VILLAGE OF KASLO

BYLAW NO. 1280

A BYLAW TO ESTABLISH THE OFFICIAL COMMUNITY PLAN FOR THE VILLAGE OF KASLO

NOW THEREFORE the Council of the Village of Kaslo, in open meeting assembled, enacts as follows:

1. Title

1.1 This Bylaw may be cited as the "Official Community Plan Bylaw No. 1280, 2022".

2. Content

2.1. The Schedule titled "Village of Kaslo Official Community Plan" is attached to and forms part of this bylaw.

3. Effective Date

3.1 This bylaw shall take effect upon adoption, and;

3.2 Village of Kaslo Official Community Plan Bylaw No. 1098 shall thereupon be repealed.

4. Adoption

READ A FIRST TIME this 23rd day of August, 2022.

READ A SECOND TIME this 6th day of September, 2022.

A PUBLIC HEARING was held on the 26th day of September, 2022.

READ A THIRD TIME this 27th day of September, 2022.

RECONSIDERED AND ADOPTED this 27th day of September, 2022.

MAYOR

CORPORATE OFFICER

Certified to be a true copy of "Official Community Plan Bylaw No. 1280, 2022"

CORPORATE OFFICER

Village of Kaslo

OFFICIAL COMMUNITY PLAN

September 27, 2022

2022

Schedule to the Official Community Plan Bylaw No. 1280, 2022

Village of Kaslo

TABLE OF AMENDMENTS

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Appendices

1.0 The Village Of Kaslo Official Community Plan Vision

The Village of Kaslo is located on the western shore of the north arm of Kootenay Lake, within the unceded lands that have been traversed for centuries by the Ktunaxa, Sinixt, and Syilx people. Today, Kaslo is also home to many Indigenous and Metis residents.

The Village of Kaslo, simply referred to as "the village" from here on, is committed to protecting the natural beauty of its surroundings and strengthening its role as a multifaceted service centre for the north Kootenay Lake sub-region by encouraging innovations in technology, arts, health care and emerging skills.

Kaslo supports a full, productive, and meaningful life for all citizens through policies, services and programs that respect community values of inclusivity, diversity, accessibility, and sustainable development.

The village harnesses the knowledge and creativity of its citizens to ensure that challenges, including food security, shelter, a safe water supply, climate change, and economic sustainability, are met with confidence and enthusiasm.

Kaslo is a diverse, inclusive, and welcoming community that aspires to be a model for small, mountain communities across British Columbia and around the world.

2.0 Official Community Plan Process

An Official Community Plan (OCP) is a high-level visionary document to guide the nature and location of land use, development, and services based on identified community values and priorities. All local governments require an OCP under British Columbia's Local Government Act (LGA). Municipalities use OCP's to outline the future vision of the community over a 10 to 20-year timeframe.

An OCP provides the framework to allow for effective land use management and decision-making based on its long-term objectives. All future bylaws enacted by the Village must be consistent with the OCP. The OCP is, itself, a bylaw of the municipality, which is a regulatory document that cannot be ignored.

2.1 Plan Amendment

The OCP is a living document that is meant to evolve along with the community as a whole. The OCP need not be altered if the Plan remains an accurate expression of community values and its provisions are carried out by Council. However, as circumstances, attitudes, technology, or legislation change, amendments or revisions to the Plan may be considered. Changes may be initiated by an application from a private owner regarding their lands or by Village Council to achieve broader community goals.

Ideally, the Plan should be reviewed every five to seven years, to assess its overall relevance to the village and our community values. Citizens can provide comments on the OCP at any time, which will be gathered and then considered by the Council during the next review cycle.

Bylaw 1098, the previous version of the OCP, was enacted in 2010 after lengthy consultation with the community at the time. The last significant amendment to the OCP was in 2018, when a new category of land use for comprehensive development areas was added along with a few other minor changes. This current version of the OCP, Bylaw 1280, was originally intended as an amendment to the 2010 OCP, but it became clear through the consultation process that a comprehensive update was needed to address the significant changes that people wanted to include, touching all aspects of the plan.

2.2 Public Process

The updating of the Village's OCP Bylaw 1280 involved public consultation, public submissions, a public survey, and background research.

Council launched a comprehensive review of the OCP in 2021. An OCP Steering Committee was formed with representation from Kaslo Council and selected members of the public with representation from stakeholder groups including the Kaslo & Area Chamber of Commerce and the Kaslo Housing Society. The OCP Committee met regularly between June 2021 to 2022, helped steer the public engagement, and provided feedback into this update.

Interactive tables were set up at public spaces and community events in August, September and October 2021 that asked residents' thoughts on what makes Kaslo great, what needs improvement, and what community goals and issues should be incorporated into the updated OCP. A total of 106 people provided responses at these events, which helped identify the top themes and priorities for the process. **Table 1** lists the themes and sub-themes in order of the most popular responses.

Table 1 - Kaslo OCP Update Themes

Theme	Sub-Themes
Housing and Future Growth	Village land development and disposition, school, childcare, health, housing needs assessment
Environment and Sustainability	Waste, climate change, wildfire, hazard, and sensitive areas
Social Well-being and Health	Accessibility, health facilities, ageing in community, youth/families/seniors, inclusivity, diversity, reconciliation, and environmental stress.
Parks, Recreation and Natural Assets	Climate change, accessibility, governance, conservation
Infrastructure, Technology and Energy	Water, sewer, internet, utilities, West Kootenay 100% Renewable Energy Plan, GHG reduction, asset management
Land Use Plan and Special Permit Areas	Growth, property development rights, public facilities
Economic Development and Recovery	Business retention and expansion, employment, transportation, role of Village with EDC/Chamber
History and Heritage	Downtown, tourism, urban design, indigenous and cultural values
Kaslo Bay and Waterfront	Access, boating, recreation, jurisdiction, connectivity, Kootenay Lake Partnership

A public meeting and open house was held in October 2021 at the Kaslo Golf & Country Club. Attendees were presented with an overview of the content and purpose of an Official Community Plan, land use planning issues in Kaslo, actions that have been undertaken in Kaslo since the 2010 OCP, emerging issues that have been raised in the community, and were given the opportunity to provide feedback. This presentation was also shared online to help inform residents who were unable to attend and received over 170 views.

A survey was then launched online, along with paper copies available at the Kaslo Library and at the Village Hall, during October to November 2021, which sought residents' opinions on a range of topics focusing on growth and development, housing, services, the environment, recreation and green spaces, economy, and transportation. The results of the 152 survey responses received were used to derive the general issues and priorities that required immediate attention or further research. These reflect, in greater detail, the community goals and provided guidance for forming more detailed objectives and policies. We appreciate the time that many people took to provide detailed answers and insights to the questions posed in the survey.

The first draft OCP document was presented to the Steering Committee at the end of February 2022. Feedback from this review was incorporated into subsequent drafts of the Plan through June and once the Steering Committee was satisfied that the draft addressed the themes and provided the right direction for Kaslo the draft was presented to Council to begin the formal adoption process. The draft bylaw was introduced on August 23, 2022 followed by the required public hearing on September 26, 2022. The OCP Bylaw was reconsidered and finally adopted by Council on _____.

Table 2 - Kaslo OCP Timeline

Q1 – 2021 Jan-May	Q2 & Q3 – 2021 June-Aug	Q4 – 2021 Sept-Dec	Q1 & Q2 – 2022 Jan-June	Q3-2022 Aug-Sept
Council planning	**Kick Off**			
Committee terms of reference	OCP Steering Committee	OCP Steering Committee	OCP Steering Committee	New OCP Bylaw introduced
Public Engagement – Advertise for committee members	Public Engagement – Summer Pop-up Events	Public Engagement – Meeting, Video, Survey	Public Engagement – Draft OCP	Public Hearing on the new OCP Bylaw
Committee formed	Review	Review	Review	Reconsider
		Draft OCP	**Draft OCP**	**Approval**
				Final OCP

The background information included in this document is derived from Statistics Canada statistics and local information provided by the village and regional partners. The 2016 and 2021 Census Canada statistics are used throughout this document to provide relevant population and demographic information.

3.0 A Sense of Place

3.1 Plan Area

Figure 1 depicts the planning area for the Village, which follows the Village of Kaslo municipal boundaries. However, the Village's legislative authority for land use planning is limited to land within the municipal boundaries. The use of Village-owned land outside the boundary, which includes two cemeteries, water treatment plant, and land along Kaslo River, is subject to the regulations of the RDCK and provincial authorities.

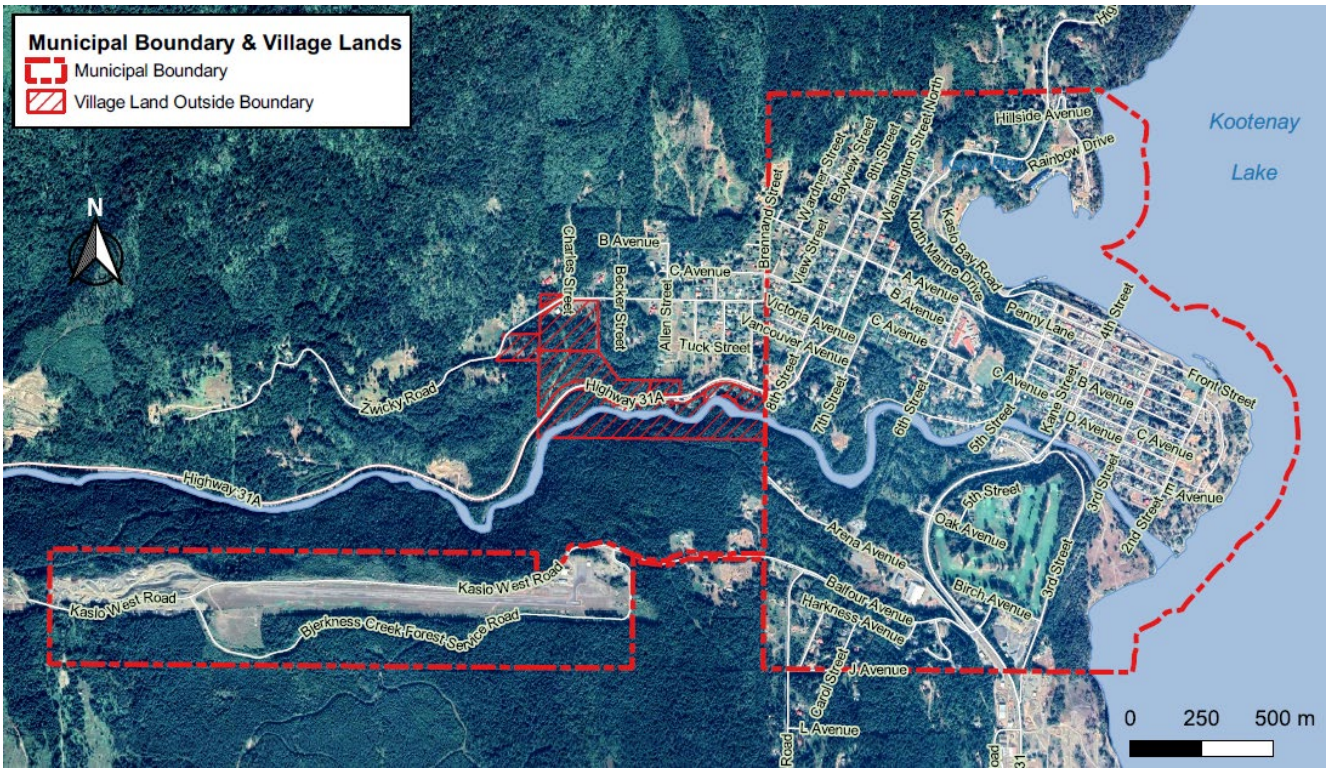


Figure 1 - PLAN AREA

3.2 Geography

Kaslo is located on the alluvial fan of the Kaslo River, nestled between the Selkirk Mountain Range and the shore of Kootenay Lake. The village is within the Regional District of Central Kootenay (RDCK), 70 km north of the district's largest city, Nelson, along Highway 31. Highway 31 continues north to the head of the lake and through the Lardeau Valley, and Highway 31A follows the Kaslo River inland through a mountain pass to New Denver.

Kootenay Lake is a deep, narrow finger lake averaging 3 to 4 kilometres wide but extending 100 kilometres in length from the mouth of the Lardeau River southwards to the mouth of the Kootenay River and the fertile homelands of the Yakan Nukiy near Creston. The west arm of Kootenay Lake is part of the Kootenay River, which is harnessed for hydroelectric power generation

through a series of three dams west of Nelson before joining the Columbia River near Castlegar.

Much of the forests surrounding the Village, consisting of a mix of fir, larch, cedar, hemlock, and pine, are managed by the Kaslo and District Community Forest Society (KDCFS). The Kaslo River is a steepwater creek that drains a 453 square kilometre watershed and supports over 1,000 spawning bull trout yearly. The river was once used for hydroelectric power generation. The course of the river through the village was modified over the years to prevent flooding of lower Kaslo.

3.2.1 Natural Hazards

The village is situated in a relatively remote area where natural hazards can readily threaten public safety and emergency access. Hazard lands include areas that may be subject to flooding, mudflows, debris torrents, erosion, rock fall, landslip, avalanche, and wildfire.

Map A.1 depicts the Non-Standard Flooding and Erosion Area (NSFEA) Hazard Ratings in Kaslo, and areas subject to Flood Construction Level restrictions (FCL). FCLs were updated in 2020 through the RDCK Floodplain and Steep Creek Study. Map A shows the 2020 FCL and the area covered by the earlier, 1990, FCL regulation. The 1990 regulation applies to the area around Kaslo Bay, which was not included in the 2020 study. The Village's Floodplain Management Bylaw regulates development within the Fan Rating and FCL areas. Areas in Fan Rating 1 may be subject to shallow flooding by low velocity flows. Areas in Fan Rating E may be subject to flooding and erosion, high-velocity flows, avulsions, debris flows and bank instability. These classifications are based on "non-standard flooding and erosion ratings" established in 2004.

Map A.2 provides a slope analysis from 2017 LiDAR data showing steepness of slope as a range from green (flat) to deep red (very steep). The Talisman Terrain Assessment for Settlement Suitability, completed in 1982, provided a detailed geotechnical assessment of the village as illustrated in Map A.3, which shows the generalized terrain classifications from the report, including areas that may be difficult to develop due to soil, geology, drainage, and slope.

3.3 History

Thousands of years before the arrival of European settlers on Kootenay Lake, indigenous nations made this country their home. Kootenay Lake is named after the people and the language of the people that travelled and lived on the land and lakes of the area. The name Kaslo (qaɬsu) may be derived from the Ktunaxa word "kastlo" which has at least two meanings. One is mountain elderberry, which grows on the slopes around the village, the other means melted place between water and snow. In either case, qaɬsu is a place shaped by the lake and mountains that surround us. It is uncertain if a long-term indigenous settlement was established at Kaslo but we know indigenous peoples travelled through the mountain pass and along Kootenay Lake, camped, and hunted here for centuries before colonial times as evidenced by the pictographs near Powder Creek, on the promontory directly across the water from Kaslo.

The colonial development of Kaslo started in the late 1800s as prospectors, entrepreneurs, and settlers were attracted by the area's rich mineral

resources. The first owners of the town site – George Kane and George O. Buchanan – subdivided their timber claim into town lots, which they sold to the incoming miners. Kaslo quickly became a commercial service centre and transportation hub. The city of roughly 3,000 people was incorporated on August 14, 1893, making Kaslo the oldest incorporated municipality in the Kootenays.

In 1895 the Kaslo & Slocan railway was completed from Kaslo to Sandon to serve the mines. By 1897 Kaslo had a public telephone system, power lines, and waterworks plant. Kaslo was one of the first municipalities in BC to invest in an independent electric power plant that operated until the 1950s, and the remnants of which can still be found along the Kaslo River. At its peak, the city boasted a cigar factory, brewery, dry goods and hardware stores, several saloons, hotels and brothels, and a newspaper called The Kootenaian.

In 1906 the sternwheeler S.S. Moyie began to serve Kaslo. Today the vessel, a National Historic Site, is dry-docked on a steel frame at the downtown waterfront. Through the mid-20th century, metal prices fell steadily resulting in a less viable mining sector. Although the population of the town declined, Kaslo became famous for its apples and cherries thanks to the fertile alluvial soils before irrigation made farming in the Okanagan viable.

Kaslo was also one of the Kootenay communities that housed Japanese Canadian internees who had been banished from the West Coast and deprived of their livelihoods during World War II from 1942 to 1945. The Langham's Japanese Canadian Museum stands in remembrance of this unfortunate time.

As the population declined, Kaslo relinquished its City status and became a Village in 1959. In the latter half of the 20th century, Kaslo transitioned to a smaller population of around 1,000 people, with an economy based on forestry, tourism, local services, and home-based businesses. The Village continues to attract residents looking for the small-town lifestyle, natural amenities, abundant outdoor opportunities, and vibrant community spirit.

3.4 Residential Characteristics

According to Statistics Canada's 2021 Census, the Village has a population of 1,049 people, which has increased 8.37% since 2016, as shown in **Table 3**. The largest age group is between 59 and 69 years old.

Kaslo has experienced significant changes in its residential population over the last 5 years. According to the Census, 355 residents moved from elsewhere to reside in Kaslo between 2011 and 2016. The remaining population is stable, with 570 people living at the same address over this period. The 2016 Census also indicates there were 555 dwellings, of which 470 are occupied by people who call Kaslo home. Single-family detached homes account for 87% of these dwellings, well above the provincial average of 44%. The remaining homes are semi-detached houses, row houses, and apartment buildings. Over 60% of the residential dwellings were constructed prior to 1980, with 11% needing major repairs. This compares to the provincial figures of 44% built before 1980 and 6.7% needing major repairs.

Table 3 - Population and Dwelling Counts, 2021

Kaslo, Village (VL) British Columbia [Census subdivision]	2021
Population and dwellings	
Population, 2021	1,049
Population, 2016	968
Population percentage change, 2016 to 2021	8.4%
Total private dwellings	583
Private dwellings occupied by usual residents	526
Population density per square kilometre	348.7
Land area in square kilometres	3.01

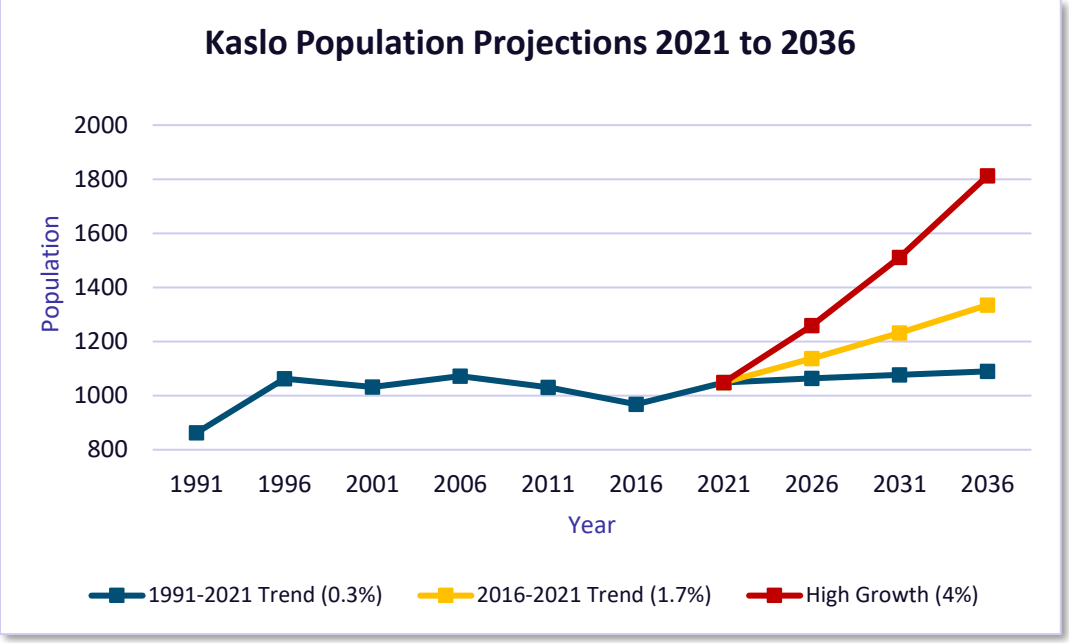


Figure 2 - Projected Population Growth, 2021-2036

Figure 2 illustrates potential growth rates in Kaslo over the next 15 years. Kaslo's population has fluctuated up and down around the 1,000 mark for the past 30 years, but the current increase in building permit activity between 2019 and 2021 indicates that the village is at the start of a new growth trend. The three trend lines on the graph in Figure 2 show a range of potential growth outcomes, which are explained below.

- The blue trendline follows the average growth over this period, which is 0.34% per year. Kaslo's population would be 1090 in 2036 using this trend.

- The orange trendline follows the recent growth rate between the 2016 and 2021 census, which is 8.37%, or 1.7% per year. At this rate, Kaslo's population will increase by nearly 200 people to 1,335 by 2036. This trend is also consistent with recent non-market residential assessment growth over the past couple of years.
- The red trendline presents a more aggressive growth rate of 4% per year, which is possible due to the trends other small, rural communities across the province are experiencing as people move away from larger cities. This trend sees a population over 1,800 by 2036.

The 2010 version of the Official Plan projected a population of 1,593 by 2026 using a growth rate of 2% from the Village's 2007 population estimate. That growth trend has not materialized, as the population declined from 1,072 in 2006 to 968 in the 2016 Census. But there is evidence that population increase is inevitable.

Complete data for the 2021 Census is not yet available. In 2016 the Census reported 470 dwelling units in the village. The average household size is 2 people, so over 140 additional dwelling units would be needed by 2036 to accommodate the orange trendline growth in Figure 2. If the past trend of single-family homes on large lots (with private septic systems) is maintained, the village only has enough vacant, developable land to accommodate around 70 new dwellings. Higher-density multiresidential development, and single homes on smaller lots, are possible in areas serviced by municipal sewer.

The 2020 Regional District of Central Kootenay Housing Needs Report for North Kootenay Lake, which includes the Village, identifies the greatest need is affordable rental housing. Unfortunately, the report was based on already-outdated 2016 census data, which indicated declining population and slightly declining housing prices (after adjusting for inflation). But between 2020 and 2021, residential assessment values have increased an average of 29%. The supply of housing is most dire for lower-income families, seniors, working single people and anyone with specialized needs. The rising cost of energy is also a significant issue, with the report noting that one quarter of respondents to the housing survey said their energy bills were already unaffordable.

3.5 Economy and Industry

The economy of Kaslo has historically been based on a mix of mining, forestry, and tourism as well as a variety of services and businesses offered in the community. There is the potential for small-scale value-added forest products manufacturing, but we are unlikely to see industrial scale milling or processing. A variety of arts, culture, outdoor recreation, and technological innovation are becoming increasingly significant drivers of Kaslo's economy. Recreational opportunities are based on the natural environment of Kootenay Lake, its shoreline, beach access, and the surrounding mountains. Now, with a reliable high-speed internet network by the community-owned Kaslo InfoNet Society connected to the fibre backbone of Columbia Basin Broadband, and the emerging local technological knowledge, Kaslo is attracting new entrepreneurs and opportunities for the arts, manufacturing, home-based business, and services.

Figure 3 shows the main employment sectors along with the proportion of people employed in each for Kaslo and the province for comparison.

According to the 2016 Census, the median income for working families in Kaslo was $59,008, which is only two-thirds of the average family income in British Columbia of $88,451. The unemployment rate in the Village was 7.1%, compared to the provincial average of 6.7% that year. But the participation rate, which is the proportion of the people of working age actively in the labour force, was 53.8%, much lower than the provincial rate of 63.9%. The number of workers identified as self-employed was significantly higher, at 23.8% for Kaslo compared to 14.1% provincially.

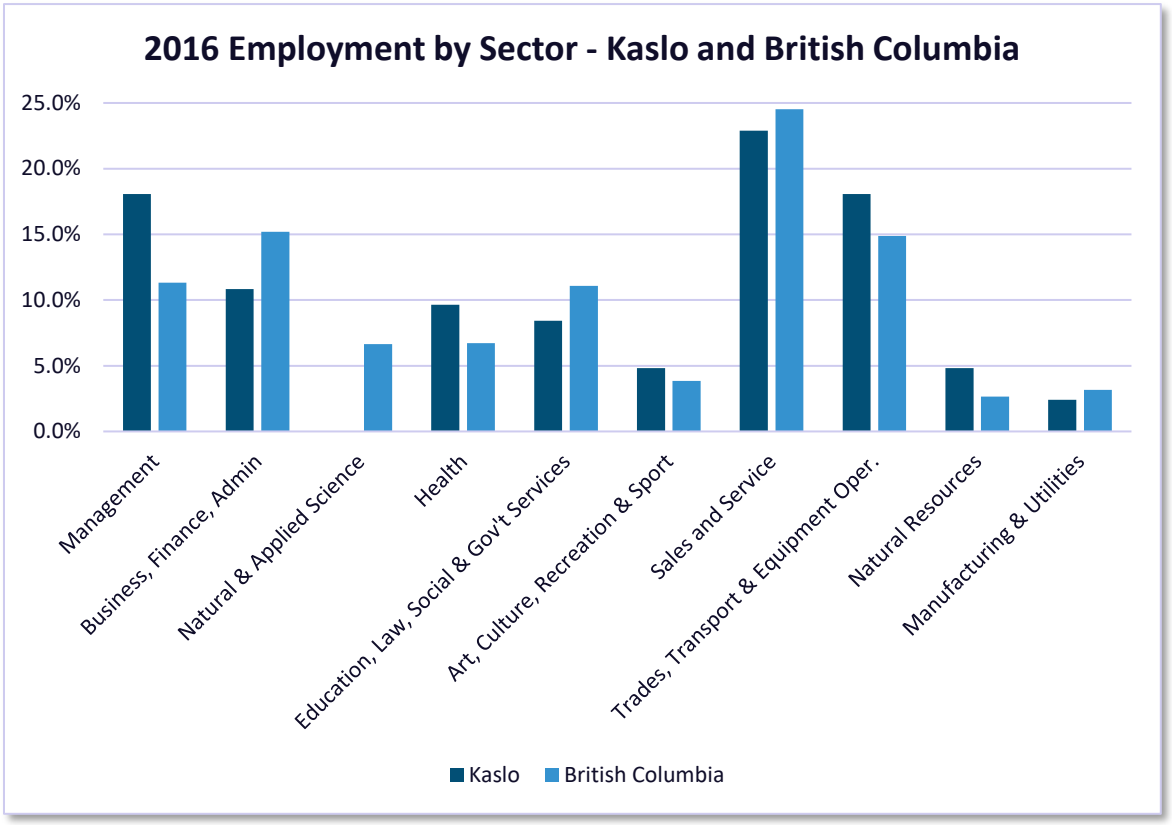


Figure 3 - Employment by industrial sector, 2016

3.5.1 Aggregate Resources

The Village has a large supply of gravel resources. The Reservoir Pit, west of the Kaslo Aerodrome, is owned by the village and the pit license was recently renewed for 30 years. The Village expanded the municipal boundary to include the pit and Aerodrome in 2016. The supply of gravel in the Reservoir Pit is sufficient to last the village for at least the next 10 years. Occasionally, Kaslo sells gravel to construction businesses in the region and for highway maintenance.

A study commissioned by the Village in 2012 confirms that there are significant additional deposits of aggregate beyond the pit license area located along the north side of the Aerodrome property. Extraction of these resources could be licensed to ensure a continued supply of raw material for infrastructure and construction through 2050.

3.6 Social Infrastructure

Social infrastructure refers to the network of spaces, facilities, institutions, structures, services, programs, community organizations and groups that support the quality of life and foster community connectivity, mutual care, health and well - being in the Village.

Kaslo has a range of structures, groups and services that provide and support community well-being, including education and information (J.V Humphries School, Periwinkle Children's Centre, Kaslo Library), health and mental health services,

(Victorian Community Health Centre, North Kootenay Lake Community Services Society), housing (Kaslo Housing Society, Abbey Manor), family services (Kaslo Family Resource Centre), youth services (Kaslo and Area Youth Council), community centres (Kaslo Seniors' Hall, the Royal Canadian Legion Branch 74), government (Kaslo City Hall, ServiceBC), emergency services (RCMP, Kaslo & Area Fire Department, Kaslo Search and Rescue), arts and culture (The S.S. Moyie, Langham Cultural Centre), sports & recreation (Kaslo & District Arena, Kaslo Golf Club, Kaslo Softball Association, Skate Park, KORTS, Kaslo Disc Golf), places of worship, parks, open spaces and trails (Vimy Park, Kaslo Bay Park, Kaslo River Trail), and farmer markets and community gardens (Kaslo Community Garden, North Kootenay Lake Community Services and the Food Hub).

These are all important to community and social well being in Kaslo not only due to their practical utility and services offered, but also because they are spaces and places where people can socialise and connect with others. The fragility of these services is that many rely on countless hours of volunteer effort, without which the services would be too expensive to maintain.

3.7 The Public Realm

The Village is fortunate to have a substantial area of waterfront land in public ownership. The waterfront areas are perhaps Kaslo's most significant assets. The Kaslo docks provide free 48-hour transient moorage, but space is limited, and there are two boat clubs. Kootenay Lake is popular for fishing for Bull Trout and Kokanee. Other water sports include kayaking, canoeing and stand-up paddle boarding.

Within the Village, the tennis/pickleball court, ice arena, curling club, golf course, school playground, Vimy Park ball field, Vimy Park playground, gazebo and covered picnic area, skatepark, the Kaslo Bike Park, Kaslo Bay Park, campground and swimming beaches contribute to recreation and open space opportunities for residents and visitors. Several trails within the Village boundaries offer spectacular views of Kootenay Lake and the Purcell Mountains. The Kaslo River Trail is easily accessed, offering a varied scenic experience including wildlife, art sculptures and historical remnants of the Kaslo electric light and power plant. The Kaslo Outdoor Recreation and Trails Society maintains the trails and contributes to the conservation of the riverside ecosystem.

Winter recreation activities include cross-country skiing, snowmobiling, heli-skiing, hockey, skating, and curling. The ice arena can host tournaments and is used by residents of all ages. During the summer months, the nearby mountains provide residents and visitors opportunities to experience over 100km of single-track mountain biking trails along with 41km of back roads.

A recognition that all aspects of the history of a place from the past to present, coupled with the natural and scenic setting, provide a powerful base for development of an attractive village where people wish to live, work, play and visit. The Village is home to nine structures cataloged in the Canadian Register of Historic Places and two National Historic Sites: the S.S. Moyie and the Village Hall.

Kaslo's lower village and downtown core areas are pedestrian friendly, supporting a vibrant and walkable main street where the urban form and massing of buildings is well suited to the pedestrian scale.

The main institutional buildings are City Hall, the Royal Canadian Legion Branch 74, J.V. Humphries School, Victorian Community Health Centre, and the Langham Cultural Centre.

The churches and church groups in Kaslo are Kaslo Community Church, Kaslo Christian Outreach, Sacred Heart Roman Catholic Church, St. Andrew's United Church, and St. Mark's Anglican Church. The Kaslo Masonic Lodge is the oldest wooden structure lodge in the province.

3.8 Public Services

Kaslo sources its water supply from Kemp Creek and springs on the lower slopes of True Blue Mountain. The Kemp Creek watershed is vulnerable to the effects of climate change, wildfires, and avalanches, which increase the risk of debris floods that severely damaged the water intake infrastructure in 2012 and 2020. An auxiliary intake was installed on Kaslo River in 2018.

The water treatment plant has rapid sand filtration devices and utilizes chlorine for disinfection. Installation of an ultra-violet disinfection system is needed by 2025 to meet more stringent provincial health guidelines. The Village has applied for infrastructure funding to complete this project. It is necessary during the summer months to impose water restrictions to reduce the total volume for residential and commercial use due to the increased demand during that time. The current capacity of the plant will meet the needs of a population of up to 1,500, including the McDonald Creek area. Following the moderate population growth trend in Figure 5, the plant will need to be expanded in 10 years unless summertime per capita demand can be significantly reduced.

The majority of Kaslo's private properties are serviced by individual septic fields. The downtown area along Front Street and around Kaslo Bay is serviced by a small-scale municipal sewage collection and treatment system. The collection area was expanded in 2019, adding another 36 properties to the service, and a new Liquid Waste Management Plan was adopted. Expansion of the sewage system is necessary for greater housing density and new development in lower Kaslo.

The Village provides curbside garbage and recycling pick up for residential areas. A Regional District of Central Kootenay waste transfer and recycling facility is currently located beyond Kaslo Aerodrome, about four kilometres from the Village centre.

3.9 Food Security

Kaslo residents have a tradition of growing local food, starting with the orchards in the 19th century to the backyard food gardens found in residential areas today. Food security continues to be of importance to Kaslo for health, economic, social, accessibility, and cultural reasons.

Food security is defined as all people always have access to nutritious, safe, personally acceptable, and culturally appropriate foods, produced in ways that are environmentally sound and socially just (Kaslo Food Charter).

Support for local foods and food security can be seen through the Kaslo Food Hub, the weekend Farmer's Markets, the purchasing and selling of local produced food in Kaslo's grocery and food stores, the Kaslo Community Garden, and

supporting local food businesses that support locals.

Kaslo adopted a Food Charter in 2011 to support local food security and the following values:

- Every resident should have access to an adequate supply of nutritious, affordable, and culturally appropriate food.
- Food security contributes to the health and well-being of residents while reducing their need for medical care.
- Food is central to Kaslo's economy, and a commitment to food security can strengthen the food sector's growth and development.
- Food brings people together in celebrations of community and diversity and is an important part of the village's culture.
- A healthy foodshed in Kaslo relies on an amalgamated North Kootenay Lake food system.

Kaslo recognizes the importance of building a food-secure community, as set out in the Kaslo Food Charter, found in Appendix I.

3.10 Sustainable Development

The planning and development of the space in which communities exist is important to the creation of vibrant healthy communities and sustainable infrastructure. The planning process impacts how communities use their land, and how they integrate, grow, and develop community economic, environmental, demographic, social and cultural needs over time.

Kaslo undertook a comprehensive Integrated Community Sustainability Plan in 2014 which provides the following five priorities:

1. To pursue innovative and diverse economic development.
2. To develop and enhance infrastructure, and options for renewable energy resources and asset management.
3. To continue the community's legacy of being stewards of the natural environment, including food security and water conservation.
4. To encourage attainable and affordable housing for the entire community.
5. To continue to build community capacity, health and well being through ongoing development of diverse arts, historical, cultural, social, technological, and educational opportunities.

3.10 Climate Change

Kaslo recognizes the importance of addressing the impacts of a changing climate on the local environment, infrastructure, economy, and the community.

Addressing climate change requires local actions on two fronts:

The first is to lower emissions from local sources of greenhouse gases that contribute to a changing climate – transportation, residential, commercial, and industrial energy usage, energy sources, waste, agriculture, forestry, and land use changes.

The second is to address the impacts and disaster risks of a changing climate on the community, the environment, and infrastructure – frequent changing of weather, increased temperatures, drought conditions, lower snowpacks, wildfires, increased rainfall, flooding, and land hazards such as land erosion and land slides.

Kaslo, together with the RDCK and the Columbia Basin Trust undertook a climate change adaptation project in 2010 that looked at some of the impacts of climate change locally in water and food security. Kaslo also signed on to the West Kootenay 100% Renewable Energy Plan in 2020 (see Appendix IV) that outlines actions to address climate change in transportation, buildings, energy, and waste.

Table 4 shows the projected change in average temperature and precipitation over the next 30 years for Kaslo. Summers will be drier and hotter while winters will be milder and wetter, but less of the precipitation will be as snowfall. However, increased precipitation at higher elevations as snow would alter spring freshet volume and duration.

Table 4 - Summary of projected climate change (2021-2050)

	Annual	**Spring**	**Summer**	**Fall**	**Winter**
Temperature (°C)	+1.7°C to +2.0°C	+1.4°C to +2.0°C	+1.8°C to +2.4°C	+1.5°C to +1.8°C	+1.6°C to + 1.9°C
Precipitation (mm)	+5.5% +52mm to +54mm	+8.5% +18mm	-10%	+5% to +9% +11mm to +17mm	+7% +20mm to +22mm
Snowfall	-26%	-54%		-14%	-11%
Very Hot Days (Above 30°C)	+3				
Very Cold Days (Below -30°C)	-1				
Frost Free Season (Days)	+25 days to +34 days				

(Sources: Kaslo / Area D Climate Change Adaptation Project, 2010 & The Climate Atlas, 2021)

4.0 Land Use Plan

4.1 Overview

The Land Use Plan describes the location, intensity and types of land uses in the Village. These include a mix of uses such as residential, commercial, light industrial, institutional, and public spaces. The plan focuses commercial activities within the heritage commercial area. The Plan also identifies opportunities for the establishment of new neighbourhoods that could be established on large parcels of Village-owned undeveloped land.

4.1.1 Outside the Village Boundary

The Village is surrounded by lands under the jurisdiction of the RDCK and the provincial government, generally through the Ministry of Forests. First Nations also have a say in the use of the surrounding lands and resources, and the province has a duty to consult with them on planning matters affecting their traditional territories. Identifying and planning the development of the land adjacent to the municipal boundaries is a priority of the Village. Of particular concern are the areas of the Allen Subdivision, the highway corridor extending from the municipal boundary southwards to Mirror Lake, and the provincial crown lands near the aerodrome and Kemp Creek watershed. The village is committed to working with these agencies and consulting with Indigenous governments to ensure planning and development in these areas is not contradictory to the OCP, and further, to explore municipal boundary expansion for direct planning authority and environmental stewardship.

See Section 18 – Beyond the Boundary and Towards Reconciliation for further context, objectives, and policies.

4.1.2 Interpretation of the OCP schedules and appendices

1. The Maps attached to this OCP form part of the OCP Bylaw and its regulatory framework.

2. The final interpretation of the precise location of boundaries or any designation or symbol contained in the map schedules, except for the Development Permit Area designations, shall be legally defined in the land use (zoning) bylaw or other regulations enacted by the Council from time-to-time. Where uncertainty remains, digital mapping from the Village's geomatics will prevail unless a survey is be required to establish precise boundary lines or setbacks.

3. The Appendices attached to this OCP are for reference but do not form part of the OCP bylaw for regulatory purposes and may be updated independently from time to time. However, the information contained in the appendices is useful in guiding decisions on land use, development permit applications, amendments, and related policies, and these may be used to justify the need for further consideration, study, or conditions of approval.

4.1.3 Land Use Designations

The Land Use Map (Map B) designates the following land use areas:

- Parks & Natural Areas
- Civic & Recreation
- Core Commercial
- Neighbourhood Commercial
- Neighbourhood Residential
- Core Residential
- Rural Residential
- Manufactured Home Residential
- Waterfront Development Area
- Aerodrome Development Area
- Industrial

Each Land Use designation is defined by the Objectives and Policies contained within sections 5 through 11. The next subsection provides general objectives and guidelines applicable to all land use designations.

4.2 General Form and Character Of Existing and Future Land Use

4.2.1 Objectives

1. To encourage a land use pattern that provides for the health, safety, convenience and enjoyment of residents and visitors, while striving to recognize existing land use patterns and minimize future land use conflicts.
2. To ensure accessibility is considered for planning and design of public buildings, the public realm, and public parks.
3. To encourage all citizens, including young people, seniors, disabled citizens, indigenous and everyone within the social makeup of the village to be active and involved in community life and decision-making.
4. To ensure that growth supports a thriving, diverse centre where economic and social networks are supported by sustainable and resilient infrastructure that protects the natural environment, including valuable water resources.
5. To manage and direct growth to where it will have the most positive and least negative impact on community networks and the natural environment.
6. Ensure public confidence that appropriate policies and regulations are in place prior to the potential disposition of municipally-owned lands.
7. To ensure development is planned by identifying areas suitable for new residential development and infrastructure in advance of individual or site-specific bylaw amendments and subdivision applications.
8. To encourage appropriate development in areas where infrastructure and services are already established or available nearby.
9. To utilize existing developed land with greater efficiency and to its full potential.
10. To promote new development or redevelopment that strives to be:
    a. sustainable,
    b. affordable,
    c. environmentally friendly, and
    d. sympathetic to the community character and needs.
11. To encourage alternatives to carbon-fuel based transportation.
12. To encourage new development to adopt technological and energy innovations that have lower carbon emissions and lessen negative impact on the current and future environment.
13. To encourage land use that promotes local food security.
14. To encourage wildlife awareness activities for all citizens.
15. To consider important wildlife and bear habitat and travel corridors in land use decisions.
16. To minimize wildland/urban interface fire hazard.
17. To encourage the use of native and non-invasive plant species to protect biodiversity, habitat and mitigate the effects of climate change.
18. To continue working with other jurisdictions and partners on the development of a

comprehensive management plan for Kootenay Lake.

19. To encourage reconciliation and learn from local indigenous populations to incorporate their traditional knowledge into land use planning.

20. To encourage public art that enhances and fits in with the natural landscape.

21. To encourage a local action towards a sustainable and resilient society where we can do our part towards adapting to the effects of climate change while reducing local emissions.

4.2.2 Policies

The Village will:

1. Work with other government agencies and pursue funding to implement the comprehensive integrated sustainability plan focusing on the following five priorities as listed in Kaslo's Sustainability Strategy:

    a. To pursue innovative and diverse economic development.

    b. To develop and enhance infrastructure, options for renewable energy resources, and asset management.

    c. To continue the community's legacy of being stewards of the natural environment, including food security and water conservation.

    d. To encourage attainable and affordable housing for the entire community.

    e. To continue to build community capacity, health and well being through ongoing development of diverse arts, historical, cultural, social, and educational opportunities.

2. Ensure that the general form of new development is compatible with its quiet, small town and natural characteristics.

3. Consider climate change, its potential impacts, and mitigation measures when reviewing new development applications, including but not limited to:

    a. Regulating impermeable surfaces to reduce water run-off and heat island effects.

    b. Encouraging landscaping that does not need watering during the dry season.

    c. Reducing carbon emissions and embodied carbon over the life cycle of development.

4. Continually review and respond to community and food security needs with respect to domestic and farm animal regulations, such as chickens, bees and small livestock.

5. Encourage the use of native and non-invasive species in landscaping and landscape restoration practices.

6. Encourage small-scale agriculture in any area where it is compatible with the surrounding uses.

7. Support the provision of information and educational opportunities to reduce human/ wildlife conflict.

8. Support reduction of attractants accessible to wildlife and strive to become a Bear Smart Community by implementing the recommendations of the Bear Hazard Assessment.

9. Support information and educational opportunities for wildfire and fire hazards to property owners and tourists and implement a wildfire protection development permit area to encourage wildfire resistant development near the wildland urban interface.

10. Promote Kaslo as a diverse and vibrant service centre for the north Kootenay Lake sub-region, which includes Regional District of Central Kootenay Electoral Area D.

11. Allow existing single family or duplex houses to develop a secondary suite or carriage house subject to septic or sewer system and zoning requirements being met.

12. Maintain a community heritage registry.

13. Permit public art that enhances and fits in with the landscape.

14. Engage with local indigenous communities, including but not limited to the Ktunaxa and Sinixt, to learn, acknowledge and understand the local history of the people, lands, and waters and, as the current stewards of the land, commits to considering indigenous knowledge and practices in planning decisions. *See Section 18.0 - Beyond the Boundary and Towards Reconciliation for further considerations.*

15. Engage the Kootenay Lake Historical Society in the unbiased interpretation of local history and cultural heritage.

16. Maintain accurate mapping and inventory of Village-owned land and assets as a tool to plan future land use and development and asset management.

17. Prohibit development that pollutes a stream, creek, waterway, watercourse, waterworks, ditch, drain, or sewer.

18. Ensure vegetation and trees are managed to control erosion, protect banks, and fish habitat.

5.0 Residential

5.1 Residential Classifications

5.1.1. Purpose

The residential areas of Kaslo support a variety of existing housing types ranging from condominium and rental apartments to large-lot single dwellings. There are 4 residential land use classifications designated by the OCP, which represent different densities and form and character of residential development in the Village. The general objectives and policies applicable to all residential development are described next, followed by specific objectives and policies for each classification. The general objectives also apply to residential development in mixed-use areas, including the Core Commercial and Waterfront Development Areas.

5.1.2 General Residential Objectives

1. Facilitate a diversity of residential housing types in the village to accommodate a wide range of socio-economic, age and ability groups.
2. Encourage higher density (multi-unit) residential development in some areas to encourage the highest and best use of land and infrastructure.
3. Encourage home-based businesses that are compatible with existing residential uses.

5.1.3 General Residential Policies

The Village will:

1. Develop distinctive, attractive, inclusive neighbourhoods with a strong sense of place.
2. Encourage subdivision for residential infill and to maximize the development of vacant land.
3. Allow combined commercial and residential development, where zoning permits, such that residential uses will be in the form of apartments or townhouses located either above or behind the commercial use.
4. Regulate the height of single family residential and multiple family residential buildings by specifying height and measurement in the zoning bylaw.
5. Encourage the development of affordable and seniors housing.
6. Develop an affordable and attainable housing strategy in cooperation with the Kaslo Housing Society, Community Services, and RDCK that considers and recognizes the diverse housing needs of current and future residents of the area.
7. Where opportunities exist and are deemed by Council to be beneficial to the community, consider providing Village-owned land for the development of affordable housing.
8. Permit a range of home-based businesses that are compatible with the quiet enjoyment of neighbouring homes in residential areas.
9. Encourage architectural designs compatible with the general form and character of Kaslo.

10. Require factory-manufactured homes, including tiny homes, to be permanently placed on foundations and connected to municipal water, sewer or on-site sewerage, subject to zoning requirements.

11. Encourage secondary residential units, including manufactured "tiny homes" permanently placed on foundations, subject to zoning and servicing requirements.

12. Establish Development Permit Areas, through this OCP, to regulate general form and character of development, protection of the environment and from natural hazards where appropriate.

13. Prepare a residential development plan for the municipal land south of Kaslo River including a servicing, disposition, and marketing strategy. *See Map E for a map of the area.*

5.2 Neighbourhood Residential

The Neighbourhood Residential area includes most of the area commonly known as "Upper Kaslo," which is characterized by mostly single-family homes on medium to large-sized lots with on-site sewerage systems. The municipal sewer system currently serves the Hospital and School, but further service expansion in the next 10 years is unlikely.

The Neighbourhood Residential area also includes large tracts of municipally owned land south of Kaslo River (see Map E – South Kaslo Plannig Area) that could eventually be served by the sewer system via a forcemain crossing the river at Unity Bridge or a second treatment facility south of the river.

5.2.1 Purpose

To create strong residential neighbourhoods supporting a variety of housing types and explore opportunities to meet current and future housing needs by developing vacant and under-utilized land where services can be extended.

5.2.2 Objectives

1. The planning objectives of the Neighbourhood Residential area follow the general residential objectives.

5.2.3 Policies

1. Development in the Neighbourhood Residential area will follow the general residential policies.

5.3 Core Residential

The Core Residential area, commonly known as "Lower Kaslo," is characterized by heritage homes on relatively small lots. This area is partially serviced by the municipal sewer system and protected from flooding by Kaslo River by a dike.

5.3.1 Purpose

To encourage residential infill and development that is compatible with the general form and character of the area, walkable, and close to many commercial, recreational, and civic amenities.

5.3.2 Objectives

1. Require the design of new residential development in the Village core area to be compatible with the area's form and character.

2. Encourage increased residential density for properties that are fully serviced by municipal sewer.

3. For areas not currently serviced by sewer, to plan the development of a property to allow for the on-site septic field to be redeveloped after the municipal sewer service is available.

4. To continue expanding the municipal sewer service within the Core Residential area and plan for future expansion beyond.

5. Enhance the walkability of the area by encouraging pedestrian activity, active transportation, low-speed electric vehicles, reduced speed limits, and encouraging parking at the rear of properties along laneways.

6. Develop a sub-area plan for the South Kaslo Planning Area to guide the area's development.

5.3.3 Policies

In addition to the general residential policies, the Village will:

1. Permit development of carriage houses and secondary suites through zoning regulations.

2. Pursue funding for sewer system expansion and require all new development to connect to the service if or when the service is available.

3. Consider reducing the speed limit for all municipal streets in the Core area.

4. Permit and encourage private driveways and garages to be located off of the rear laneways to reduce parking on public boulevards.

5.4 Rural Residential

5.4.1 Purpose

The Rural Residential area is characterized by homes on relatively large lots. This area is primarily located south of Kaslo River including the area along Arena Avenue and the Hale Subdivision.

5.4.2 Objectives

1. Encourage new development to follow wildfire mitigation guidelines to reduce the risk of fire spreading across the wildland urban interface.

2. Consider home-based businesses that are compatible with the larger lot sizes that may not be allowed in the higher-density Core and Neighbourhood Residential areas.

3. Allow secondary dwellings if the land supports the servicing needs.

5.4.3 Policies

In addition to the general residential policies, the Village will:

1. Permit home-based businesses that may include light industrial and artisanal manufacturing by the resident subject to business licensing and zoning requirements.

2. Regulate development through a Wildfire Protection Development Permit area.

5.5. Manufactured Home Residential

5.5.1 Purpose

The Manufactured Home Residential area includes the two existing manufactured home parks within the Village, where manufactured homes are placed for long-term residency.

5.5.2 Objectives

1. Encourage the continued vitality of the Village's manufactured home parks to address the ongoing need for affordable, attainable housing for lower-income individuals and families.

5.5.3 Policies

In addition to the general residential policies, the Village will:

1. Permit manufactured homes meeting the CSA Z240 standard in established manufactured home parks provided there are sufficient water and sewerage services available.

2. Not require manufactured homes to be permanently placed on a foundation when installed in a manufactured home park (i.e. the structure may remain on a mobile chassis).

3. Prioritize the availability of the municipal sewer system to the manufactured home parks when funding is available for phased system expansion to maximize the land within the parks available for additional manufactured homes.

6.0 Commercial

6.1 Commercial Classifications

6.1.1. Purpose

The commercial areas of Kaslo support a variety of businesses and employment, offering day-to-day goods and services to residents and visitors alike. There are 2 commercial land use classifications designated by the OCP, which represent different densities and form and character of commercial development in the Village. The general objectives and policies applicable to all commercial development are described next, followed by specific objectives and policies for each classification. The general objectives also apply to commercial development in the mixed-use Waterfront Development Area and certain home-based businesses in residential areas.

6.1.2 General Commercial Objectives

1. To encourage businesses, including home-based businesses, live/work and remote working opportunities, that are compatible with existing residential uses.
2. To provide a range of retail and services within the Village to meet the daily needs of its residents and surrounding RDCK Area D.
3. To foster business start-ups, innovation, and entrepreneurship by capitalizing on the Village's technological infrastructure.
4. To provide employment opportunities and support the local economy.

6.1.3 General Commercial Policies

The Village will:

1. Limit strip commercial development along the highways through the Village.
2. Permit Bed and Breakfast establishments throughout the community where they are compatible with surrounding residential uses.
3. Regulate and limit short-term tourist accommodation in single- and two-family dwellings to preserve the rental housing stock for residents.
4. Require screening or landscaping to be incorporated into the design of new commercial developments to maintain a desirable streetscape or to buffer commercial uses from adjacent residential uses.
5. Regulate commercial signage.
6. Prohibit high-intensity lighting for signage and require that outdoor lighting be angled downwards or onto the face of the building to limit light pollution.
7. Encourage continuity of land use planning in areas adjacent to the Village boundary through regional planning cooperation with RDCK Electoral Area D.
8. Prohibit drive-through commercial establishments and "big box stores".
9. Encourage parking to be located to the side and rear of commercial buildings so businesses open up to the street, not a parking lot.
10. Promote architectural designs compatible with the general form and character of Kaslo.
11. Require professional assessment of new breweries or other commercial uses with potentially high water and sewer demands to ensure that infrastructure can handle such demand and reasonable capacity remains available for future growth.

6.2 Core Commercial

6.2.1 Purpose

Kaslo's historic commercial core area is recognized for its early-colonial character that makes the area very walkable, compact, and vibrant. The area is home to dozens of businesses and residences, alongside community services and amenities These objectives and policies aim to sustain the area's unique characteristics and its role as the main service and employment centre for the Village and surrounding area.

6.2.2 Objectives

1. To encourage a compact, visually appealing commercial core that operates year-round to provide a wide range of goods and services.
2. To encourage the highest and best use of the land through mixed-use developments that include compatible ground-floor, street-front commercial uses with offices or residences above or to the rear.
3. To discourage new residential-only development on Front Street between 3rd and 5th Streets.

6.2.3 Policies

In addition to the general commercial policies, the Village will:

1. Maintain the Heritage and Commercial Core Development Permit Area.
2. Develop a Downtown Master Plan aimed at maintaining the vibrancy and character of the commercial core including consideration of improvements to walking, cycling, parking, accessibility, streetscapes, and cultural amenities.
3. Control mixed-use development through zoning regulations.

6.3 Neighbourhood Commercial

6.3.1 Purpose

Neighborhood commercial areas are designated in residential areas primarily to provide services to residents.

6.3.2 Objectives

1. To consider convenience services for the neighbourhood that are compatible with the residential character of the area.
2. To reduce use of vehicular transport and encourage pedestrian activity by reducing travel distances to convenience services.
3. To avoid development that could lead to an extensive strip development or new commercial clustering.
4. To ensure the use will not create unreasonable new pressures on existing municipal infrastructure or services.
5. To encourage live/work arrangements whereby the business owner lives on the premises.
6. To allow separate commercial and residential buildings on the same property.

6.3.3 Policies

In addition to the general commercial policies, the Village will:

1. Consider neighbourhood commercial uses that complement or expand upon existing home-based business, non-profit or institutional uses in the immediate vicinity.
2. Establish regulations for Neighbourhood Commercial through rezoning on a case-by-case basis.

3. Consider rezoning applications for a property adjacent to a street intersection, not mid-block unless along a highway or arterial street, to discourage undesirable changes to traffic patterns in the residential area.

4. Not consider rezoning a property within a Manufactured Home Residential area or where the commercial use would be located to the rear of, within or above a residential dwelling.

7.0 Industrial

7.1 Purpose

The Village has a very limited supply of serviced industrial land. The industrial areas of Kaslo support employment, infrastructure maintenance, light manufacturing, forestry, aggregate extraction and processing, and aviation-related businesses.

7.2 Objectives

1. To encourage light industrial, manufacturing and trades to provide local employment in designated land use areas.
2. To encourage light industrial land uses that are environmentally friendly and sustainable.
3. To consider new areas for serviced and un-serviced industrial land to strengthen and diversify the local economy.

7.3 Policies

The Village will:

1. Consider temporary light industrial use permits on a case-by-case basis in designated non-industrial land use areas, following the temporary use policies in Section 12.
2. Consider light industrial home occupations where the use is compatible with the appearance and function of adjacent residential and commercial areas.
3. To designate land for industrial expansion in the Aerodrome Development Area through appropriate zoning.
4. Investigate boundary expansion southwards along the Highway 31 South corridor for expansion of light industrial and commercial uses.
5. "Light industrial" and other classifications or regulation of industrial use will be defined through zoning.

8.0 Civic & Recreation

8.1 Purpose

To provide educational, recreational, health, institutional, and cultural facilities to maintain the quality of life and wellbeing of residents and preserve local history. Educational facilities include elementary, secondary, and post-secondary public schools, and public or private daycare. Recreation includes purpose-built, Village-owned indoor and outdoor facilities, such as the arena, racquet courts, golf course, ball field, skate park, and campgrounds. Institutional and cultural facilities include the library, City Hall, hospital, and S.S. Moyie, and private facilities such as the Langham Cultural Centre, Legion, social services, and churches.

8.2 Objectives

1. To recognize, retain and improve existing public and institutional uses, and direct future facilities to locations where they best serve the needs of Kaslo and the surrounding area.
2. To actively encourage the preservation and development of health care establishments which will service the growing and diverse population of Kaslo and surrounding Area D residents.
3. To provide daycare spaces to meet the needs of working families.
4. To foster inclusive recreational activities available for residents of all ages and abilities.
5. To preserve the history of Kaslo and Kootenay Lake area and encourage the reconciliation of indigenous history through collective learning.
6. To provide camping to accommodate visitors and support local tourism.

8.3 Policies

The Village will:

1. Advocate for Interior Health to improve and expand local health care services in Kaslo.
2. Require that new institutional buildings be constructed to exceed energy efficiency building code requirements and "Net Zero" to the extent possible.
3. Cooperate with School District #8 to maximize reciprocal use of school and municipal recreational facilities.
4. Maintain and enhance recreation facilities in Vimy Park and the Municipal Campground.
5. Provide and maintain sufficient public washrooms in public parks.
6. Promote building designs that support accessibility and inclusivity.
7. Support the long-term preservation of heritage buildings, historic sites, archives, and indigenous stories.
8. Support the development of a new Kaslo & District Public Library building.
9. Support expansion of daycare spaces in Civic & Recreation areas and consider appropriate locations for new daycare facilities in any residential or commercial area.
10. Partner with community organizations to provide appropriate recreational programs and gardens and maintain facilities for the benefit of the residents of Kaslo and surrounding area.
11. Designate areas for future Civic & Recreation, and existing major public facilities, as shown on the Land Use Map (Map B), although some existing facilities may be in areas designated residential or commercial.
12. Regulate specific uses through zoning.

9.0 Parks and Natural Areas

9.1 Purpose

To provide passive outdoor recreation opportunities while protecting and preserving natural areas.

9.2 Objectives

1. To retain, maintain, connect, and improve existing parkland, open space, and trails.
2. To strive for parks and natural areas to be available indiscriminately to all members of the community regardless of ability, income, age, background, gender, or orientation.
3. To preserve and enhance the local biodiversity in natural areas.
4. To encourage low impact recreational opportunities on trails, parklands, and open spaces.
5. To make public parks welcoming, accessible places for community celebrations, festivals, and gatherings.
6. To recognize the importance of Kaslo's boulevard trees as natural amenities that enhance the urban environment, improve the local climate, and link natural areas.
7. To protect, maintain and enhance natural areas and watercourses through municipal asset management and recognize their role in mitigating the impacts of climate change.
8. To cooperate with the Regional District in developing and maintaining regional parks and trails to encourage active living and accessibility for residents and tourists alike.
9. To advocate for Crown land surrounding the Village to be used only in ways that support the sustainability and climate resiliency of our region in consultation with residents, the Community Forest and Indigenous communities.
10. To protect the Village's sources of drinking water.

9.3 Policies

The Village will:

1. Designate parks, beaches, trails, dikes, lakefront and riverfront areas Parks and Natural Areas as shown on Map 'B' – Land Use Designations Map.
2. Work with local groups to establish, improve, and maintain a system of trails as set out on Map D – Transportation & Trails Map.
3. Establish and maintain the Stream Protection and Lakefront Protection Development Permit Areas to protect natural areas and riparian zones.
4. Preserve the public lands along lakefront and riverfront areas for parks, trails, and public use.
5. Preserve the village-owned land outside the municipal boundary for natural areas, trails and public uses.
6. Require that public access be provided along key waterfront lands to achieve a linked multi-use trail system between major parks, greenbelts, dikes, and other recreational features throughout Kaslo and area.
7. Provide support to the Kaslo Outdoor Recreation and Trails Society to:
    a. provide interpretive facilities, improve park facilities and public amenities along the lakefront and riverfront areas

b. maintain, improve, and expand the network of trails throughout the Village.

8. Encourage linkages between trails, parks, lakefront areas, open spaces, and beaches within the village, and those that extend beyond village properties.

9. Require a minimum 7 metre public access strip along all waterfront areas at the time of subdivision through the Subdivision Bylaw.

10. Seek foreshore rights to Kootenay Lake waters.

11. Develop a policy or bylaw to regulate the storage of private boats on the foreshore and prohibit such storage where it interferes with the enjoyment of public beaches.

12. Collaborate with the Regional District of Central Kootenay, the province, and indigenous nations to ensure lands surrounding Village water sources are designated in a manner where development or disturbance will be minimized to ensure protection of the riparian zone, stream channels and springs.

13. Investigate extending the Village boundary to include the Kemp Creek watershed to protect lands surrounding the Village's water sources and intake infrastructure.

14. Manage boulevard and park trees considering aesthetics, safety and tree health, and climate resiliency, and work towards the goals of the Tree Planting Plan (Appendix V).

15. Encourage the use of native and non-invasive species in landscaping and restoration practices.

16. Reduce wildfire risk by administering prescribed FireSmart treatments in Parks and Natural Areas, and other Village-owned undeveloped land.

10.0 Aerodrome Development Area

The Aerodrome area encompasses large village-owned tracts to the west of the original municipal boundary. The area was annexed into the municipal boundary in 2018, connected by an umbilical tract along Kaslo West Road.

The area includes the Kaslo Aerodrome (Airport Code CBR2), which has a paved runway 1,150 metres in length by 18 metres wide with a roughly east-west orientation. Aerodrome activities are concentrated around a paved apron at the northeast end of the runway.

The Reservoir Pit meets Kaslo's sand, gravel and aggregate needs from a glaciofluvial deposit, located at the west end of the tract beyond the aerodrome runway. A waste transfer station, operated by the Regional District of Central Kootenay, is located at the western end of Kaslo West Road, beyond the Village boundary. Further west, are the Village's water reservoir and licensed water source intakes are situated in the Kemp Creek watershed.

10.1 Purpose

To foster the development of the Kaslo Aerodrome Lands, provide a source of raw materials for infrastructure maintenance, future industrial land, a sustainable forest, and a gateway to recreational opportunities.

10.1 Objectives

1. To provide industrial land for uses compatible with extraction, growing and harvesting natural resources which may include value-added processing and manufacturing.
2. To meet the Village's long-term sand, gravel, and aggregate resource needs with the Reservoir Pit and other deposits in the Aerodrome Development Area.
3. Enable the Aerodrome Development Area to become economically self-sufficient and create local employment opportunities.
4. To consider expanding the Aerodrome to the area at the west end of the airstrip.
5. To investigate upgrading Bjerkness Creek Road to improve access to the developable land and resources and publicly close that portion of Kaslo West Road that does not meet the spatial separation requirements from the airstrip.
6. To recognize that the area is a gateway to trails and recreational opportunities.
7. To manage and use the natural resources (forestry, gravel, water) sustainably.
8. To maximize the preservation and protection of natural areas.
9. To investigate boundary expansion to protect the Kemp Creek watershed and the Village's source water infrastructure.

10.2 Policies

The Village will:

1. Pursue funding to upgrade roads and utilities in the Aerodrome Development Area to make more industrial land available for development.
2. Aim for cost recovery of Aerodrome operating expenses.
3. Consider opportunities for local food production in Aerodrome Development Area planning.
4. Investigate piping raw water from the reservoir to the area for fire protection.

5. Consider micro hydro generation from the raw water intake pipe.
6. Consider development of a greenhouse and not-for-profit food production.
7. Limit extraction from the Reservoir Pit to projects that benefit the Village.
8. Plan for the development and permitting of future extraction areas and decommissioning of the Reservoir Pit.
9. Cooperate in development of a trailhead and trail facilities.
10. Manage the forest to reduce the risk of wildfire and harvest timber sustainably, with net revenues going into a fund for future development.
11. Regulate land use through zoning as generally shown on the map in Map G: Aerodrome Development Area.

11.0 Waterfront Development Area

The Village has approximately 4 kilometres of waterfront on Kootenay Lake within its municipal boundary. Ownership is a mix of municipal and private with provincial jurisdiction over the foreshore and federally regulated waters. Lands within the Waterfront Development Area are shown on Map F.

11.1 Purpose

To recognize the importance of the waterfront and identify policies that promote a balance between development of sustainable tourism and recreational amenities, the need for attainable housing, environmental and cultural stewardship, prevention of unregulated marine development, and mitigation of climate change impacts.

11.1 Objectives

1. Allow for flexible, innovative development options for public and private land.
2. Ensure that extended services and new infrastructure will typically be funded through the development.
3. To maximize environmental protection, viewscapes, amenity provisions and variability in densities and land uses.
4. To provide long term consistent land use decisions in proposed new neighbourhoods.
5. Seek foreshore rights to all waters within the village boundaries to regulate commercial and recreational use.
6. Encourage limited, quiet, and non-polluting commercial use along Kootenay Lake.
7. Embrace the principles of the Kootenay Lake Partnership and Shoreline Guidance Document (see http://kootenaylakepartnership.com/).
8. To enhance the quality of community by improving the character of the built environment, including visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction, and promote public safety while incorporating appropriate climate change adaptation and energy conservation measures.

11.2 Policies

The Village will:

1. Consider facilitating Phased Development Agreements (PDAs) through a bylaw in order to create an additional tool to acquire amenities, land or housing concessions.
2. Require proposed developments located within the Waterfront Development Area to address the following:
    a. Phase I and, if necessary, Phase II Environmental Impact Assessment.
    b. A viewscape plan where deemed by the Village to be appropriate.
    c. How proposals will fund and establish infrastructure (roads, water and septic solutions) where nearby infrastructure is currently inadequate to support development.
    d. Survey work to consolidate or subdivide parcels including proposals for undeveloped road dedication closures, dedicate new roads, trails and water access in partnership with the Village to achieve a mutual vision.
    e. Design and integrate new street patterns into the existing network of Kaslo.

f. Demonstrate that the density, land uses, and related facilities are appropriate in form and scale to the community and the immediate neighbourhood.

g. Promote the protection of environmental and scenic land values.

h. When mixed land uses are proposed, demonstrate that the development and its features are of a form, scale, character and use that fosters a sense of neighbourhood focus.

i. Organize new development into compact groupings or clusters as a way of reducing sprawl, consolidating natural areas of protection where appropriate, reducing municipal servicing costs and creating additional amenities for homeowners.

j. Reduce the need for reliance upon automobiles in neighbourhoods through the adoption of lanes and rear loading techniques, among others, while providing for the inclusion of landscaped pedestrian spaces, walkways and amenities.

k. Provide public trail connectivity within community trail networks.

3. Designate areas primarily for residential use with intention of incorporating mixed residential densities, typologies, useable open space, trails, and small commercial opportunities through zoning.

4. Consider commercial and residential mixed-use opportunities, with included affordable housing opportunities.

5. Promote active transportation alternatives including trail development providing connection to the waterfront and downtown core.

6. Consider short-term accommodations and tourism-related uses, incorporating public sector, non-profit and private partnership opportunities.

7. Develop a waterfront plan that will include a strategy for public foreshore and water tenures, redevelopment of the wharf area, expanded moorage, and marine services that incorporate environmental protection, and climate change and natural hazard mitigation.

8. Designate a Waterfront Protection Development Permit Area.

9. Work towards regulating moorage within Kaslo Bay.

10. Limit development on a floodplain to passive recreational uses, which may include seasonal campgrounds/RV parks and require appropriate flood mitigation measures as determined by a qualified professional.

11. To regulate specific uses through zoning and licensing.

12.0 Temporary Uses

Note that the issuance of Temporary Use Permits must also comply with the applicable regulations in the Local Government Act.

12.1 Objective

1. To meet the occasional need for a temporary use that is not normally permitted by the OCP land use designations or zoning regulations, but Council considers appropriate under certain circumstances.

12.2 Policies

The Village will:

1. Consider applications for Temporary Use Permits in any area unless explicitly prohibited by zoning regulations or other legislation.
2. Only approve a Temporary Use Permit for the duration of the event or circumstance for which it is required up to the maximum time allowed by legislation.
3. Require licenses, insurance, fees, and securities as set out by bylaw.

13.0 Public Utilities and Services

13.1 Purpose

To maintain and expand municipal utilities, services and infrastructure to meet the existing and growth-related needs. The existing network of utilities and infrastructure is shown on Map I – Infrastructure. The map also identifies the current sewer service area and next phases of expansion.

13.2 Objectives

1. To maintain a level of municipal services that will support good health and will comply with recognized need and servicing standards.
2. To protect and enhance all sources of potable water for the Village water system.
3. To support growth and development through provision of sustainable and resilient infrastructure.
4. To foster a culture of asset management in Village administration, public works, Council, and the community to inform long-range financial planning, maintain a state of good repair, and plan for future needs.
5. To consider natural assets as part of the Village's essential infrastructure.
6. To ensure that development pays for development.

13.3 Policies

The Village will:

1. Ensure a consistent and safe water supply.
2. Retain public ownership of the existing water system.
3. Require that all future development within municipal boundaries requiring potable water is connected to the municipal water system.
4. Follow the recommendations of the Liquid Waste Management Plan.
5. Plan and pursue funding for expansion of the community sewer system through Lower Kaslo, Upper Kaslo and eventually the entire Village.
6. Consider new technologies such as packaged sewage treatment plants for individual properties, groups of properties or higher density developments.
7. Allow, in any of the village, low impact, unattended public utility buildings and structures necessary for the operation of existing and expanded public utility services.
8. Require that the installation of equipment or facilities for wireless telecommunication towers be based on a site specific, development specific, amendment to the Zoning Bylaw.
9. Require water metering for all new building connections other than single-family residential dwellings.
10. Investigate and consult with the Kaslo Golf Course on an alternative source of water for irrigation.
11. Participate with the RDCK and Area D in mutually beneficial, cost-effective development of regional services for water, wastewater, fire protection, emergency response, medical, planning, youth and planning.
12. Not provide water service connections beyond the Village boundary or the existing McDonald Creek Water Service area.
13. Consider assuming ownership of the McDonald Creek Water Service Area from the RDCK.

14. Investigate boundary expansion to include the McDonald Creek Water Service Area, Kemp Creek watershed (source water protection), and to the south of the Village where water service could be expanded in future.

15. In partnership with the RDCK, educate the public on emergency preparedness and response procedures.

16. Require new development to pay for the extension of municipal infrastructure, including sewer service if located within the specified sewer service area, to the property line where those services are not currently available.

17. Establish and adequately fund, as determined through asset management, capital infrastructure reserve funds for future infrastructure renewal and expansion.

18. Direct surplus funds from water and sewer operations to their respective capital reserves.

19. Establish development cost charges and connection fees that reflect the true value of the infrastructure being utilized.

20. Pursue funding for infrastructure upgrades and expansion.

21. Implement water conservation measures, by bylaw, to reduce consumption during summer months.

22. Plan for expansion of the water treatment plant within the next 10 years to meet the anticipated population growth.

23. Investigate source water alternatives, including potential locations for Kootenay Lake water treatment plant, as a contingency in case Kemp Creek becomes inadequate to meet future needs due to climate change.

24. Ensure new infrastructure is resilient to the effects of climate change and extreme weather.

25. Work towards fulfilling the obligations of the West Kootenay 100% Renewable Energy Plan and FCM Partners for Climate Protection program.

14.0 Transportation

14.1 Purpose

To designate the major road and transportation network as shown on Map D – Transportation & Trails Map and provide a well-maintained roads, sidewalks, amenities, and promote active, low-carbon transportation options.

14.2 Objectives

1. To establish and maintain a transportation network that will guide development and provide for safe and efficient pedestrian, non-motorized and motorized circulation.
2. To promote accessibility to transportation services and networks for all citizens.
3. To promote the use of low carbon emission and active transportation options.
4. To enhance public transit service and connectivity.

14.3 Policies

The Village will:

1. Develop a systematic plan for improving and repairing village roads over the long-term through asset management.
2. Develop an Active Transportation Plan that includes safe and accessible sidewalks and walkways in critical areas such as downtown, near schools and near seniors' facilities, accommodates bicycles and promotes alternatives to private automobiles.
3. Support making Kaslo more accessible and a disability-friendly and senior friendly community.
4. Work with other levels of government to expand public transit services throughout the area.
5. Encourage the use of bicycles and bicycle friendly infrastructure.
6. Allow electric vehicle and other mobility device charging stations in village parking areas with Council approval.
7. Implement regulations and guidelines for siting private/commercial charging stations through zoning.
8. Require new residential development to, at minimum, have Level 1 charging (a standard electrical receptacle) available for each parking space.
9. Work towards fulfilling the obligations of the 100% Renewable Kootenays Plan and FCM Partners for Climate Protection program.
10. Purchase electric vehicles and equipment unless a practical option is not available due to operational needs.
11. Consider reducing the speed limit on all residential streets from 50 km/h to 30 km/h to improve safety for all road users.
12. Allow low-speed electric vehicles on village streets that are registered with ICBC.
13. Continue supporting the Kaslo Outdoor Recreation and Trails Society in maintaining and enhancing the network of recreation trails.

15.0 Environmentally Sensitive and Hazardous Areas

15.1 Objectives

1. To prevent development in environmentally sensitive areas unless mitigation measures have been approved by council.
2. To prevent development in hazardous areas, unless it is has been professionally certified that the site is safe for the use intended.
3. To recognize that climate change has increased the risk of hazards such as wildfire, flooding and erosion, and extreme/abnormal weather.

15.2 Policies

The Village will:

1. Consider lands designated Fan Rating E in Map A.1 – Flood Hazard Map for new development if the developer provides a suitable report from a geotechnical engineer setting out how the area can be developed safely.
2. Consider lands designated Fan Rating 1 in Map A.1 – Flood Hazard Map for new development if the building inspector is satisfied that the minimum flood construction level is met.
3. Encourage the maintenance of natural vegetation to stabilize hazardous slopes greater than 50%.
4. Recognize that the riparian areas on Kootenay Lake and Kaslo River require protection to ensure that proposed development or use will not adversely affect the riparian area by designating the Lakefront and Stream Protection Development Permit Areas.
5. Protect against the loss of life and minimize property damage associated with flooding events and may require a restrictive covenant be placed on title where unmitigated risks are recognized.
6. Consider a requirement for a geotechnical report pursuant to Section 56 of the Community Charter for construction and siting of buildings and mobile homes used for habitation, business or the storage of goods damageable by floodwaters or erosion even if the property is outside of the Stream or Lakefront Protection DPA upon review of a building permit application.
7. Maintain the integrity of the Kaslo River with respect to flood control.
8. Recognize that the channelization of the river below the Fourth Street bridge could be rehabilitated to include structures that would restore the natural migrations of spawning species within the lower reaches of the Kaslo River.
9. Work with the RDCK to coordinate and educate citizens on emergency planning and responses to prepare citizens for emergency hazards such as flooding, wildfires, avalanches, and land erosion.
10. Encourage groups to provide environmental education opportunities, especially for the youth.
11. Reduce wildfire risk near the wildland-urban interface by implementing the Wildfire Protection DPA.
12. Continue supporting public education through the FireSmart and Community Resiliency Initiative programs.

13. Maintain undeveloped Village land and road allowances with FireSmart treatment with available funding.

16.0 Development Permit Areas

16.1 Application and Intent

This OCP includes four Development Permit Areas (DPAs) that further prescribe the qualities of the public realm, safety, amenities, and an effectively functioning local ecosystem desired in specific parts of the village. The DPAs are outlined in the Development Permit Area Plan Map (Map C). The guidelines describing specific conditions for development within each area are provided in Sections 16.3 to 16.6.

Section 488 of the Local Government Act, 2015 (LGA) authorizes the establishment of Development Permit Areas (DPAs) in which the Village must issue a development permit prior to the subdivision of land, the construction or alterations of a structure, or the alteration of land. Land use zoning regulations do not always provide the right balance between flexibility and control in certain circumstances where OCP objectives need to be more carefully considered.

In this OCP, DPAs are designated for:

- The stewardship of the natural environment, with regard to the environmental services it provides;
- The protection of development from hazardous conditions;
- The revitalization of a commercial use area; and,
- The establishment of objectives for the form and character of certain residential, commercial, industrial, and multi-family residential development.

Development permits have limitations. They must not vary the use or density of the land, or flood plain specifications. Care must be taken not to create other site-specific problems when varying setbacks. Development permits may only be issued according to the guidelines set out in the OCP or Zoning Bylaw, meaning that the OCP or Zoning Bylaw guidelines must comprehensively state what conditions will be protected or enhanced and the process by which that will occur, such as specifying requirements for an environmental assessment or design review.

For each DPA designation, the types of regulated development activities are specified.

An application for a development permit shall be made by a property owner or their authorized agent pursuant the Development Procedures Bylaw. For all developments subject to a DPA, a building permit shall not be issued until a development permit has been approved.

16.2 Designations

The following Development Permit Areas are established and apply to properties within the areas shown on the Development Permit Areas map, Map C.

- Heritage and Commercial Core: 16.3
- Lakefront Protection Area: 16.4
- Stream Protection Area: 16.5
- Wildfire Protection Area: 16.6

16.3 Heritage and Commercial Core DPA

16.3.1 Context and Purpose

The Heritage and Commercial Core DPA is established for the purpose of revitalizing the commercial core and preserving the general form and character of commercial and multi-family development in the designated areas, pursuant to Sections 488(1)(d) and 488(1)(f) of the Local Government Act.

The lands within the Heritage and Commercial Core DPA are defined in Map C. This DPA also includes properties that are designated in municipal, provincial, or national heritage registries, including two National Historic Sites.

This area is the historical commercial centre of Kaslo and the primary focus of pedestrian-scale retail, commercial and institutional services. The Heritage and Commercial Core DP is intended preserve Kaslo's historical, artistic, and architectural features, and encourage new development to follow design guidelines that are respective and complimentary to those historical attributes.

16.3.2 Regulated Development

Within the Heritage and Commercial Core DPA, land shall not be subdivided and construction of, addition to, or alteration of a building or structure shall not be commenced unless the owner first obtains a development permit.

16.3.3 Guidelines

1. The design guidelines for the Heritage and Commercial Core DPA are specified in Appendix II: Heritage Design Guidelines, and Appendix III: Colour Design Guidelines. These documents were originally produced by heritage designer Robert Inwood in 1991 through careful research into Kaslo's colonial period architecture and historic streetscape of the 1890s through 1930s, which resulted in a successful Heritage Area Revitalization Program that restored and revitalized several downtown buildings in the 1990s.
2. Developments in this area should also enhance the pedestrian experience by engaging the street both visually and physically and highlight the views and connections to the surrounding landscape.
3. Development of commercial and multi-family residential properties within the Heritage and Commercial Core DPA are subject to general form and character guidelines but not necessarily to particulars of the landscaping or of the exterior design and finish of buildings and other structures.
4. A development permit issued in the Heritage and Commercial Core Development Permit Area may include conditional requirements respecting the character of the development including the siting, massing, general landscaping, form, exterior design and colour choices of buildings and structures, and the design and installation of signage.

16.3.4 Exemptions

1. Development permits are not required within the Heritage and Commercial Core DPA for:
    a. internal alterations that do not affect the outer appearance of a building, or
    b. for routine exterior maintenance, including painting provided that the paint colour is compatible with the Colour Design Guidelines.
2. Single-family dwelling and duplex residential development are not subject to the Heritage and Commercial Core DPA.
3. Street patios and chattels placed in public space shall be subject to regulation by bylaw or policy.

16.3.5 Application and Review Procedure

1. An application for a Heritage and Commercial Core DP should include a statement or report describing the design rationale and how the Building Design Guidelines and Colour Design Guidelines have been considered in the proposed development.

2. After receipt of a complete application, village staff shall review the application and, within 10 business days, may:

    a. approve the application if it clearly meets the Heritage and Commercial Core DPA requirements;

    b. approve the application with conditions relating to general form and character;

    c. request additional design details or professionally rendered drawings from the applicant;

    d. refer the application to Council, or;

    e. may deny the permit if the development is not compatible with the Heritage and Commercial Core DPA requirements.

3. A denial, or conditions of approval, may be appealed to Council by the applicant.

4. An application that proposes signage, awnings, overhangs, lighting, or decorative facade features, such as cornices, that project into or over the public street must be approved by Council.

5. If an application is referred or appealed to Council, the village shall notify property owners within 60 metres of the property of Council's intention to consider the application at least seven days before the Council meeting.

6. When first considering the application, Council may assign a Heritage Design Review Committee to review the application and make a recommendation before deciding.

7. The Heritage Design Review Committee must provide its recommendation to Council within 21 days of Council's first consideration of the application.

16.4 Lakefront Protection DPA

16.4.1 Context and Purpose

The Village is located adjacent to an important water ecosystem (Kootenay Lake) that is used by residents and visitors. The Lakefront Protection DP Area is designated to protect the natural beauty of Kootenay Lake's shoreline, protect the area as a natural resource and as a water source for many users.

The Lakefront Protection DPA is established for the purpose of protecting the natural environment and protection from hazardous conditions, pursuant to Sections 488(1)(a) and 488(1)(b) of the Local Government Act and ensuring that development does not negatively impact the high-quality functioning of the lakefront, lake and foreshore ecosystems.

The lands within the Lakefront Protection DPA are defined in Map C. This DPA generally includes properties that are within 30 metres of the natural boundary of Kootenay Lake and certain upland areas beyond this threshold that are integral to the lakeshore ecosystem, at risk of erosion or inundation, as shown on Map C. The DPA also includes village properties and tenures within the lake and Kaslo Bay.

The Kootenay Lake Partnership, which includes the Village, developed the Shoreline Guidance Document to advance sustainable management of the lake and our natural surroundings (see http://kootenaylakepartnership.com/). The document is a key reference for preparing an environmental impact assessment and evaluating proposed development within the Lakefront Protection DPA.

16.4.2 Regulated Development

Within the Lakefront Protection DPA, no change of land use, subdivision, or site alteration is allowed without a Development Permit.

The Lakefront Protection DPA regulates the following activities:

i. disturbance of soils;
ii. aquatic vegetation removal;
iii. construction, erection or alteration of buildings and structures, including boat launches, floating structures, docks and boat houses;
iv. creation of non-structural impervious or semi-pervious surfaces;
v. construction or maintenance of flood and erosion protection works;
vi. preparation for or construction of roads, trails, docks, boat launches, wharves and bridges;
vii. provision of sewer and water services;
viii. drawing or discharge of water;
ix. development of drainage systems;
x. development of utility corridors;
xi. blasting and pile driving; and
xii. moorage.

16.4.3 Guidelines

1. A development permit under this section may not be issued before other required approvals or permits are obtained from provincial or federal authorities having jurisdiction.

2. New roads and septic systems are discouraged but, if necessary, the design and construction of the road or septic system shall be supervised by a qualified professional to ensure that the DPA objectives are met.

3. Areas for a motorized and non-motorized boat launch area are permitted if boat launch ramps are located on stable, non-erosional banks, but no motorized boat launch shall be permitted east and south of Moyie Beach to the mouth of Kaslo River.

4. Development in the DPA, from Moyie Beach, east and south to beyond the mouth of Kaslo River except for the Logger Sports ground, shall be limited to passive recreational

amenities, such as walking and multi use trails, natural parks areas, non-motorized pleasure craft launches, and park benches.

5. Negative visual impact of a development to the natural setting, views of the lake and landscape should be minimized.

6. An Environmental Impact Assessment prepared by a qualified professional is required for all new development and should include the following information:

    a. An assessment of ecological, cultural values and archaeological potential following the Shoreline Guidance Document and mapping (see http://kootenaylakepartnership.com/).

    b. Identification of mitigation options and design alternatives to minimize and avoid potential negative impacts of the proposed development on ecology, cultural values and archaeology, including post-construction restoration.

    c. A geotechnical analysis of slope stability for slopes of 30% or more.

    d. Measures to maintain or improve the integrity and function of the riparian area.

    e. A revegetation plan to improve natural control erosion, protect banks, and protect riparian and fish habitat may also be required.

7. Design of buildings should respect the Village of Kaslo Building Design Guidelines and the Colour Design Guidelines and be constructed of high-quality, stable materials, including finishes and preservatives, that will not degrade water quality.

8. Docks should be constructed so that they do not rest on the bottom of the foreshore at low water levels.

9. The village may require security from the applicant in excess of the estimated cost of post-construction mitigation or habitat restoration as surety the work is completed.

16.4.4. Exemptions

1. Within the existing boat club and public dock Crown lease area:

    a. An Environmental Impact Assessment is not required for construction or alteration of a dock, or boathouse.

    b. A Lakefront Protection DP is not required for moorage.

2. Maintenance of existing works and infrastructure.

16.4.5 Application and Review Procedure

1. An application for a Lakefront Protection DP shall include a plan of the development along with an Environmental Impact Assessment, and other information or professionally prepared reports requested by the village.

2. The village may obtain independent professional advice or peer review of the reports submitted with application at the expense of the applicant.

3. Issuance of a Lakefront Protection DP shall be decided by Council within a reasonable time after the village has received a complete application, which should include all required permits and approvals from other authorities having jurisdiction.

16.5 Stream Protection DPA

16.5.1 Context and Purpose

Within the Stream Protection DPA, no change of land use, subdivision, or site alteration is allowed without a Development Permit.

The Stream Protection DP Area is established for the purpose of protecting the natural environment and protection from hazardous conditions, pursuant to Sections 488(1)(a) and 488(1)(b) of the Local Government Act and ensuring that development does not negatively impact the functioning of the riparian ecosystems.

The lands within the Stream Protection DPA are defined in Map C. This DPA includes properties that are within 30 metres of the natural boundary of Kaslo River, as shown on Map C.

The Kaslo River is a significant water resource traveling through the village and entering Kootenay Lake. The river is also a spawning river. The intent of this DPA is to prevent development and other activities in areas that will negatively affect the functioning of the riparian ecosystem.

16.5.2 Regulated Development

Within the Stream Protection DPA, no change of land use, subdivision, or site alteration is allowed without a Development Permit.

The Stream Protection DPA regulates the following activities:

i. disturbance of soils;
ii. construction, erection or alteration of buildings and structures;
iii. creation of non-structural impervious or semi-pervious surfaces;
iv. flood and erosion protection works;
v. removal of vegetation other than removal of hazard trees;
vi. preparation for or construction of roads, trails, docks, wharves and bridges;
vii. provision and maintenance of sewer and water services;
viii. development of drainage systems;
ix. development of utility corridors; and
x. blasting and pile driving.

16.5.3 Guidelines

1. A Stream Protection Development Permit may not be issued before other required approvals or permits are obtained from provincial or federal authorities having jurisdiction.

2. To protect aquatic and riparian habitat and to maintain flow capacity, maintain flood control structures, and reduce the risk of flooding.

3. No person shall do anything that would, directly or indirectly, foul, obstruct, redirect, or impede a watercourse, bank, dike, or waterfront.

4. An Environmental Impact Assessment, completed by a qualified professional, shall be required for all properties where the riparian area is affected by the development to evaluate the impacts of a proposed development on the natural environment. The Environmental Impact Assessment shall include the following information:

    a. Information regarding potential impacts of the proposed development, mitigation options and design alternatives;

    b. Evidence that the development will not result in harmful alterations, disruption or destruction of riparian areas;

    c. Indicate that the slope stability will not be jeopardized if the area has a slope of 30% or more; and

    d. Specify measures to restore and maintain the integrity of the riparian system, which may include native plantings and riparian habitat enhancements beyond the developed area.

5. Development of structures, other than flood protection structures and erosion mitigation measures, public recreation trails, or access necessary for maintenance, shall have a minimum setback from the natural boundary of the watercourse, as specified in the Floodplain Management Bylaw or as determined by a qualified environmental professional.

6. A drainage plan must be completed and include recommendations for implementation with the proposed development. The drainage plan must also minimize and mitigate the impact on the riparian area during construction, which may include temporary measures that will be removed after the proposed development is completed. The drainage plan must include recommendations that address the following factors:

    a. Water quality;

    b. Water quantity;

    c. Erosion control;

    d. Impact on fish habitat; and

    e. Physical riparian functions.

7. The village may require security from the applicant exceeding the estimated cost of post-construction mitigation, riparian or habitat restoration as surety the work is completed.

8. Where the proposed development impacts a portion of the riparian area owned by the village, or mitigation measures are required on village land other than dikes, Council approval of the development permit may be deemed permission from the village for such work to take place at the risk and expense of the applicant.

16.5.4 Exemptions

A development permit is not required for council-approved maintenance or construction of flood control dikes or riverbank erosion control measures by the village, where the village has completed and environmental impact assessment and obtained permits from provincial and federal authorities having jurisdiction for the work, or for work undertaken during a local state of emergency due to flooding.

16.5.4 Application and Review Procedure

1. An application for a Stream Protection DP shall include a plan of the development along with the required Environmental Impact Assessment, and other information or professionally prepared reports requested by the village.

2. The village may obtain independent professional advice or peer review of the reports submitted with application at the expense of the applicant.

3. Issuance of a Stream Protection DP shall be decided by Council within a reasonable time after the village has received a complete application, which should include all required permits and approvals from other authorities having jurisdiction.

16.6 Wildfire Protection DPA

16.6.1 Context and Purpose

The Wildfire Protection DPA is established for the purpose of protection from hazardous conditions, pursuant to 488(1)(b) and 492(2)(a), (c) and (d) of the Local Government Act, by encouraging development to be resilient to natural hazards and climate change.

The lands within the Wildfire Protection DPA are defined in Map C. This DPA includes properties that are within the realm of the wildland-urban interface, and developed areas with a significant forest canopy, where mitigation efforts to reduce the risk of wildfire can help prevent, reduce, or slow the spread of fire between structures and the forests surrounding Kaslo. The adoption of these development guidelines is a key step towards making Kaslo a more resilient, fire-adapted community.

16.6.2 Regulated Development

Within the Wildfire Protection DPA, no new construction of a dwelling, addition, or accessory structure for which a building permit is required is allowed without a Wildfire Protection Development Permit.

A permit issued under this section in relation may include:

1. requirements respecting the character of the development, including landscaping, and the siting, form, exterior design and finish of buildings and other structures, and;
2. establishing restrictions on the type and placement of trees and other vegetation in proximity to the development.

16.6.3 Guidelines

1. Applicants may be required to provide a FireSmart Assessment Report prepared by a Wildfire Mitigation Specialist before or after construction.
2. New buildings or structures and associated accessory buildings and structures should be located as far away from any wildfire risk areas as is reasonably possible or feasible.
3. Fire resistive materials and construction practices should be required for all subject development in the Wildfire Protection DPA:
    a. fire retardant roofing materials should be used, and asphalt or metal roofing given preference;
    b. decks, porches and balconies should be sheathed with fire resistive materials;
    c. all eaves, attics, roof vents and openings under floors should be screened to prevent the accumulation of combustible material, using 3mm, non combustible wire mesh, and vent assemblies should use fire shutters or baffles;
    d. exterior walls should be sheathed with fire resistive materials;
    e. fire-resistive decking materials, such as solid composite decking materials or fire-resistive treated wood, should be used;
    f. all windows should be tempered or double-glazed to reduce heat and protect against wind and debris that can break windows and allow fire to enter the building or structure.
4. The following landscape and service conditions should be required in respect of subject development:
    a. a defensible space of at least 10 metres, where practical, should be managed around buildings and structures with the goal of eliminating fuel and combustible debris, reducing risks from approaching

wildfire and reducing the potential for building fires to spread to the forest;

b. the defensible space should be larger in areas of sloping ground where fire behaviour creates greater risk, and;

c. avoid the use of highly combustible landscaping materials, such as wood chips.

5. Applicants may be required to submit a tree assessment and retention/restoration plan completed by a qualified professional.

16.6.4 Application and Review Procedure

1. An application for a Wildfire Protection DP shall include:

   a. a sketch or site plan of the parcel showing the location of existing and proposed structures, vegetation and landscaping within 30 metres of the structures, nearest fire hydrant, driveways, roads and general topography, and;

   b. an exterior sketch or elevation plan the building or structure that indicates the fire resistive materials and features to be used in the construction.

2. After receipt of a complete application, village staff shall review the application and, within 20 business days, may:

   a. approve the application if it meets the Wildfire Protection DPA requirements;

   b. approve the application with conditions relating to character of the development, including landscaping, and the siting, form, exterior design and finish of buildings and other structures;

   c. establish restrictions on the type and placement of trees and other vegetation in proximity to the development;

   d. request additional information, such as a FireSmart Assessment, a report prepared by a Wildfire Mitigation Specialist, Fire Chief or other professional;

   e. refer the application to Council, or;

   f. may deny the permit if the development is not compatible with the objectives of the Wildfire Protection DPA requirements.

3. A denial, or conditions of approval, may be appealed to Council by the applicant.

17.0 Energy and Climate Change

17.1 Objectives

1. The Village is a signatory to the BC Climate Action Charter and the West Kootenay 100% Renewable Energy Plan (see Appendix IV). The Village encourages the efforts to reduce carbon emissions and adapt to a changing climate, by:

    a. Considering energy and carbon emission and climate related impacts in land use.

    b. Working toward carbon neutrality by focusing on energy efficient community design and retention of green space.

    c. Encouraging the use of local and low carbon materials and green and carbon neutral building techniques in new and retrofitted developments.

    d. Supporting mixed use and medium density development in lands adjacent to where services and amenities are available.

17.2 Policies

The Village will:

1. Identify and act on opportunities to adapt to and mitigate the impacts of climate change.

2. Working with the UBCM, support, encourage and lobby the Provincial Government to create initiatives and enact legislation to provide local governments with the necessary tools and funding opportunities to better address climate change, energy efficiency and energy security issues.

3. Refer to, and utilize in decision making, climate change impacts and Greenhouse Gas Reduction projections produced by academic, government and not-for-profit institutions.

4. Consider climate change, its potential impacts, and mitigation measures when reviewing new development applications and undertaking long term planning initiatives.

5. Act on opportunities to adapt to the impacts of climate change.

6. Ensure bids, tenders and contracts for planning and development have criteria for climate change adaptation and energy reduction.

7. Depending on the risk and probability of occurrence, lands susceptible to increased risk of natural hazards related to climate change will not be considered for development, unless mitigation measures are taken.

8. Engage the community by raising awareness respecting climate change, adapting to climate impacts, promoting community wide emission reductions.

9. Work with community organizations to continue to retain and improve the pedestrian trail network within the village and promote active transportation towards carbon neutrality.

10. Work with other levels of government to expand public transit services throughout the area.

11. Encourage the use of electric or low emissions vehicles.

12. Maintain and expand electric vehicle charging stations as community need determines.

13. Encourage composting and recycling.

14. Ensure public awareness of and use regulatory bylaws that reduce carbon emissions and improve air quality such as an Anti-Idling Bylaw and the annual burning restrictions.

15. Switch streetlights to LED.
16. Adopt a water conservation bylaw.
17. Encourage community groups to provide environmental and climate change related education opportunities, especially for the youth.

18.0 OCP Amendment Process

18.1 Objective

To provide criteria to evaluate a proposed amendment to the OCP land use designation (amendment), objectives or policies.

18.2 Policies

1. When reviewing an application for an amendment of the OCP, Council may consider any of the following criteria and any other criteria that the Village deems relevant to evaluate the proposal:

    a. The proposed amendment should be compatible with current surrounding land uses and possible future land uses shown on Map B - Land Use Designations Map.

    b. The proponent shall show how the proposed use will have positive environmental outcomes.

    c. The proponent shall identify and address any potentially hazardous conditions, such as flood hazards or steep slopes (see Maps A.1 to A.3)

    d. The proponent must demonstrate that the site will have access to adjacent roadways and will be provided with adequate potable water and sewer services.

    e. The proposed designation should be consistent with the vision, goals, objectives, and policies of this OCP.

    f. The proposed designation shall not negatively impact the watershed.

    g. The proposed designation shall not dramatically increase net impervious surfaces.

19.0 Beyond the Boundary and Towards Reconciliation

19.1 Context and Purpose

The Village is the current caretaker of the land within its boundaries. Except for the recent annexation of the Aerodrome lands, the municipal boundary is the same as it has been for over 125 years. But the village serves a wider area and planning decisions are made by other authorities having jurisdiction that can affect what happens within the village, such as changing traffic patterns and enquiries to extend village water service. Meanwhile, area indigenous communities were never engaged meaningfully in the establishment and development of the village over the years or the exploitation of natural resources that led to its initial settlement and subdivision of land.

Village boundary expansion has been considered since at least the 1990s. The Village also operates, but does not own or control, the McDonald Creek water service. The Village also owns large tracts of land along Kaslo River to the west. Our source water infrastructure is located on crown provincial land in the Kemp Creek Watershed, an area open to heli-ski operations and forestry. This area is particularly vulnerable to environmental impacts and hazards, which resulted in the water intake dam and pipe being severely damaged in a debris flood in 2020. Yet the Village has no authority to make improvements upstream of the dam to reduce the environmental degradation. Boundary expansion needs to be considered and the process should include meaningful consultation with area indigenous communities to build consensus that the Village is an appropriate caretaker for the expanded area, and how, when, and why these communities want to be consulted about the OCP, if at all.

On September 21, 2021, Council endorsed the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and the Truth and Reconciliation (TRC) Calls to Action as the framework for reconciliation. Council also recognized the need to consult and engage indigenous communities towards mutual learning and understanding during the Official Community Plan Review process. Early in the process, reconciliation was recognized as important to health and social wellbeing and recognizing indigenous cultural values as important to history and heritage. But consultation and engagement is not so simple a task when no prior relationship has been established. We must recognize that building these relationships and trust could take years.

A municipality is not a sovereign (independent) form of government, unlike the federal and provincial government. Municipalities are corporations created by provinces to provide local services, tax collection, and planning within their boundaries, but with limited ability to enact laws except those within the powers explicitly granted to them. Endorsement of UNDRIP shows support for the principles of the Declaration generally. The provincial and federal legislation already compel municipalities (among others) to obtain the free, prior, and informed consent with affected indigenous communities. This does not necessarily mean achieving consent, which is not always possible, but making a good faith effort and legitimate process of working towards achieving consent.

See Map H for Boundary Expansion Options for consideration.

19.2 Objectives

1. To establish and build relationships with area indigenous communities so that meaningful consultation and engagement on land use, environmental protection and stewardship, shared values, and municipal boundary expansion can begin.

2. To expand the jurisdiction of the Village beyond the current municipal boundary to ensure sustainable, resilient service delivery and appropriate land use planning.

19.3 Policies

The Village will:

1. Consult and engage with local indigenous communities including the Ktunaxa Nation Council and specifically the Yakan Nukiy (Lower Kootenay Band) near Creston, towards establishing and building a lasting working relationship through mutual learning, understanding and shared values.

2. Incorporate what was learned into the Official Community Plan through amendment.

3. Harmonize its bylaws and policies with the relevant principles of UNDRIP and the TRC Calls to Action as bylaws and policies are introduced or revised, and this commitment be articulated in the Corporate Strategic Plan.

4. Ask the Kootenay Lake Historical Society to review the Village's archives to identify and collect copies of any local records relevant to the history and legacy of the residential school system, and to provide these to the National Centre for Truth and Reconciliation. (TRC Call to Action #77)

5. Provide training opportunities for staff and Council on the history of Aboriginal peoples, including the history and legacy of residential schools, the United Nations Declaration on the Rights of Indigenous Peoples, Treaties and Aboriginal rights, Indigenous law, and Aboriginal–Crown relations. This will require skills-based training in intercultural competency, conflict resolution, human rights, and anti-racism. (TRC Call to Action #57).

6. Plan and consider the best options for boundary expansion to enable extending services, protect the environment, and sources of water, manage resources, and establish land use planning that is consistent with the OCP's objectives and policies, and what was learned through engagement and consultation with aboriginal communities, area residents, and other stakeholders.

7. Remember that we are the caretakers of the land during our brief time here in the earth's history and our decisions today affect the generations to come.

20.0 Maps

Maps A.1 to A.3 – Natural Hazards

- A.1 – Flood Hazard Map
- A.2 – Slope Hazard Map
- A.3 – Terrain Assessment

Map B – Land Use Map

Map C – Development Permit Areas

Map D – Transportation

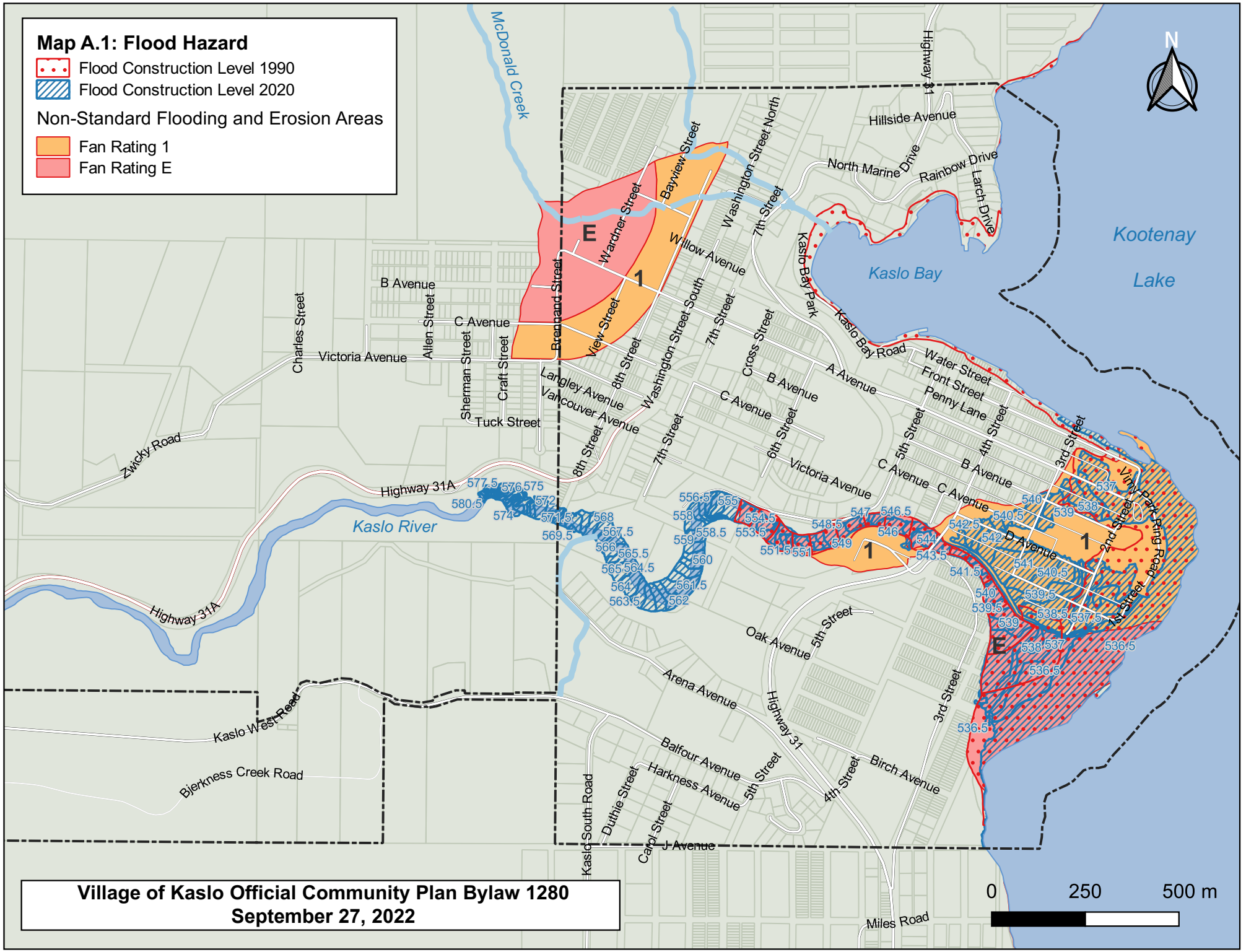
Map E – South Kaslo Planning Area

Map F – Waterfront Development Area

Map G - Aerodrome Development Area

Map H – Boundary Expansion Options

Map I - Infrastructure


Map A.1: Flood Hazard
Flood Construction Level 1990
Flood Construction Level 2020
Non-Standard Flooding and Erosion Areas
Fan Rating 1
Fan Rating E
McDonald Creek
Highway 31
Hillside Avenue
North Marine Drive
Rainbow Drive
Larch Drive
Bayview Street
Washington Street North
7th Street
Wardner Street
Willow Avenue
Kaslo Bay
Kootenay Lake
Kaslo Bay Park
Kaslo Bay Road
Water Street
Front Street
Penny Lane
A Avenue
B Avenue
C Avenue
D Avenue
3rd Street
4th Street
5th Street
6th Street
Cross Street
Victoria Avenue
B Avenue
C Avenue
Charles Street
Allen Street
Sherman Street
Craft Street
Tuck Street
Brennand Street
View Street
8th Street
Washington Street South
7th Street
Langley Avenue
Vancouver Avenue
8th Street
7th Street
Zwicky Road
Highway 31A
Kaslo River
Vimy Park Ring Road
2nd Street
1st Street
Oak Avenue
5th Street
Arena Avenue
Highway 31
3rd Street
Kaslo West Road
Bjerkness Creek Road
Balfour Avenue
Harkness Avenue
5th Street
4th Street
Birch Avenue
Kaslo South Road
Duthie Street
Carol Street
J Avenue
Miles Road
E
1
0
250
500 m
N
Village of Kaslo Official Community Plan Bylaw 1280
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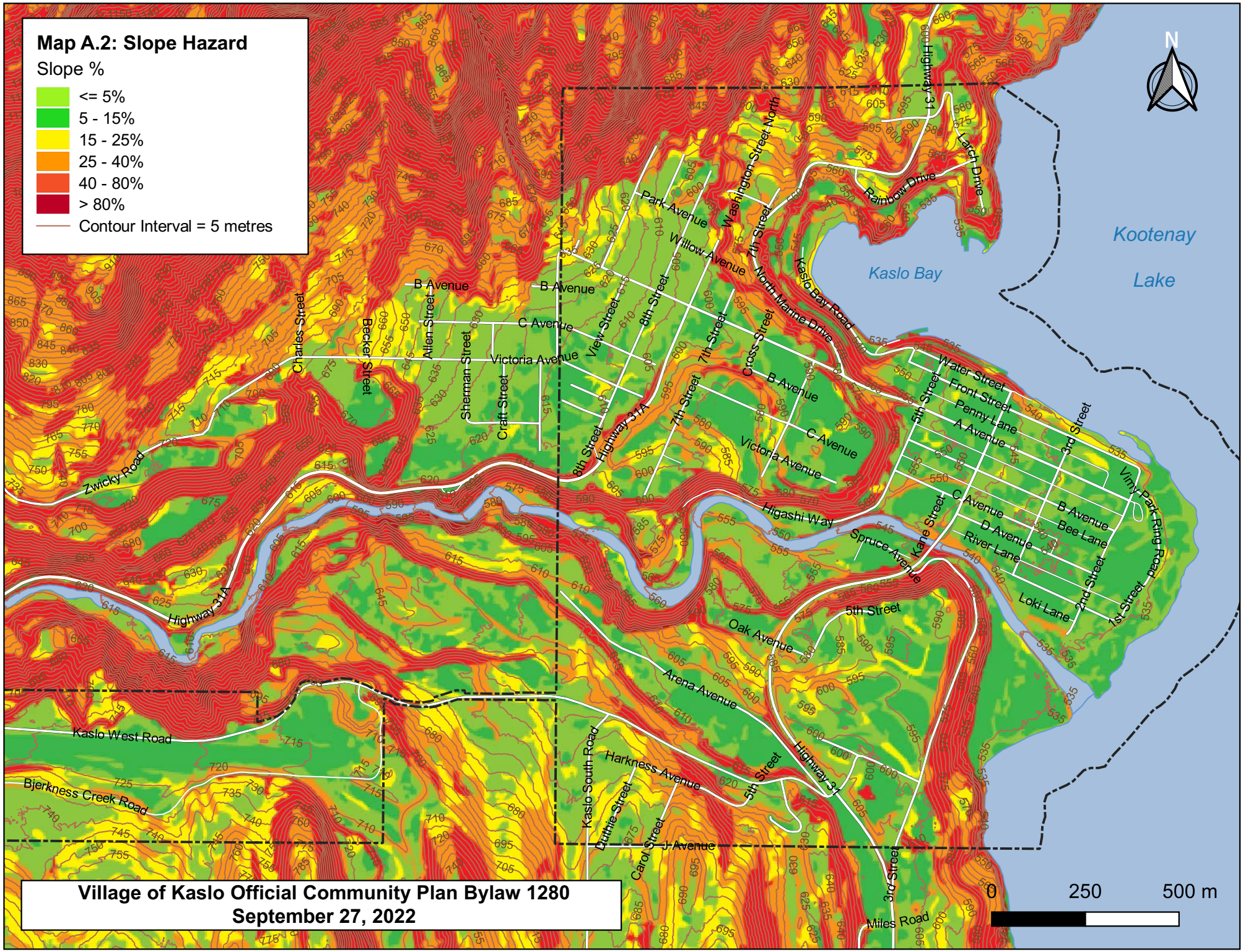
Map A.2: Slope Hazard
Slope %
<= 5%
5 - 15%
15 - 25%
25 - 40%
40 - 80%
> 80%
Contour Interval = 5 metres
N
Kootenay Lake
Kaslo Bay
Highway 31
Larch Drive
Rainbow Drive
Washington Street North
Park Avenue
Willow Avenue
7th Street
North Marine Drive
Kaslo Bay Road
Cross Street
Water Street
Front Street
Penny Lane
A Avenue
3rd Street
Vimy Park Ring Road
5th Street
B Avenue
C Avenue
Victoria Avenue
8th Street
Highway 31A
Charles Street
Beaker Street
Allen Street
Sherman Street
Craft Street
View Street
Zwicky Road
Higashi Way
Spruce Avenue
Kane Street
D Avenue
River Lane
Bee Lane
2nd Street
1st Street
Loki Lane
Oak Avenue
Arena Avenue
Harkness Avenue
Kaslo South Road
Duthie Street
Carol Street
J Avenue
Kaslo West Road
Bjerkness Creek Road
Miles Road
0
250
500 m
Village of Kaslo Official Community Plan Bylaw 1280
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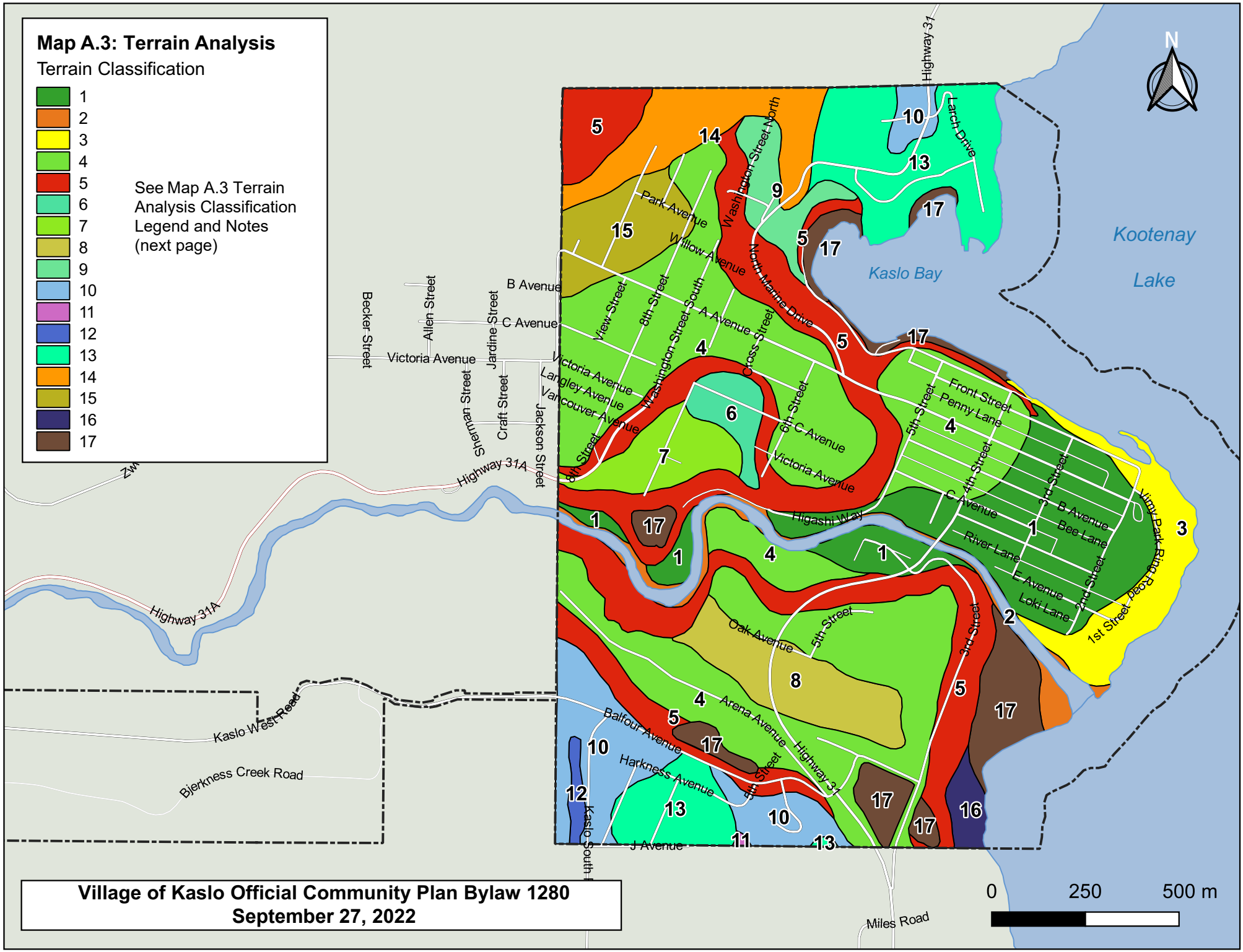
Map A.3: Terrain Analysis
Terrain Classification
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
See Map A.3 Terrain Analysis Classification Legend and Notes (next page)
Kootenay Lake
Kaslo Bay
Highway 31
Highway 31A
Kaslo West Road
Bjerkness Creek Road
Miles Road
Becker Street
Allen Street
Jardine Street
Sherman Street
Craft Street
Jackson Street
B Avenue
C Avenue
Victoria Avenue
Langley Avenue
Vancouver Avenue
Park Avenue
Willow Avenue
Washington Street North
Washington Street South
View Street
8th Street
6th Street
5th Street
4th Street
3rd Street
2nd Street
1st Street
Cross Street
North Marine Drive
Larch Drive
Front Street
Penny Lane
Higashi Way
River Lane
Bee Lane
Loki Lane
Vimy Park Ring Road
Oak Avenue
Arena Avenue
Balfour Avenue
Harkness Avenue
J Avenue
Kaslo South Road
E Avenue
0
250
500 m
Village of Kaslo Official Community Plan Bylaw 1280
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Map A.3: Terrain Assessment - Classification Legend and Notes

REFERENCE		1	1						2	3	3			4	5	6	7	8	8	8	8	8	8
CLASS	DESCRIPTION	HAZARD	CATEGORY	TERRAIN CLASS	TEXTURE	SLOPE	DEPTH to WATERTABLE	FLOOD FREQUENCY	SOIL DRAINAGE	ROCKINESS CLASS	STONINESS CLASS	COARSE FRAGMENT % by weight	PARTICLES % BY WEIGHT <2mm	EST. UNIFIED CLASSIFICATION GROUP	EST. SHRINK WELL	EST.SUSCEPT. TO FROST ACTION	PERMEABILITY CLASS	DWELLINGS WITH BASEMENT	SEPTIC TANK FILTER FIELD	ROADS AND STREETS	SHALLOW EXCAVATION	SOLID WASTE DISPOSAL	SAND AND GRAVEL
1	Loamy sand capping over cobbly sandy gravel fluvial fan	None	Fluvial	kgs - kg Ff/Fl	ls	0.5 to 3	2 to 5m	None to rare	Well to rapid	0	2	60	40	GW-GP	nil to very low	none	rapid	S (5)	M 5(3)	S	M 5	M 3(1)	goof
2	Recent active cobbly river bars	Flood	Fluvial	kg Fl $^{-A}$	kg	0 to 5	3m	Frequent	n/a	0	5	85	15	GW-GP	nil	none	rapid	E 2,5	E 1,2	E 1,2	E 2,11	E 1,2	fair ^{15}
3	Cobbly gravelly beach	Flood	Fluvial	kg Fl -A	kg	1 to 2	1m	Frequent	Rapid to very rapid	0	5	85	15	GW,GP	nil to very low	none	rapid	E 2,5	E 2,11	E 1,2	E 2,11	E 1,2	fair ^{15}
4	Sandy loam capping over bouldery sandy gravel glaciofluvial terrace	None	Glaciofluvial	bg F^{G}t	bg	0 to 5	n/a	None	Rapid to very rapid	0	2 to 3	50 to 70	30 to 40	GP to GW	nil to very low	none	well to rapid	M 5	M 5(3)	S 5	M 5	M 3	good
5	Bouldery gravel scarp face of glaciofluvial terrace	Slides, erosion	Glaciofluvial	bg F^{G}s	bg	60 to 75	n/a	None	Very rapid	0	5	82	18	GP to GW	very low	none	rapid	E 4,5	E 4,5(3)	M 4(14)	E 4,5	E 3,4	good
6	Silty fine sand over layers of sand and clay glaciofluvial terrace	None	Glaciofluvial	$fs/s/c F^{G}t	$s	0	2 to 3m	Rare	Moderately well	0	0	0	100	SM	very low	slight to high	rapid to moderate	M 8,10,11	M 1,8	S	S	S (8)	unsuited
7	Bouldery sandy gravel over bedrock at 3 to 5m (estimated)	None	Glaciofluvial	bg F^{G}t	sg	5 to 30	n/a	None	Rapid	0	4	82	18	GW	nil	none	rapid	M 5(4)	M 5(4,3)	M (4,5)	M 5(4)	M 3	good
8	Strongly rolling bouldery sandy gravel glaciofluvial terrace	None	Glaciofluvial	bg F^{G}rh	sg	20 to 30	n/a	None	Rapid	0	3 to 4	60 to 70	30 to 40	GP to GW	very low	none	rapid	E 5,4	M 4,5(3)	M 4(5)	E 4,5	E 3,4	good
9	Sandy gravel to gravelly sand glaciofluvial hummocky terrace w/ minor depressior	None	Glaciofluvial	sg-gs F^{G}ad	gs	5 to 20	5m in depre	None	Well to poor	0	2	40	80	SP	very low	none to very slight	rapid	M (4) [E 1,8]	S 4 [E 1,8]	S (4)	S [E 1,8]	S (4)	fair
10	Compacted gravelly sandy loam morainal blanket	Slight surface erosion	Moraine	gsl Mb	sl	5 to 15	n/a	None	Moderately well	1	0	21	79	SM to SC	low	slight to high	moderate	M (4)	M (4,11)	S (4,14)	M 11,14	S	unsuited
11	Compacted gravelly sandy loam morainal blanket with steep slope	Slumping	Moraine	gsl Mbv-E	sl	35 to 40	n/a	None	Moderately well to wel	2	1	20	80	SM to SC	low	slight to high	moderate	E 4(5)	E 4,11	M 4(14)	E 4,5	E 4	unsuited
12	Sandy loam overyling silty clay loam moraine depression	Innundation	Moraine	SL/$Cl Mb-W	sl to $cl	Depressional	0.3m	Frequent	Imperfect to poor	0	0	10	90	SC to ML	low to very low	medium to very hi	slow to very slow	E 1,2,8	E 1,2,8	E 2,8,9	E 1,2,8	E 1,8	unsuited
13	Bouldery rubbly debris veneer and colluvium	None	Colluvial Debris Veneer	ar Cv	sg	10 to 40	5m	None	Well to rapid	4	5	90	10	GP	very low	none	rapid	E 7	E 5,6,11	M 4(11)	E 6,11	E 11	poor ^{15}
14	(See 13) on very steep slopes with bedrock outcrops	Rockfall	Colluvial Debris Veneer	ar Cv/R	sg	40	5m	None	Well to rapid	5	5	90	10	GP	very low	none	rapid	E 7	E 7	E 4,14	E 4,5,11	E 4,11	poor ^{15}
15	Rubbly loamy sand colluvial fan overlying glaciofluvial terrace	None	Colluvial Debris Flow	(rls Cf)/(bg F^{G}t)	ls	5 to 10	n/a	None	Well	1	2	80	20	GP	very low	none	moderate to rapid	M (5)	S	S	M (5)	S	good $_{15}$
16	Very steep rock cliff	Rockfall	Colluvial Debris Flow	Rs//rCv	n/a	Vertical	n/a	None	Rapid	5	2	n/a	n/a	n/a	n/a	n/a	n/a	E 4,6	E 4,5(3)	E 4,6	E 4,6	E 4,6	unsuited
17	Landfill, gravel pits, sawmill waste, and refuse dump	Contamination	Anthropogenic	A	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

REFERENCE

1 see Terrain Classification, 1981, BC Ministry of Environment
2 see Appendix 2 of the Talisman Terrain Assessment for Settlement Suitability, Village of Kaslo, 1982
3 see Appendix 3 of above
4 see Appendix 4 of above
5 see Appendix 5 of above
6 see Appendix 6 of above
7 see Appendix 7 of above
8 See Appendix 8 of above

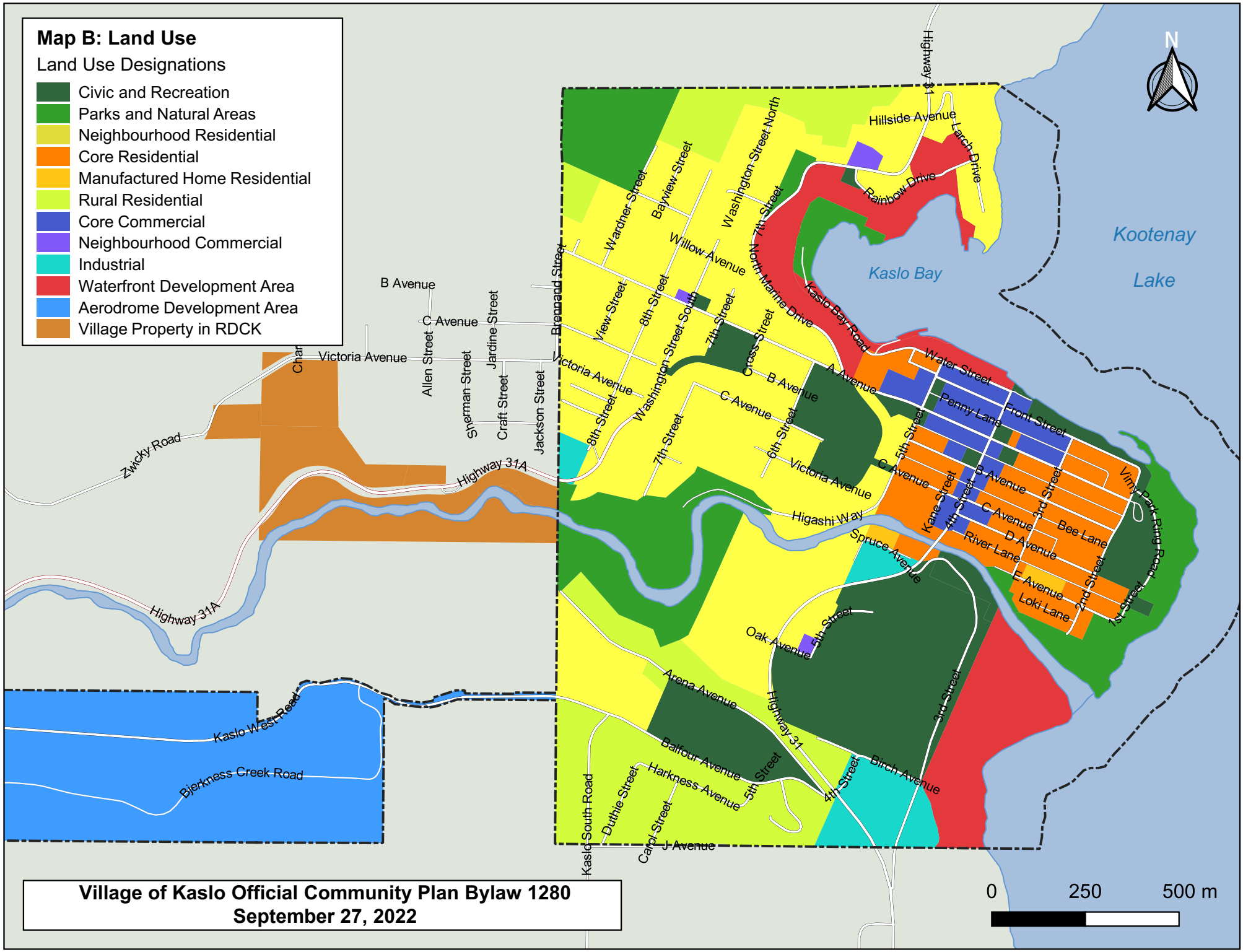
Limiting Factors

Limitation Rating S = Slight
M = Moderate
E = Severe

Example
Limitation Rating → **E** 2,3(5)
↓ severely limiting fac
↑ (moderately limit

1 seasonally high water table
2 flooding hazard
3 rapid permeability
4 excessive slope
5 excessive stoniness
6 excessive rockiness
7 more than 3 limiting factors
8 poor drainage
9 unfavourable soil texture (silty)
10 susceptible to frost heave
11 shallow depth to bedrock/impermeable
12 shrink-swell potential
13 excessive gravel
14 terrain hazard
15 insufficient sand content
16 low gravel content (2-80mm size)

This table and map are derrived from the report titled:
TERRAIN ASSESSMENT FOR SETTLEMENT SUITABILITY
VILLAGE OF KASLO, B.C.
Prepared by Talisman Land Resource Consultants, Vancouver, BC
December 1992


Map B: Land Use
Land Use Designations
Civic and Recreation
Parks and Natural Areas
Neighbourhood Residential
Core Residential
Manufactured Home Residential
Rural Residential
Core Commercial
Neighbourhood Commercial
Industrial
Waterfront Development Area
Aerodrome Development Area
Village Property in RDCK
N
Kootenay Lake
Kaslo Bay
Highway 31
Hillside Avenue
Larch Drive
Rainbow Drive
Washington Street North
Wardner Street
Bayview Street
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Brennand Street
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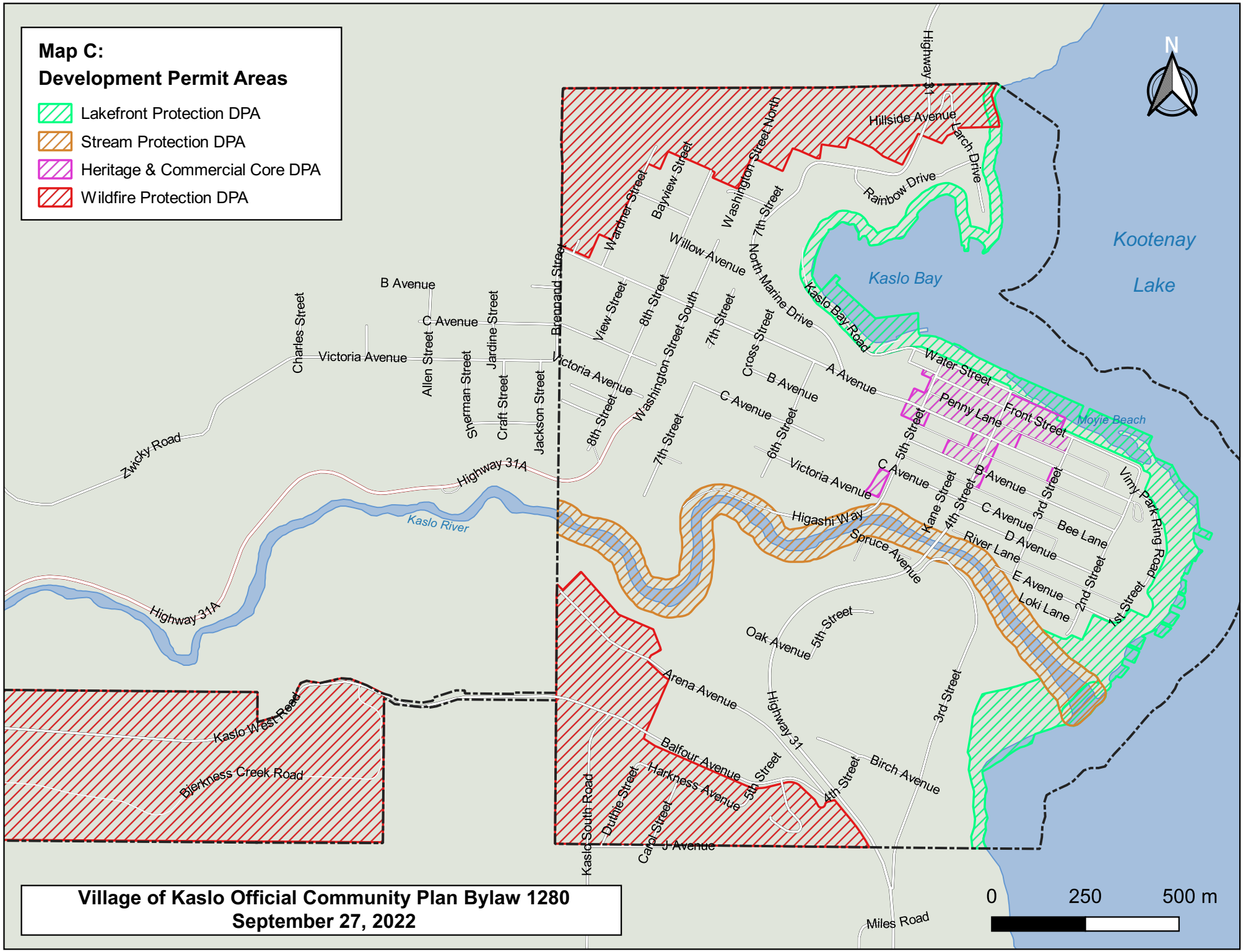
Map C:
Development Permit Areas
Lakefront Protection DPA
Stream Protection DPA
Heritage & Commercial Core DPA
Wildfire Protection DPA
N
Kootenay
Lake
Kaslo Bay
Moyie Beach
Kaslo River
Highway 31
Highway 31A
Hillside Avenue
Larch Drive
Rainbow Drive
Wardner Street
Bayview Street
Washington Street North
7th Street
Willow Avenue
North Marine Drive
Kaslo Bay Road
Water Street
Front Street
Penny Lane
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B Avenue
C Avenue
D Avenue
E Avenue
River Lane
Loki Lane
Bee Lane
Vimy Park Ring Road
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Brennand Street
View Street
8th Street
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7th Street
Zwicky Road
Oak Avenue
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Harkness Avenue
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Duthie Street
Carol Street
J Avenue
Kaslo South Road
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Bierkness Creek Road
Miles Road
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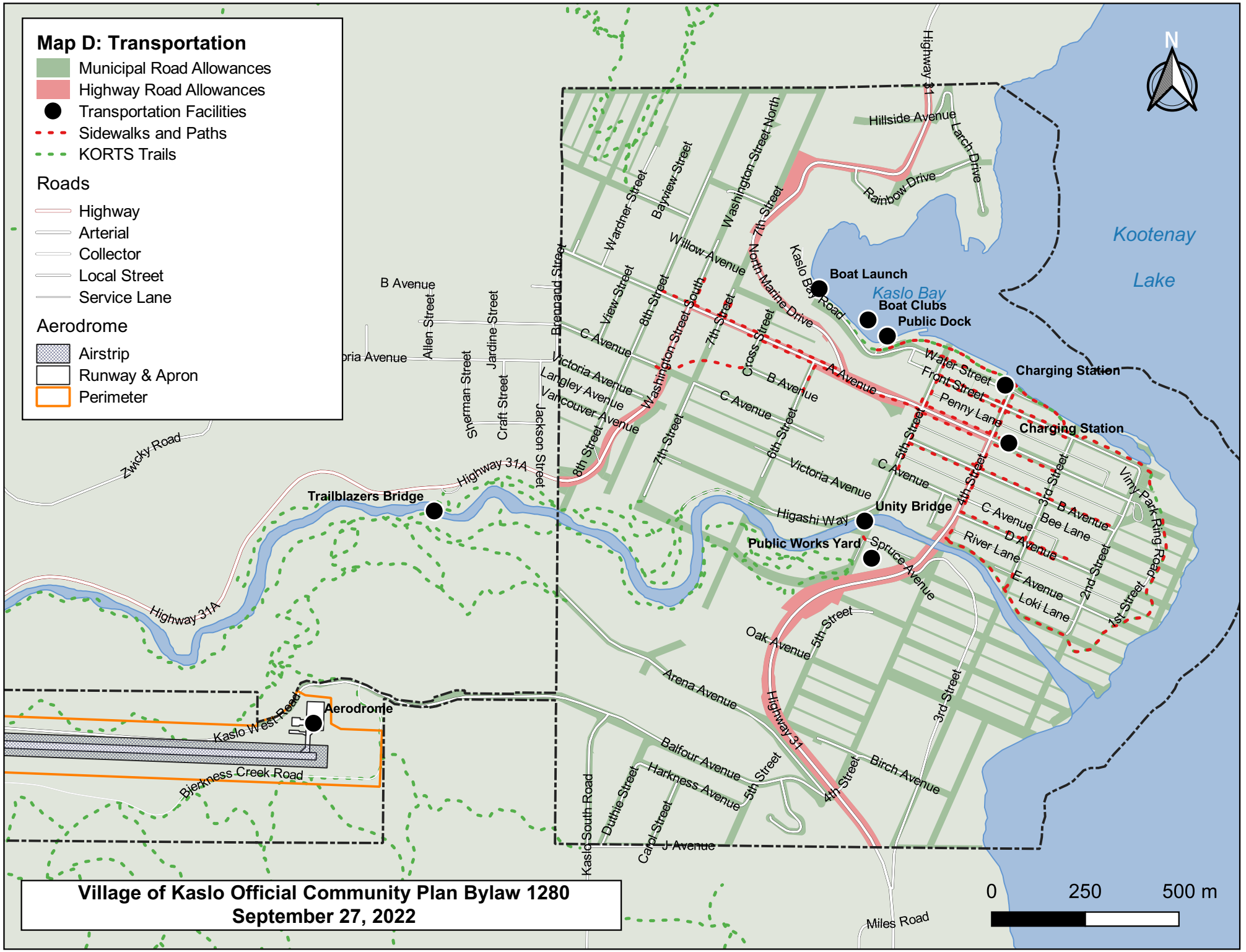
Map D: Transportation
Municipal Road Allowances
Highway Road Allowances
Transportation Facilities
Sidewalks and Paths
KORTS Trails
Roads
Highway
Arterial
Collector
Local Street
Service Lane
Aerodrome
Airstrip
Runway & Apron
Perimeter
N
Kootenay Lake
Kaslo Bay
Boat Launch
Boat Clubs
Public Dock
Charging Station
Charging Station
Unity Bridge
Public Works Yard
Trailblazers Bridge
Aerodrome
Highway 31
Highway 31A
Zwicky Road
Kaslo West Road
Bierkness Creek Road
Kaslo South Road
Miles Road
Hillside Avenue
Larch Drive
Rainbow Drive
Wardner Street
Bayview Street
Washington Street North
7th Street
Willow Avenue
North Marine Drive
Kaslo Bay Road
Water Street
Front Street
Penny Lane
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River Lane
Bee Lane
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Vimy Park Ring Road
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7th Street
8th Street
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Jardine Street
Sherman Street
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Langley Avenue
Vancouver Avenue
B Avenue
Oak Avenue
Arena Avenue
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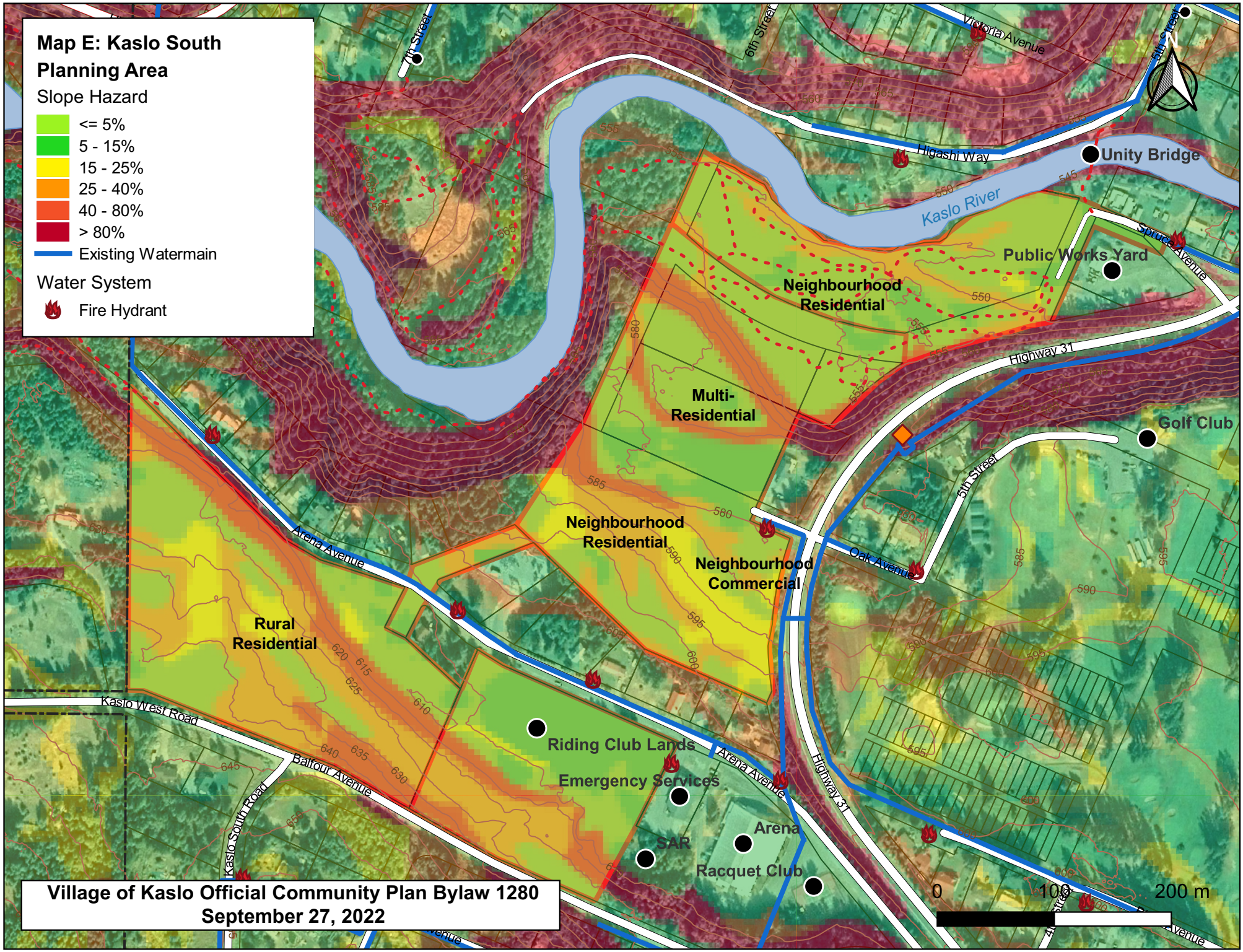
Map E: Kaslo South Planning Area
Slope Hazard
<= 5%
5 - 15%
15 - 25%
25 - 40%
40 - 80%
> 80%
Existing Watermain
Water System
Fire Hydrant
Kaslo River
Unity Bridge
Public Works Yard
Neighbourhood Residential
Multi-Residential
Neighbourhood Residential
Neighbourhood Commercial
Rural Residential
Golf Club
Riding Club Lands
Emergency Services
SAR
Arena
Racquet Club
Higashi Way
Victoria Avenue
6th Street
5th Street
Spruce Avenue
Highway 31
Oak Avenue
Arena Avenue
Kaslo West Road
Balfour Avenue
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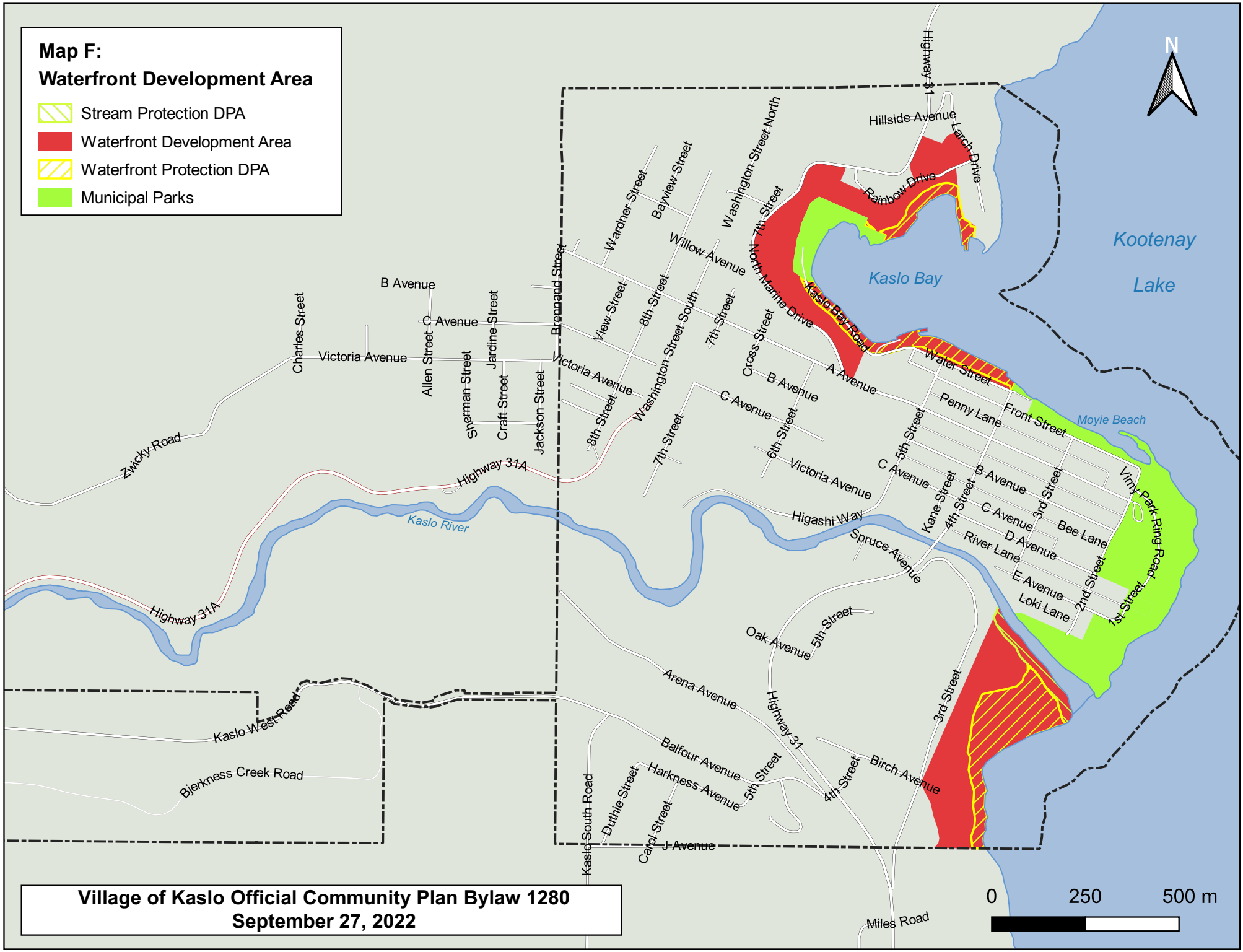
Map F:
Waterfront Development Area
Stream Protection DPA
Waterfront Development Area
Waterfront Protection DPA
Municipal Parks
N
Kootenay
Lake
Kaslo Bay
Moyie Beach
Kaslo River
Highway 31
Highway 31A
Hillside Avenue
Larch Drive
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Washington Street North
7th Street
North Marine Drive
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A Avenue
B Avenue
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Bee Lane
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5th Street
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Kane Street
Cross Street
Wardner Street
Bayview Street
Willow Avenue
Washington Street South
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Brennand Street
Victoria Avenue
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Allen Street
Sherman Street
Craft Street
Jackson Street
Jardine Street
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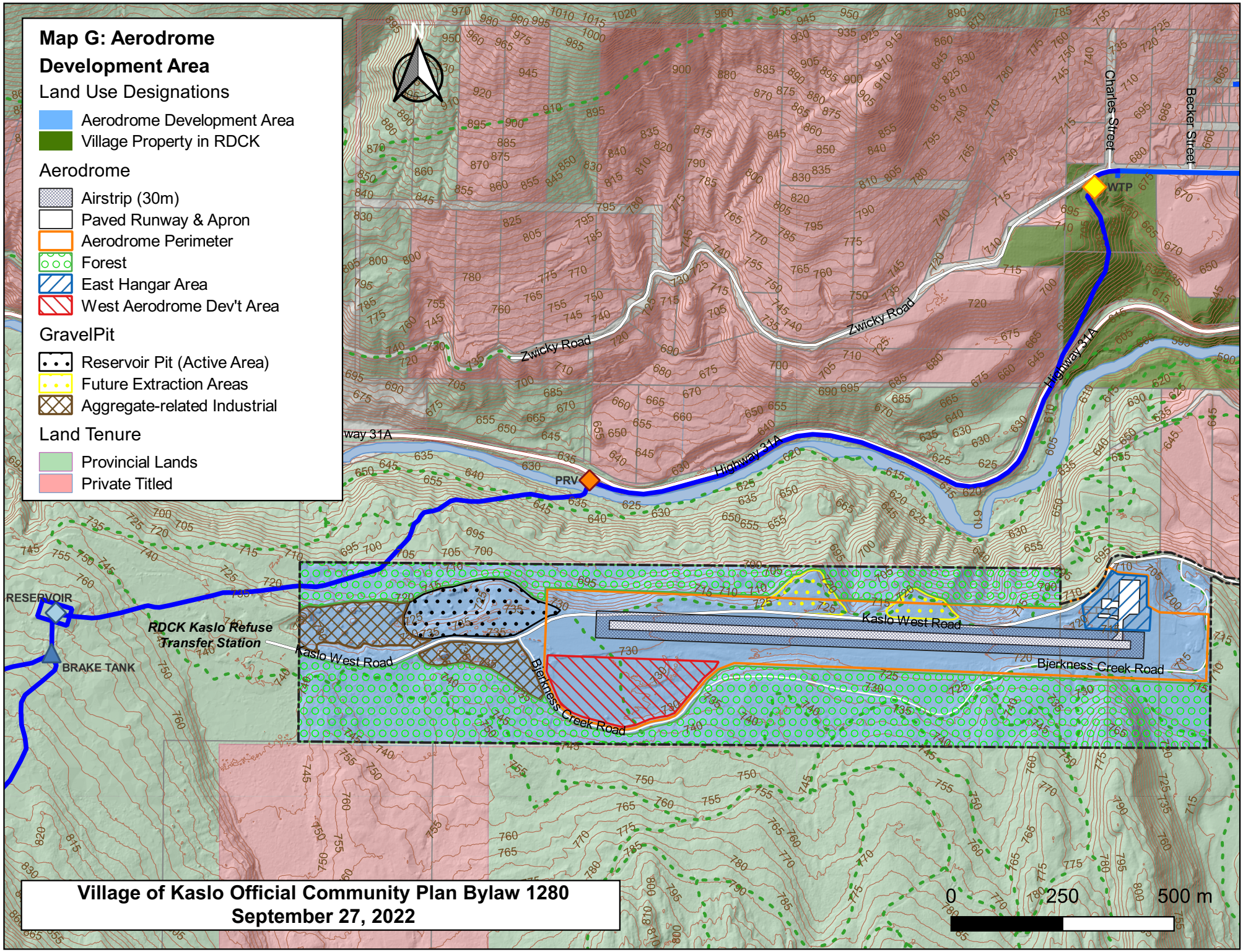
Map G: Aerodrome Development Area
Land Use Designations
Aerodrome Development Area
Village Property in RDCK
Aerodrome
Airstrip (30m)
Paved Runway & Apron
Aerodrome Perimeter
Forest
East Hangar Area
West Aerodrome Dev't Area
GravelPit
Reservoir Pit (Active Area)
Future Extraction Areas
Aggregate-related Industrial
Land Tenure
Provincial Lands
Private Titled
N
Charles Street
Becker Street
WTP
Highway 31A
Zwicky Road
PRV
RESERVOIR
BRAKE TANK
RDCK Kaslo Refuse Transfer Station
Kaslo West Road
Bjerkness Creek Road
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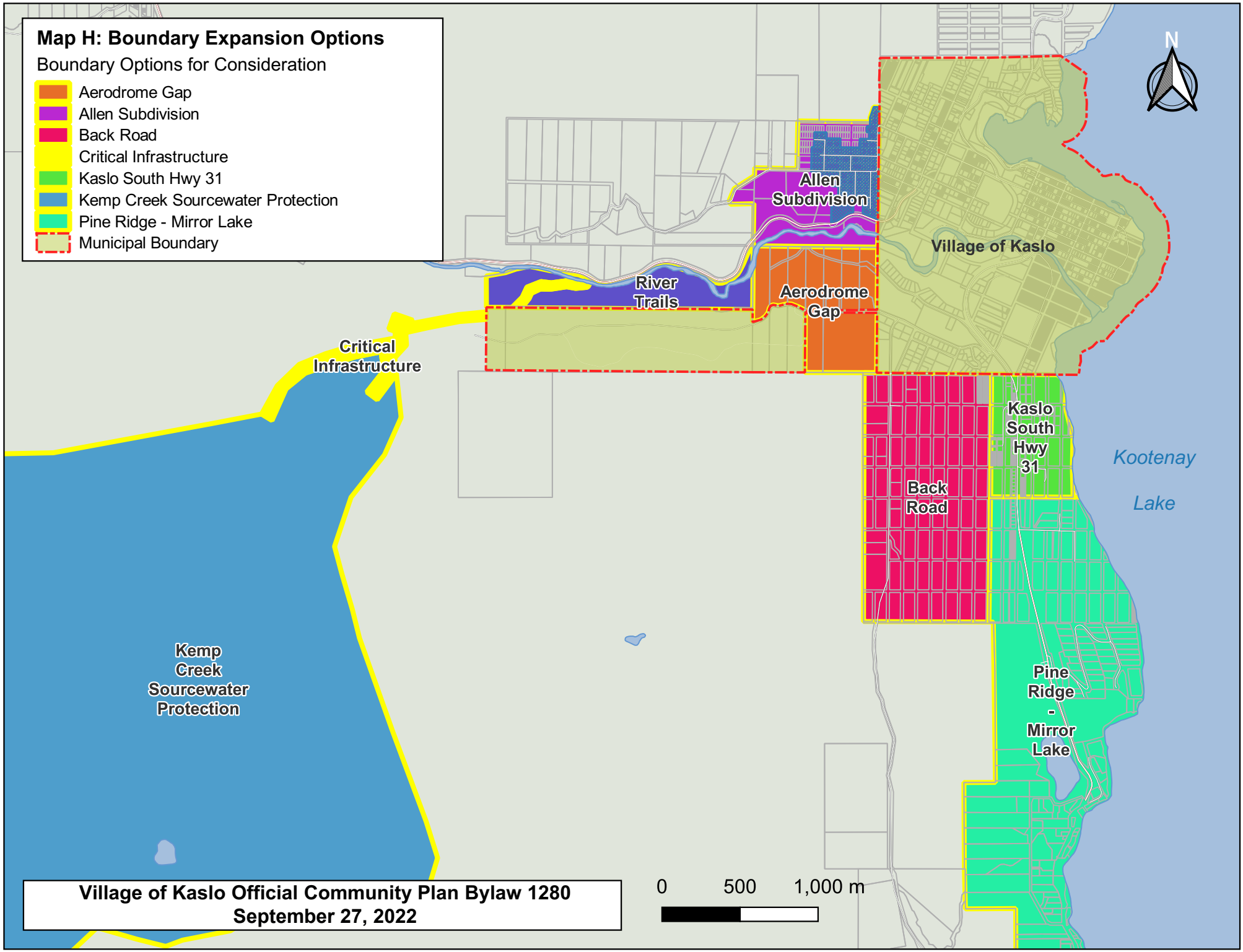
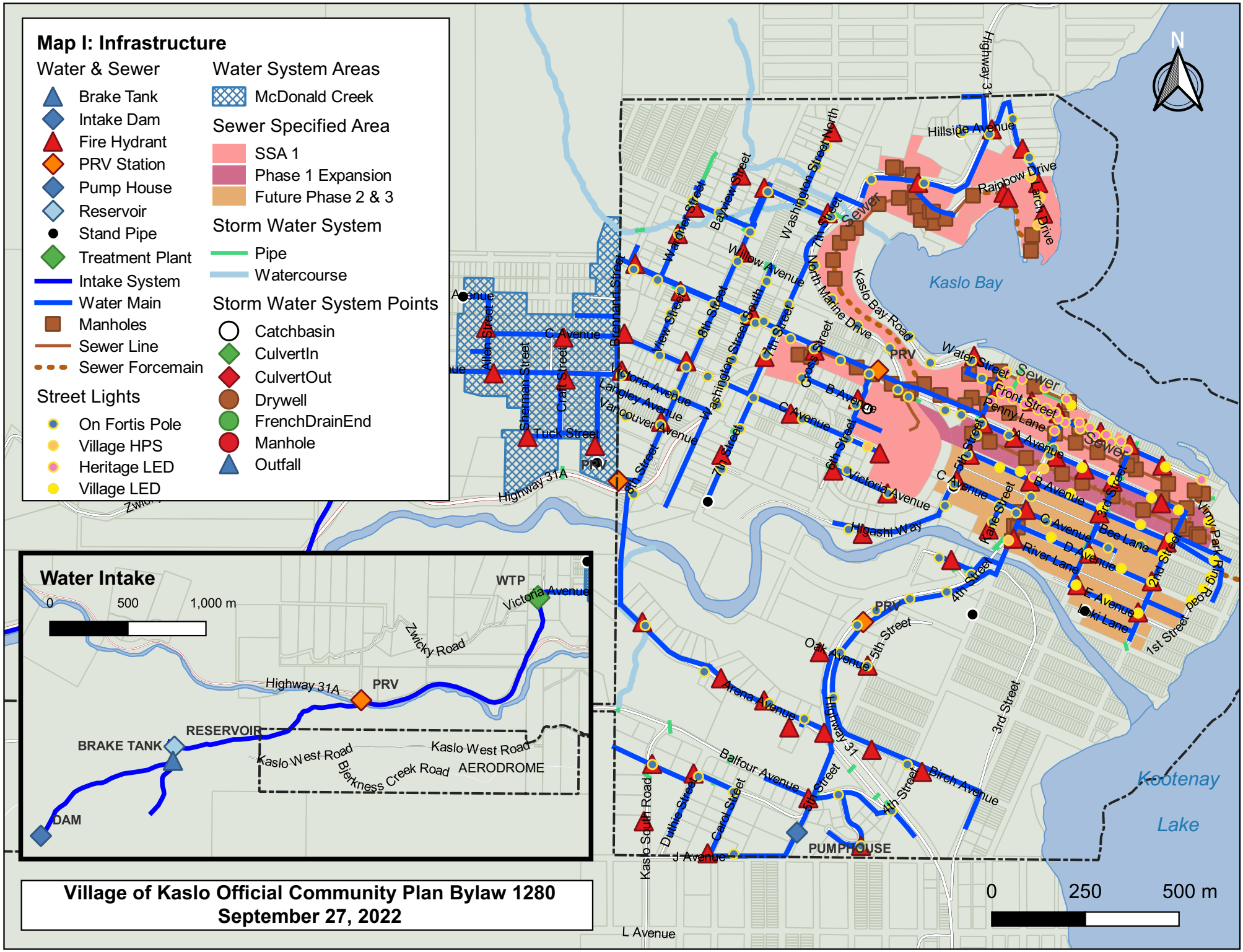

Map H: Boundary Expansion Options
Boundary Options for Consideration
Aerodrome Gap
Allen Subdivision
Back Road
Critical Infrastructure
Kaslo South Hwy 31
Kemp Creek Sourcewater Protection
Pine Ridge - Mirror Lake
Municipal Boundary
N
Allen Subdivision
Village of Kaslo
River Trails
Aerodrome Gap
Critical Infrastructure
Kaslo South Hwy 31
Back Road
Kootenay Lake
Pine Ridge - Mirror Lake
Kemp Creek Sourcewater Protection
0
500
1,000 m
Village of Kaslo Official Community Plan Bylaw 1280
September 27, 2022


Map I: Infrastructure
Water & Sewer
Brake Tank
Intake Dam
Fire Hydrant
PRV Station
Pump House
Reservoir
Stand Pipe
Treatment Plant
Intake System
Water Main
Manholes
Sewer Line
Sewer Forcemain
Street Lights
On Fortis Pole
Village HPS
Heritage LED
Village LED
Water System Areas
McDonald Creek
Sewer Specified Area
SSA 1
Phase 1 Expansion
Future Phase 2 & 3
Storm Water System
Pipe
Watercourse
Storm Water System Points
Catchbasin
CulvertIn
CulvertOut
Drywell
FrenchDrainEnd
Manhole
Outfall
N
Kaslo Bay
Kootenay Lake
Highway 31
Hillside Avenue
Rainbow Drive
Larch Drive
Washington Street North
Bayview Street
Warner Street
Willow Avenue
Washington Street South
7th Street
North Marine Drive
Kaslo Bay Road
Cross Street
PRV
Water Street
Front Street
Penny Lane
A Avenue
B Avenue
C Avenue
D Avenue
E Avenue
Bee Lane
River Lane
Kane Street
5th Street
6th Street
8th Street
Victoria Avenue
Higashi Way
Vimy Park Road
1st Street
2nd Street
3rd Street
4th Street
Oak Avenue
Arena Avenue
Balfour Avenue
Birch Avenue
Highway 31A
Bernard Street
Allen Street
Sherman Street
Craft Street
Tuck Street
Victoria Avenue
Langley Avenue
Vancouver Avenue
Kaslo South Road
Duthie Street
Carol Street
J Avenue
L Avenue
PUMPHOUSE
Water Intake
0
500
1,000 m
WTP
Victoria Avenue
Zwicky Road
Highway 31A
PRV
RESERVOIR
BRAKE TANK
DAM
Kaslo West Road
Bierkness Creek Road
AERODROME
0
250
500 m
Village of Kaslo Official Community Plan Bylaw 1280
September 27, 2022

Village of Kaslo

OFFICIAL COMMUNITY PLAN

Appendix I – Food Charter
Appendix II – Building Design Guidelines
Appendix III – Colour Design Colours
Appendix IV – West Kootenay 100% Renewable Energy Plan (Kaslo)

Documents current to September 27, 2022

2022

Appendices to Official Community Plan Bylaw No. 1280, 2022

Village of Kaslo

APPENDIX I

KASLO FOOD CHARTER

In 1976, Canada signed the United Nations Covenant on Social, Economic and Cultural Rights, which includes "the fundamental right of everyone to be free from hunger."

Food security is defined as : when all people, at all times, have access to nutritious, safe, personally acceptable and culturally appropriate foods, produced in ways that are environmentally sound and socially just

The Village of Kaslo supports our national commitment to food security, and the following values:

- *Every Kaslo resident should have access to an adequate supply of nutritious, affordable and culturally-appropriate food.*
- *Food security contributes to the health and well-being of residents while reducing their need for medical care.*
- *Food is central to Kaslo's economy, and the commitment to food security can strengthen the food sector's growth and development.*
- *Food brings people together in celebrations of community and diversity and is an important part of the village's culture.*
- *A healthy foodshed in Kaslo relies on an amalgamated North Kootenay Lake food system*

Therefore, to promote food security, Kaslo Village Council may:

1. Champion the importance of food security to federal, provincial and regional government partners.

2. Champion the right of all residents to have access to adequate amounts of safe, and nutritious, food without the need to resort to emergency food providers and advocate for policies that support the secure and dignified access to the food people need

3. Sponsor nutrition programs and services that promote healthy growth in children and help prevent diet-related diseases in later life

4. Partner with local producers, community, cooperative, business and government organizations to increase the availability of healthy local foods

5. Support events that highlight the region's diverse food shed

6. Promote food safety programs and services.

7. Foster a civic culture that inspires all Kaslo residents and all village departments to support local food producers and food programs that provide cultural, social, economic and health benefits by adopting food purchasing practices for Village sponsored events that serve as a model of health, social and environmental responsibility

8. Plant Village decorative gardens with food producing species that are maintained and managed to promote the conservation of wildlife.

9. Encourage the use of our community garden to increase food self-reliance, improve fitness, contribute to a cleaner environment, and enhance community development

10. Advocate for the protection of local producers, agricultural lands and support agriculture through initiatives that highlight the importance of our farmers by working towards an equitable economy that values food producers and the land they grow food on

11. Consider accepting applications for Village owned land to be leased for food production.

12. Support and implement the separation of organic materials from the waste system to be recycled and be made available to nurture soil fertility while reducing compost and foodstuffs garbage that attract bears

13. Foster policies that encourage and assist Village residents to produce their own food in their gardens.

14. Recognize that water is an intricate and essential element to a healthy community and advocate for responsible use

15. Work with community agencies, residents' groups, businesses and other levels of government to achieve these goals.

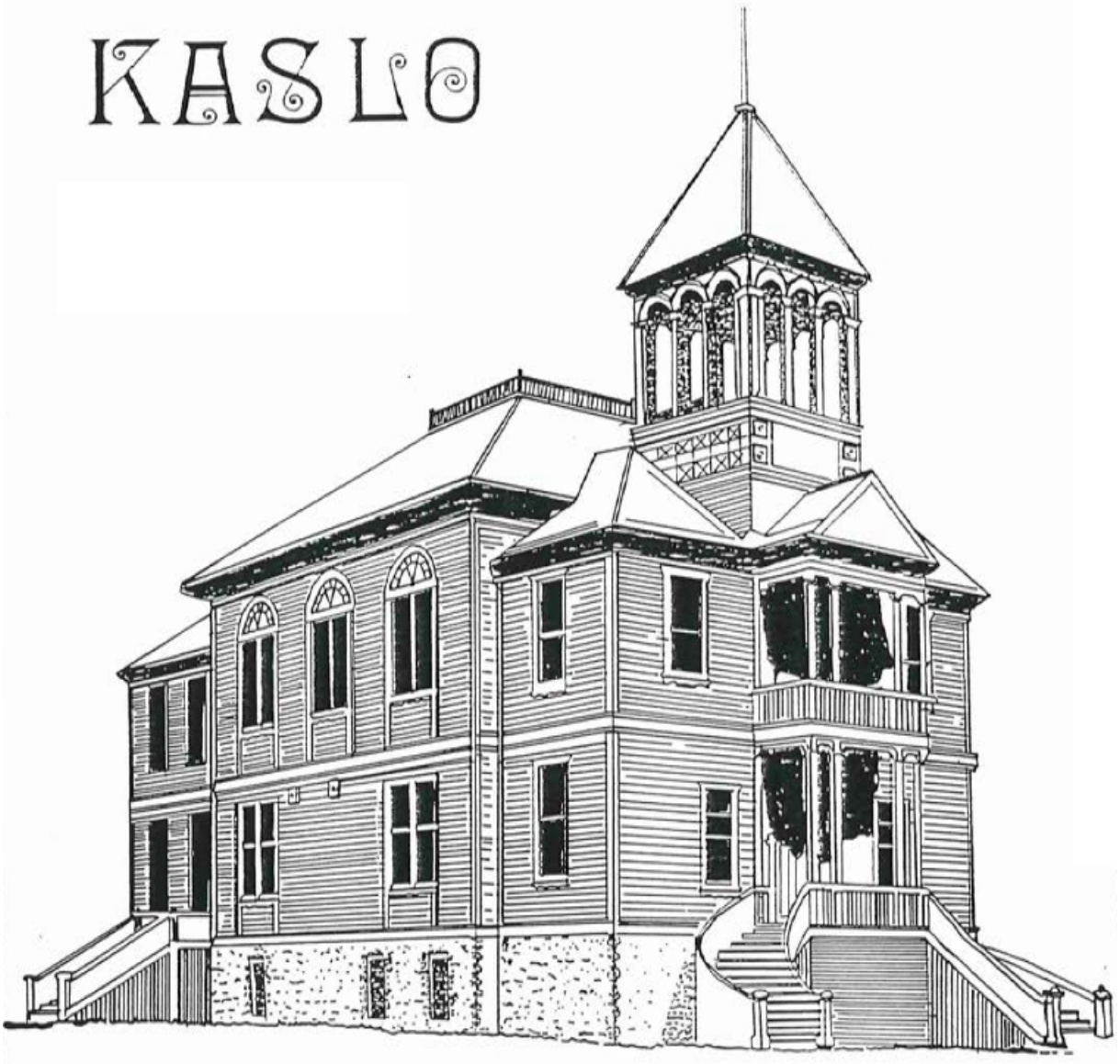
Definitions in Charter

culturally appropriate food: refers to essential nutrients within specific cultural diets. Ie: foodstuffs of the native inhabitants of the region; Ktunaxa & Sinixt

local producers: refers to anyone whom is producing foodstuffs as a way of supporting their household whether financially with commercial foodstuffs or as a homestead and backyard gardeners

OFFICIAL COMMUNITY PLAN
APPENDIX II

VILLAGE OF KASLO



BUILDING DESIGN GUIDELINES

MAINSTREET CONSULTING ASSOCIATES, 1991
(Revised by Village of Kaslo, 2022)

Contents

INTRODUCTION

I BUILDING DESIGN GUIDELINES

The Village of Kaslo Building Design Guidelines have been created to meet the needs of the Heritage & Commercial Core Development Permit Area. By describing and illustrating the Village of Kaslo's approved design expectations, Building Design Guidelines assist in the difficult task of implementing and regulating quality revitalization design. Users of the Guidelines include property owners, merchants, prospective developers, and administrators.

II DEVELOPMENT GUIDELINES

The Kaslo Building Design Guidelines are intended to be an aid to developers within the designated area, who are wishing to create attractive building exteriors, sympathetic to the village's design theme. Building Design Guidelines outline the design principles at work in the village and assist developers to use appropriate architectural standards and design principles when conceiving new, or revitalizing old, storefronts.

By combining ideas gleaned from vintage photographs with a creative application of the Building Design Guidelines, it will be possible to achieve a cohesive integrated appearance that will benefit the Village of Kaslo and its economy.

III THEMATIC GUIDELINES

Proposals for storefront renovation and new construction in the Heritage & Commercial Core Development Permit Area should respect the Village of Kaslo's design objective, which is:

(i) To protect and enhance the heritage buildings present in the village; and,
(ii) to promote new building designs which are sympathetic to Kaslo's picturesque heritage core and its spectacular natural environment.

All detailing and decoration of buildings in Kaslo should be authentic or adapted from authentic designs. Vintage photographs of Kaslo can be an excellent reference for the village's original historic look and a source of ideas for both old and new buildings. Many photographs of Kaslo's buildings have been taken over the years and are now kept at the Kootenay Lake Historical Society's Archives. Should one wish to view these photographs for ideas, contact the Village Office or the Kootenay Lake Historical Society.

Incorporation of the Guidelines into the Official Community Plan gives a consistent, impartial framework for all design review decisions. Building Design Guidelines provide the standards by which applications are reviewed.

IV DESIGN REVIEW COMMITTEE

The Design Review Committee has the mandate to review and make recommendations on Development Permit applications made in the Heritage & Commercial Core Permit Area. Positive interaction between the Design Review Committee and the people revitalizing within the Permit Area should be encouraged. By dealing promptly and fairly with applications, the Design Review Committee earns the community's trust.

V KASLO'S DEVELOPMENT PERMIT AREA

A map (Schedule C of the Official Community Plan) shows the boundaries of the Heritage & Commercial Core Development Permit Area, further described in Section 4.2 of the Official Community Plan.

VI JURISDICTIONAL AUTHORITY

Any recommendations contained herein notwithstanding, it shall be understood that permit applications must satisfy the requirements of the Building and Electrical Inspectors, as well as the Fire Commissioner; and/or be in accordance with Village of Kaslo Land Use By-law and Regional District of Central Kootenay Building By-law, and amendments thereto.

SECTION A: ELEMENTS OF THE STREETSCAPE

I ENVIRONMENTAL CONSIDERATIONS

Consider the following general design and construction requirements posed by the area's weather conditions.

i. Wind

All hanging signs, awnings and canopies should be constructed with sufficient bracing to withstand wind velocities of 0.3 KN/M.

ii. Rain

Roofs, cornices, edges, canopies and other architectural elements exposed to precipitation, should be property designed and flashed to protect the building structure and carry water away from pedestrian pathways or human-use areas. Diversion should be sufficient to direct water to municipal drainage systems.

iii. Snow

Any building structure upon which snow accumulates (canopies, awnings, balcony roof forms) should be constructed in a manner conducive to spontaneous snow dump of accumulated loads into non-pedestrian or nonhuman-use areas. In cases where this is not feasible, the design should consider the factors involved in physical removal of snow build-up when it approaches carrying limits.

iv. Ice

Repeated heating and cooling of snow loads can give rise to ice accumulations. Building design should therefore consider heat loss factors as a method of controlling ice build-up. Proper flashing should be accorded to areas subject to ice accumulation. Walkways, entries, and other human-use areas should be designed with the aim of minimum potential ice build-up and efficient removal of accumulations that do occur.

II STREETSCAPE STYLE

Style in the Heritage & Commercial Core Development Permit Area results from design principles used in the buildings of the streetscape. Building massing, setback, scale, proportion,

and pattern are design treatments that deserve careful consideration when planning development or revitalization activities. The recommendations put forward in this document have been derived from an analysis of the downtown based on these streetscape elements.

The key to creating an attractive downtown for Kaslo is to acknowledge in new designs the precedents set by the original historic buildings.

III BUILDING MASSING {Plate 1}

Historic photographs indicate that Kaslo's turn of the century buildings were executed in wood, brick, or combinations of these with stone. Common turn of the century building massing included

(i) the one storey building with false front;
(ii) the two storey building;
(iii) the two storey building with false front; and,
(iv) the two storey building with tower.

Commercial architecture built after Kaslo's boom era was either one storey high (similar to historic building massing), or more typically modern: one or two storeys in height with strong horizontal emphasis. Plate 1 illustrates these building massing types.

Building massing typical of turn-of-the-century Kaslo is recommended over modern massing for all new structures in the Heritage & Commercial Core Development Permit Area.

IV SETBACK {Plate 2}

A setback is the distance relationship between the building's front facade and the sidewalk. Kaslo's streetscape is typified by buildings located close to the sidewalk with very little, if any, open area between structures. Setback for new buildings should be governed by the precedent of adjacent buildings. Plans that propose a building to be placed substantially back from the established streetscape should be evaluated on an individual basis.

V SCALE {Plate 3}

Most of Kaslo's early commercial structures were one or two stories in height. The popular false front treatment or steeply pitched roofs often added another storey to the building height. When new structures are planned for the area, efforts should be made to encourage building heights that compliment heights of existing, adjacent buildings. The imposition of a new structure that varies radically in height from the scale of existing buildings may prove detrimental to the overall took of the streetscape. For this reason, building height for new construction in the Heritage & Commercial Core Development Permit Area is limited to twelve (12) meters.

VI PROPORTION {Plate 4}

By examining the height-to-width proportions (relationships) of various buildings in Kaslo's downtown core, characteristics of historic and modern design aesthetics emerge. Historic buildings tend to have a vertical emphasis which can be observed in window openings, façade shapes and detailing that guides the eye upwards. Conversely, many modern buildings appear to hug the ground. This horizontal emphasis is created by building shapes and window openings that extend in a direction parallel to the ground.

To be consistent with Kaslo's design theme, new buildings and revitalized structures within the Heritage & Commercial Core Development Permit Area should emphasize the vertical in window openings, facade shapes and ornamental detailing.

VII PATTERN {Plate 5}

i. Walls, Windows & Skylines

Balanced, symmetrical spacing of windows and doors was a common feature in buildings of the historic streetscape. The overall effect of alternating walls and openings created interesting pattern in the streetscape.

A building's skyline silhouette also added pattern to the streetscape. Framing on many of Kaslo's original wooden buildings was carried above the true roofline in the form of a false front' which would conceal a steeply pitched, gable-end roof. Others featured false fronts that covered only a portion of the gable end. Besides creating interest at the skyline, a false front provided an imposing commercial facade and a large rectangular area for signage.

Building profiles for existing structures and proposed construction should strive to create an animated, imaginative skyline through the use of massing and articulation. Plates 9 & 10 illustrate some historic; skyline treatments used in Kaslo.

ii. The 'Ins and Guts' {Plate 6}

Pattern in the streetscape is created by the articulation, or 'ins and cuts', of the building facade. Exterior wall surfaces that are articulated should be encouraged over flat, unbroken surfaces. Typical historic features that create pattern include comer boards, window and door trims, lintels, pilasters, indented bays, wood siding, cornices, brackets, balconies and canopies. Relief detailing of this nature creates a lively and interesting pattern when worked into the design of the building face.

VIII SECONDARY FACADES

A building is more than just the front facade. Historically, the highly visible front facade was reserved for more ornate detailing, whereas the secondary facades - the sides and rear of a building - received less expensive treatments. The street face in the commercial district is the most important, however secondary facades should be finished in a manner that is pleasing to the eye and consistent with Kaslo's design theme. Acceptable exterior wall treatments for secondary facades include horizontal board claddings, pressed metal panels, brick, and stucco parging.

All proposals for new construction in the Development Permit Area should consider the finished appearance of secondary facades.

IX MAINTENANCE

The effectiveness of the building facade is greatly influenced by the tidiness of its appearance. Buildings require ongoing maintenance - for instance, awnings require cleaning on a regular basis and exterior paint should be re-applied every ten or so years. Business owners should hold to a maintenance regimen that ensures the attractiveness of their building's facade.

If in the opinion of the Design Review Committee, the maintenance of a building is so poor as to become a detriment to the took of the Heritage & Commercial Core Development Permit Area, the Committee may recommend to Council the enforcement of the Unsightly Premises By-Law, or any other action which Council may deem appropriate. This would encourage the upgrading of the building facade to an acceptable community standard.

SECTION B: ELEMENTS OF THE BUILDING FACADE

I EXTERIOR WALL MATERIALS {Plate 7}

Although a few buildings were made using bricks from the historic Millington Bros.' Brick & Tile Yard in Kaslo, vintage photographs show that most of Kaslo's original buildings were made of wood frame construction and that front facades were sheathed with horizontal sidings. In all wood buildings vertical boards (1 x 4's or 1 x 6's) were used to cover-trim the corners, and to outline door and window openings.

Wood siding was carried down to the window level on most commercial buildings in Kaslo. A common treatment was to highlight the support wall, or bulkhead, under the display window through the use of decorative wood paneling. The bulkheads were embellished with simple wood mouldings or with decorative wood siding applications.

Most buildings put up after the 1930s tended to be faced in masonry or stucco materials. Some of the earlier wood-clad buildings were covered with stucco at a later date. All new buildings should be sheathed in materials that are in harmony with the environment around Kaslo. Channeled wood sidings are a good choice for exterior materials. The selection of facade materials should respect the nature of the climactic conditions of the Kootenay Lake area, particularly sunlight, wind, rain or snow. Materials should be of a substantial nature to limit the effects of weathering and/or vandalism. Details should be sensibly designed to make certain that all portions of the building facade exposed to weathering are watertight.

Building code requirements for snow and wind loading, and fire prevention must be met.

i. Wood

Paint and stain finishes are preferred over unfinished or clear finished woods.

Encouraged:

- Horizontal wood board siding applications
- Vertical board-and-batten or shiplap jointed boards (secondary facades only)
- Wooden corner boards: 1"x 4" or 1"x 6"
- Window & door wood trims: 1" x 4" or 1" x 6"
- Hardi-board shingles or thin-split shakes

Discouraged:

- Plywood and chipboard as finished siding

ii. Masonry

Historic photographs of Kaslo indicate that brick and stone were occasionally used as exterior building materials or in corner detailing. Masonry provides an excellent low maintenance surface and is acceptable as a finish on new construction; nevertheless, the application of masonry veneer over historic; fabric is strongly discouraged. Designs for masonry will generally blend more successfully with the heritage core if they follow historic styling precedents. Traditional red bricks are favoured over alternate colours.

Encouraged:

- Brick, in traditional red hues
- Regular coursed stone
- Stucco that is flat and patternless

Discouraged:

- Stone veneers (esp. random coursed veneers)
- Unfinished cast concrete
- Unfinished regular concrete block

iii. Metals and Synthetics

Many of Kaslo's tum-of-the-century buildings featured fire resistant "iron clad" pressed metal siding panels on secondary facades. In general, however, synthetic materials are discouraged in favour of natural, historic materials.

Encouraged:

- Pressed metal siding panels (secondary facades)

Discouraged:

- Artificial brick
- Artificial stone
- Asbestos shingles or panels
- Fiberglass panels
- Vinyl, metal or plastic siding

II WALL OPENINGS {Plate 8}

i. Windows

Windows are a key element in expressing the historic character of a building. Two types of windows were common in old Kaslo:

i) the store display window, with multiple panes and fixed glazing; and
ii) the double-hung window, with one or two panes of glass per sash.

In early Kaslo, display windows on commercial buildings were considerably larger than the double-hung window; double-hung windows were approximately three feet wide, and five or six feet high.

Up to the 1930s, frames, sashes, and glazing bars made of wood were far more common than today's metal-sashed windows. For this reason, the modern aluminum sash in place on some of

Kaslo's buildings can detract from a convincing period ambience. Possible corrective measures to this problem include:

(i) putting wood trim around windows;
(ii) using false muntin insets to create a multi-paned effect;
(iii) giving large display windows period lettering treatments; and,
(iv) applying paint to the aluminum sash to conceal the metallic surface.

Original transom windows - those small windows above a door or large plate glass display surface - should be retained whenever possible. These were occasionally covered up when a shopkeeper lowered the ceiling of his store. Today it is generally agreed that unobscured transom windows add greatly to the appeal of an older structure. In cases where retrieval is too costly, an alternate measure would be to recreate the transoms with mouldings and a trompe l'oiel paint scheme.

Upper storey window openings should respect the precedent of the original building style. Window sashes on older buildings should be retained whenever possible. If thermal upgrading is necessary, snap-in muntin insets that copy the original muntin pattern should be used.

New buildings should incorporate large display windows on the street level and vertically long and rectangular windows on upper storeys.

Encouraged:

- Wooden frames, glazing bars, sash, sill, & lintel
- Double hung windows
- Vertically long and rectangular window panes
- Authentic or false (snap-in) muntins
- Coloured metal or painted frames
- Transom windows
- Perked lettering: etched, painted or decaled

Discouraged:

- Metal frames, glazing bars, sash, sill, & lintel
- Flat, featureless, window surrounds
- Unpainted metal frames
- Small windows at street level
- Horizontally rectangular windows
- Altering the original shape of historic second storey windows

ii. Doors

Doors are also capable of conveying an historic look in the downtown core. Older commercial buildings had wooden, paneled doors that were partially glazed with fixed glass panes. Additional glazing was occasionally used above the door in the form of transom lights. Trimming and capping of doors should follow the pattern established by windows treatments. A modern entrance treatment is to use a thick, single sheet of glass as a door. If present, glass doors should be etched, lettered or decaled. New building designs should incorporate wood and glass doors whenever possible.

Encouraged:

- Paneled doors with glass
- Doors with mouldings to give surface interest
- Paneled doors with transom lights
- Painted or anodized metal doors

Discouraged:

- Flush, rather than paneled, wooden doors
- Unpainted metal or aluminum doors
- Solid plate glass doors

III ORNAMENTATION {Plate 9}

Kaslo buildings featured decorative treatments such as brackets, finials, quoins, carved fascia panels, jig-sawn cresting & scrollwork, and stepped false fronts. Balconies and canopies with chamfered vertical supports provided another opportunity for ornamentation. In the spirit of Kaslo's early appearance, ornamental details (based on authentic precedent when possible) should be used generously.

Encouraged:

- Large brackets
- Finials (ornaments at the top of the cornice)
- Quoins
- Carved fascia panels
- Jig-sawn cresting & scrollwork
- False fronts
- Balconies and canopies

Discouraged:

- Modern painted murals, except trompe l'oeil designs
- Stone mosaic murals

IV CORNICE TREATMENTS {Plate 10}

Late nineteenth century style dictated that the wall-roof junction be 'capped off' by a series of decorative boards, collectively called the 'cornice.' Cornices could be as simple as a single horizontal board of 1" thick stock fastened to the top of the fronting wall, with a 2" thick cap covering it at right angles. A formed bracket in sawn wood could be integrated at right angles for decorative support.

More common in Kaslo were elaborate cornices constructed by building up a series of boards of varying thicknesses and widths under the cap. A distinctive trait to Kaslo's turn-of-the-century commercial architecture was the apparent whimsy displayed in diverse and exaggerated cornice treatments. This tradition was followed well into the 1920s.

Cornice design on older buildings should reflect the original style of the structure. Refer to historic photographs for design ideas whenever possible. Cornices should also be designed in a manner that prevents water seepage into materials below the cap.

Encouraged:

- Cornice profiles that project out from the building face
- Cornices that enliven the skyline using height variations appropriate to building style and massing
- Cornice design and detailing that can withstand prevailing weather patterns

Discouraged:

- Flat, unarticulated cornices

V ROOFS

Roofs characteristic of downtown Kaslo include front-end gables with pitches of 12 in 12 and 8 in 12, and flat or stepped roofs with a slight downward grade toward the rear. False fronts and parapet wall roofs are frequently employed on wooden and brick buildings.

Encouraged:

- Front-end gables with 12/12 or 8/12 pitches
- Flat or stepped false fronts hiding gable roof or flat roof with gradual downward slant to the rear
- Parapet walls

Discouraged:

- Flat, level roofs - particularly those that do not feature an articulated skyline

VI ROOFING MATERIALS

Roof structures should be designed to withstand a minimum snow loading of 3.2 KN/M (66 psf).

Encouraged:

- Finished metal panels
- Shingle textured synthetics

Discouraged:

- Rough shakes
- Tile
- Tar and gravel
- Wood shakes or shingles (due to wildfire hazard)

VII LIGHTING ON BUILDINGS

Light fixtures attached to the building face should reflect the nature of the original building style, both historic and modem. Avoid "Ye Olde" fixtures which are uncharacteristic of the village's actual heritage.

Encouraged:

- Indirect, concealed fluorescent or incandescent
- Turned, enameled, metal shades
- Metal-cast fixtures
- LED

Discouraged:

- Old English-style carriage lanterns
- Anachronistic lighting fixtures

SECTION C: BUILDING SIGNAGE

I TYPES OF SIGNAGE {PLATE 11}

Signage should respect the decorative features of the building, the precedent of historic signage locations, and the overall street image. Wooden signs of fascia (flush-mounted), and projecting (hanging) types should be used. Lettering painted on the sides of buildings is desirable as a method of signage and is consistent with Kaslo's historic design theme. Fascia and projecting signage of the non-interior lit style is preferred over the modern, interior lit plastic type. An adequate means of indirect lighting should be provided. Maximum allowable sign size is determined by a ratio formula of linear frontage of building to surface area of sign, illustrated in Plate 13. (Section D discusses awning and canopy signage.)

Encouraged:

- Fascia
- Projecting
- Window
- Painted wall signage
- Awning and backlit awning
- Free-standing signs
- Canopy face and canopy underside

Not permitted:

- Sandwich board signs on sidewalk
- Rooftop signs
- Flashing or moving signs
- Third party signs

II LIGHTING SIGNS (Plate 12}

Encouraged:

- Indirect lighting styles

Discouraged:

- Interior lit signs

III LETTER TYPEFACE & COLOUR DETAILS {Plate 12}

Building style and colours, as well as the nature of the establishment, should be considered in the selection of appropriate sign typeface.

Encouraged:

- Clear, legible stylized lettering
- Creative graphics

Discouraged:

- Large expanses of white backgrounds
- Home-made, amateurish signs
- Ultra modern graphics and/or lettering styles

IV MATERIALS AND SURFACES

If plywood is used for sign making, use appropriate exterior grades of coated board (i.e. Krezon™) and seal all edges.

Encouraged:

- Painted, carved or shaped wood
- Painted metal
- Building facades with period lettering
- Awnings or canopies
- Glass with period lettering or decals
- Glass that is etched or sandblasted
- Iron or wood mounting brackets and bracing
- Neon tube

Discouraged:

- Unfinished plywood
- Flashing or moving illuminated signs
- Hanging or projecting illuminated plastic signs
- Interior lit signs
- Backlit fascia-mounted plastic

V FASCIA & PROJECTING SIGNAGE {Plate 13}

When interior lit signs are used, the light box should be mounted in a manner that minimizes its intrusive quality. Boxes and mounting brackets should compliment the building face in design and colour.

i. Fascla Signs

Encouraged:

- Maximum ratio of 1:1 (linear frontage: surface area of sign)
- Backlit plastic - dark backgrounds with light lettering preferred
- Painted plywood, coated Krezon™ plywood preferred
- Metal
- Carved wood

ii. Projecting Signs

Encouraged:

- Maximum ratio of 4:1 (linear frontage: surface area of sign)
- Carved wood
- Painted wood

- High quality, exterior grade plywood finished on all sides
- Metal

Discouraged:

- Interior lit plastic

SECTION D: OVERHANGS

I AWNINGS {Plates 14 & 15}

Historic photographs of Kaslo show that various forms of overhead sidewalk coverings were used on downtown buildings. Awnings, canopies and balconies protected pedestrians, boardwalks and the lower building facade from weather exposure. Today these coverings provide the opportunity for attractive decorative highlights to the commercial district.

An awning is a fabric-covered structure that is attached to the building facade and affords protective cover to the sidewalk area. Traditional awning frames were retractable, whereas modem awnings are usually constructed of fixed tube steel frames. Available awning materials include woven cotton, acrylic fabric, and sheet vinyl. Quality awning manufacturers will provide the information necessary to ensure the fabric is appropriate for local climactic conditions.

i. Design

Awning design should be sympathetic to the style, scale, form, and period of the building. Avoid awnings that are so small as to give inadequate weather protection to the sidewalk, or so large as to obscure the building facade or historic detailing. Awning projection should be designed to minimize the tendency to dump snow or rain on the centre of the sidewalk.

ii. Encroachment

Encroachment agreements between the building owner and the Village of Kaslo are required for all structures placed over public space.

iii. Drawings

Engineered drawings are required for all awning installations. Specifications should illustrate the awning structure and the building material to which the awning will be attached. Awnings should be installed by qualified experts.

Iv. Critical Dimensions

Minimum height above sidewalk: 8'-0" (2.66m)

Minimum projection: 3'-0"(1m)

Minimum setback of face from curb edge: 2'-0" (.61 m)

v. Awning Styles

Early twentieth century photographs show that the three-point' and 'four point' awning styles were used in Kaslo. Modern awning construction techniques allow for a much greater variety of shapes to be created, but discretion should be used in determining the suitability of the awning form to the subject building and ease in cleaning.

Encouraged for pre-1930 Buildings:

- Three-point traditional triangular style
- Four-point variation (triangular style with expanded fascia area for signage)
- Shapes with relatively steep roof pitches (35-50 degree angles preferred) which promote snow removal and self-cleaning
- Dome awnings in round arched window openings

Discouraged on pre-1930 Buildings:

- Quarter barrel or modern style awnings
- Any shape which has a horizontal top surface of substantial size
- Shapes which present top face angles of less than 30 degrees
- Fascia panels in excess of 2'-0" (.61 m) high

Encouraged for post-1930 Buildings:

- Four-point variation (triangular style with expanded fascia area for signage)
- Quarter barrel awnings
- Geometrically sculptured shapes which relate to the building's form

Discouraged on post-1930 Buildings:

- Any shape which has a horizontal top surface of substantial size
- Shapes which present top face angles of less than 30 degrees
- Fascia panels in excess of 3'-0" (.92 m) high

vi. Fabric, Pattern & Colour

Historic awning fabrics were made of cottons, which were dyed solid colours or painted in bold, two colour stripe patterns. Colours used were similar to the deeper paint tones of the day – deep yellow ochres, rusty reds and dark greens. To enhance the historic flavour of the community, care should be taken to select awning fabrics, colours and patterns which are of a period nature. Plain vinyl fabric should be limited to areas where back-lighting effects are required, for example, valances and signage fascia panels. Avoid the use of excessively brilliant colours now available in modern fabrics.

Encouraged:

- Cottons and acrylics
- Colour stripe patterns, particularly on the top sheet panel
- Solid colours taken from the historic palette
- * PRE-1930 BUILDINGS: Vinyls are acceptable in stripe patterns and fascia panels only
- • POST-1930 BUILDINGS: Solid vinyls are acceptable

Discouraged:

- Excessively bright, modem colours
- Large areas of white or black vinyl fabric

vii. Awning Trim

A finishing detail on period style awnings was valance skirting. Typical edging patterns included the keyed, scalloped and saw-toothed treatments. The valance provides an area for signage and the variety of different edge treatments gives the potential for lively textures. As a precaution against vandalism, the lowest portion of the valance should be at least 8'-0" (2.46m) above sidewalk level. Detachable valances allow for sign changes when necessary.

Encouraged:

- Generously sized variance skirting
- Keyed, scalloped or saw-toothed bottom edge
- Cloth fabric rather than vinyl
- Detachable valance for signage alterations

Discouraged:

- Awnings without valance skirting
- Valances without edge patterns

viii. Lettering on Awnings

Encouraged:

- 'UPPER' and/or ‘lower' case letters to a maximum height of 18" (0.45m)
- Graphic borders on fascia sign panels
- Clear, legible stylized lettering

ix. Lighting

Translucent vinyl fabrics allowed the option of blending awning elements with a backlit sign. The fluorescent tubes used for illumination help to brighten up the storefront at night and result in an overall positive effect to the street. Discretion must however be exercised in the selection of appropriate styles and fabrics for backlit awnings, to prevent an overly garish or too modem took for Kaslo's design theme.

Encouraged:

- Back-lit awnings that serve as signage
- Opaque top sheet fabrics are preferred with specific isolated backlit panels

Discouraged:

- Brightly coloured vinyl in plain sheets

II CANOPIES {Plate 16}

Canopies are defined as permanent projecting sidewalk coverings made of materials other than fabric. Canopy roofs popular in Kaslo were sloped and supported by shaped or squared wood columns. Many featured ornamental brackets. Modern snow removal techniques requires that canopy posts not rest on the sidewalk; instead, support canopies with wooden knee braces.

i. Critical Dimensions

- Minimum height above sidewalk of any structural member: 8'-0" (2.46m)
- Minimum setback from curb edge: 18" (.46m)

- Maximum height of fascia: 3'-0" (.92m)

ii. Canopy Fascia Materials

Encouraged:

- Wood (Krezon™ plywood)
- Smooth, painted metal
- Plastic (back-lit fascia panels only)

Discouraged

- Corrugated metals
- Fiberglass
- Stucco

iii. Canopy Roofing Materials

Encouraged:

- Sawn shingles
- Metal
- Tar & gravel
- Cold process tar

Discouraged:

- Rough shakes
- Aluminum and fiberglass shingle
- Fiberglass
- Plywood
- Clay tile

iv. Canopy Signage

The fascia provides a surface for eye-catching signage visible along the length of the street.

Encouraged;

- Multiple signage on a single canopy should be of uniform size

Discouraged:

- Sign boards that extend beyond the perimeter of the canopy fascia

III BALCONIES

Where canopy structures includes balcony features, the detailing of the balcony should be in character with Kaslo's design theme and the subject building. Several examples can be seen in vintage photographs of Kaslo. Railings should be provided to conform to the standards of the National Building Code, with a minimum height of 3'.6" (1.08m). Plate 9 illustrates two of historic Kaslo's balcony rail designs.

SECTION E: APPENDICES

A. DEVELOPMENT PERMIT APPLICATION PROCEDURE

Any proposal to undertake work on the exterior of a building located within the designated boundaries of the Heritage & Commercial Core Development Permit Area must be approved by the Village. Applications for a Development Permit require the following documentation:

1) A completed application form, available from the Village Offices, completed by the building owner or their authorized agent.

2) A photograph of the building facade as it currently appears.

3) A rendering, preferably in colour, of the proposed façade improvements. Where applicable, sketches should be to scale and provide dimensions.

4) Colour chips of proposed paint colours, or reference to the comparable colour in the Village of Kaslo Colour Design Guidelines.

5) For awnings, sample or accurate approximating of proposed colours and pattern of the material to be used.

B. DESIGN REVIEW PROCEDURES

Designs will be considered using the following criteria:

1) Appropriateness of the proposal within the Heritage & Commercial Core Development Permit Area.

2) Compatibility of the proposal with the overall streetscape.

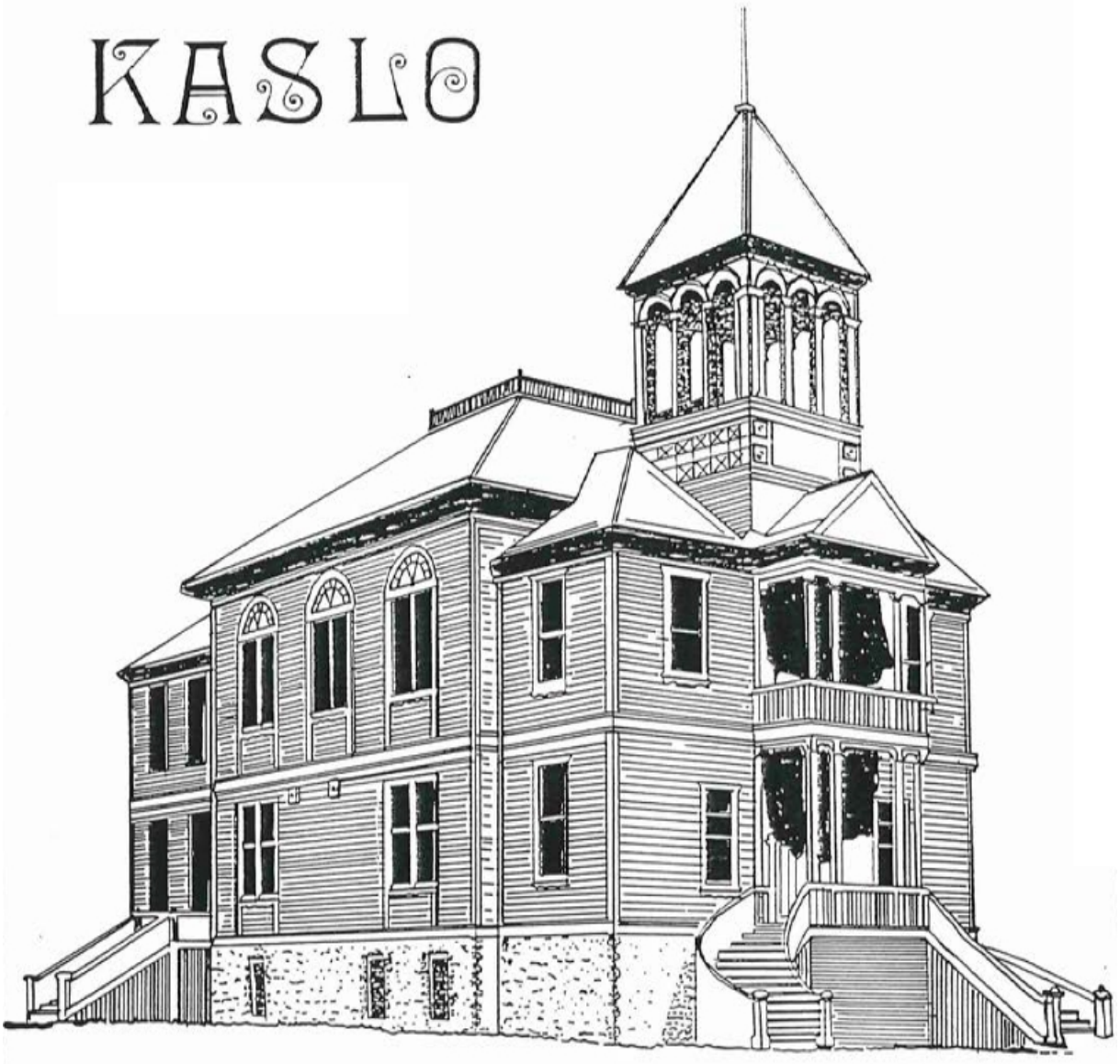
3) The way the proposal affects a structure, site or area that has been awarded heritage classification.

4) The architectural style, massing, orientation, proportions, materials, details, and colours.

5) Approval of the Building, Electrical, and Fire Inspectors.

OFFICIAL COMMUNITY PLAN
APPENDIX III

VILLAGE OF KASLO



COLOUR DESIGN GUIDELINES

MAINSTREET CONSULTING ASSOCIATES, 1991

I COLOUR IN THE STREETSCAPE

Colour is one of the most powerful design elements used to establish an image of vitality and warmth within the downtown business area. Perhaps because of this, choosing appropriate paint colours for the building facade can be among the most difficult tasks in the revitalization program. Colour schemes which view the entire street as a whole, rather than individual buildings in isolation, result in an attractive, unified appearance for the retail area. Colour should also be used to accent the architectural elements of a building, as well as to minimize flaws and play up the building's best features. Colour Design Guidelines have been prepared to eliminate some of the guesswork from successful colour selection and yet still allow for a great deal of flexibility. By requiring colour schemes to be reviewed by the Design Review Committee, an opportunity to have control over this subjective area of design is offered to the Municipality.

II HISTORIC COLOURS

Colours popular during Kaslo's historic period tended to be muted rather than pure tones. Colours ranged from buffs, greys, and ochres to shades and tints of brick red, olive green, earth tones and blues. In certain instances, the use of wood stains or coloured preservatives may be more appropriate than paint. When coloured roofing is used, it should be coordinated to the colour scheme of the building. Examples of recommended historic colours are in the attached collection of colour chips.

Encouraged:

- Muted, rather than pure tones.
- Good quality flat-finish or semi-gloss alkyd paints, exterior latex, or wood stains.
- Buffs, greys, & ochres; and shades and tints of brick red, olive green, dark brown & blue.
- Light siding with dark trim & dark siding with light trim.
- Multi-hued and multi-coloured schemes.
- Shaded and tinted colours.

Discouraged:

- Single colour paint schemes.
- Large areas of excessively bright, pure colour.
- Extremely dark or light colours, such as pure white, black, chocolate brown, or charcoal grey.

III PAINTS AND STAINS

The wooden buildings of Kaslo were painted rather than stained to provide protection from the weather. A common scheme was to paint the body of the building one colour, and details – such as corner boards, cornices, doors and window trims – a second, contrasting colour. Smaller decorative trims provided the opportunity for a third accent colour. Window trims, door panels, and cornice details on masonry buildings were often painted in multicoloured schemes for decorative effect. If used, stains and preservatives should be limited to non-trim areas.

IV PROPERTIES OF COLOUR

Colour properties of interest to those selecting building facade paint schemes include 'hue', 'value' and 'intensity'. Hue refers to the name of a colour - for example 'red', 'green', or 'blue';

value refers to a colour's brightness, as in 'dark' green or 'light' green; and, intensity (or 'chroma') indicates clarity or the extent to which the hue is free of white. A tint' is a gradation of colour made by adding white to it to lessen the vividness of the hue. 'Shade' refers to the degree to which a colour is mixed with black. The projected 'temperature' of a colour is similarly of interest. Colours are said to be 'cool' when blue forms a part of its make-up; 'warm' colours have red in their composition. The cooler blue-greens and blue-violets seem to recede, whereas the warmer colours of red-orange or red-violet appear to advance. 'Tone' is another word for colour or shade of colour.

V COLOUR SCHEMES

Good colour schemes for buildings are made up of only a few colours which have been tastefully selected, mixed, and blended. Three colour schemes are discussed and illustrated below:

i) the monochromatic scheme;
ii) monochromatic plus complementary accent; and,
iii) the complementary scheme.

Colour samples on the following pages should be taken as recommendations for basic colour direction, not as the only allowable colours or colour schemes for the downtown.

I. Monochromatic:

Monochromatic; colour schemes are developed by using several values (relative degree of light or dark) of the same colour. A typical scheme would include a minimum of three values, for instance, dark, medium, and light. Not all colours can be used successfully in a monochromatic scheme - for instance, the lighter colours of yellow and orange will not show a tonal range sufficient for emphasis.

II. Monochromatic Plus Complementary Accent:

This scheme uses a base of monochromatic colours, but adds a contrasting, complementary colour for accent. The attached colour wheel can be used to establish an opposite or complementary colour.

III. Complementary:

Complementary colour schemes are formed by selecting colours which sit opposite each other on the colour wheel (refer to attached colour wheel). Examples of complementary colours include red & green, blue-violet & yellow-orange, and violet & yellow. Complementary schemes work best when contrasting colours are muted tints and/or shades.

VI PRACTICAL SUGGESTONS

I. Light versus Dark

Surface irregularities can be optically reduced by using darker coloured paint since these tend to show fewer shadows than light colours. This rule of thumb can be used to camouflage problem areas rather than draw attention to them.

Another optical trick is to use light colours on projecting ornamentation and dark colours on recessed elements to producing a truly three-dimensional effect. In the example of a door, paint raised panels and mouldings a lighter colour and recessed panels in a darker colour.

II. Bright versus Dull

Bright colours are best when used in accent situations rather than as a major trim colour. Large scale use of bright colours can easily result in a garish colour scheme which would be too intense and out of character for the historic downtown.

III. Sheens

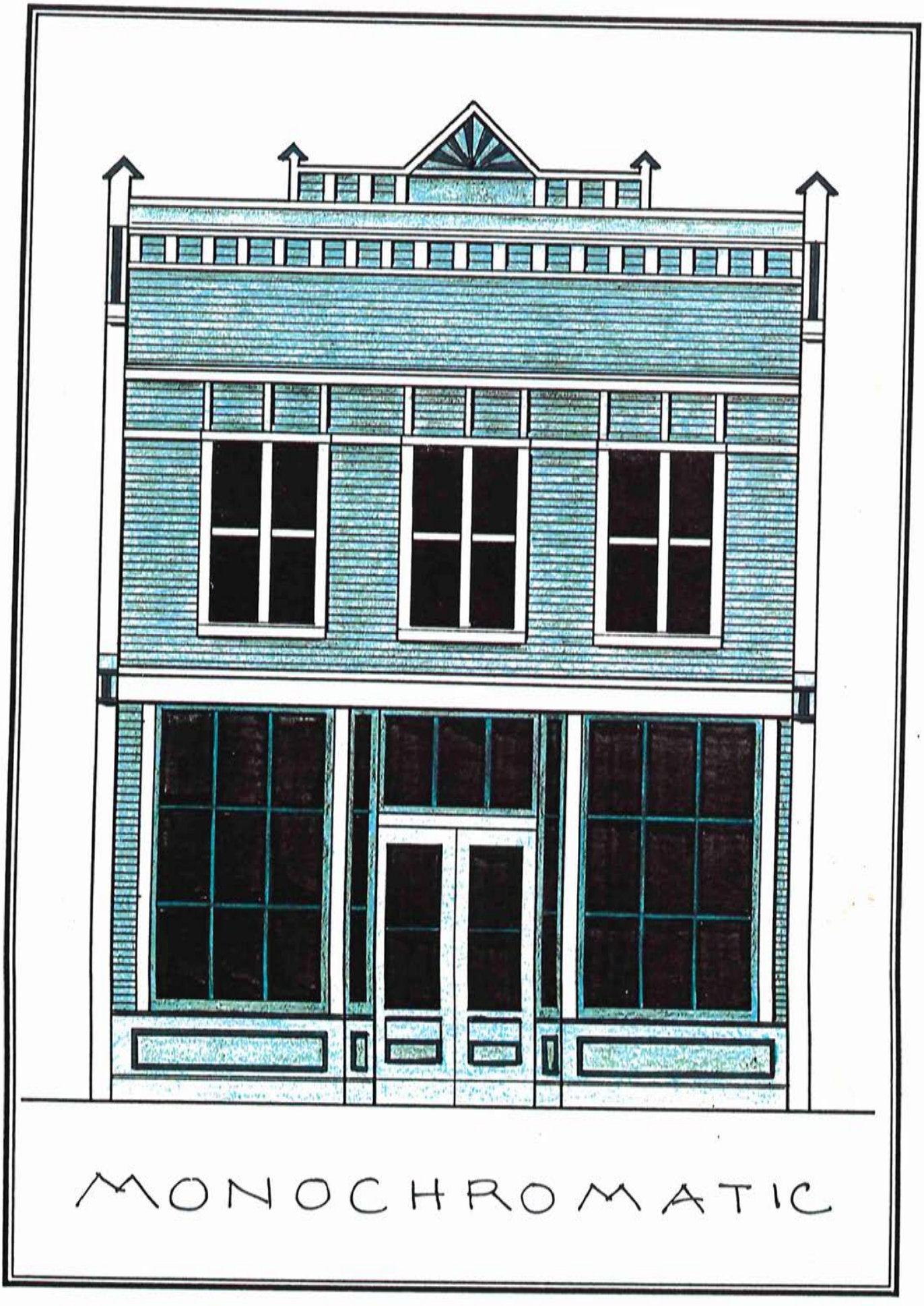
The relative reflective quality or sheen of a paint can be used to create optical effects on the building facade. Whereas a flat finish makes a colour recede, a glossy finish results in advancing colour. In other words, the same colour will appear deep in a glossy finish and dull in a flat finish. This phenomenon is explained by light absorption: flat finishes absorb light and glossy finishes bounce it. Like dark coloured paints, a flat finish will diminish surface irregularities.

HISTORIC COLOURS

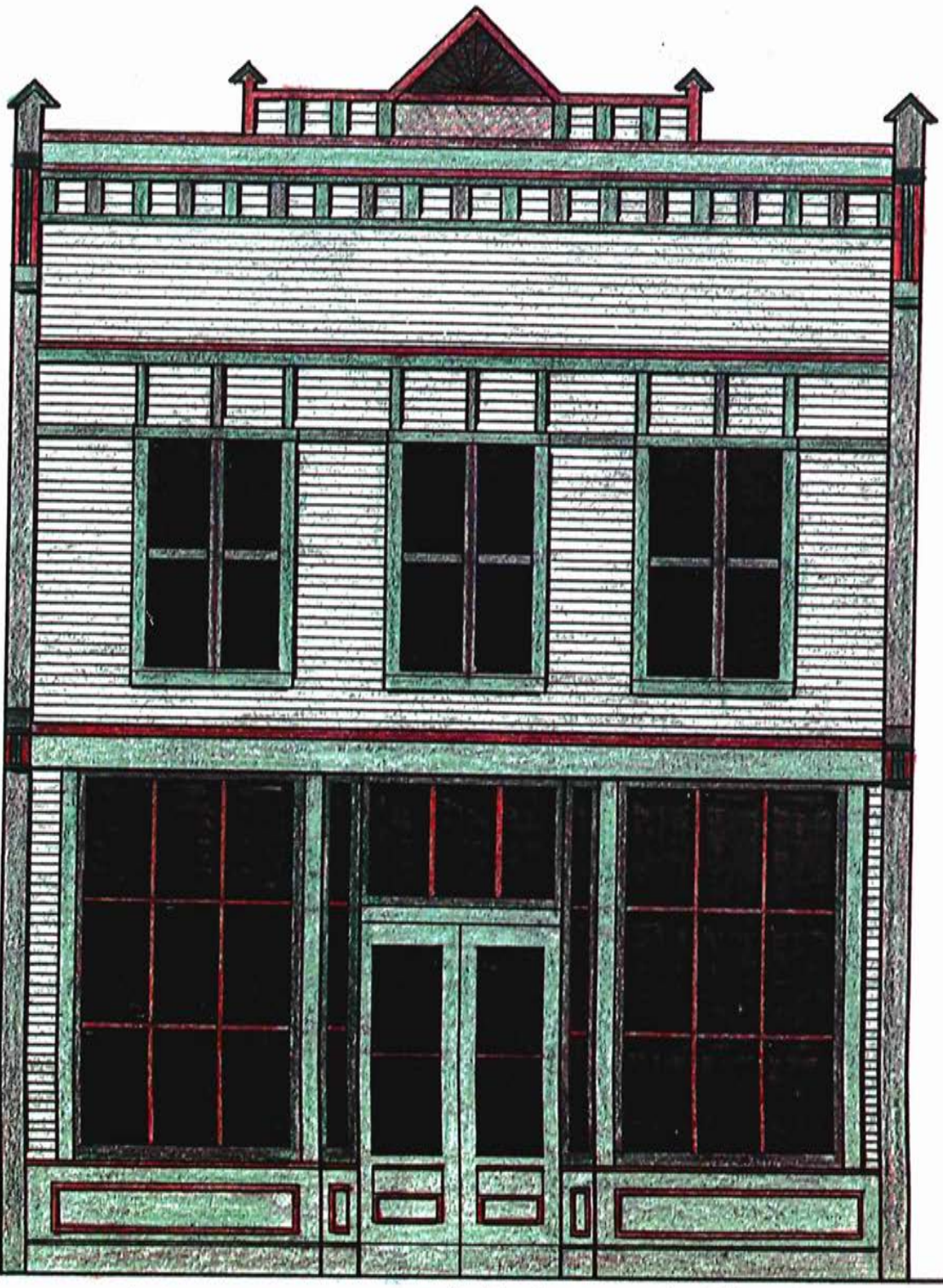
SHADES OR TINTS OF THESE COLOURS ARE ALSO ACCEPTABLE.

HISTORIC COLOURS

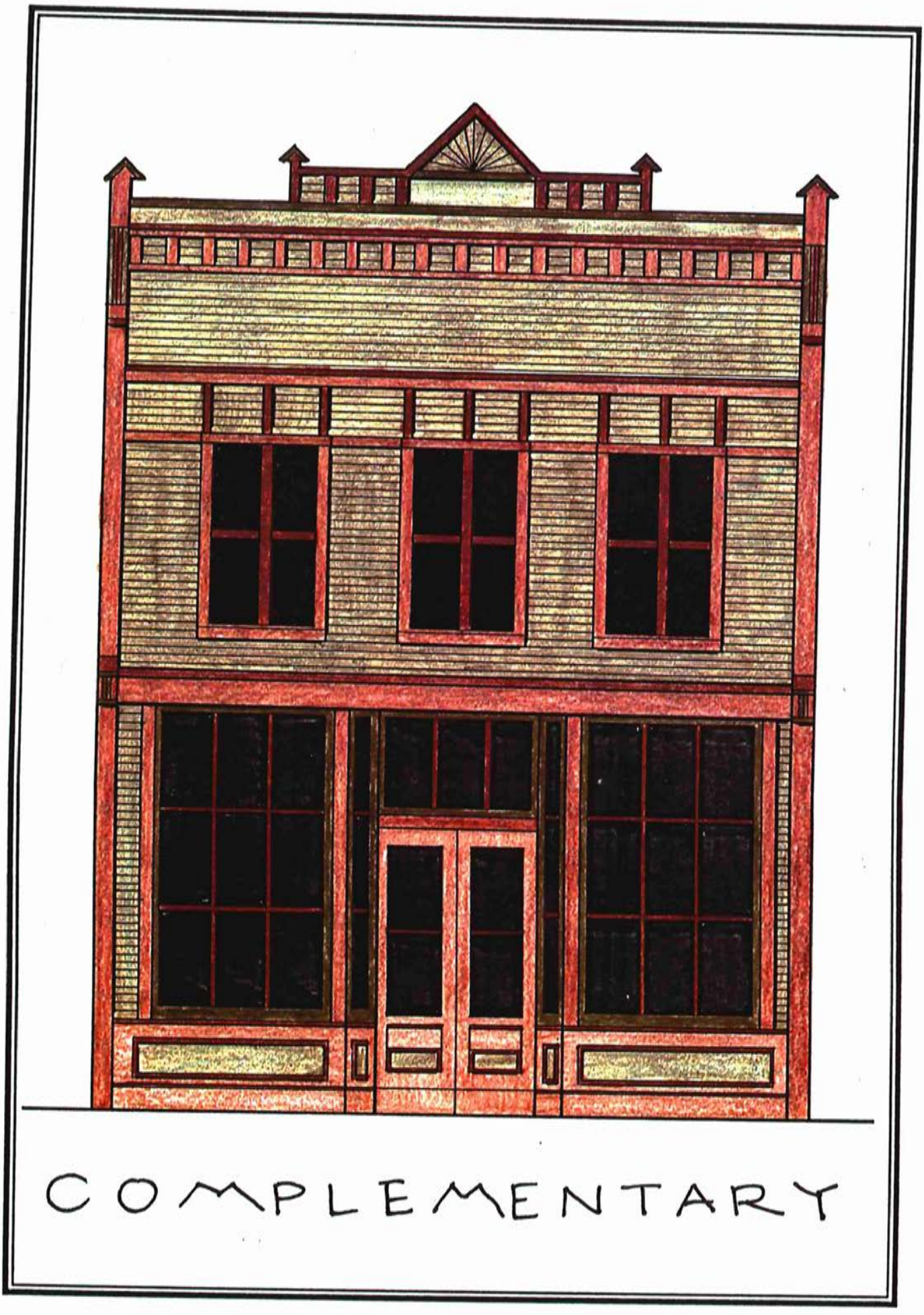
SHADES OR TINTS OF THESE COLOURS ARE ALSO ACCEPTABLE.



MONOCHROMATIC

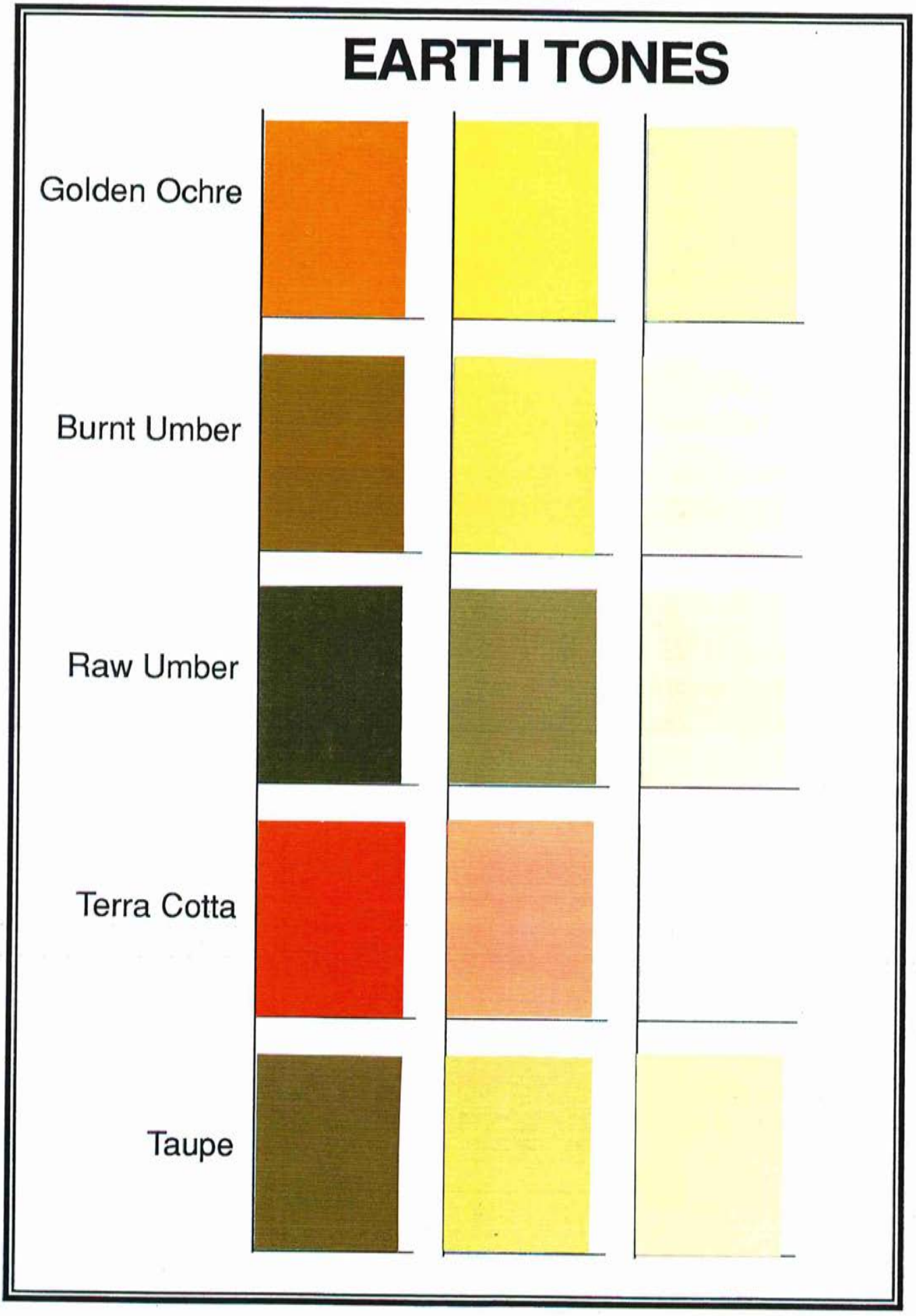


MONOCHROMATIC
plus
COMPLEMENTARY ACCENT

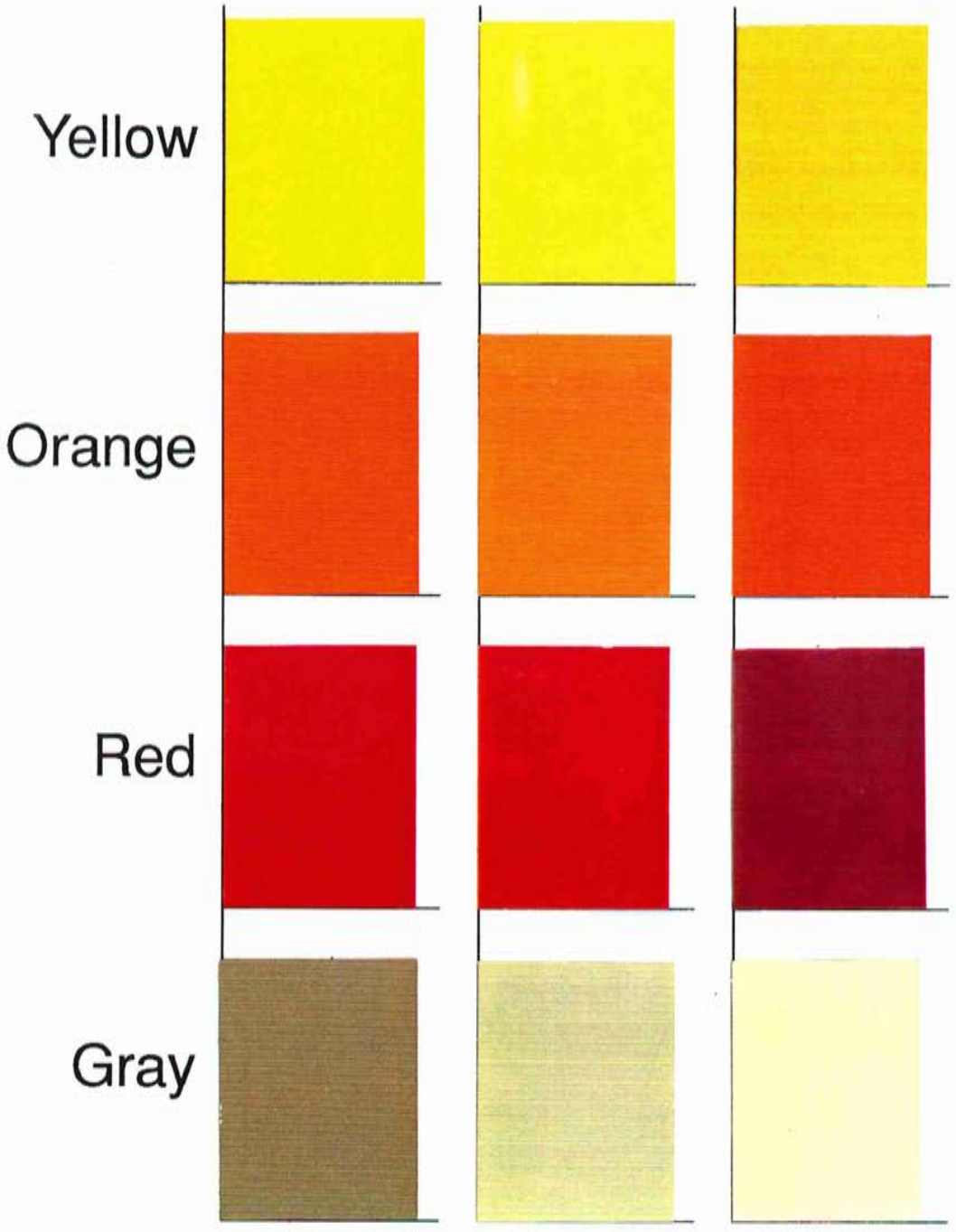


COMPLEMENTARY

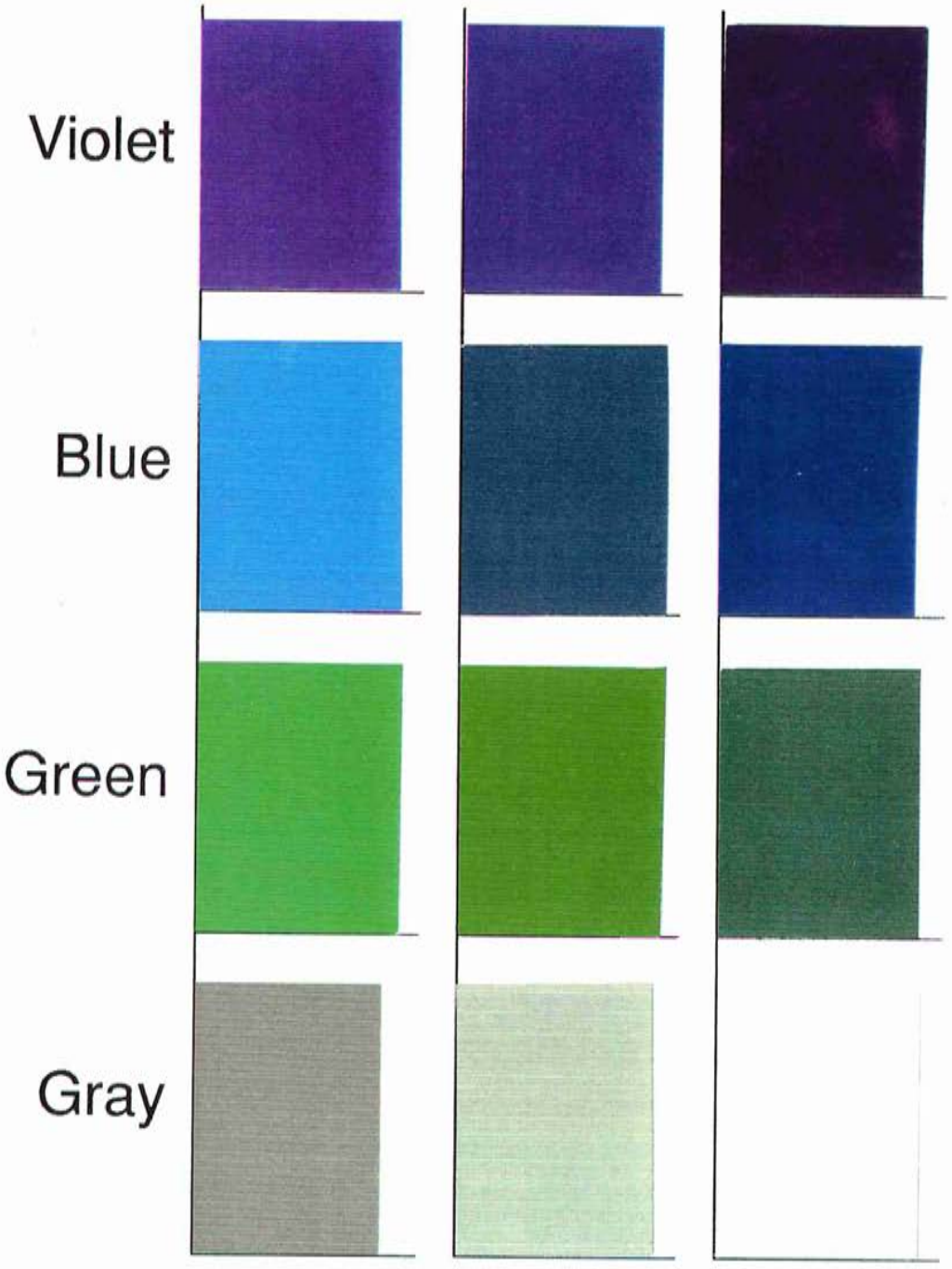
EARTH TONES

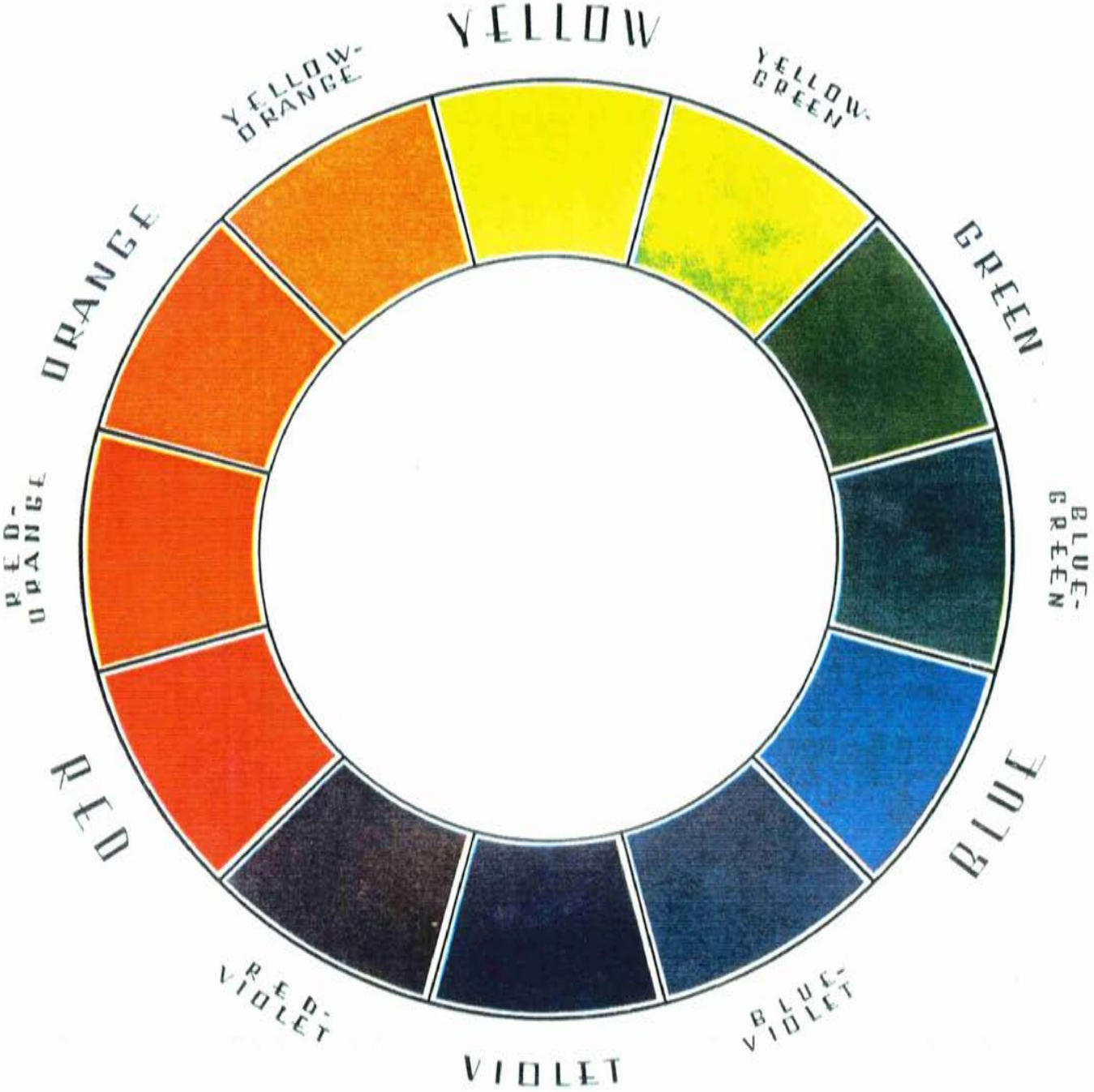


WARM COLOURS



COOL COLOURS





Twelve-hue
color wheel


HUE
TINT
SHADE
COLOUR
MIXED WITH WHITE
MIXED WITH BLACK

KASLO OFFICIAL COMMUNITY PLAN
APPENDIX IV

December 2020

West Kootenay
100% Renewable Energy Plan

Creating a pathway for local communities to use 100% Renewable Energy for transportation, buildings, electricity and local infrastructure no later than 2050.

CASTLEGAR · Village of Kaslo · City of NELSON · CITY OF ROSSLAND · Silverton British Columbia · CENTRAL KOOTENAY

3.2: Village of Kaslo

Village of Kaslo

Kaslo Quick Facts	
Area & population (density)	3.01 km², 968 (321.9 persons per km²)
Average Age (portion of population 65 or over)	49.6 (29.9%)
Total Private Dwellings (permanently occupied)	555 (469)
Median Household Income	$44,096
Utility infrastructure	Fortis BC Electrical, Municipal Sewer, BC Transit
Mean solar insolation per day**	5.92 kwh/m2
Heating Degree Days 2018 (2050 projection)	3,571(3,039)
Cooling Degree Days 2018 (2050 projection)	122 (243)
Walk/bike score	28/29

* Statistics Canada 2016 Census Data
**Natural Resources Canada, Photovoltaic Potential and Insolation Dataset

Kaslo is a community that is steeped in history, being the oldest incorporated community in the Kootenays. It is home to 1,000 residents and serves another 2,000 or so in the surrounding Area D. The recently restored City Hall is once again the seat of local government after extensive renovations were completed in 2019. Kaslovians can be justly proud that this green building features geothermal heat pumps and LED illumination. The community is also home to the SS Moyie Sternwheeler National Historic Site, and the Langham Cultural Centre, which represent important times in our history. The addition of Legacy Park beside City Hall and the recently announced Front Street Park, the extensive trail system and Kootenay Lake provide outdoor recreational opportunities for all ages. The Kaslo River once provided local hydroelectric power until the mid 20th century.

Kaslo is the West Kootenay's most remote municipality, yet it is one of the most advanced in rural broadband internet capability. Thanks to this, Kaslo is starting to attract telecommuters who are swapping their office desks for a mountain lifestyle. Innovation and creativity abound through the flexibility of virtual meetings and events like the annual Kaslo Jazz Festival, which also shifted to an online format in 2020 and thereby slashed its carbon footprint. Kaslo also has three charging stations, which is a great way to encourage EV ownership. However, residents and businesses are concerned about the reliability of the electric grid that is increasingly susceptible to long

outages due to climate change related impacts, which hinders economic investment and the uptake of solutions like EVs.

Although in-person consultation was not possible due to the COVID-19 pandemic, 33 Kaslo residents participated in an online survey about their community values, opportunities and barriers to 100% renewable energy. In general, Kaslo residents value their quiet community surrounded by a beautiful wilderness. They are concerned about the local economy, food security, and population growth, and the potential devastation caused by wildfire. To promote community resilience, residents supported local micro-hydro and solar projects. See Appendix IV for a complete summary of responses.

Where are we today?

The following summarizes the Village of Kaslo's current greenhouse gas emission inventory (2018 calendar year). This includes emissions for the municipal area as a whole (also referred to as "community emissions", which is inclusive of emissions associated with operations by the Village of Kaslo, "corporate emissions"). Total greenhouse gas emissions for the community for 2018 are 7,700 tonnes of CO2 equivalent (7.6 tonnes per capita). As Figure 1 shows, the majority of greenhouse gas (GHG) emissions in the Village of Kaslo come from mobility fuels

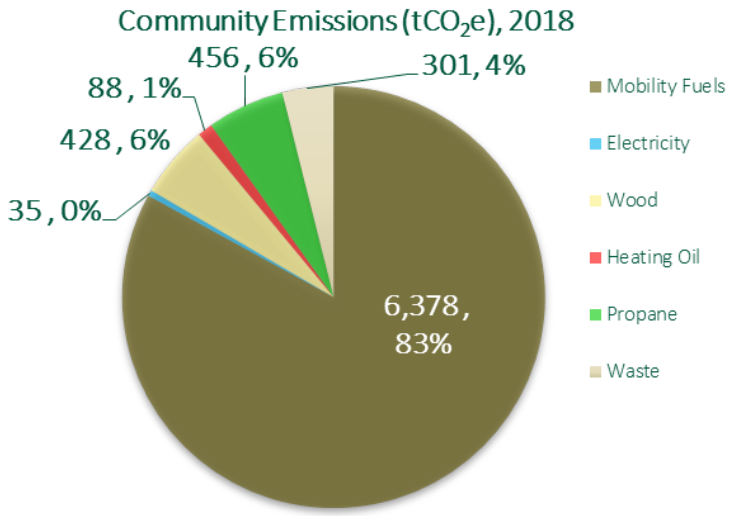


Figure 1 *2018 Emissions Summary for Village of Kaslo by Source*

The distribution of energy consumption, emissions, and estimated energy expenditures or each sector is shown in Figure 2.

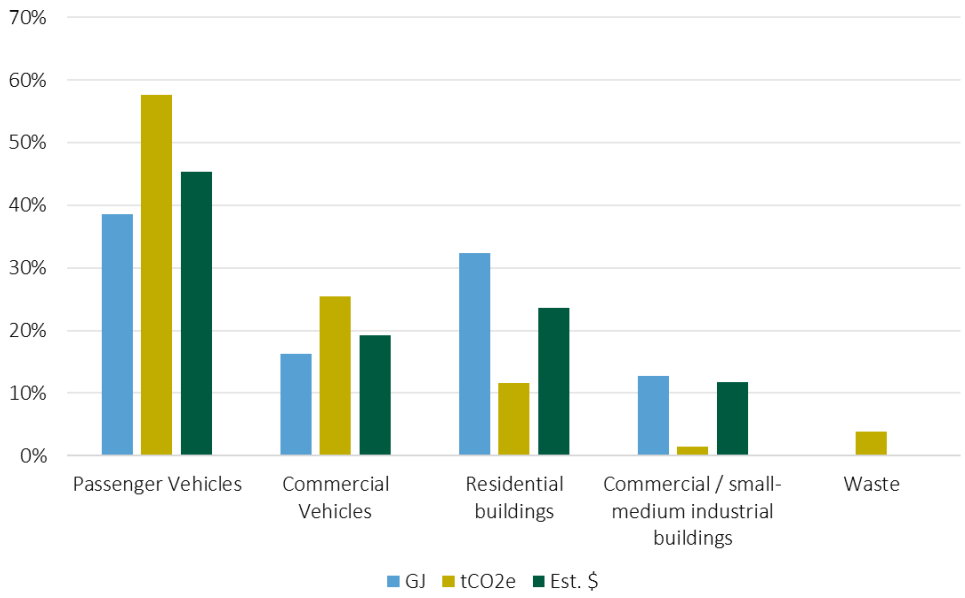


Figure 2 *2018 Energy, Emissions, and Expenditures split by sector for Village of Kaslo*

Passenger vehicles represent the largest source of emissions, energy, and cost at 58%, 39%, and 45% respectively. Commercial vehicles are the second largest source of emissions at 25%, while residential buildings are the second largest source of energy consumption at 32%, and energy costs at 24%. Of note though, residential buildings only contribute 12% of Kaslo's overall emissions. This is due to the lack of natural gas heating. Wood and propane contribute the majority of residential building emissions. Commercial buildings contribute 13% of energy and 12% of costs, but only 2% of emissions, owing to 93% of energy consumption as electricity.

Figure 3 shows the 2007-2018 emission inventories and the changes in emissions over that timeframe, as well as projected emissions in a business as usual scenario out to 2050. Emissions from passenger vehicles dropped slightly from 2007 to 2018 (4,600 to 4,400 tCO_2e). Emissions from commercial vehicles increased slightly during the same period (1,880 to 1,950 tCO_2e). Note that waste emissions spiked in 2014 to 1,180 tCO_2e, before dropping rapidly in 2015 to approximately 280 tCO_2e, and varying only slightly thereafter to 2018, despite waste tonnage

staying consistent at approximately 500 t from 2012 on. This is due to Kaslo's waste being redirected from the Central Landfill to Ootischenia in 2015, and the method in which the Province calculates, which is tied to the landfill where the waste is disposed.

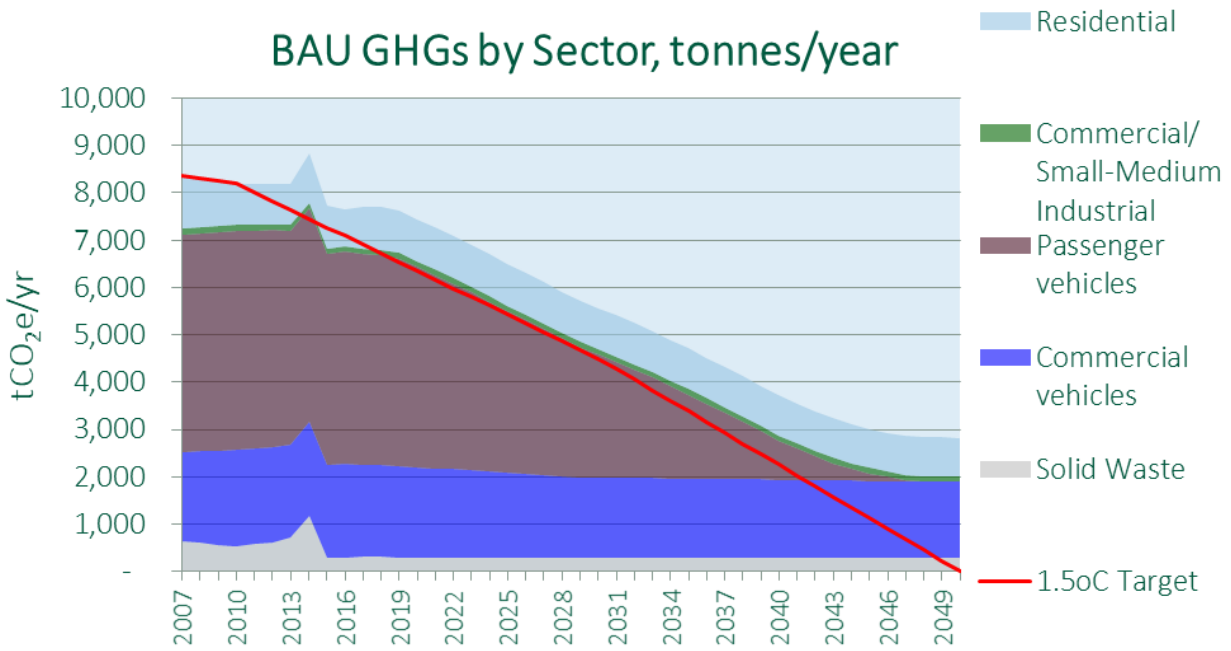


Figure 3 *2007-2018 Emission Summary by Sector and Business as Usual Projection*

Getting to 2030 & 2050 – Impacts from the Big Moves

In order to align with goals congruent with the Intergovernmental Panel on Climate Change 1.5°C report, the Village of Kaslo must reduce its GHG emissions from 5,600 tonnes CO2e (2030 business as usual projection) to 4,500 tonnes CO2e (2030 goal). This equates to a total of 1,100 tonnes CO2e emissions reductions, or about 19%. The reason for the relatively small decrease in emissions is because the baseline year for the 1.5°C goal is 2010, where emissions were 8,200 tCO_2e. For 2050, the Kaslo must reduce its GHG emissions from 2,800 tonnes CO2e to 0.

Kaslo's selected ambition levels for policy, infrastructure, and outreach actions for each of the big moves determined the parameters for projecting Kaslo's long-term emissions.

Kaslo's Selected Ambition Levels

Big Move	Electrify Passenger Vehicles	Shift Beyond the Car	Commercial Vehicles	Better Existing Buildings	New Buildings	Organics and Landfill Gas
Selected Ambition Level	Full	Mid-1	Minimal	Full	Mid-1	Full

Kaslo's Actions

Click here to see a spreadsheet of Kaslo's actions toward renewable energy.

Overall, the sample actions included in Part 2 are intended to be examples of actions that communities could pursue – not all actions are appropriate for all communities. In addition, the tables in Part 2 use somewhat simpler language than the full list of actions, which use more technical planning terms. The intent in Part 2 is to give the casual reader an idea of what some actions could look like; the intent in Part 3 is to list the appropriate actions for each community.

Figure 5 shows the estimated impact that each Big Move / action will have in 2030, and clearly shows that the top four Strategies by impact will be:

- Electrifying Passenger Vehicles
- Better Existing Buildings
- Shift Beyond the Car
- Organics & LFG

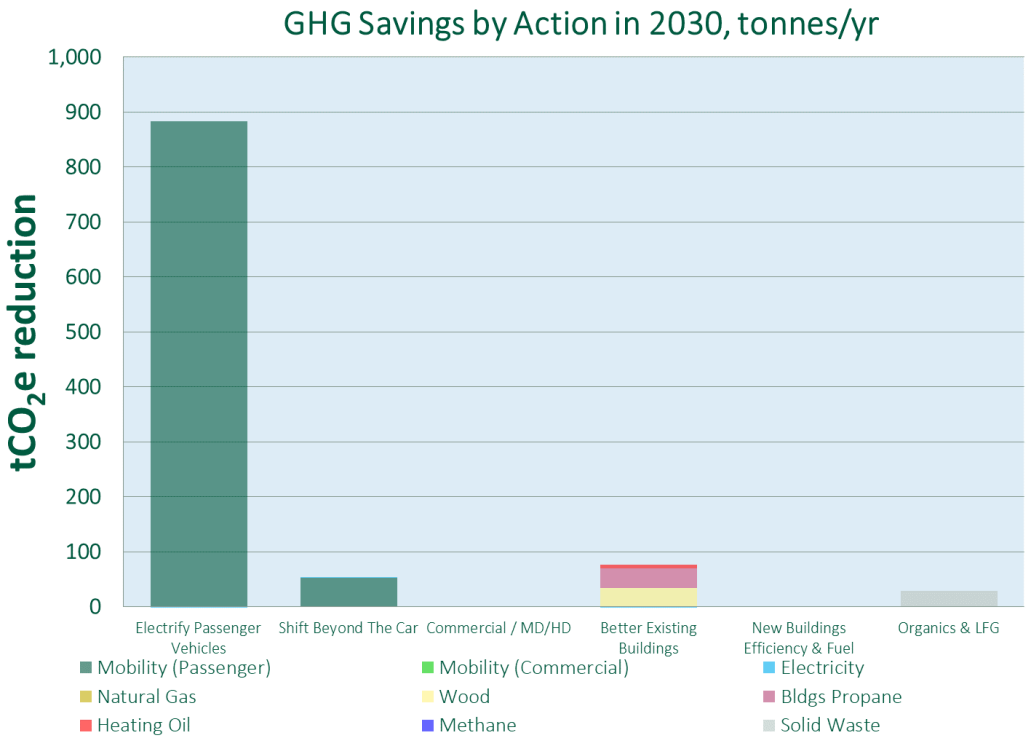


Figure 5 *Emission Reductions from the Big Moves in 2030*

In practical terms, the following shifts can be achieved by 2030:

- *Electrify Passenger Vehicles:* 220 conventional vehicles replaced with EVs
- *Shift Beyond the Car:* 20% of commutes eliminated through remote working policies
- *Better Existing Buildings:* 180 buildings (30%) undergoing energy retrofits to reduce energy use by 33%
- *Organics & LFG:* 22 kg/person of organics diverted per year, equivalent to about twenty 4 L milk containers

Overall, the Big Moves in conjunction with existing provincial and federal emission reduction policies will reduce GHG emissions by 1,000 tonnes CO2e in 2030 vs. business as usual, accounting for an overall reduction of 18% vs. 2010 levels, which puts Kaslo on track to meet its 2030 IPCC goal.

With the Big Moves in place, projections can be made as to their impacts on Kaslo's overall GHG profile to 2050. Emission reduction impacts to 2050 from each Big Move are shown in Figure 6.

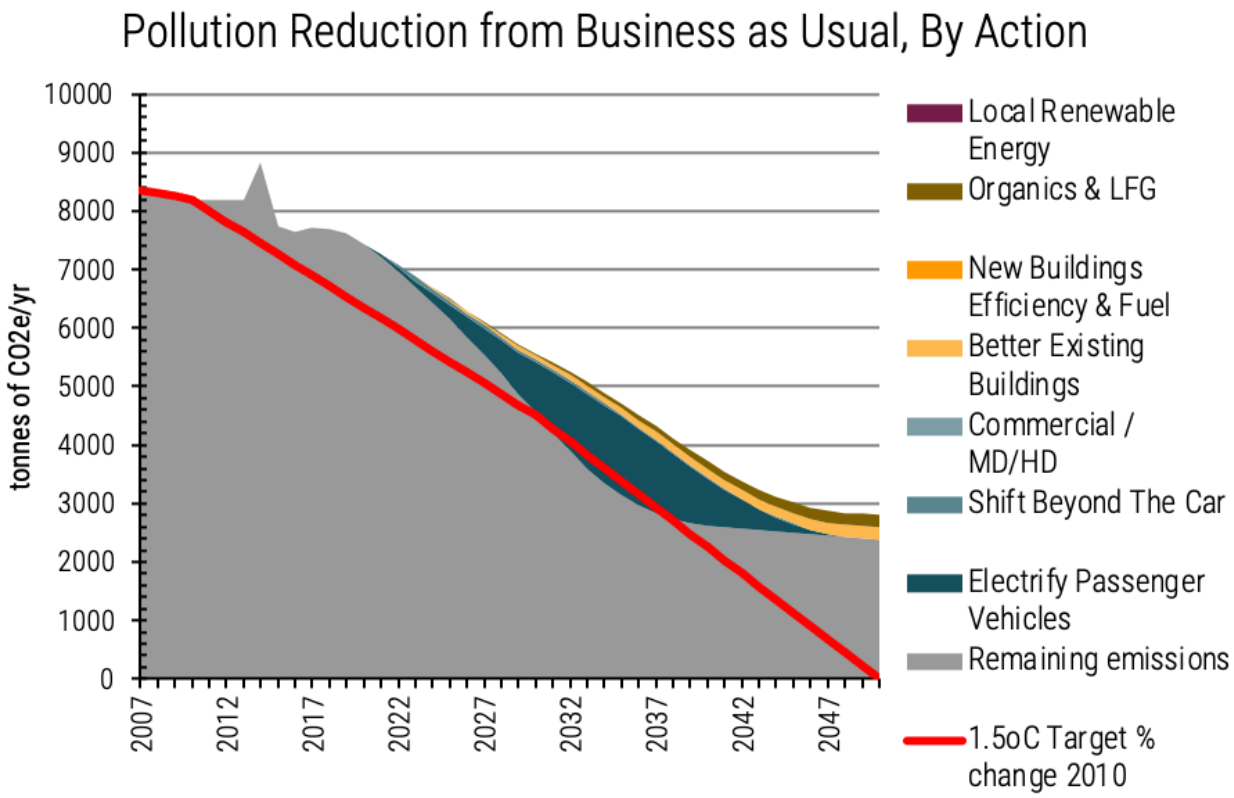


Figure 6 *Wedge Chart of Emission Reductions for Each Big Move to 2050*

At full implementation of all Big Moves, Kaslo is able to achieve a reduction of 440 tonnes CO_2e, equivalent to 15% of its 2050 emissions, with Organics and LFG (Landfill Gas Capture) and Better Existing Buildings contributing all reductions at 220 tonnes CO_2e. Note that for Electrify Passenger Vehicles, the reduction in 2050 is reduced considerably relative to 2030 and 2040, as the 100% of new vehicles as electric requirement in 2040 comes into effect, allowing for the business-as-usual case to "catch up". This is the main reason why the net reductions in 2050 vs.

BAU are smaller than in 2030. Note that for Organics & LFG, emission reductions in 2030 were smaller than for 2050. This is due to the assumption of a 10 year lag before landfill gas capture technology can be incorporated in 2030, eventually ramping up to capture 80% of landfill gas emissions by 2050.

Next Steps - Addressing Remaining Gaps

Though the implementation of the Big Moves will have a moderate impact on GHG reductions for the Village of Kaslo, there are some major gaps remaining, identified through the projection of residual emissions to 2050 below in Figure 7 by sector, and Figure 8 by source.

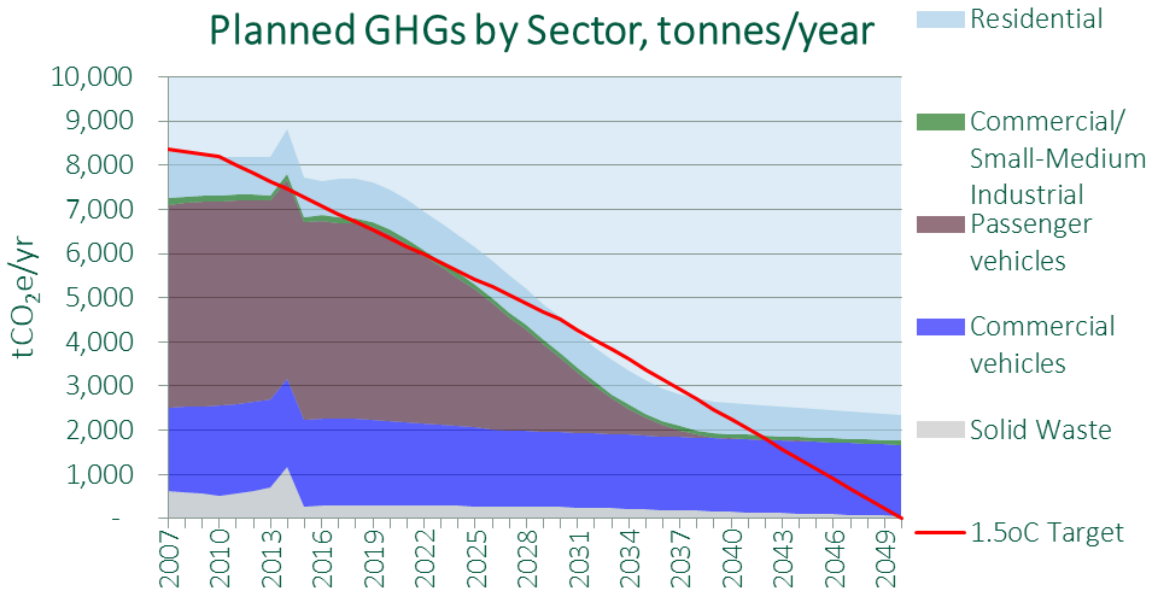


Figure 7 *Remaining Emissions to 2050 by Sector if Big Moves are Adopted*

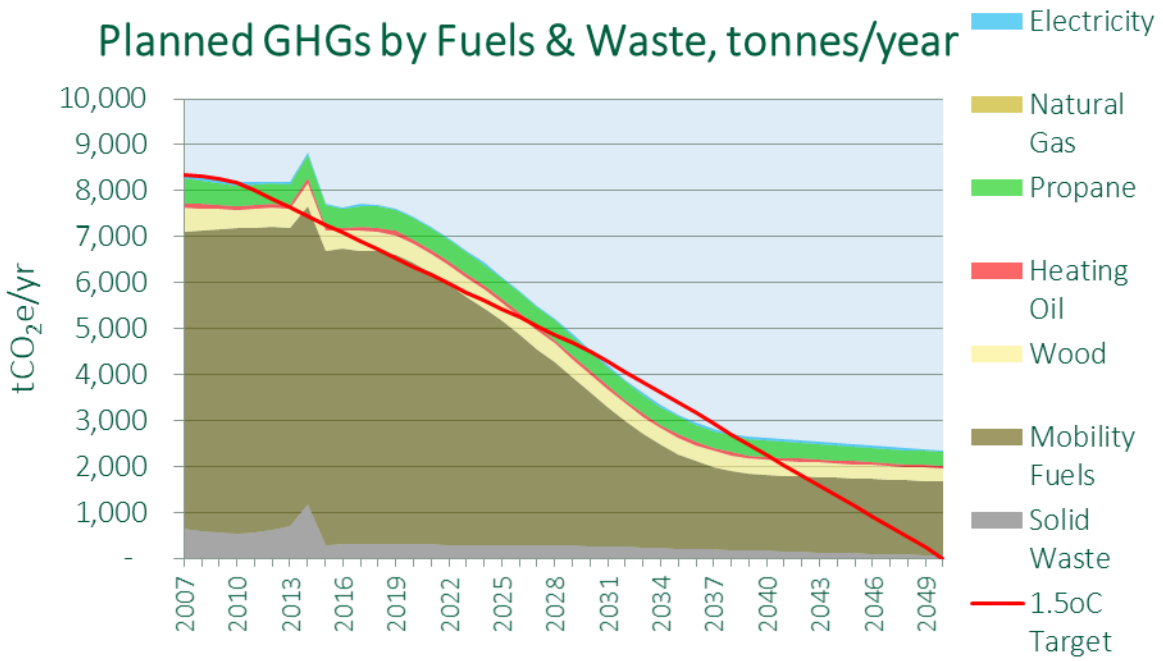


Figure 8 *Remaining Emissions to 2050 by Source if Big Moves are Adopted*

In summarizing Figure 7 and Figure 8, two gaps are evident:

- Commercial vehicle emissions
- Non-electricity heating (propane and oil) in existing buildings

These gaps are in line with the lack of direct policy levers that individual municipalities have for these areas, and reflect a conservative approach based on the lack of proven technologies in these areas. As discussed in Part 2, however, electrification of commercial vehicles is on the horizon, potentially reducing commercial vehicle emissions. A provincial retrofit code could reduce the building emissions. Propane and heating oil heating are both expensive compared to natural gas, and are emission heavy, making them prime candidates for replacement with low-carbon heating such as heat pumps (air or ground source). Participation in regional energy efficiency retrofit programs could accelerate retrofit deployment, and advocacy to the Province of BC to adopt a retrofit code and phase in commercial vehicles can also accelerate these important changes.

Kaslo Public Survey Results

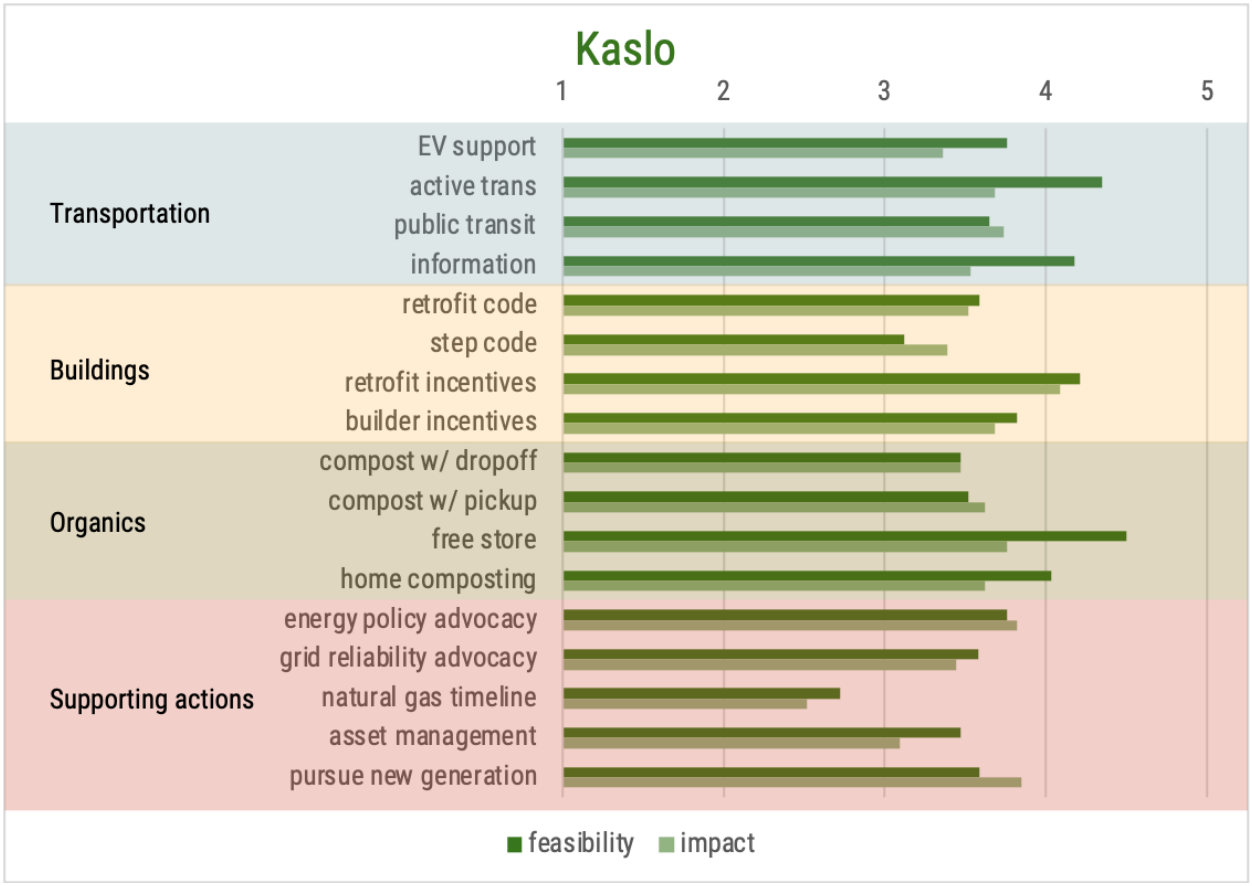
Kaslo residents were asked to complete a survey rating the potential impact and feasibility of potential actions. Based on 40 responses, the weighted average of the actions are shown in the chart below. All of the actions received average feasibility and impact ratings greater than the midpoint. Potential scores range from 1 to 5. The distinctions among many of the actions fall within the margin of error (+/- .6).

The highest impact ratings were for pursuing new generation (3.85), retrofit incentives (4.09), and energy policy advocacy (3.82), while the lowest rating was for advocating for renewable natural gas (2.52).

The highest feasibility ratings were for retrofit incentives (4.21), free store (4.5), and active transportation (4.35). The lowest feasibility ratings were for advocating for renewable natural gas (2.72), and adopting the step code (3.12).

Kaslo Proposed Actions	feasibility	impact
Promoting electric vehicles with charging stations & incentives	3.76	3.36
Adding more trails, paths and routes for walking, cycling etc	4.35	3.68
Adding more transit routes, stops, and rides	3.65	3.74
Providing more information about alternatives to car trips	4.18	3.53
Adopting a voluntary energy efficiency standard for building renovations	3.59	3.52
Adopting a higher energy efficiency standard for new buildings (the Clean BC Step Code)	3.12	3.39
Providing incentives and support for home energy efficiency retrofits	4.21	4.09
Providing incentives for builders to meet higher efficiency standards	3.82	3.68
Centralized compost facilities with drop off locations	3.47	3.47
Centralized compost facilities with curbside pickup	3.52	3.62
Designated locations for exchange of unwanted goods (eg "free store," Trash to Treasures)	4.5	3.76
Education and materials for home composting (eg free classes, subsidized containers and bear fences)	4.03	3.62
Ask the province to make it easier to generate community-scale renewable electricity in our region	3.76	3.82
Advocate for a more reliable electrical grid	3.58	3.44

Ask the province to set a timeline to move to 100% renewable gas	2.72	2.52
When improving or repairing community-owned infrastructure, include components that support renewable energy even if it increases cost	3.47	3.09
Build or invest in renewable energy facilities (eg solar farms, heating plants, etc)	3.59	3.85



Kaslo-Specific Inventory & Model Assumptions

The following assumptions were made, specific to the inventory and action modelling for the Village of Kaslo. For a list of general inventory and model methodology and assumptions, please consult Appendix X.

Inventory Assumptions

- 65% have secondary wood heating, 14% of homes use propane for their primary heating source, and 3% use heating oil for their primary heating source, as per drive-by heating survey results

Modelling Assumptions

- Based on ClimateData.ca RCP 4.5 median values, the 30 year average of Heating Degree Days around 2018 are 3,571, and in 2050 they will be 3,039
- Based on ClimateData.ca RCP 4.5 median values, the 30 year average of Cooling Degree Days around 2018 are 122, and in 2050 they will be 243
- Shift Beyond the Car impacts reduced to 2% due to remote nature of community. Reductions are based on 20% of commuters working one day a week from home, and assuming that commuting accounts for 50% of all vehicle kilometers travelled (VKTs). This reduction would commence in 2022 with a 1% reduction (10% commuters), followed by 2% in 2023 (20% commuters)
- New Buildings Efficiency & Fuel will be following the approach set out by the Regional District of Central Kootenay (RDCK). Based on ambition level of “Mid 1” for RDCK, reductions are expected to be within the margin of error, and therefore negligible.