaw of the City, and is guilty of a separate offence each day that a violation continues to exist.

Any person who commits an offence against this bylaw is liable to a fine and penalty of not more than \$2,000.00 and not less than \$100.00 for each offence.

Pursuant to Section 264 of the Community Charter, any person designated as a Bylaw Enforcement Officer pursuant to the “Bylaw Notice Enforcement Bylaw 3195, 2011” is hereby authorized and empowered to enforce the provisions of this bylaw or bylaw notice or as otherwise provided by this and any other bylaw of the Corporation of the City of Nelson.

Objective

1. To assure consistency with the community’s standards of design quality and excellence in restoration, renovation, and new construction.
2. To promote the retention and enhancement of Nelson’s Heritage architectural and landscape features.
3. To protect areas of ecological sensitivity and to ensure personal and public safety in areas where environmental concerns pose a risk to development. These areas may include water courses, riparian zones, steep slopes, wildlife habitat, and wildfire interface zones.

Policies

1. To provide mechanisms and processes that are responsive and expedient in aiding developers and the general public to understand, and fulfill, the requirements of the Development Permit process.
2. To encourage the retention and enhancement of Nelson's unique commercial, institutional and residential heritage architecture in its' authentic condition by such means as may be available through the *Local Government Act* and Heritage Conservation Act and amendments.
3. To encourage environmentally sensitive and responsible planning and design standards in proposals for development of new construction and renovations, to reflect the philosophy and practices of the Green/Sustainable building and site design principles and materials as advocated by programs, such as Leadership in Energy and Environmental Design (LEED) and Built Green.
4. To protect future development from natural events such as wildfire by reviewing Wildfire Interface design guidelines to ensure they continue to provide the necessary guidelines for construction within the wildfire interface areas.
5. To protect future development from natural events such as flooding and landslip.
6. Schedule H articulates all requirements for building design and site planning for the Development Permit Areas identified on Schedule E.
7. Landscaping and green space is an essential component of land use. Design Guidelines will incorporate guidelines for private and public spaces. Creating greenways, boulevards, courtyards and tree-lined streets, serve both aesthetic and urban ecological function.
8. To provide Design Guidelines that clearly outline the architectural standards and expectations of the community. The guidelines will aid developers and the general public in the achievement of design excellence in new construction, urban design, renovation, and heritage restoration.
9. To produce 'user-friendly' pamphlets to aid in the understanding and fulfillment of the Development Permit process.
10. The City will develop detailed design guidelines for signage, in conjunction with an update to Sign Bylaw No. 2027.

Implementation, Monitoring & Reporting

Implementation and on-going monitoring and reporting is essential for any successful plan. The City of Nelson will work towards the implementation and monitoring of the planning initiatives incorporated into this Plan. Monitoring, evaluating and reporting on indicators and key targets will help to determine how the City is meeting its goals and objectives.

City Council and Staff will be primarily responsible for the implementation of this Plan. Implementation will occur through administration and a comprehensive update of the City of Nelson Land Use Regulation Bylaw and other municipal bylaws, policies and programs.

Plan monitoring and review will occur on a regular basis to ensure that development is in accordance with the OCP policies. Amendments to the OCP may be required from time to time to add, strengthen, or clarify policies, or to delete outdated policies. Any changes to the OCP will be done in accordance with the *Local Government Act*.

The OCP should be comprehensively reviewed every five years to ensure that it continues to effectively guide growth and development in the future.

Objectives

1. To ensure that implementation of this OCP proceeds in a coordinated and cost-effective manner.
2. To ensure that the objectives and policies of this Plan are monitored and evaluated on an ongoing basis; and that the results of this process are reported to Council, staff, and the public.
3. To amend this Plan from time to time, as needed.
4. To update key regulatory tools needed for the implementation

of this Plan.

5. To work with regional and community partners to implement this Plan.

Targets

Under the umbrella of the *Path to 2040 Sustainability Strategy*, the City of Nelson is working to achieve community-wide targets identified in the *Low Carbon Path to 2040: Community Energy and Emission Action Plan*. The following targets will enable Nelson to achieve the following community-wide targets over a 2007 baseline by 2040:

- 57% reduction in per capita GHG emissions (from 7 to 3 tonnes per year).
- 43% reduction in community-wide GHG emissions.
- 26% reduction in community-wide energy use.

Community Targets identified in the *Low Carbon Path to 2040: Community Energy and Emission Action Plan*.

Land Use

- By 2040, 80% of residential dwellings are within a 10 minute walk from local services.

Transportation

- By 2040 active transportation (walking and biking) becomes the largest share of local trips.
- By 2040, average household vehicle kilometres traveled is reduced 33% from 2007.

Buildings

- Increase annual building energy retrofit rate for existing buildings to 2% by 2020.
- Renewable energy is installed in 75% of new buildings constructed annually by 2020.

Energy Supply

- Maintain emissions from electricity at 2007 levels.
- Connect 70,000 square meters of floor space to District Energy by 2040.

Solid Waste

- By 2020, Increase organics diversion rate to 50%.

Community Wide

- By 2015 all City departments have integrated qualitative assessment of greenhouse gas emissions into their planning and budgeting processes.

The City is also striving to meet targets identified in the *Corporate Greenhouse Gas Reduction Plan* that pertain specifically to corporate operations. This plan will enable Nelson to achieve the following corporate-wide targets over a 2007 baseline:

- 25% reduction in corporate GHG emissions by 2015
- 36% reduction in corporate GHG emissions by 2020
- 43% reduction in corporate GHG emissions by 2025

Policies

1. The City will develop a comprehensive monitoring, evaluation and reporting strategy that includes a review of the implementation recommendations from:

- *Low Carbon Path to 2040: Community Energy and Emission Action Plan*, 2011
- *City of Nelson Greenhouse Gas Reduction Plan – Corporate Operations*
- *City of Nelson Housing Strategy*, 2010
- *Sustainable Waterfront and Downtown Master Plan*, 2011
- *Active Transportation Plan*, 2010
- *Heritage Register Update*, 2011
- *Water Master Plan*, 2007
- *Sewer Master Plan*, 2010

2. The City will strive to allocate sufficient resources to align City Bylaws with the *Path to 2040 Sustainability Strategy* and continue to update all Bylaws and Regulations to ensure and enforce sustainable land use decisions.
3. The City will complete a comprehensive update of the Land Use Regulation (Zoning) Bylaw.
4. The City will consider developing a Regional Economic Development Strategic Plan in concert with other urban centres and the Regional District.
5. The City will consider investigating Regional Growth Strategies pursuant to Part 25 of the *Local Government Act*.