

Imagine
DOWNTOWN CASTLEGAR

City of Castlegar

DOWNTOWN AREA PLAN

JULY 2021

CTO
ENGINEERING PLANNING URBAN DESIGN

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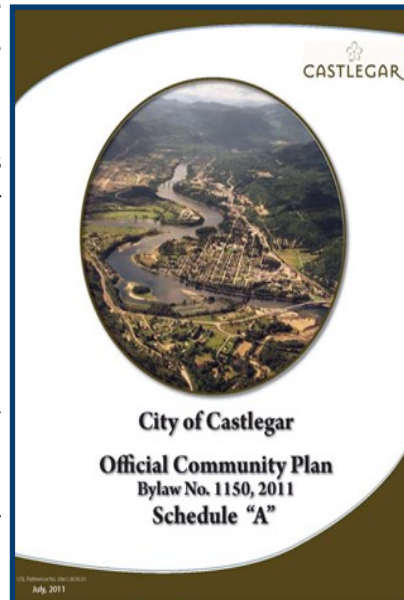
City of Castlegar - Downtown Area Plan

1.0 BACKGROUND

The City of Castlegar Official Community Plan (OCP) establishes Downtown as a priority planning area, recognizing the importance of the old commercial core as the heart of the City, and an area of the community that the residents and Council strongly believe warrants economic and physical enhancement.

The Downtown of Castlegar and the surrounding North Castlegar residential area was the initial hub of development for the community even before the “Village” was incorporated in 1946. Since the early days of settlement in the late 1800s (the City was platted in 1897; the CPR Bridge construction occurred in 1902; and the first hotel built in 1908 in the downtown core), the downtown in the vicinity of Columbia Avenue and 3rd Street provided Castlegar and the many surrounding small communities with the main commercial, professional, financial, educational, institutional and transportation services. The CPR Train Station, located at the end of 3rd Street, added to the continued rise in prominence of this important hub. Following WW II and the ensuing decades of the 1950s, 1960s, 1970s, and 1980s, Castlegar’s economic growth continued to spur the success of Downtown Castlegar.

By the early 1990s, the City, with the help of the Provincial Government, initiated one of the largest single phase downtown streetscape revitalizations in the history of BC. Unfortunately, the benefits of such beautification (and some underground infrastructure upgrades), were short lived.



Shortly after major works were completed in the downtown, however, an emphasis on new commercial development was placed on the Crossroads of the Kootenays near the south end of Castlegar, now referred to as the Regional Commercial area of the city.

Hotels, auto and highway service, commercial and large format retailers took advantage of large, vacant lands and significant traffic volumes along both Highway 3 and Highway 22 (Columbia Avenue).



The focus of new commercial activity at the Regional Commercial area, and the relocation of many businesses from the Downtown to that area, has negatively impacted commercial investment in Downtown Castlegar. During the last Official Community Plan update that was completed in 2011, the residents voiced and Council supported a renewed interest to position Downtown Castlegar as the heart of the City with a view to redevelopment with new land uses, revitalized services and stimulated economic vitality. [See SECTION 8.4 (p.32) and SECTION 10, (p.45) of Bylaw 1150 regarding North End Growth and Downtown Area Policies.]

In 2019, the City of Castlegar initiated the Downtown Area Plan to set the tone for Council’s commitment to this important area of the community. The following Plan is the result of input from City staff, Council, a dedicated Advisory Committee and public engagement, all supported by the guidance of CTQ Consultants Ltd (Engineering, Planning and Urban Design). Communication with the stakeholders during much of 2020 was somewhat affected by the COVID safety protocols; nevertheless, in February 2021, the Advisory Committee felt comfortable with the myriad of community input, sanctioned the general vision and goals of the Plan, and provided the Consultant direction to move forward to complete the Plan for Public review.

2.0 INITIATIVES/SUCCESSSES IN OTHER DOWNTOWNS

Downtowns have been recognized as critical elements of liveable and prosperous communities across North America for decades. Be they smaller towns and cities (under 30,000-40,000 population), medium-sized (up to 100,000 population), large-sized (up to 400, 000-500,000 population) or extra large, (over a half million population), the downtowns play a pivotal role in the liveability, attractiveness and economic prosperity of a community. Like a human, the downtown takes on a character that is special to that community, but many of the features it contains will be the same, community to community. Some of the typical features where a downtown can differentiate itself are with the streets/streetscape, the commercial activity, urban design, the type and amount of housing, institutional or cultural facilities and if it is attractive enough, in various forms, to be visited by tourists as well as by the local residents.

It is no wonder that municipal councils and supporting organizations throughout BC devote sizeable efforts and investment in planning, infrastructure, economic development and business or developer recruitment, to grow and maintain the “heart of the community”. Admittedly, some downtowns are fortunate to benefit from advantages such as strategic location (eg. waterfronts, views, and heritage architecture). Having nearby and growing resident populations can also contribute to the success and vibrancy of a downtown - commercial core area.

Regardless of a downtown’s attributes, on-going planning and revitalization efforts are necessary to maintain the role of the downtown as the heart of the community. Economic downturns, aging infrastructure and deteriorating buildings are always threatening.

Unfortunately, some negative circumstances may also occur that are outside the control of the downtown property owners. Changing transportation systems (losing pass through traffic); planning policies (competitive forces from another commercial area); big box retailers (locating to extensive areas of land); main anchors (banks, large hotels, hospitals, bus/train/transit stations) relocating away from the downtown, are just some of the many factors that influence the need for revisiting the “health” of a downtown.

Fortunately, the ‘art and science’ of bringing downtowns back to life through sound planning and vitalization has come a long way in recent decades. If the community (business, residents, Council and municipal staff) recognizes the potential and can make a sincere effort, experiencing the success of the economic, social and physical vitalization of the downtown will permeate every facet of the community. The real successful cases reach beyond the community, capturing the attention of tourists, businesses and developers, too.

The intent of this section is solely to draw attention to what are some initiatives in other communities that are generally working and that the Castlegar Downtown Area Plan can enshrine to help achieve success. We offer these as a basis to the goals, policies and design ideas that follow, many of which mimic, or emanate from, public input during the early stages of preparing this Plan. Some of these principles were also used to help incite discussion amongst the various public engagement sessions, Advisory Committee meetings and Focus Groups. They are truly ‘lessons learned’ by the consultants (in over 30 years of practice in dealing with downtowns) and through associations that have been instrumental in the ‘downtown movement’ throughout BC, Canada and North America.

2.1 REASONS FOR REVILATIZATION

In order to initiate planning for a downtown it is imperative that a City and its residents understand why the area's health is so important. People generally understand that they want a downtown that looks good, is vibrant, has nice places to shop, where it is easy to find parking and perhaps hosts events and festivities to enjoy from time to time. As they appreciate more of the reasons for (or elements of) revitalization, the efforts can become more directed and the successes much greater. Otherwise, the results are often mediocre at best, with a downtown barely maintaining its appeal, and certainly not differentiating itself from other commercial areas to where the consumers or visitors will tend to migrate to.

This Figure (*Figure 1*) provides a comprehensive list of reasons that organizations such as the International Downtown Association (IDA), Urban Land Institute-ULI (Washington, USA), and more local groups such as the Business Improvement Association of BC (BIABC), that are typically used to draw attention to the 'worth' of spending time, money and energy on downtowns. These reasons are also important to understand that the effort warrants constant commitment by management of dedicated organizations, and municipalities. It can not be a minor responsibility managed "off the corner of a desk", if the downtown is truly to be successful.

This type of list is often cited by downtown area managers as being equal to what shopping malls are regularly having to address. Being cognizant of these elements keeps the stores full and people coming.

It makes the venue attractive which means changes may be constant to appeal to consumers and visitors. It means upkeep. It means promotions and strategic marketing. It means strategic physical improvements that excite. It means investment in a particular aspect or anchor tenant. Together, these reasons gain the respect of all key players in a successful downtown, including the merchants, the property owners, the municipality, the new investors and the (downtown) management organizations.

REASONS FOR REVITALIZATION

- Competitive advantages to other commercial precincts/malls
- Create the excitement to which people will gravitate
- Respond to demographic shift - Bulk of the buying group
- Move consumers to point of sale
- Attracting new stores and ventures
- First Tier location model
- Expand the Tenant Mix
- Clustering Concept
- Aesthetics
- Market Expansion
- Increased Spending
- Improved Economy
- Attractiveness of the Downtown - Recruitment of "pillar" type businesses - banks, etc.
- Investment in public realms sparks investment in private property
- Replaces/Avoids deterioration
- Tenant sales, total operating receipts, total rent, and net operating balances all up (per sq .ft.) compared to those of suburban counterparts (ULI: "Dollars & Cents of Downtown/Intown Shopping Centres")
- Recognition of Shopping District
- Creation of "Anchor Characteristic"
- Increased Visitation/Tourist Destination (Supplement your normal market share) Downtown Dwellers + Outside Downtown Workers + Visitors

- Figure 1 -

2.2 LESSONS LEARNED

.1. “FIRING ON ALL CYLINDERS”

The following figure (Figure 2) “Development Strategy & Rating” is a simple but critical ranking of approaches that have been found to be the most useful strategies for downtown development/revitalizations in small, medium and large cities throughout North America. Important to note is that the rating (out of 5 as the highest point score) are not too divergent, i.e. 3.57 for the impact of main street revitalization compared to 2.8 for the impact of creating nightlife/entertainment. What has been found to be most important is that the downtowns that are taking advantage of most, or as many of these strategies as possible, are resulting in very successful areas; hence the expression: **Firing on all Cylinders!** Success being measured by the vibrancy, full stores, successful anchors, developer interest, recognition as a place to shop, visit, be entertained and live, and ultimately a place that the municipality has placed high priority to maintain as the ‘heart’ of the community.

Centres in BC such as Kelowna, Nelson, Duncan, Victoria, Penticton, Nanaimo, and locations across Canada or just across the border in the Pacific Northwest States of Washington, Oregon, California and Idaho, have gained the recognition of ‘successful’ downtowns by working on trying to “fire on all cylinders”. Kelowna, for example, up until 20 years ago with a population of less than 100,000, struggled with maintaining anything close to a successful downtown, even with its strategic location next to Okanagan Lake. Today Downtown Kelowna is truly “firing on all 16 cylinders”. One of the missing elements was downtown housing. Just 25 years ago, with the first Downtown Plan, the City made the conscious decision to begin a concerted effort to introduce housing into the mix. Even though the “primacy of retail and office” is still protected in its land use planning, the downtown now boasts several hundreds of housing units in the form of multi-family townhomes and high-rise apartments, up dramatically from barely 60 units.

The synergy between the 16 strategies is further energized by a very organized Business Improvement Area, that has in turn earned the cooperation of City staff and Council.

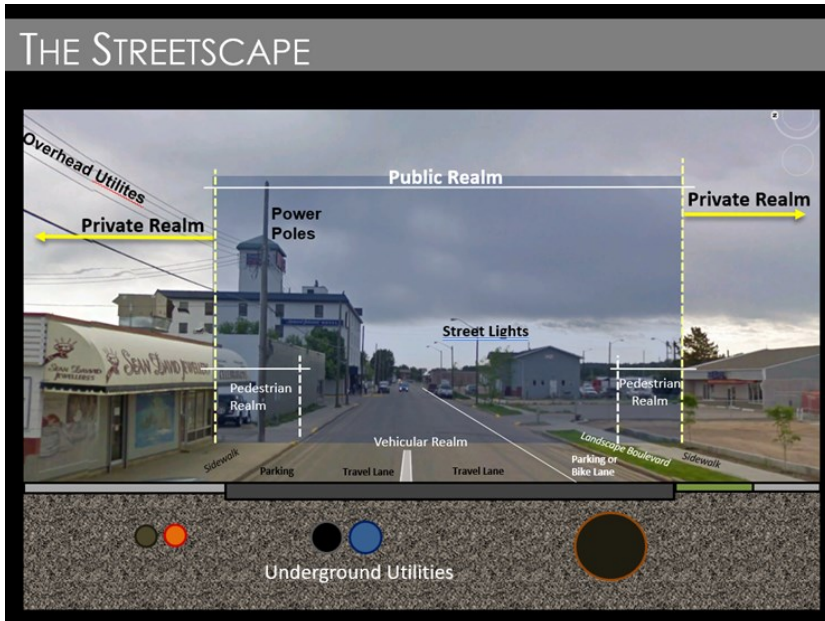
DEVELOPMENT STRATEGY	RATING
• Main Street Revitalization	3.57
• New Office Development	3.52
• Waterfront Development	3.47
• Convention Centre	3.40
• Pedestrian Improvements	3.36
• Sports Stadium/Arena	3.33
• Historic Preservation	3.32
• Parking Facilities	3.20
• Tourism	3.20
• Centralized Regional Management	3.15
• Downtown Housing	3.03
• Transit Improvements	2.91
• Indoor Shopping Centre	2.89
• Traffic Circulation Changes	2.81
• Nightlife/Entertainment	2.80
• Pedestrian Mall	2.53

- Figure 2 -

2. INVESTMENT IN PUBLIC REALM DRIVES INVESTMENT IN PRIVATE REALM

Another important lesson that the downtown movement has learned is that investment of funds into the public realm (often in the form of major streetscape, road or utility improvements) can bode well for enticing private investment in the private property.

This can be in the form of major façade improvements; structural renovations; and redevelopment of sites with new buildings. The public realm may also experience investment in institutional facilities such as municipal offices, police stations, art galleries, museums and convention centres which can typically send a message out to the private sector that the City is serious about regenerating the downtown. Critical to this lesson, however, is that there must be strategic follow up or complementary planning policy. Places (like downtown Castlegar did in the mid 1990s) will not reap the full benefits of even a large streetscape revitalization if the municipality and the business community do not pursue a comprehensive approach in the form of a plan or a strategy. Some examples follow as more ‘lessons’ learned.



3. PHASING DEVELOPMENT; DO THE FIRST ONE RIGHT

It is understood that the entire vision and goals included in a Downtown Plan can not be implemented over night. A strategic approach suggests that certain elements might need to be introduced in a phased manner. Critical to this lesson is to ensure that the “first one is done right”. This implies that the earliest examples set the tone for what is to follow, so keep the bar as high as possible! The notion applies to urban design of public facilities such as an art gallery; a streetscape improvement; a new housing development or way-finding signage that will ultimately be applied to several key locations. Setting the example is intended for all players to take heed. The hope is, that the next project may even set the bar higher, in terms of quality, aesthetics, character or benefit to the downtown vision. Planning, design guidelines and the ability to communicate the plan and negotiate the approvals by the City officials will be crucial to creating a special downtown area set within a beautiful part of the West Kootenays.

4. DOWNTOWN CHAMPIONS

It should go without saying, but the success of many downtowns has been the champions behind the cause. This may be one person that is committed to the whole downtown revitalization movement, a group that supports a certain initiative, a mayor and council that has recognized the importance to vitalize the historic heart of the community. Regardless of whether it is one strong leader or a group with genuine interest, the champions must be recognized and used to further the cause and achieve the vision. Seeing their own project in the context of the betterment for the whole downtown is also a significant asset. Champions are true ‘team players’; work with them, engage them and celebrate them. The initiatives may come in the form of major buildings, revitalization of a special area or street, a public sculpture sponsorship and installment, or an event. The Advisory Committee for the Castlegar Downtown Area Plan will be useful in helping identify those champions and the projects that they may wish to champion in concert with the Plan. It is also typical that it is these champions that are the ones that spearhead organizations such as the Business Improvement Areas, as has been found throughout many BC communities.



5. COMPREHENSIVE APPROACH

Municipalities have found that a comprehensive approach to a redevelopment project saves time and money while also coordinating for future enhancements in the area. For example, a redevelopment of a street or a particular site (e.g. demolish and redevelop) should be pursued with an understanding of all related items, including parking opportunities (on-site or off-site); need for streetscape works; utility upgrades; widened sidewalks; urban design continuity; public plazas and courtyards, etc. If a major building project is being slated for part of a street in the downtown, every effort should be made to design for a greater length of the

street and potentially other connecting streets. Similarly, the development in one area of the downtown may have implications for another area or street in the downtown. Items such as street trees/landscape and



street furniture; signage; sidewalk connections or roadway changes and other elements of the public realm should be reflected in development approvals and coordinated with annual (or longer term) Public Works schedules. A new development may also create an opportunity for recruitment of complementary commercial or residential uses, expansion of parks and green space or protection of certain adjacent properties that may further advance the planning goals of the particular area or street.

6. PROMOTION/MARKETING/EVENTS

The vitality, attraction and excitement that successful downtowns exhibit are not just based on the buildings and businesses, nor the streetscape and pedestrian realm. The draw for people into these downtowns is good and ongoing promotion and marketing strategies. They help fill the streets and stores with entertainment, events, festivities, sales, art and cultural exhibits, music and visual stimulation, to name a few of the many means that are programmed by “centralized management” like a Business Improvement Area, Chamber of Commerce or other responsible agency. Once again, the Business Improvement Area, Business Revitalization Zone and Business Improvement District organizations (across Canada) with the support of the International Downtown Association, provide an arsenal of tools that attract consumers and visitors into the downtown.



7. MORE RESIDENTIAL AS A KEY LAND USE

The benefit of having more residents populate the downtown area has been proven in urban planning and downtown revitalization principles for decades. Unfortunately, suburban growth in many communities has been competition for the downtown as a residential location. Now, the market shift in residential demand in terms of demographics, housing forms, lifestyle choice, and prices, are dictating a renewed interest in living in or near the downtown core. Especially with high density forms of multiple-family residential housing such as townhomes, infill suites, carriage homes and apartments, efficiencies in land use are being achieved on properties that have been underutilized. It is understood that density factors that may be currently at 3-5 Single-Family Residential units/acre can be redeveloped to 12, 20, 30 or 40 units per acre in small cities such as Castlegar. In each case, the market exists for purpose-built rental as well as regular market ownership.



Downtown housing is known to increase downtown consumers and spending, create mixed use building opportunities, enhance the pedestrian realm, add to the vitality of the core, and keep “eyes on the street” well after retail and service businesses close for the day. Directing more housing into and around the downtowns is also a means to fill vacant spaces where former commercial enterprises may no longer be attracted. This trend is certainly attracting the interest of the developer/builder community, especially where the economics of purchasing underutilized or aging real estate makes sense.

8. ATTRACTING ANCHORS/ART & CULTURAL FACILITIES

Development strategies in most small and medium sized cities in BC continue to emphasize the benefit of locating anchors in the downtowns. These strategies are based on sound planning policy that suggests there is synergy between various government, cultural and even private developments such as hotels. An anchor will typically serve as a draw to other complementary uses, has long term or sense of permanency and is usually a resilient use such as a civic precinct. If appropriate land is available, it makes perfect sense to grow the anchor base but without sacrificing the primacy of retail and even housing.

Law courts, municipal offices, art galleries, performing centres/theatres, recreation centres, police stations and fire halls, senior government agencies, along with corporate offices, hotels, casinos and major employers may serve as anchors to the downtown. In many cases the facilities are linked by a campus setting, walkways or plazas. Parking facilities do not have to be on site, but ample parking space in the vicinity adds to the success of this cluster of uses.



9. COMMUNICATION WITH A PLAN

The Downtown Plan should serve as a communication tool to investors, government funding agencies, developers, merchants, future Councils, and other potential end users of the downtown. Whoever the audience may be, City staff is well advised to use the document to build excitement. It is a Plan that should help the City exude confidence in the future of the Downtown. The Plan should help articulate the vision, but even speak to specific sites, streets, special areas and policies that elicit interest in building or locating downtown. The message is often: “we have a place especially for you”; or the Plan is used to help private interest to determine where they can fit, even if some land use or design changes are warranted.

10. INCENTIVIZING DEVELOPMENT

Lastly, numerous municipalities are now incentivizing development in their downtowns. This is often a ‘carrot’ to help private business and non-profit organizations seriously consider the downtown as a location to invest and develop in a primary growth area identified through plans such as this one. Municipalities in BC have the authority to use the powers vested in the Community Charter and Local Government Act to implement incentives such as the following:

- Offer tax exemptions for a prescribed period for certain kinds of land development
- Offer lower Development Cost Charges (DCCs) for certain kinds of land development
- Waive or reduce DCCS for non-profit housing
- Waive parking requirements for new developments in certain areas of the downtown
- Offer flexible zoning for compatible uses in the downtown: offices, hotels, retail, restaurants, personal services, recreation, etc.
- Provide assistance to fast-track development applications

- Cash contributions through an agency (e.g. CBT) per unit of Multi-Family Residential or Mixed Use projects
- Creation of prepared drawings for certain housing forms which speeds up development review and approvals for specific areas
- Monetary assistance to owners of buildings and tenants to improve building appearance (Façade Programs)
- Monetary assistance to owners of buildings and tenants to update commercial signs in keeping with City Design Guidelines
- Cash-in-lieu policy to address on-site parking requirements.



Example of Recent Residential Development that benefitted from Incentivization Program, City of Prince George, BC

The intent of incentivizing development is directed at encouraging multi-family residential development in or adjacent to the downtown where full municipal services and amenities are available; to create a broader range of housing options for a variety of demographic including aging in place, families, and singles; to demonstrate leadership to meet the growing need for housing and care facilities for seniors in the community; and, to encourage partnerships between non-profit housing organizations and private developers.

3.0 THE DOWNTOWN VISION

1. CAPTURING THE VISION FROM STAKEHOLDERS & RESIDENTS

Public participation/engagement was an important early step in the process to develop the Downtown Area Plan. The City of Castlegar wanted to ensure that key stakeholders as well as the general public was given the opportunity to participate in helping inform the contents of the Plan. In this regard, the consultant offered several means to involve interested members of the community. Feedback was provided via focus groups, small and large stakeholder meetings, two types of surveys, an open house (including Information Boards), on-line (Castlegar Connects) and social media (Facebook: Castlegar News Page and Castlegar City Page). This was complemented by regular communication with the Advisory Committee and City Planning Department staff.



Due to the constraints on meeting face to face imposed by COVID concerns, especially during 2020 and early 2021, some virtual meetings were held. Lastly, a Design Charrette was held internally by the consulting team, the results of which were shared with the Advisory Committee and City Staff. The consultants ensured that the earlier public feedback was reflected in the all-day Charrette exercise.

Consultation started in November, 2019 with preliminary focus groups, Advisory Committee meeting, a Downtown Merchants/Property Owners meeting and a Community Open House. In each case, the Consultants and City Staff briefed the participants about the project terms of reference and provided significant background regarding downtown area planning.



The participants were given ample opportunity to be informed as well as offer their opinions, ideas and concerns about the future of Downtown Castlegar. Everyone that attended or participated was also asked to make 'Vision' statements for Downtown Castlegar.



The vision was also captured through reaction to color graphic boards, responses to directed questions and oral conversation within the various group meetings. Digital and social media provided some participants opportunity to offer longer communication or point form input. After a few months of delay during the COVID related meeting restrictions, further meetings were held with Selkirk College students, a Residential focus group and the Arts and Culture focus group.

This latter group participated extensively in a 5-hour meeting in Castlegar on November 12, 2020, however the residential group received less participation, especially since it was a virtual meeting.

The community was made aware through the banner of “Imagine Downtown Castlegar” under the direction of the City’s Communications Manager. Interest and contribution were very good and sufficient to inform the Plan. It is also important to note that from the various stakeholders, meetings and the different means used to elicit a vision, ideas and opinions, the findings were corroborated. Such a unified vision should empower the Plan and send a positive message to City Council, to enact policy and take action for Downtown Castlegar.

Participation numbers can be provided by the city under separate cover.

2. COMPONENTS OF THE VISION - PUBLIC STATEMENTS

The essence of setting the ‘Vision’ for Downtown Castlegar was to provide a backdrop for the Goals and Policies of the Plan, that would ultimately help the City take action to implement. The community must never lose sight of the The Vision. It is a Vision that can be communicated amongst future Councils, downtown landowners and the residents of Castlegar. It helps enshrine the important position of the downtown in future planning, infrastructure upgrades, urban design and economic development efforts.

The community was asked to “Dream Big” but offer sincere and realistic vision statements about the downtown in “say 5, 10 and up to 30 years”. To elicit effective feedback, the people were asked questions such as:

- * What does it look like?
- * How does it feel?
- * How inviting can it be?
- * Its character in built form?
- * The character of the streets?
- * The sidewalks and pedestrian feel?

The participants were also asked about their suggested priorities for the downtown area. In each case, and through written and oral replies, on sticker boards and in surveys, the results became quite clear. The various focus groups’ sentiments were corroborated in most all occasions for input.



Public Vision Statements

Hundreds of vision statements were boiled down to four main categories as follows and illustrated in key words that were extracted from the commentary:

- *Create an Inviting Downtown – InvitingGreen..... Walkable....Rideable (Bicycles)....Artistic/Culture....Vibrant with PeopleA Fun Place*
- *More People Living Downtown - Residential Use.....More Density....Living right Downtown....Mixed Use Buildings....a Diversity of Housing....Residential above Commercial*
- *Regular Maintenance to the Public Area – FixingMaintaining....Enhancing.....Cleanliness.....Good roads....Reduced traffic.....Upgrade walking and cycling*

- *Create a Commercial Destination* – Theme....Diversity of retail shops....Entertainment District....Redevelopment of old buildings....fill in underused parking areas....inviting to all people....special places to dine, shop, drink and ‘hang out’caution that too many professional offices and institutional that could compromise retail space as a priority....do not lose the prominence of retail

Priorities Raised by the Public

Another way to get the participants to think about their future downtown, was to have them set priorities. Based on the number of respondents allocated to each item (that was offered for consideration), the following top priorities were chosen:

• Streetscape Appeal and Upgrades	85
• New Residential and Commercial Uses	81
• Public Spaces and Parks	66
• Gateways/Entryways	48
• Infrastructure	25

Other Important Items

Within the special focus groups and meetings such as the Real Estate/ Developers; the Downtown Merchants/Property Owners; and the Arts and Cultural Group, the following were also raised as important to the success of downtown Castlegar:

- The various types of multi-family and higher density residential forms that can provide housing for future needs and changing demographics
- The various streetscape improvements to beautify the streets and private properties

- The need to strengthen the prominence of commercial uses in the downtown; how to bring it back
- The different kinds of commercial activity that is needed and could succeed in the downtown
- The infrastructure improvements such as landscape, bicycle lanes and paths, roads and sidewalks
- The different kinds of people and demographics , e.g. younger, families, students, etc. that are currently missing from the mix
- The many types of social spaces and activities that could enliven the downtown
- The missing elements to improve the pedestrianization of the downtown, e.g. lights, wayfinding, bike racks, crosswalks, seating, etc.
- The need to strengthen arts and culture, to benefit the locals as well as the tourist: things to do and see; farmers market; anchor for the arts and culture/art gallery; pedestrian connections; cafes and restaurants.

3. ARTICULATING THE VISION - DESIGN CHARETTE

CTQ staff held an all-day design charrette to capture the essence of what the stakeholders and public had offered during meetings and visioning sessions. The material created during the one day event in mid December, (and graphic material, maps and images prepared afterwards) further articulated the Vision for the Downtown. It was then shared with City Staff and the Advisory Committee in February 2021. *(See Figures)*

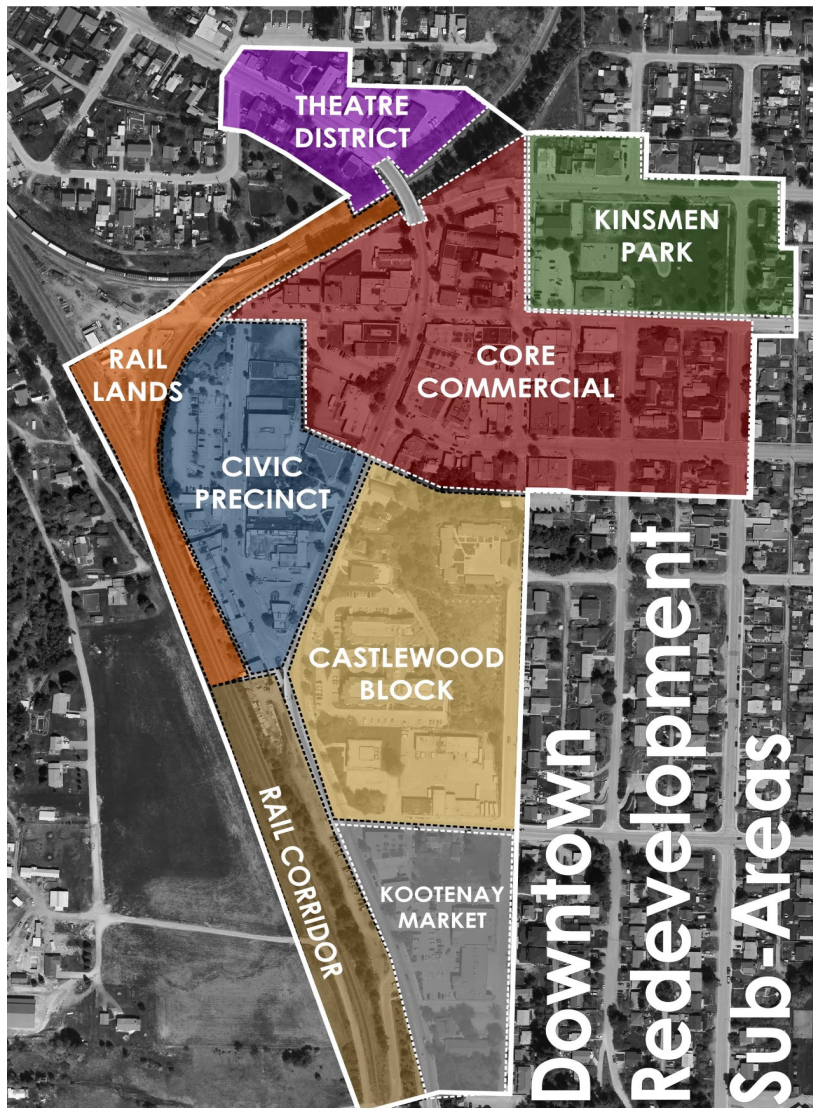
Excerpt From Communication with Advisory Committee - CTQ

“The following represents some of the prominent vision, ideas, and goals that were raised at our Charrette. They reflect our brainstorming throughout the day’s event, but build upon the earlier input from City Staff, the Advisory Committee, various public/stakeholder sessions since the beginning of the project, & our earliest background research on the current conditions (Report presented to City & Discussed with Committee). Although the Charrette did not benefit from the originally planned more-public event due to restrictions related to COVID, we believe most of the elements have respected the aspirations & vision statements offered by those with a keen interest in seeing Downtown Castlegar regain its prominence as the heart of the City.”

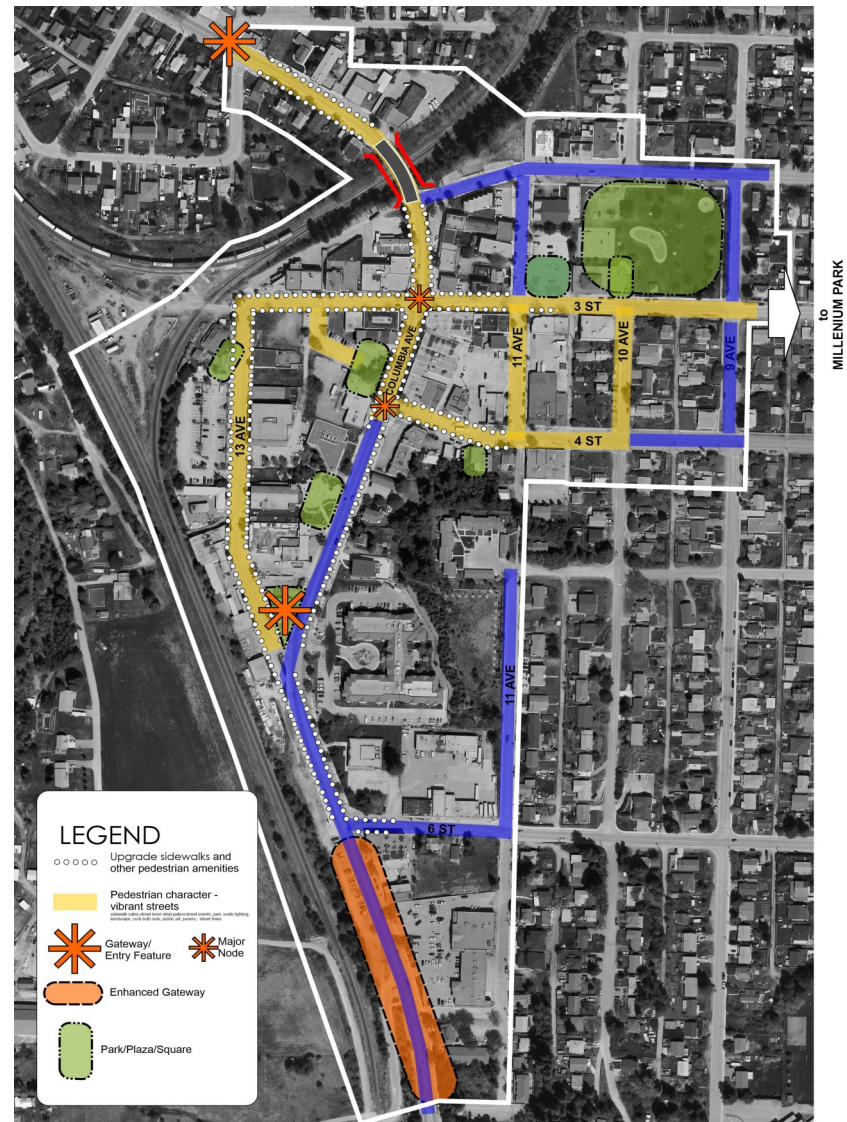
The charrette exercise focussed on three main aspects:

MAPS

Maps were created to help delineate types of streets, proposed downtown sub-areas (districts or character areas) and location of housing nodes. The maps serve as a basis to orient policy direction and urban design intentions.



- Figure 3 -



- Figure 4 -

Planning and Design Elements /Graphics

The graphics that resulted and are attached herewith are meant to help further articulate thoughts for planning and design of some of the key areas/sections of the Downtown. These were used to explain the general intent with the City Staff and Advisory Committee, test reaction and then proceeded with moving towards preparation of a Draft Plan.

It was assumed that, with the exception of relatively new construction/prominent newer institutional, residential and heritage facilities (e.g. Train Station Museum), all areas of the Downtown are subject to redevelopment, major renovations or land use changes, including assembly and subdivision of properties.

- Streetscape character (some key streets and intersections)
- Height and massing of key building blocks
- Land Use (e.g. Commercial; Residential; Mixed Use; Institutional; Parks/Plazas; Roads; etc)
- Special districts/architectural or activity areas*
- Gateways (includes possible art installments and/or signature building)
- Residential Infill/Increased Density Options
- General Architectural theme/material and forms
- Enhancement Areas (includes landscape, lighting, sidewalks, beautification efforts)

**Key elements of the character areas/special districts are discussed in Section 6.*

4. HOUSING REDEVELOPMENT OPPORTUNITIES

Some streets or blocks within and immediately adjacent to the downtown have been considered for residential redevelopment or infill opportunities to add to the supply and diversity of housing. The areas on the east side and in the vicinity of Kinsmen Park have been presented as prime candidates for higher density housing. This includes townhomes and small apartments, and in some cases infill with duplexes, carriage homes and secondary suites. Compatibility with the more permanent residential will be suggested as the area redevelops to accommodate the new buildings. These nodes in the vicinity of the park do not preclude additional residential development throughout the core and further south near the Castle Wood.



Multi-storey mixed-use buildings should continue to **emphasize the primacy of retail and service commercial at the street levels**. Otherwise, both purpose-built rental and market rate ownership residential can be constructed on the upper floors. Seniors care homes and social housing that may occupy large footprints should not be located in the downtown/central core, once again in order to protect space allocation for uses such as retail, service commercial, entertainment, cultural, restaurants, accommodation, and major and small employers. As the downtown residential component grows, the balance with institutional and commercial uses should be monitored so that a truly vibrant downtown can evolve.

4.0 PRINCIPLES & GOALS OF THE PLAN

The following 8 principles are based on the Vision described above. The Principles are further defined by goals or what the Plan aspires to achieve for each of those over-arching guiding principles.



People/Vibrant Place (Enliven the downtown by attracting and supporting: Diversity of demographics, activities to enjoy, a programmed downtown, returning locals and visitors; more residents living, working and playing downtown)

Walkable (Create a downtown with: Compact scale, pedestrian oriented streets and connections; accessibility; less automobile traffic and more bicycle facilities)



Inviting and Special/Unique (Enhance the 'Draw' of the downtown: Memorable place, green, clean, character areas/precincts, attractive streetscape & gateways)

Commercial Destination (Replenish the downtown's commercial uses and primacy of retail: Shopping profile, personal services, concentration of shops and specialty retail, dining and employment/office)



More Residential (Augment the residential units in and around the downtown: More housing choice, multi-family residential buildings and increased population density)

Redevelopment/New Buildings and Stores (Address the disinvestment in downtown properties through aggressive support of: Renovations, redevelopment, new design guidelines, new construction, business recruitment)



Entertainment and Cultural Attraction (Enhance the profile of the downtown as 'the' entertainment and cultural hub of the City: Art galleries, performing arts venues, public art, pubs/wine bars, theatre, heritage/cultural events)

Public Spaces/Special Places (Allocate spaces where visitors to downtown can socialize, mingle, relax, entertain and be entertained: Places for events, busking, outdoor markets, sitting and socializing)



5.0 EXISTING SITUATION

As an initial phase of the Downtown Plan exercise, an **Area Conditions Report** was prepared and discussed with the Advisory Committee. An understanding of the downtown's existing situation served as a basis to analyze the needs for change towards a more successful downtown.

Downtown Castlegar has assets and opportunities upon which to build more of a successful destination; it also has some drawbacks that must be mitigated. The planning and design suggestions that emanate from the above-noted principles are means to address the shortfalls and take advantage of the opportunities.

Streetscape dominated by parking





Dumpster at intersection



Building truncation enlarges pedestrian space at intersection



mature street trees



overgrown landscape in curb flares - lack of maintenance

Limited opportunities for seating

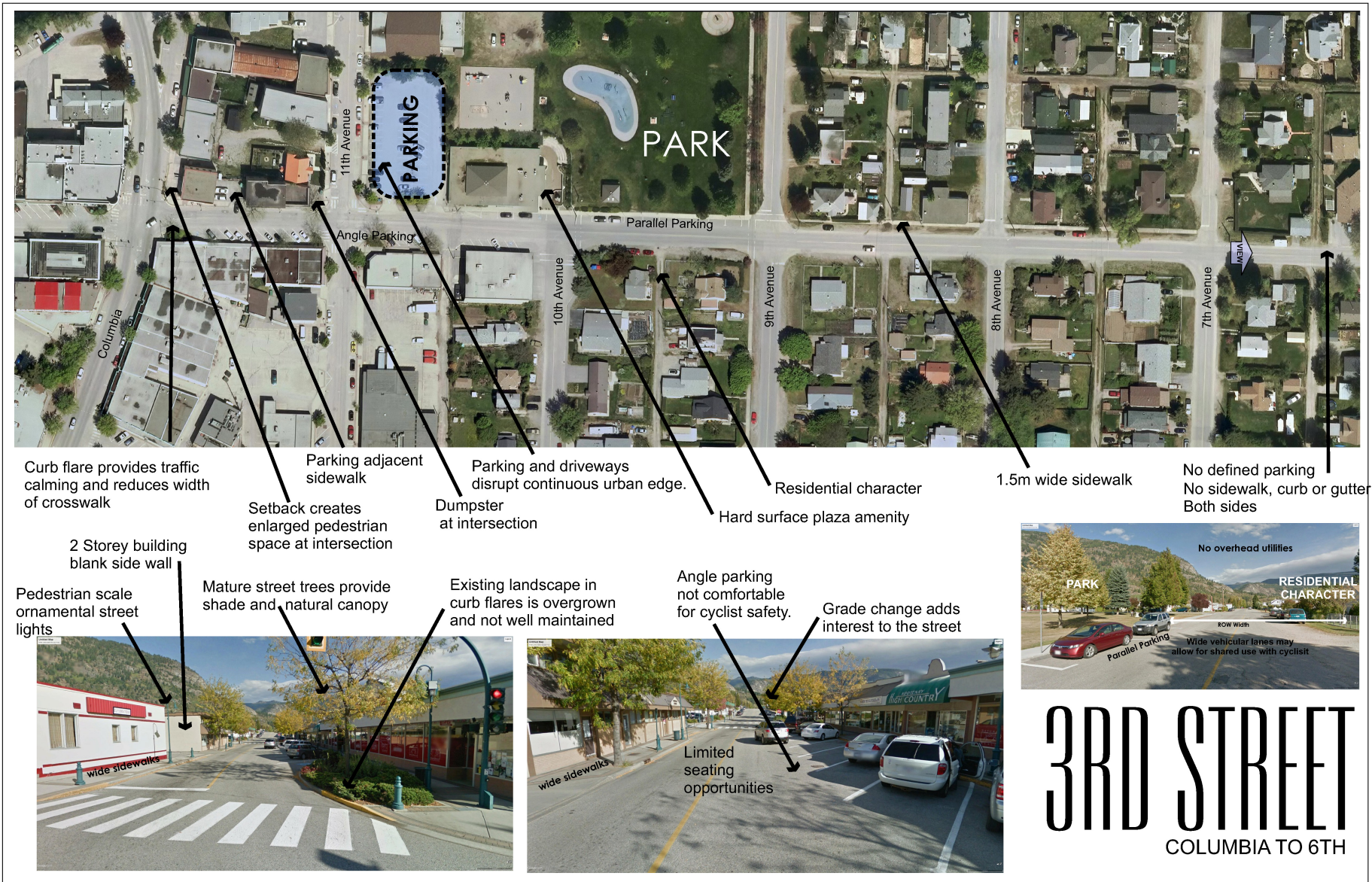
Blank facades



Garbage bins

11TH AVENUE

2ND STREET TO 4TH STREET



Buildings set back from street
Parking adjacent sidewalk
"Strip mall" character

Dumpster and fenced entry

Driveways interrupt urban edge

Parking beside sidewalk

Parking and blank sidewalls

End of one-way

Sense of enclosure-feature wall on Columbia is an important element of the streetscape

Building setbacks vary

Bend in the road provides uniqueness and interest

Building setbacks vary

mature street trees

limited opportunities for seating

ornamental pedestrian scale lighting

no overhead wiring

wide vehicular lane

painted/unused sections of roadway

Columbia Avenue

11th Avenue

4TH STREET

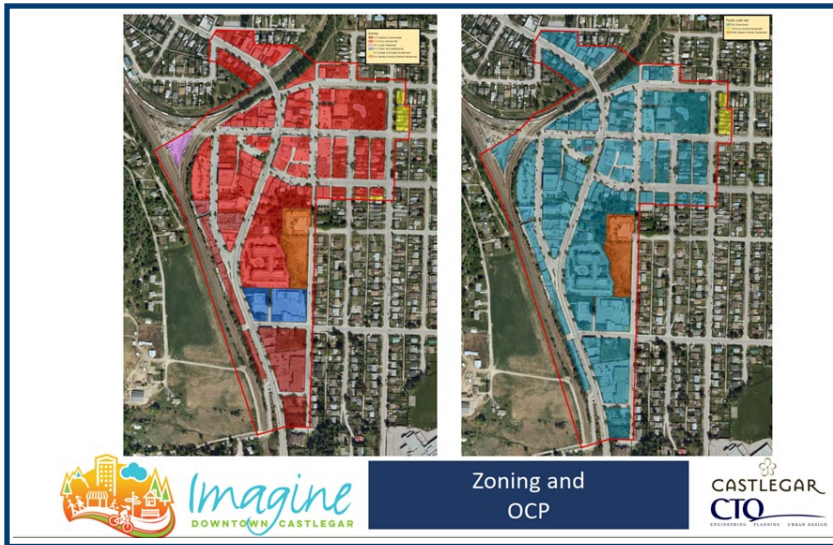
COLUMBIA TO 11TH

Some prominent observations follow, in no order of priority or importance:

1. Current Zoning/Policy/Regulations

The Zoning Bylaw and OCP designations (maps attached) provide current land use regulations. These are two prominent legislative documents that the City of Castlegar will use to further enshrine the direction of the Downtown Plan. It is recommended that changes are warranted to both documents to facilitate the new development, introduce new housing forms, instill new design guidelines and orient desired land uses. It is also a means to help Council incentivize development and allocate finances in the interest of downtown revitalization.

- Figure 5 -



2. Existing Conditions – Asphalt/underused spaces/unsightly properties

A map of the extensive areas of underutilized parking lots is included to illustrate how they challenge the compactness of the downtown, detract from the pedestrianization of the downtown and add to the unsightly feel of some streets/properties.

These are areas that should be candidates for repurposing, redevelopment, landscape enhancement or enhanced temporary uses. Some of these sites fall under senior government ownership, and their intentions for future use should be confirmed. Acquisition by the City could be considered. A comprehensive parking study should also be undertaken if the City of Castlegar establishes a ‘cash in lieu’ approach to satisfy parking requirements of new builds in the downtown, be they institutional (e.g. art gallery), residential or mixed-use commercial-residential structures that can not contain their own on-site parking needs.

- Figure 6 -



3. Building Conditions (some new, some old, much ready for full redevelopment or significant renovations)

Downtown Castlegar contains properties that have seen disinvestment for several years, some of which are in prominent locations in the downtown core, especially along 3rd Street and Columbia Avenue. There have also been recent new builds especially within the Civic precinct between 13th Avenue and Columbia Avenue.



Example of disinvestment/deterioration in downtown properties

The announcement of the acquisition of the old Eremenko building at the corner of 3rd Street and Columbia Avenue and the proposed development of a mixed-use building accommodating the Kootenay Art Gallery with residential use above, on that site is certainly a positive step in addressing the empty sites and vacant buildings. More and aggressive redevelopment by private investors should lead to the appeal of contemporary building design and new tenants in the downtown core.

4. Heritage/historic opportunities (Theater Dist., Museum, Settlement)

The Downtown does not necessarily benefit from a large inventory of heritage buildings such as Nelson or Rossland, but it does have a rich

history that should be celebrated, including the railway development, river travel, cultural, and settlement dating back to the late mid-late 1800s. Prominent buildings in the downtown are the Railway Museum (former Train Station)(1902), the Hi-Lite Restaurant (1950) and the Castle Theatre. (1949).



Closed for more than 30 years, The Castle Theatre was renovated in the early 2000's

Older houses and former stores/restaurant buildings are located in the vicinity of the Theatre District along the former highway to the Castlegar-Robson Ferry terminal. This district was also the main bus stop during the 40s and 50s. A prominent vision that arose during the initial phases of the Plan was to protect the integrity of the Theatre District as a special destination that could evolve as a character area to help create some uniqueness to Castlegar. The Theatre itself, would be an excellent anchor to initiate such a special redevelopment sub-area of the downtown.

5. Institutional Precinct (Anchor uses)

Downtown Castlegar has a well established civic or institutional precinct located between 13th Avenue and Columbia Avenue. These are important government agencies with relatively new buildings that were purpose built, including City Hall, RCMP Station, and the Columbia Basin Trust Headquarters. The 100+ year old Train Station was relocated slightly but still in an important location along the CPR rail line and forming part of the civic precinct.

The building is one of the best-preserved CPR stations in Canada, and now serves as the Castlegar Heritage Museum. Although just on the edge of the traditional civic area, the recently announced Kootenay Art Gallery will nicely complement the other institutional facilities.



RCMP Station located in Civic Precinct

The introduction of the art gallery should also encourage visitation on weekends or evening events, further adding to the desired vibrancy of Downtown Castlegar. These types of facilities are often anchors for more development that build on the synergy of the civic precinct and entertainment/cultural vibe.

6. Loss of key/traditional Downtown anchors

Downtown Castlegar has suffered from the loss of some traditional anchors, such as accommodation, pubs, banks, entertainment, financial institutions and grocery stores. Between fires and the competition with the South Castlegar commercial area, the commercial retail and services that were once the life of the downtown have migrated to other locations. It wasn't long ago that two of the largest home supply stores for the region were located in downtown Castlegar; the largest grocery store, a large Bank of Montreal, a prominent shoe store and two hotels with fine dining and pubs were all located within minutes walk of one another.



Important historical commercial anchors that have been lost over time, & never replaced

The primacy of retail and entertainment has certainly suffered. Nevertheless, other prominent services and retailers still exist, including pharmacy, electronics, jewelers, and the Canadian Legion Hall. New shops including clothiers, hairdressers, café and specialty retail continue to come and locate along Columbia, 4th and 3rd Streets. Most tend to hug the main street (Columbia) strip to benefit from the pass-through traffic.

7. Revitalization effort from early 1990s

Downtown Castlegar benefitted from a large Provincial Government Grant, along with land owner contribution, to undertake one of the largest 'single phase' streetscape revitalizations in the history of BC. Several blocks received, above-ground and underground upgrades including removal of all overhead power lines, new landscape, curb flares, pedestrian lighting, street furniture and widened sidewalks on some streets, and a large public parking lot in the civic precinct. As much as the "clean and green" branded excitement provided hope for many downtown landowners and merchants, the benefit to true economic revitalization was short lived.

Critics have placed blame on many reasons including not having a responsible body such as a BIA to properly promote and market the area,



lack of business recruitment, changes in roadway/traffic patterns due to the new bridge, and the focus of the commercial area at the Crossroads of Hwy 22 and 3 where regional commercial anchors located to take advantage of the pass-by traffic. This was exacerbated by planning policy that continued to allow numerous types of commercial activities in the new south end commercial location, where understandably, there was a significant amount of vacant land for new builds and businesses with large footprint requirements.



The Downtown Area Plan is an opportunity to refocus on the North Castlegar commercial area with the special attention it deserves. The potential is endless if the City orchestrates it well and the private sector can contribute effectively

8. Public art

Castlegar has committed itself to a unique public sculpture program, largely in the downtown but also benefitting other parts of the community. Many of the exhibits on display along streets and other public spaces are of a smaller scale than typically experienced in many other cities. The City and arts and culture community are very proud of the collection, many of which are leased on a temporary basis, allowing a revolving exhibit to be viewed by locals and visitors. (The Art Walk) An effective contribution would be large scale sculptures installed at a dozen carefully selected locations including gateways or at entryways to major buildings including the proposed Art Gallery. This should be done under the watchful eye of an appropriate committee, or special design personnel, as is done in many larger centres.

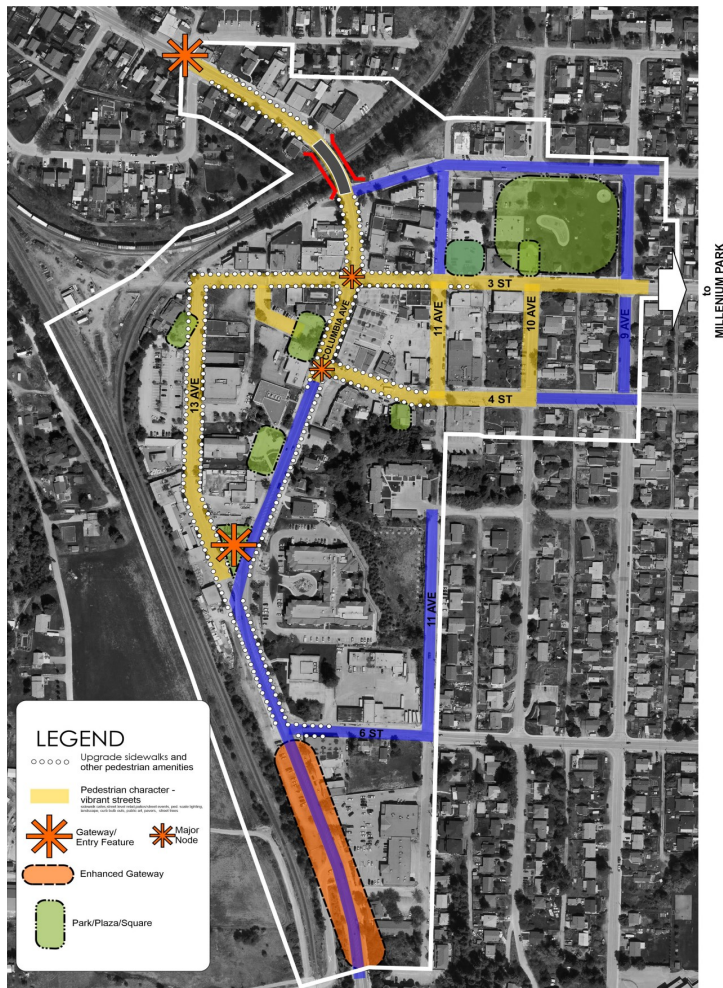


The artwork/sculptures should respect the context in scale, theme, artist selection and medium (bronze, stone, metal, mural, etc). These choices must not be about quantity, rather quality will be imperative. Public Art can also be an element within the new design guidelines that will control the form and character of private properties and buildings.



9. Key Streets /Transportation, Mobility and Accessibility

The following figure depicts the main traffic routes as streets and avenues, most of which have sidewalks, but many have partial or one-side only. Some areas especially in the older residential neighbourhood do not have any sidewalks. Regardless, in many cases there is no curb and gutter, only asphalt elevated to a narrow walkway. Accessibility ramps and wide sidewalks are only located in the core area where the revitalization of the mid 1990s occurred, or in the vicinity of the new construction in the civic precinct.



Columbia Avenue is a major arterial/collector through the downtown. Truck traffic to and from the pulp/saw mills are routed over the bridges and are not as prevalent in the downtown core as they used to be.

The recent Columbia Avenue revitalization/upgrade in the vicinity of South Castlegar includes street tree planting and sidewalks, pedestrian scale lighting, some public art and street furniture.

Pedestrianization efforts in the downtown will require upgraded and completed sidewalks, pedestrian scale lighting, street trees and seating areas. Traffic calming entering the downtown from the bottom of Sherbiko Hill will be required to announce arrival into the downtown; decreasing speeds/traffic calming will be required at secondary gateways as the main core area is approached: 7th Street from the south; Crescent/1st Streets from the north approaching the bridge. As key character areas are revitalized, traffic calming will be required along Columbia within the Theatre District, 4th Street from Columbia to 11th (or 10th) and the 3rd Street access to Millennium Park.

10. Key land uses (Commercial, Residential, Institutional and Cultural) and the ISSUE of Primacy of Retail to be PROTECTED

The mixture of current land uses and the space occupied by the land use activities is largely devoted to institutional, parking/roadways and commercial. With the exception of the Castle Wood Village complex, residential uses are restricted to the old single family neighbourhood near Kinsmen Park, in the vicinity of 4th Street, between 11th and 9th Avenues, and on the lower side of Columbia within the Theatre District.

As noted earlier, the public and consulting team offer caution that commercial businesses do not continue to be compromised. In fact, the primacy of retail should be protected.

11. Housing Choice

Housing choices are currently mainly limited to older single-detached residential where the housing stock is post war (to 1960s) era. Castle Wood Village provides approximately 110 independent and assisted living suites, of which 15 are publicly subsidized. The mixture of the rental and ownership within the housing continuum is unknown in the downtown specifically.

- **Housing Choice (Continued)**

The 2018 Housing Needs Assessment points out various data about the housing mix, but it is not specific to the Downtown. In general for the whole community, Castlegar housing is made up of 68% single detached homes (2,360), with 2016 Census data showing the remainder of occupied dwellings to be as follows:

- ⇒ **120 semi-detached**
- ⇒ **210 row houses**
- ⇒ **340 apartments or flats in duplexes**
- ⇒ **290 apartments in building with less than 5 storeys**
- ⇒ **15 in other single attached houses**
- ⇒ **160 in movable dwellings**

There are a few duplex/semi-detached within the downtown mix. Otherwise, the housing choices that are known to be available in other neighbourhoods are definitely not available in the Downtown.

Since North Castlegar is where the majority of the oldest housing stock is located, it is expected that the proportion of housing in poor condition will be higher than many of the other neighbourhoods. Even though families have done minor renovations to many of the homes, the number requiring 'major repairs' according to the *Housing Needs Assessment* is unknown. Community stakeholders that provided input during the 2018 study indicated Castlegar's housing stock is generally in good condition. However, the report clearly points out that with the aging population in that community, there will be need to modify units to accommodate seniors with accessibility challenges. Castlegar reportedly has the highest percentage of housing units (in the Regional District of Central Kootenay) requiring major repairs for households where the primary maintainer is 85 or older. Housing adequacy has been described as *"the household is struggling....as they may lack savings and other sources of financial support...."*

Anecdotal information provided by realtors suggest that rental and apartment or townhouse units are in demand, especially by Selkirk College students.

We can assume that there is interest for this type of housing in the downtown. At time of writing, supply is very low and costs of both rental and purchase options are climbing rapidly. In 2016, the Housing Needs Assessment noted that the average rent for units to be \$742 per month. Rates as of Spring 2020 were \$800-\$1000 (1 Bdrm Basement), \$1100-\$1400 + Utilities (2 Bdrm Basement). Average home/Basic (4 Bdrm/2Bath) currently at \$1800-\$2200.

12. Urban Design

Design guidelines that have been used to control the form and character of new builds or major renovations in Castlegar date back to 1992. They apply to a Downtown Development Permit Area as prescribed by the Official Community Plan and legislated through the Local Government Act of BC. The commercial buildings were greatly influenced by post-WW II design attitudes. The *1992 Building Design Guidelines* note that mid-twentieth Century preference for horizontal emphasis can be seen in several downtown buildings....suggesting that "they appear to hug the ground"...and featuring "facades and windows that are wider than they are tall". The emphasis of the 1992 guidelines was to promote more modern design. In terms of thematic guidelines, they called for "an attempt to create a lively and colourful addition to the downtown retail core"....while also respecting the City's slogan of 'clean and green'. Very little changed.

The contemporary design and significant architectural expression is seen in the newer Civic precinct buildings, but as beautiful as they are in design, they have also kept to more modest buildings, promoting the use of wood and brick. The Downtown Plan Area can certainly benefit from updated or new Design Guidelines that can apply to the anticipated Mixed Use, Commercial and Multi-family Residential building developments in the years to come. The recently announced Art Gallery should exude a sense of contemporary design to help set the tone for an 'enlivened downtown' that many downtown enthusiasts have been hoping for. This can also influence the urban design character for all components of the downtown, including gateway signs, commercial signs, streetscape appeal, public areas, etc. Furthermore, contemporary design should not preclude the use of wood, for example, to produce dramatic appeal in the design form and character of new construction such as the Art Gallery.

6.0 DOWNTOWN SUB-AREAS (CHARACTER AREAS/SPECIAL AREAS)

From the public vision, principles and goals noted in the above sections, and along with an understanding of what needs to be addressed with the existing situation, the Downtown Plan has been segmented into manageable parts to assist in defining the land use planning and urban design direction.

The following figures illustrate eight character areas, some of which retain predominant uses that have set the tone for future development (e.g. Civic Precinct). Others have been defined because of their locations and/or special opportunities to emphasize particular uses (e.g. residential redevelopment; commercial) or to create some unique places that can add to enliven the downtown and perhaps even set apart Downtown Castlegar from other downtowns in the West Kootenay region. This includes the 'Theatre District' and 4th Street (within the Core Area).



BEFORE



AFTER

(Concept Only)

THEATRE DISTRICT



- Figure 7 -

- Figure 8 -

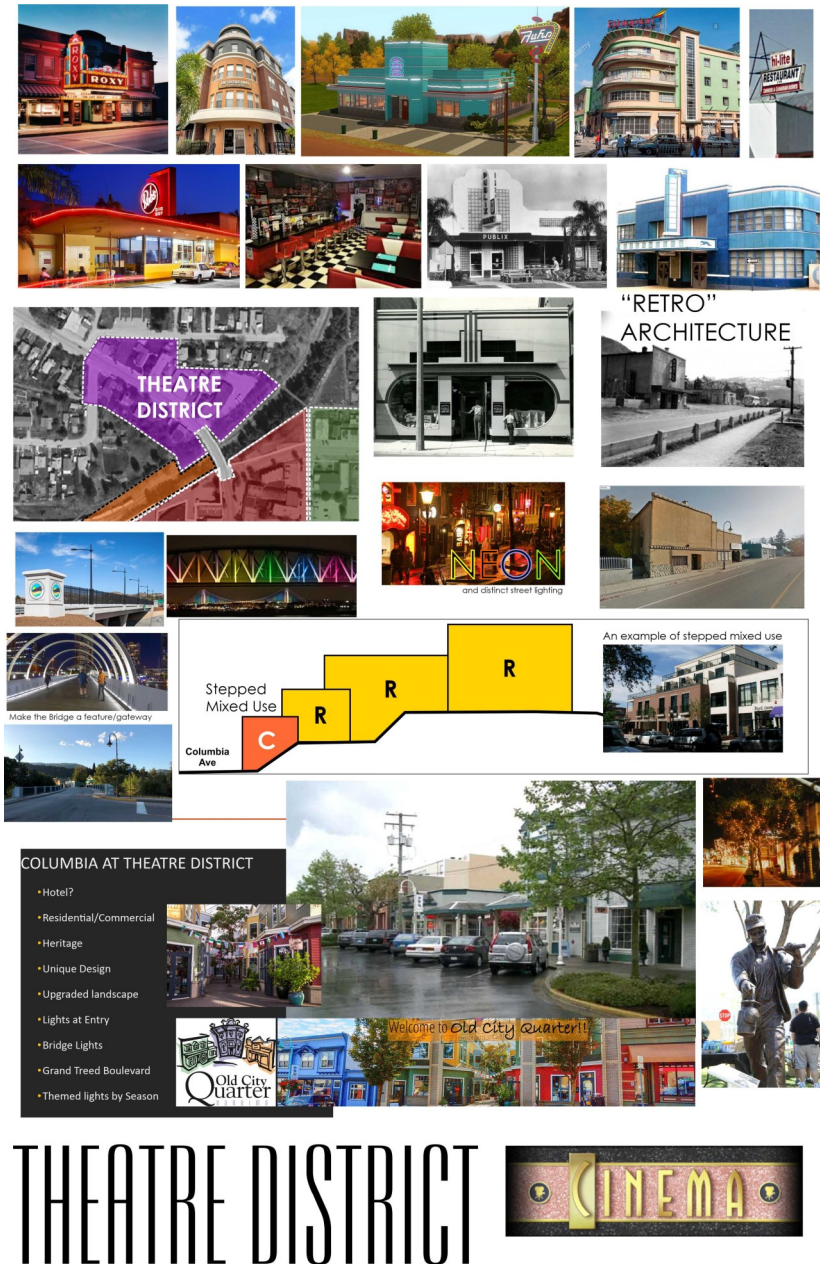


1. Theatre District (A 'Retro' Character Area)

Area: Includes Bridge to Corner of Crescent Street/1st Street, Along Columbia Avenue.

***Note:** Entire length of 1st Street should be considered as access into the redevelopment area properties between Columbia Avenue and 1st Street. Also, the City has proposed a new alleyway off Crescent Street to facilitate the redevelopment of the south side of Columbia and the adjacent former Hesketh property, the latter of which is on the edge of the Downtown.

- Streetscape, Lights and cross-section of roadway to reflect special/unique district.
- Building Form: Up to 2 or 3 storey on North side of Columbia; 2 storeys max on south side
- Commercial uses along Columbia Street front; Residential /office above, includes mixed use work/live studios.
- Appropriate commercial activity: Gifts; bakery; pub; restaurants/cafes, small green grocers, work studios
- Protection of Theatre, High Lite Restaurant (includes retro signs).
- Period Architecture/Art Deco theme (note—the exposed river rock at Theatre could be changed to complement thematic design)
- Street presence cafes/restaurants.
- Gateway/Entry Feature at Crescent and Columbia.
- Potential for Round-about at Crescent-1st St & Columbia.
- Bridge Enhancement, Lights along bridge pillars.
- 'Trainman' Bronze Public Sculpture, perhaps at Downtown end to mark entry into the "Theatre District" and commemorating Castlegar's Rail Heritage ; Early River travel on the "Columbia River" could also be a theme for entry signs. Also the Greyhound Bus Depot was originally located near all the restaurants next to the Castle Theatre.Bus, Rail and River travel played an important role in the history of Downtown Castlegar.



- Figure 9 -

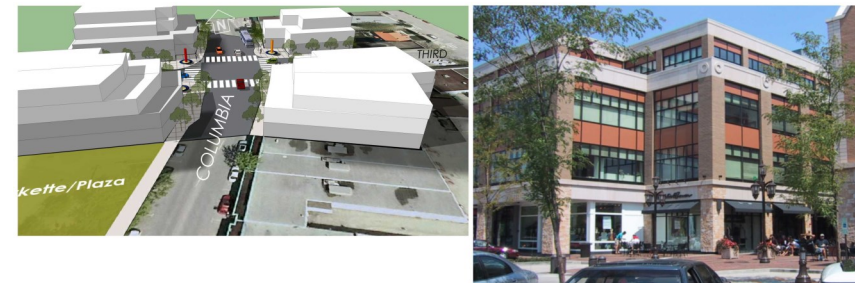
2. Core Area

Area: Includes the important Centre of downtown Castlegar (3rd Street and Columbia Avenue); Core Area serves as gateway to most of the other districts; it has the most potential for redevelopment with a mixture of uses, but with the primacy of retail to be protected. This is an important catalyst for the redevelopment of Downtown Castlegar.



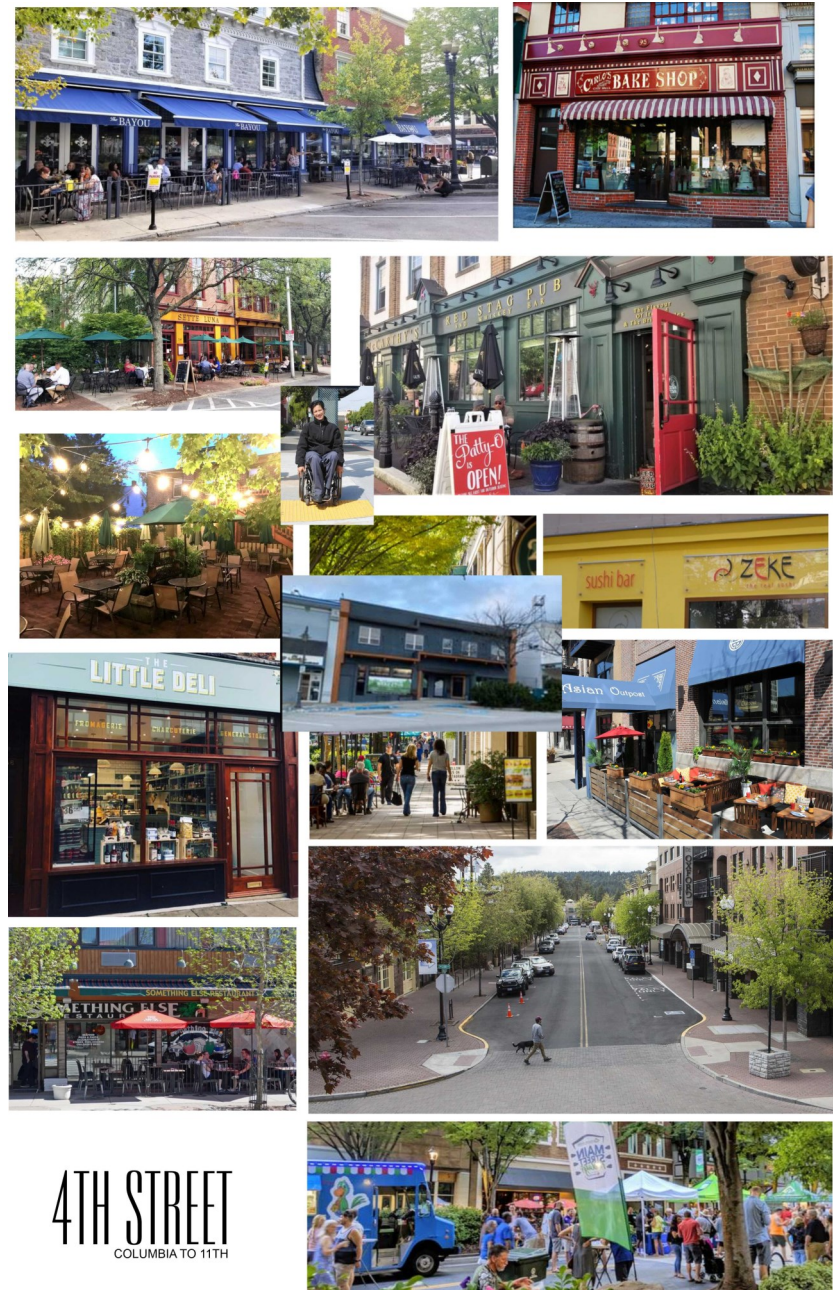
INTERSECTION
THIRD STREET AND COLUMBIA

- Figure 10 -



INTERSECTION
THIRD STREET AND COLUMBIA

- Four Corners Node – Highest profile at 4 to 6 storeys; truncated / corner setbacks on all four corners
- Public Art forms part of the amenity in each space
- All mixed use buildings with ground floor commercial, rising up to additional 4 or 5 residential floors; some step-back design with one or two floors at front to avoid tunnel effect; large public facilities such as the Art Gallery may use more than one floor with full transparency/glass
- Ground floors must be commercial (retail; service, office; hotel/inn; or key attraction) Entry can be off setback area walkways along 3rd and/or Columbia, or at the corner truncation
- 3rd Street serves as entry into Civic precinct (signage; wayfinding; buildings up to 4 and 5 storeys; public attractions such as the Art Gallery can be added to this location with the intention of enlivening the core area as well as ‘announcing the civic precinct’)
- 3rd Street serves as entry towards Millennium Park (cross-section includes traffic lanes, sidewalk, cycle lane or cycle track (2-way); signage/way-finding); landscaping (boulevard potential)
- 4th Street – extending from Columbia to 11th or 10th Avenue becomes pedestrian area/retail district; outdoor café’s and pedestrian vibe; plays off farmer’s market or street closure for events; opportunity for special design character in-road/walkways to help demarcate this special character area.
- Eastern edge (9th and 10th Avenues) to become residential redevelopment or mixed use whenever possible to protect primacy of retail at street level
- Expand Stephenson Square to Plaza area or even green space/ parquette to complement redevelopment of Eremenko area site; pocket parking opportunity or accommodate larger plaza area that could be associated with private or public building such as the Art Gallery
- Contemporary Architecture to be promoted but can reflect recent design principles and materials in vicinity, e.g. City Hall, etc (Glass, wood/timber and brick or stone)



- Figure 11 -



- Figure 12 - 4th Street Special Area (Concept Only)

3. Kinsmen Park Area

Area: Kinsmen Park and residential area in vicinity of 10th and 9th Avenues near the park

Park:

- Move greenspace towards 11th Avenue
- Move parking in Kinsmen Park to 3rd Street near Library
- Revised Park Plan to accommodate performance opportunities, play areas and upgraded facilities

Cenotaph:

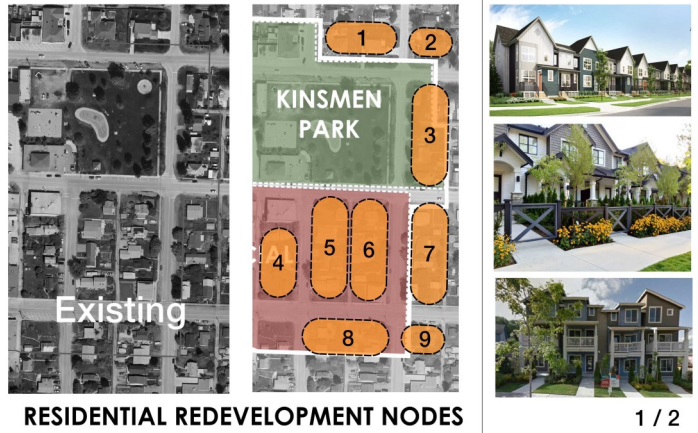
- Senior's area, interaction with park (play space; lawn bowling, etc)
- Redistribute parking to edges
- Updated park plan recommended



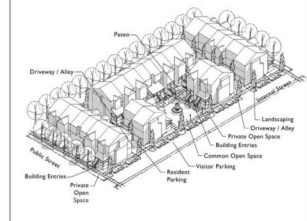
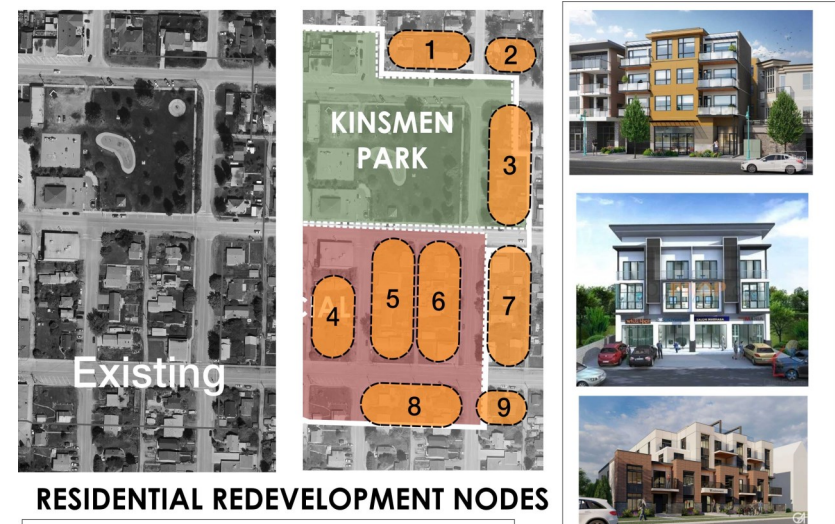
- Figure 13 -

4. Residential:

- Townhouses (two and three storey, between 3rd and 4th Streets
- 2 to 3 storey transition
- 9th Ave edge (infill, duplexes, carriage homes [if alley permits])
- 4th Street upgrade
- 3rd Street upgrade



- Figure 14 -





5. Civic Precinct

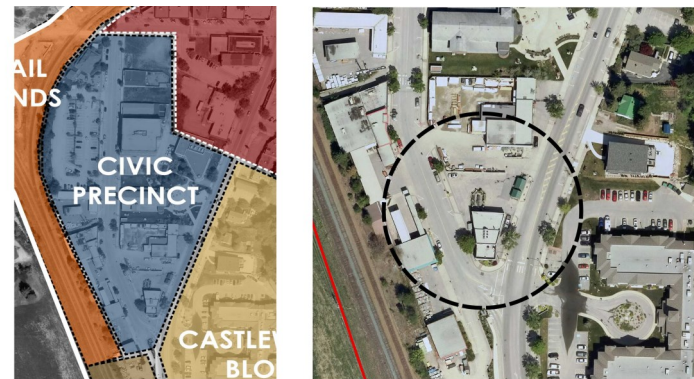
Area: Extends from corner of 13th and Columbia Avenue to Train Station Museum, both sides of 13th Avenue.

- Maintain similar architectural theme as City Hall, Columbia Basin Trust, RCMP Station Building
- Incorporate Art Gallery within or in very close proximity to Civic/ Institutional facilities
- Expand Parking Lot along Railway
- Replace Hardware store/outside storage lots with new retail or more institutional or green space; confirm need for additional parking if Art Gallery or other large facility is added to the general area
- Gateway Building at corner of 13th and Columbia should be an Iconic structure; Art Gallery, or other iconic building structure such as brand hotel would be ideal entry into the downtown core.

6. Gateway /South Columbia Avenue Corridor

Area: between 7th Street up to corner of 13th and Columbia

- Landscape plan/Beautification Plan
- Entry signs
- Wayfinding
- Treatment of frontage of buildings



Gateway to the
Downtown
CIVIC PRECINCT

- Figure 15 -

7. Castle Wood Block

Area: 6th Street towards north end of Castle Wood Village and over to 11th Avenue

- Complete the development in vacant lot above Castle Wood Village
- Multi-family residential apartment condos, townhouses (rental or care homes)
- Up to 4 storeys
- Replace Bus Barns with multi-family residential, up to 4 storeys
- Upgrade street entry at 6th Street and Columbia Avenue
- Infill residential



- Figure 16 -

8. Kootenay Market

Area: From 6th to 7th Street; Columbia Avenue back to 11th Avenue

- More retail or mixed use
- Up to 3 storeys
- Consider Hotel site across from Bus Barns
- Commercial face on Columbia at Oglow Building
- Entertainment/ large scale format restaurant, could be associated with Hotel/Inn
- Upgrade 6th Street streetscape as entry off Columbia Avenue



- Figure 17 -

7.0 PROPOSED LAND USE DESIGNATIONS

The Map in Figure 18, delineates the recommended Land Use Designations that should be recognized in the City of Castlegar Official Community Plan (OCP). They represent the character areas described above, but further define important land use policies that should form an integral part of the changes to the OCP. It is expected that an appropriate text amendment is included, and changes made by Bylaw. The City may also wish to append the Downtown Area Plan document to the main OCP and reference it in the appropriate sections (by text amendment).

The following Policies are geographic specific and will complement the Policies in the various following sections:

Section 8 Transportation and Mobility

Section 9 Gateway Treatments

Section 10 Housing

Section 11 Parks, Squares and Plazas

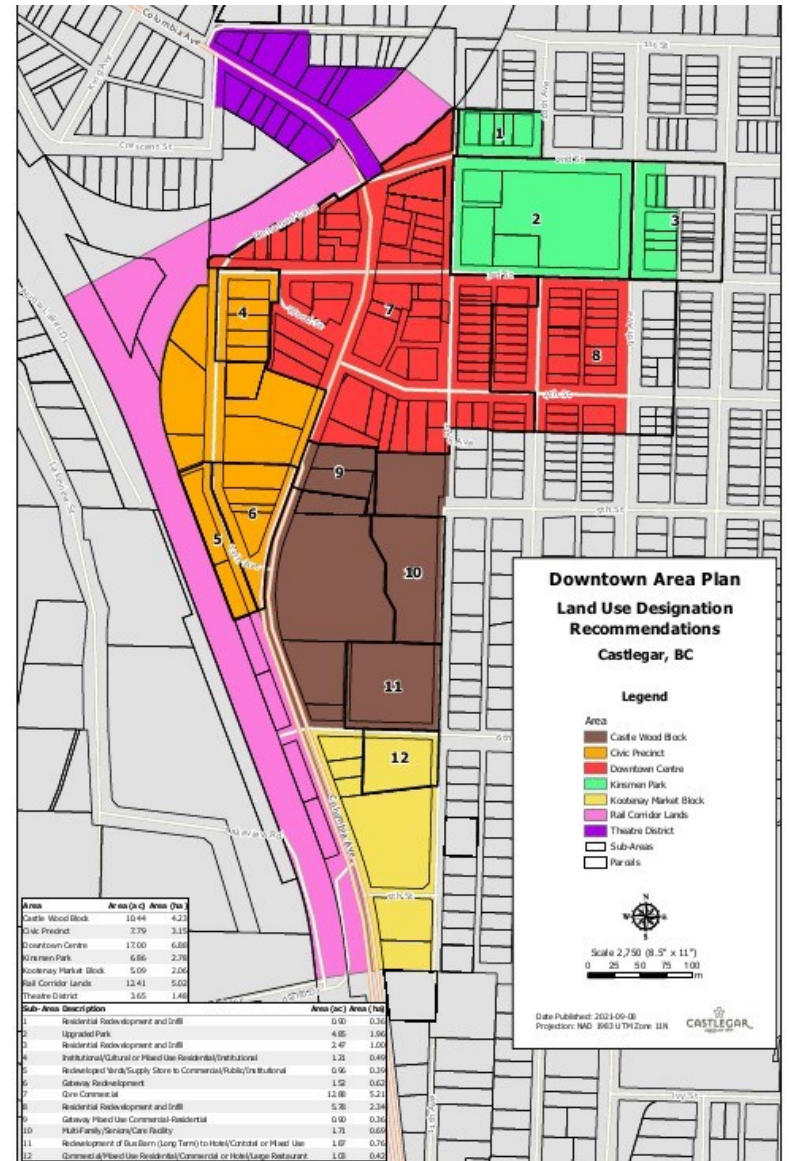
Section 12 Art and Culture

Section 13 Protection of Mountain Views

Downtown Centre Policies

1. This area is the main geographic hub that will accommodate the main concentration of commercial uses and activities. It is also the area that will support the highest intensity of residential development in mixed use buildings and redevelopment/infill nodes.
2. A major area of redevelopment and infill below Kinsmen Park will accommodate a mixture of small apartments, townhomes, duplexes and infill residential, replacing the older housing stock as demand warrants.
3. The western part of the Centre will be known as the Core Commercial where the primacy of retail should be protected, along with compatible development such as mixed use residential-commercial, or mixed -use residential -institutional/cultural.
4. Ground floor/street level must be commercial or institutional in any multi-floor buildings.

5. Maximum height in the Core Commercial should be 6 storeys, unless density bonussing is applied. [Bonus of extra floors to be determined in Updated Zoning Bylaw] (- Figure 18 -)



Please refer to Appendix A - for a more detailed look at the above Figure - "Land Use Designation Recommendations" -Click Map

6. Maximum height in the Redevelopment nodes near Kinsmen park should be 3 storeys, and respect transition towards the permanent single family residential to the east.
7. Development Permit Area Design Guidelines will apply to all commercial, multi-family residential and mixed-use buildings.
8. 3rd Street forms an important gateway towards the Civic Precinct and will accommodate feature signature facilities such as the Art Gallery.
9. 3rd Street forms the gateway to Millennium Park and as such should be designed to accommodate an enhanced pedestrian and bicycle link along the roadway.
10. 4th Street from Columbia Avenue to 9th or 10th Avenue will be one way and designed as a special space to accommodate a pedestrian mall to host events as required.
11. Traffic calming will occur along Columbia Avenue.
12. The Zoning Bylaw must reflect these land use changes, or use CD zoning to accommodate special uses.
13. The streets within Downtown Centre should be enhanced to create a maximum pedestrian-friendly environment.
14. Bicycle, Rolling and Pedestrian facilities should ultimately dominate mobility in the Centre. Parking should be 'right-sized' accordingly.

Theatre District Policies

1. This area is to evolve as a special precinct with a retro character theme in terms of design, streetscape, land use activities, art and culture.
2. Development proposals will reflect the different site conditions on either side of Columbia; parking access must be gained from the rear in each case.
3. Columbia takes on a Main Street appeal.
4. Permitted uses will include commercial; small apartment and townhouses, with street level commercial being mandatory; live-work studios, entertainment, and accommodation.
5. The CPR Overpass Bridge becomes part of the special precinct with regard to beautification and lighting.

6. Gateway at the west entrance and east side of the bridge becomes part of the revitalization design for this area.
7. Development Permit Area Design Guidelines will apply to all development in this area.
8. The alleyway off Crescent Street is a priority to support development on the lower side of Columbia Avenue.

Civic Precinct Policies

1. The area will be the main centre for local and senior government, institutional facilities, museums, police and cultural.
2. Three main areas of land are still available to continue any necessary expansion of institutional facilities. Those redevelopment areas are in very strategic locations where commercial, (brew) pubs, dining entertainment and hotels could also be attracted.
3. The redevelopment site at the corner of Columbia and 13th Avenue has a gateway location which warrants careful design and use including an iconic building or a park/green space.
4. The hardware supply store and associated storage yards on both sides of 13th Avenue warrants redevelopment to permit a more downtown friendly commercial or institutional use. Its relationship with the heritage railway museum along the CPR tracks lends itself to period theme architecture.
5. More associated uses will support pedestrian activity, however it is also a focussed employment area that requires parking. Need for more parking should be monitored and expansion of both vehicle and RV/tourist parking spaces accommodated as determined.

Castle Wood Block Policies

1. This block accommodates an extensive Seniors Retirement complex. There is significant space for more multi-family residential and care homes in this area. It is expected that more residential development close to the downtown can complement the commercial uses and add more vibrancy to the core. It is also assumed that the seniors population will require medical and personal care service which can generate the need for the expansion of office space. (e.g.: Doctors, Clinics, Physiotherapy, etc.)

2. Complete the development of the proposed residential above Castle Wood Village with a complementary use and design. Due to the topography, care must be taken on how to address height along & parking access, off 11th Avenue. Blocking views of nearby low density residential uses will be a concern that must be addressed with good design & limited massing.
3. The two remaining redevelopment areas on either corner of this block lend themselves to commercial, including hotels, inns or a gateway commercial complex.
4. The future (life expectancy) of the School District bus parking facility near 6th Avenue and Columbia should be investigated. If it is unlikely to be relocated over the next 5 to 10 year period, the concrete block wall warrants aesthetic treatment; A mural could serve as an effective gateway and improve the appeal of walking along 6th Street.
5. All development in this block will be subject to Development Permit Area Design Guidelines.
6. The stretch of Columbia Avenue in front of this block approaches two key secondary gateways: at 13th Avenue and then again at 4th Street. This part of the Columbia gateway corridor to the Downtown Centre should be improved with landscaping, seasonal planting, wayfinding signs and special treatment within the private realm.

Kootenay Market Block Policies

1. This block accommodates two key commercial anchors: Kootenay Market Grocery and the BC Liquor Store. It also accommodates the Oglow building and other smaller older buildings facing Columbia Avenue. There is at least one sub-area along 6th Street that has potential for redevelopment.
2. Improvements to this corner can be made by developing either side, or more appropriately, both sides of 6th Street.
3. The 6th Street gateway to the schools on 7th Avenue should be upgraded with sidewalks, trees and pedestrian scale lights.
4. As in the Castle Wood Block, the Columbia Avenue corridor along the Kootenay Market frontage serves as the 'front door' to the Downtown.

Gateway landscaping, seasonal planting, and special treatment of the private realm (e.g. old stores) would make the entrance more inviting.

5. Additional commercial for this area should be in the form of a commercial mall, hotel/inn or major restaurant.
6. All development in this block will be subject to Development Permit Area Design Guidelines.

Kinsmen Park Area Policies

1. Kinsmen Park is the only inner city park and should be regarded as a premier park that accommodates active play, relaxation, events and family enjoyment. The park requires a new design to allow for better play areas, seniors activities, reallocation of spaces and a more inviting entrance/plaza area. Opportunity to expand the park area by repurposing the corner parking lot should be investigated in the new design.
2. Two sub-areas on the north and eastern edge of the Park area have been identified for some higher density transition residential .
3. The upgrade and changes to the 3rd Street cross-section should accommodate easy access off the bicycle lane into the Park. The sidewalk system along 3rd Street should be connected to pathways meandering through the Park.
4. All townhouse developments in this area will be subject to Development Permit Area Design Guidelines.

Railway Corridor Policies

1. Communication with CP Rail Properties office in Calgary would assist to determine the future rail use and lifespan.
2. Parking within the Rail Corridor is unsightly but not illegal.
3. Concepts for a trail along the Rail Corridor should be investigated.
4. If the Hardware Supply Store was to shut down, a substantial amount of strategically located land would become available for redevelopment. Although it is a relatively narrow long piece, the proximity to the significant employment base would support a pub/ brew pub, and other commercial that are either frees standing or development in a shopping mall complex format.

8.0 TRANSPORTATION AND MOBILITY

Goal: Create a Downtown Transportation and Mobility Network that is safe, efficient and promotes walking/cycling/rolling as a priority

Policies: Streets/Roads

1. Introduce **traffic calming/reduced speeds** along Columbia Avenue from 6th all the way through to the Theatre District. This can be achieved with signage, marked pedestrian crossings, median islands, pedestrian activated signals, and recognition of Columbia as “Main Street”.
2. Work with agencies such as ICBC, RCMP and Transportation Planners to redirect as much **truck/industrial traffic away from Columbia Avenue** using alternative routes to/from the lumber/pulp mills.
3. Promote, design and construct **3rd Street** from Columbia Avenue through to 9th Avenue as a prominent pedestrian, bicycle and vehicle corridor connecting the downtown core to Millennium Park. Landscaping/tree planting and wayfinding signs should complement this special street.
4. Promote, design and construct **4th Street** from Columbia Avenue through to 10th or 9th Avenue as a special revitalized and character street that can accommodate street life, events, outdoor cafes and shops. Opportunity to close off the one-way street with bollards or other means for a weekly or occasional event and seasonal uses. Street design should consider extended curb flares/pinched down drive lanes, in-street graphics or pavers, special landscape and spe-



5. Consider small **traffic roundabouts** along Columbia near Crescent Street/1st Street and at 4th or 6th Streets to calm traffic at entryways to the downtown and to announce sense of arrival with landscaped centres/public art or Gateway Sign.
6. Investigate the use of **laneways** in the residential development areas, mainly for use as rear entry to parking structures/underground parking, eg. off Crescent Street; off 1st Street; and below Kinsmen Park where major redevelopment for multi-family residential will occur.
7. **The Rail Overpass Bridge** on Columbia Avenue (constructed in 1957) can serve as a gateway into the Theatre District and into the Downtown Core. The ability to enhance the bridge with lighting and other design elements should be investigated. The Arts and Culture group also offered an excellent suggestion for a major public art installment on either side of the bridge approach. CTQ has suggested “The Trainman” in bronze or other period-related retro art to commemorate RAIL, RIVER or BUS travel through Castlegar, as the immediate space across from the Hi-Lite Restaurant was the original bus stop just minutes from the Ferry Crossings to Robson. (The restaurant building itself was actually the original bus depot.) The crossroads of all three modes of travel offer a genuine opportunity for heritage interpretation within the Theatre District.



Construction of Rail Overpass Bridge on Columbia Avenue

Pedestrian Facilities/Sidewalks

1. Introduce pedestrian facilities and sidewalk upgrades throughout entire downtown. The downtown should have the **premier pedestrian experience** in the community, allowing for safe and overall connected passage from area to area, across streets and certainly within each character area of the Downtown.
2. **Median islands** should be installed as per recommendations of the [Pedestrian and Bicycle Plan, USL, 2018](#). **Mid-block crossings**, along with ped-activation signals, if required and where they will not impede necessary pass through/emergency traffic, can be painted at limited cost and with significant benefits to traffic calming.
3. **Seating, wayfinding signs and street trees** should be installed as per the recommendation of the [Castlegar Street Tree Master Plan, McElhane, 2016](#). Alterations to the plan should be considered in light of the Downtown Plan recommendations for character areas such as: Theatre District; 4th Street Pedestrian district; and the 3rd Street Corridor. Special landscape design and selection of tree species should also consider the needs of each new build, including the Art Gallery, mixed-use buildings and major multi-family residential. This item should be reflected in the new Design Guidelines.



4. The need for **Pedestrian Signal Activation lights** should be monitored, especially along Columbia Avenue, on a regular basis, respecting ICBC and RCMP investigation findings.
5. **The pedestrian link** between the downtown, the Library and Millennium Park, and on to the schools along 7th Avenue, will be an important feature for the mobility and recreation/exercise of the youth, adults, and visitors alike.

6. The Pedestrian and Bicycle Plan, 2018, suggests sidewalk connections beyond downtown through a **“fully connected system”** review. Both upgrades and new sidewalk/pathway links should be a priority of this Plan, the benefits of which will accrue to the entire north end of Castlegar and the success of the downtown.

Bicycle Lanes

1. Key recommendations of the [Pedestrian and Bicycle Plan](#) related to the Downtown are installation of **bicycle lanes along 3rd Street and 9th Avenue**. Connections to the existing spine route leading to the schools area on 7th Avenue are also important, the benefit of which will be to students and downtown business community.
2. **‘End of Trip’** facilities located in **public spaces** should be considered at the 4th Street, Theatre District, Civic Precinct and Library destinations.
3. **‘End of Trip’** facilities/parking should be a requirement for all **new multi-family residential**, commercial and mixed-use buildings, **enshrined in the City Zoning Bylaw** and new Design Guidelines.
4. **Marked curb/protected bicycle paths** along the downtown section of Columbia should be investigated further. “Rolling” needs for various forms of scooters should be recognized along with bicycles.
5. **Shared bicycle and auto routes** within the downtown streets where traffic will be slowed even further in keeping with densification and more street activities, should be explored as downtown grows as a residential hub and general people place.



Parking

1. **An updated parking study** may be warranted as the densification and land uses change.
2. **On-street parking** may need to be sacrificed in the interest of widened sidewalks, bike lanes, cafes/parkettes and generally more dedication to the pedestrian experience.
3. **Surface Parking lots (on-site)** for new builds should be avoided and limited to rare cases in the interest of protecting the limited land area (for buildings), avoiding a sea of asphalt/car bumpers and to protect the integrity of a walking/compact community. Instead, **structured or sub-terranean parking** should be required where feasible. In-structure or sub-terranean parking is preferred for large Townhome and Apartment Developments.



Example of a 6-plex Townhouse complex with in-structure or subterranean parking

4. **Cash-in-lieu** policy should be created to avoid the necessity of having to construct all or even some of the parking on-site. Funds should be directed to strategically selected sites for public parking lots, which could be turned into partial or full parkades. If full parkades are entertained, cost-benefit should consider commercial uses at ground level wrapping the parkade along the street. The underutilized area behind the Legion Hall/above CPR tracks or the entire Legion site (should they wish to relocate) should be considered for public acquisition.



Ground-Level Parkades should be wrapped by commercial uses

5. **Design of Structured Parking** should pay careful attention to **location of entryways** into the buildings so to avoid unsightly frontage and streetscape. Rear and side entrances are encouraged instead of front entries directly off the local street. Larger apartment format buildings that may take up a significant amount of the space along a street frontage should **avoid any parking along the frontage**, but instead internal surface parking with landscaped entrances or underground parking is encouraged.
6. The City Zoning Bylaw **Parking regulations should be reviewed** to determine if the amount of parking spaces required can be decreased in the interest of 'car share' and other traffic demand management programs.

- 7. Existing large and underutilized parking lots** throughout the downtown should be investigated for purchase by the City, other interested government agencies, or private interests for non-parking or non-storage uses. Future use for continued parking should require redesign so that landscaping and tree islands can be integrated to break up the expansive size of the parking surface. Entryways should also be carefully designed to respect the goal of enhanced streetscapes. This effort should be complemented by developer/investor recruitment to assist with sale of those properties and repurposing to downtown-compatible uses.



Underutilized parking lots should be investigated for repurposing

9.0 GATEWAY TREATMENTS

Goal: Create a series of gateways that provide a sense of arrival and assistance with wayfinding

Policies:

1. Choose a series of locations as **primary and secondary gateways** that will assist in announcing arrival into the downtown and special areas. The primary locations defined as initial introduction on the edges of the downtown or other critical decision points. The secondary locations may be further into the downtown along Columbia, or at entryways to special areas. The secondary gateways may be complemented with *wayfinding* signage.
2. Key major gateways to consider: At 6 or 7th Street northbound; At corner of 13th Avenue and Columbia northbound; At corner of Crescent/1st Street and Columbia; Secondary gateways: At either side of and including the Rail Overpass Bridge, announcing the Theatre District northbound and Downtown, southbound; At 3rd Street and Columbia, both outbound and inbound to downtown; At 4th Street announcing the pedestrian mall area. (Map)
3. Promote **iconic buildings or special architectural design** at some of those key gateway locations. The corner of 13th Avenue and Columbia could provide considerable impact as a sense of arrival. If an iconic building is not feasible, the property should be considered for acquisition by the City and heavily landscaped as an urban park complete with a major public art installment. *(Also see Street Tree Master Plan, 2016)*
4. Ensure **design for each gateway** is carefully thought out, maintaining some common elements in signage, lighting, landscape planting, and public art, if included. Wayfinding signage should be carefully integrated and strategically located. (See Family of Signs)



- Figure 19 -



- Promote pronouncement of “**Downtown Castlegar**” at Highway 22/3 intersection/interchange from all entry points on the Provincial Highway system, i.e. inbound from Trail, Grand Forks and Nelson. These should be considered at rest areas/pull outs where a decision by the motorist can be made early enough to encourage a visit to Downtown Castlegar.

- Figure 20 -



Example of Family of Signs for Wayfinding



Advance notice about the Downtown as a location to visit should be made at a key decision point along entry roads to Castlegar.

10.0 HOUSING

Goals: Aggressively add to the supply of housing units with more choices of residential types, increased density, mixed use buildings and redevelopment of older homes/properties into more than just single family residential.

2. Ensure opportunities on **streets with alleyways** are given priority especially if access to the new unit and on-site parking can be from the rear yard.
3. Ensure a transition of the new development does not preclude going to higher density residential forms. **Height for infill housing** should be permitted up to 2.5 storeys or where feasible up to 3 storeys.



Policies: Suites, Carriage Homes and Infill Housing

1. **Encourage redevelopment of older SFR** and addition of dwelling units for each lot with sufficient space to accommodate secondary suites, carriage homes and other forms of infill housing.

4. **On-site parking in driveways or garages** is required for each unit. Amenity space for each combined home on a property should not be compromised by filling the lot with structures.
5. The City should call for sketch plan drawings to help determine **compatibility with adjacent houses**. Where the new build is going from a one storey bungalow to 2.5 or 3 storeys, the City should determine if the adjacent houses will be negatively affected or if the adjacent house is old enough and may experience similar redevelopment.



Example of 3-storey Attached Infill Housing in Older Neighbourhood

Duplexes and Small Lot Housing

1. **Encourage Duplexes** (vertical or side by side) on lots that can accommodate residential structure and garage/parking on-site along with amenity areas, either in yard or roof top.



Example of Duplex or Side by Side

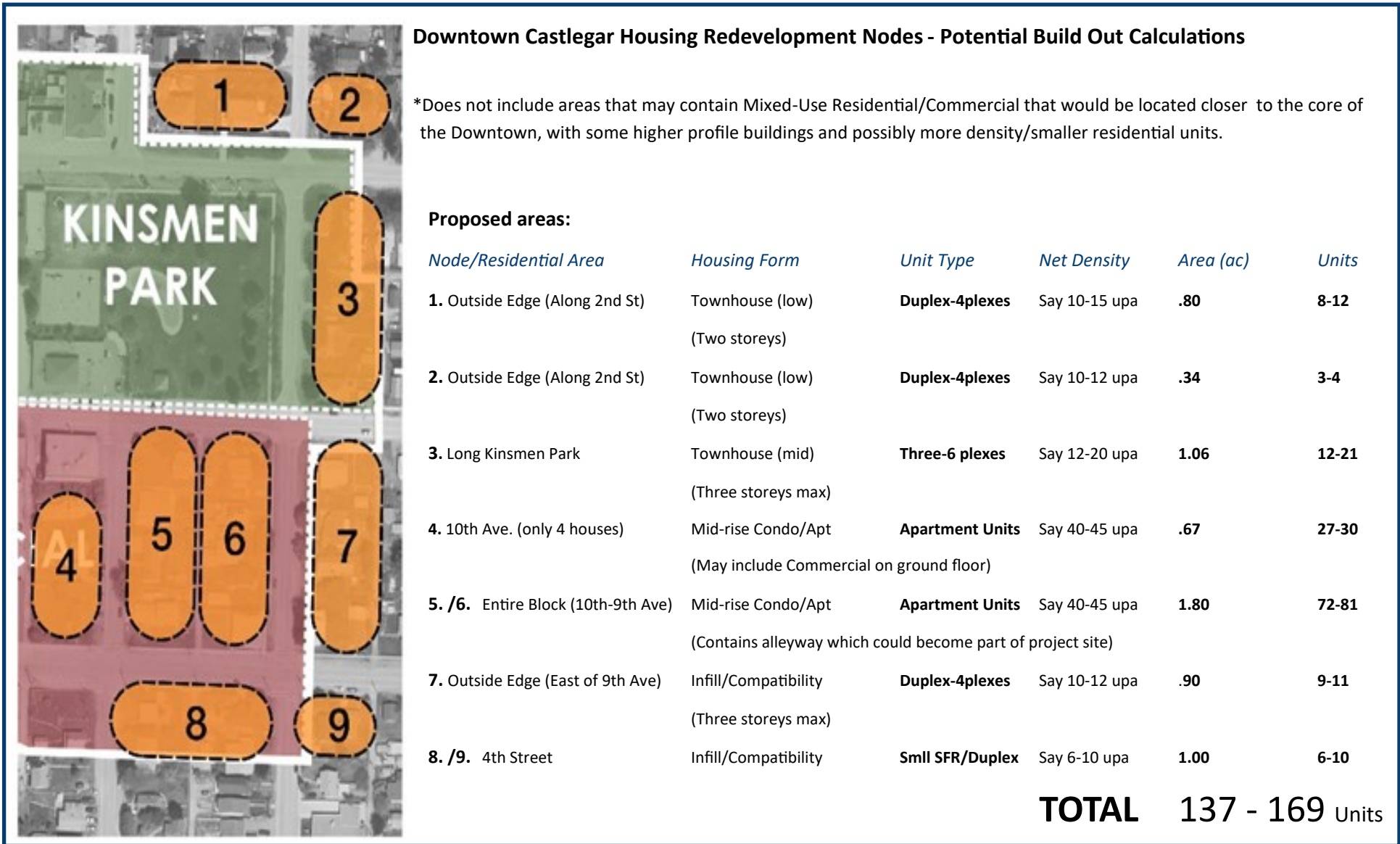
2. **Encourage subdivision** of property down to **9 meters for small lot housing**. (Some communities allow down to 25 feet (7.6 m) as a result of subdividing the old 50 foot lots in half, however, builders often complain when trying to build even the smaller homes on such tight lots.) Going up to 3 storeys (skinny house) presents some market challenges but may be feasible for a younger buyer or tenant in the case of rentals.

3. A series of duplexes in **bare land strata** format on a larger lot should be considered.

4. **Compatibility** in design within the context of an older neighbourhood with traditional single family residential is encouraged. However, the preference is for the larger lots (or assembled properties) to have higher density forms such as townhouses or apartments.
5. **In projects with alleyways**, rear yard parking entry should be required to avoid front loaded garage appearances.
6. **Duplex configurations could be permitted in the Residential Nodes around Kinsmen Park** (9th and 10th Avenues), but not in the Theatre District or in the central core where properties should be protected for commercial, institutional or higher density residential, including mixed-use buildings.



Example of Two to Two and Half Storey Skinny Home



- Figure 22 -

Townhouses

1. Townhome development of **3 to 6-plexes** are supported as both infill and full redevelopment of large sites and blocks.
2. **Three storey townhomes** are permitted where compatible with adjacent permanent residential areas. The three storeys can be three residential floors or two residential storeys located above the structured or sub-terranean parking.



Example of 5-Plex within a 23 Unit Townhome development; all parking internalized

3. **Parking for townhomes** should be internal on the lot, structured or through rear or side yard entry. Design of front entry parking garages will be subject to Design Guidelines for Multi-family Residential.
4. **Rooftop amenity areas** can mitigate the amount of yard space devoted to amenity area, but not parking requirements.
5. Townhouse developments will be subject to **Design Guidelines** as per the Multi-family Residential Development Permit Area (DPA).

6. **Townhouse developments of 3 to 6plexes** will be permitted in the Residential Nodes around Kinsmen Park (9th and 10th Avenues) and in the Theatre District, however, parking in the Theatre District projects must be from the alleyway (off Crescent Street) for the lower side of Columbia, and from 1st Street for the upper side of Columbia. No multi-family housing, including within a mixed-use building should be permitted to enter parking garages or on-site parking from the Columbia Avenue side.
7. Townhouse development should **not be permitted in the central core, nor the Castle Wood Village area, nor the Civic precinct**. If pursuing any small townhouse projects in the Castle Wood area, they must form part of a larger multi-family residential or mixed use complex and be subject to a site master plan and Design Guidelines for Multi-Family Residential DPA.

Apartments (includes Condominiums and purpose built rental)

1. **Small apartments** (Say 8 to 20 units) are encouraged in the Residential Nodes around Kinsmen Park (9th and 10th Avenue).
2. **Apartments larger than 20 units** will be permitted in the downtown core, and in the Theatre District but must have ground floor commercial (office, retail, entertainment, dining/beverage),
3. **Maximum height in the Residential Nodes** should be no greater than 4 stories and subject to Design Guidelines. The height may be 5 storeys if subterranean, or even partially buried, parking is accommodated on the first floor.
4. **Maximum height in the Theatre District** should be no greater than 6 stories, including the commercial, and subject to Design Guidelines.
5. **Maximum height in the Commercial Core** may be greater than 6 storeys if ground floor of commercial or other uses such as an institutional or cultural facility, is contained in at least two storeys.
6. **Parking for the apartments larger than 20 units** should be structured, subterranean or off-site through a cash in lieu agreement with the City.
7. All multiple-family residential must have **end of trip bicycle lockers separate** from the units as a component of the required parking, on site within the building.

Mixed Use Residential with other Uses

1. **Mixed Use development** (Vertical and Horizontal) is **encouraged in the downtown core**, if the ground floor/street level uses are retail, restaurants, institutional/cultural/entertainment or general commercial, including office.
2. **Uses above the first (or second) storey** should be residential units, hotel units, or office. Consideration for top floor restaurants should be provided only if separate access/elevator from the residential is provided to gain access by patrons.



3. **A condotel (hotel condo)** is permitted if the Registration Desk is located at ground floor/street level.

4. Mixed Use development will be subject to **DPA Design Guidelines** to address form and character of new builds and renovations of existing structures.
5. **Zoning for Mixed Use** development may include a Comprehensive Development (**CD**) **Zoning** application depending on uses, proposed design, parking implications and the means to mix the uses within the buildings.
6. **Pedestrian orientation** of the development realm of the Mixed Use building (s) should allow for connections to both public, and other adjacent private properties via court yards, squares or plazas.



Example of Public Square as Pedestrian Connection in the Downtown Core

- 7. Compatibility between the private and public uses** within the Mixed Use development will be critical to its success. Approvals will be supported once the relationship between land use activities are rationalized with regards to safety, insurance, mutual activity times and general design principles of the building(s).



Example of Institutional Use on Ground Floor (Library, community centre, gallery with Seniors Housing above)

- 8. Parking** should be structured or subterranean and adhere to principles of traffic demand management. If parking is above ground within the structure, commercial uses should wrap the parking area to avoid car parking as a prominent view along the street frontage.
- Mixed Use development falls into the “mid-rise” category (5-11 storeys) of residential building forms. **Maximum height is 6 storeys with density bonusing options to go higher** (to 11 storeys) only if criteria can be met with regard to provision of affordable housing product or other beneficial revitalization contribution to the downtown, as noted in the Official Community Plan, 2011.
- 10. Ground floor transparency** along all street fronts and fronting public spaces such as squares/plazas is mandatory. Window design and treatment of facades should respect the principle of maintaining a downtown that can be visually enjoyed at all times, e.g store displays, gallery showings, dining and brewery processing equipment and activities.



Examples of Ground Floor Transparency Using Clear and Oversized Windows



- 11. Orientation of the upper floors** that accommodate residential, office or hotel units should take advantage of the views and vistas towards the surrounding mountains, rivers and rural landscape in the vicinity of Castlegar. Balconies should be considered in keeping with the DPA Design Guidelines.
- 12. Parking allocation** should consider the **cash-in-lieu policy** to limit the amount of parking within mixed use development projects especially in the Core Commercial area of Downtown.

11.0 PARKS, SQUARES, PLAZAS, PARKETTES, GREEN STREETS & AMENITY AREAS

Goal: Continue to Expand the Diversity of Parks, Squares and Green Streets to integrate nature, provide recreation and as outdoor places to relax and socialize.

Policies:

1. **Upgrade Kinsmen Park** as the premier inner-city park. Redesign should consider opportunities for senior's outdoor play, ability to host events/festivities, memorial ceremonies and recreation for children. Maintenance of trees, landscaping and grass is critical. Expansion if ever possible should be entertained as it is the only inner city park in a growing community.



2. Encourage the development of **more squares, plazas and pocket parks/parkettes** where seating and relaxation, can be enjoyed by pedestrians or the venue used for small programmed activities. The City should monitor opportunities for acquisitions of small properties that can be developed into 'hard surface' or green spaces that will become part of the park system.

Example of a pocket park design for a long-standing vacant lot in small town, BC



3. Encourage **programming of the public spaces** such as squares, plazas and parkettes to enliven the downtown weekly, monthly and seasonally, as weather permits.



Art in the Park; Music in the Park are types of programs that enliven the Downtown

4. Ensure that **new squares and plazas are not located on busy Columbia Avenue** but off the side streets and within areas that can be complemented by outdoor cafes and restaurants. Music venues/entertainers should not have to compete with traffic noise.
5. A program for **street level seating** and private venue use for cafes/restaurants should be established, and include ability to lease road space, especially in areas such as the Theatre District and the 4th Street Pedestrian Mall. Design Guidelines and controls for defining the spaces for the street level cafes or *parklets* (floors, tables, seating, landscape and signs) will assist in creating safe and enjoyable outdoor venues. NOTE: Some communities are advocating for securing more such spaces since COVID caused restaurant lockdowns, resulting in government regulations to permit outdoor dining.



Examples of Parklets/Outdoor seating and dining



12.0 ART & CULTURE

Goal: Cultivate Arts and Culture as a cornerstone of Downtown Castlegar's character.

Policies:

1. Evolve and promote the **downtown as the focal point for Arts and Culture**, through the use of new facilities, events, art and cultural displays, and programming support.
2. Encourage all key stakeholders to **connect the residents, children and visitors to the Arts and Cultural community**. Castlegar's arts, cultural and heritage offerings are numerous and diverse. They include museums, interpretive centres, art galleries, visual arts, crafts, theatre, dance, festivals, music, film and video, multi-media, literary arts, libraries, aboriginal arts, arts education and instruction, and multicultural art and heritage. On an annual basis there are approximately 330 arts and heritage events and activities in Castlegar and area.

3. Promote and encourage the early advancement of the **Kootenay Gallery of Art, History and Science to locate in Downtown Castlegar**. Ensure the building will become a beacon for the Arts and Culture community, as well as a venue to host exhibits, shows, meetings and artisans from near and far.
4. Celebrate our **unique and diverse cultural heritage** through live performances, the literary arts, installations, presentations and historical interpretation of the settlement of peoples such as the Doukhobors, Portuguese, Italians and the First Nations.
5. Integrate Public Art such as Sculptures, Murals and Kinetic **Art into both the Private and Public realms**. These features should be dramatic statements of how the City has embraced the Arts and Culture as a cornerstone of the Downtown's character and charm. Public art is often sited at entrances to a private building or even just within the lobby, if the artwork is privately owned, but it can still be shared with the general public. Otherwise, art can be featured along streets, in squares and plazas, with institutional buildings, civic facilities, and at gateways.



Example of Recent Exhibit – Kootenay Art Gallery



Example of Private Art Installation at main entry to Mixed-Use Building

- Promote, design and implement the **Theatre District as a special place** where art and culture becomes a complementary element of its retro character theme. Opportunities should be taken to celebrate and profile art and culture through building design, the streetscape, special banners, the shops, signage and studios for the artisans and performers. Recruitment of businesses for this special district should consider small schools or academies related to the diversity of the arts and cultural community that already exists in Castlegar and area. Work with owners of the Castle Theatre, Hi-Lite Restaurant and other old buildings in the area, to maintain or enhance any redeeming qualities of heritage/retro design.



The railway overpass bridge presents a real opportunity to be enhanced as a formal gateway into the Theatre District



Glass Blowing Studios can be both Training Centres and Tourist Attractions



- Encourage the organization and support **mechanisms for programming and expanding the profile of Arts and Culture** in Castlegar through new and existing players. These may include a BIA, the Schools, Selkirk College, Columbia Basin Trust, the Library, and the Kootenay Art Gallery Board. A special committee responsible for coordination, selecting and locating large public art/sculptures should also be established.

8. Complement the downtown attractions such as the commercial shops, housing and civic facilities with **Entertainment and Animation**. Opportunities to start or expand such excitement could include buskers' stations, performances with music and dance, outdoor art installations (local and world renowned), still and kinetic sculptures, video murals, and light shows and seasonal lighting.



9. **Collaboration between the City of Castlegar** and other organizations will assist in securing funding/grants, permitting (for events, etc), traffic control, policing, safety and infrastructure.

Examples of video murals, light shows and kinetic art that are used to enliven downtown

13.0 MOUNTAIN & RIVER VIEWS

Goal: Protect and benefit from the enviable views of the surrounding landscapes.

Policies:

1. Downtown Castlegar has the enviable opportunity to be within view of mountains, rivers and a rural landscape that surrounds the city. Unfortunately, the low profile buildings may not get good views of those landscape features. The Plan promotes the concept of capturing the near and distant vistas of the rivers confluence, mountains and rural communities of Robson and Brilliant.
2. Ensure tall buildings beyond 3 stories do not block prominent view opportunities looking north and east.
3. Encourage building height and siting to achieve views from as many units and balconies as possible.
4. Enshrine design guidelines that require orientation of upper floors in multi storey buildings to capture views of the prominent surrounding landscapes. This should apply to residential units, hotel rooms and office suites.
5. Buildings that will be located on higher ground, such as north side of Columbia in the Theatre District and up near Kinsmen Park have potential to capture better views. Design Guidelines should caution the blocking of views by adjacent new builds. Those areas warrant special comprehensive area plans to allow as many buildings as possible to maximize the views.
6. Assist the development and builder community to understand the heights that may be required to take advantage of the views from upper floors. This information could be modelled for all of the downtown area.
7. Explore rooftop opportunities to provide amenity spaces in the higher profile buildings.
8. Window design and treatment in high profile buildings should be an important architectural design element explained in the Design Guidelines.

9. Due to the fact that Downtown Castlegar does not benefit from immediate proximity to the water, opportunities to interpret the 'river geography' at street level should be pursued. This could be accomplished by interpretive signage along walking paths, in the parks, erecting a tower or establishing a small park/viewpoint closer to the river at the north end of North Castlegar.



Materials abound for interpretive plaques about the nearby River Geography

14.0 DESIGN GUIDELINES PARAMETERS

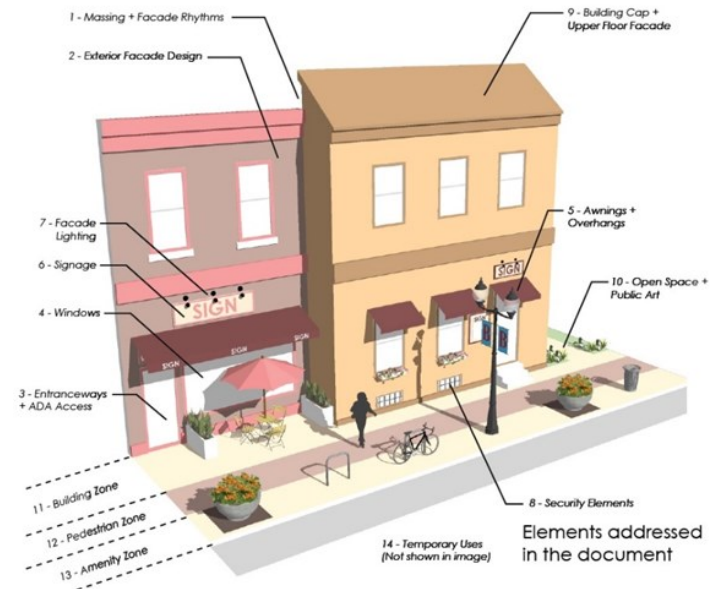
The following are intended to be some preliminary parameters for setting the new/updated design guidelines for the Downtown. (Beyond the scope of this Plan) The form and character of major renovations and all new construction will be subject to the Guidelines pursuant to Development Permit Area(s) established within the OCP and under the authority of the Local Government Act. It is expected that one of the first implementation steps for this Plan will be the creation of new Design Guidelines. The guidelines will be applied in collaboration updated Zoning for commercial, multi-family residential, mixed-used developments and institutional uses.

1. Background

The current building design guidelines date back to the early 1990s. Although there were many appropriate design principles articulated in the document, a combination of slow growth and concern for a very basic theme/slogan (“clean and green”), adherence to the guidelines did not take hold nor were they enforced by City Staff. The design commentary in the old guidelines suggested that many of the buildings in the downtown were monotonous looking, due to flat walls, one dimension of windows, simple façade shapes, and limited ornamental detailing in the architecture. There are hardly any historic buildings. Although the guidelines called for using City of Castlegar Colour Design Guidelines to help accent the architectural elements of a building, especially “to help create an image of vitality and warmth within the core”, this was not accomplished in almost 30 years.

These parameters are not advocating for any color pallet, but they are encouraging the City to once again, pursue the spirit of vitality and warmth in the development of the downtown. This should happen at the street plane, with the building architecture, with the commercial signage, with siting, lighting, and in the context of pedestrianization. The parameters are also calling for the following principles to be enshrined in the new guidelines:

- ⇒ Reflect contemporary/modern design for most of the commercial, apartment and townhouse developments in the core area.
- ⇒ Consider special/unique design parameters for the special areas such as the Theatre District and 4th Street Pedestrian area.
- ⇒ Continue to pursue the material pallet of wood and brick for the Civic Precinct, to help that area become special unto itself.
- ⇒ Recognize that there will be a new scale and intensity of building forms, and how that may relate in terms of compatibility and means of transition with the old buildings and adjacent neighbourhoods.
- ⇒ Pursue pedestrian-oriented development through ‘pedestrian permeability’, “right-sizing” the parking and wayfinding in amongst the downtown.
- ⇒ Create different guidelines for the special areas/different precincts, but with some common elements throughout the downtown (e.g. Core area, Residential redevelopment area; Columbia Corridor/ Gateway; Theatre District; Civic Precinct, etc)
- ⇒ Create sense of place wherever possible.
- ⇒ Enliven the downtown with quality architecture that will help make it stand out in a positive manner amongst other downtowns in the BC interior.



2. Siting

Some of the critical elements that the design guidelines should reflect are related to siting of the buildings and design along the vertical plane. Items to consider include:

- ⇒ Orientation to the sidewalk or the pedestrian realm and where the streetscape is formed.
- ⇒ Setback from established streetscape, to help determine opportunities such as open space, plazas, landscape zones, sidewalk cafes that add the vitality to the street, instead of simply creating parking, that should be discouraged.
- ⇒ Opportunities for truncation on corners, where public meeting and socialization can occur, sculptures can be placed, and grander entryways are created into buildings that deserve it.
- ⇒ Stand alone commercial buildings related to outdoor patios and parking.
- ⇒ Relationship to public sidewalk space with regard to need for canopies, sign structures and trees.

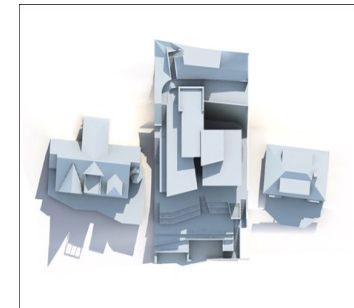


3. Height

- ⇒ Protection of view corridors, especially due to the higher profile and greater mass in larger buildings.
- ⇒ Need to understand the mixes of uses in the taller mixed-use buildings
- ⇒ Need for transition next to older established neighbourhoods
- ⇒ Recognition of different heights by district:
 - ◇ Central Core - 6 storeys (up to 10 or 11 storeys with density bonusing)
 - ◇ Residential Redevelopment/Infill Areas – 3 storeys
 - ◇ Theatre District – 4 storeys
 - ◇ Columbia Avenue Corridor South – 2 or 3 storeys
 - ◇ Civic Precinct – 4 storeys

- ◇ Castle Wood Block and Kootenay Market Area – 4 or 5 storeys, with only 2 or 3 along Columbia avenue, and 2 or 3 storeys along 11th Avenue, respecting the theory of “Sensitive Transition” with the existing single-family residential character on the East side of the road.

- ⇒ Need for recognizing where step back design may be required, say greater than 3 storeys, and especially where located across from or adjacent to low density and single-family residential, character neighbourhoods. *(See Graphic: Complementary Design and Transition between New and Existing - Section 10)*
- ⇒ Need to conduct ‘shadow and wind studies’ for anything greater than 5 or 6 storeys



4. Building Architectural Design

Critical elements should include descriptions and graphics to help communicate (at least) the following to the design team, the developer/builders and the municipal officials:

- ⇒ Building articulation along the facade and top/cornice



4. Building Architectural Design (Continued)

⇒ Colour schemes



⇒ Doors regarding scale, street presence and transparency



⇒ Walls/windows proportions emphasizing need for transparency along street



⇒ Ornamental treatments from the base to the roof line



⇒ Window patterns



⇒ Signs (e.g. Blade/Projecting; Facia; Size; Awning; Window or Free Standing)



⇒ Exterior materials (e.g. masonry, wood, metal, synthetics, etc)



⇒ Lights (Outdoor and indoor)



4. Building Architectural Design (Continued)

⇒ Ability for animation and imaginative design pattern through the use of massing and articulation.



⇒ Accessibility



5. Commissioning the Guideline Package

The Downtown Plan will be an important contribution to the revitalization of the heart of the city. However, without effective Design Guidelines for the built form, the potential to control how much the new development will adhere to the Vision, Goals and Policies of this plan will be challenging. The Zoning Bylaw and the Design Guidelines must work in tandem to achieve the spirit of the Plan's intent. These documents should also give City Staff the goal posts to review development submissions. In some cases, it may be advisable to retain outside design professionals to assist in a larger or more intricate development project reviews. The more adherence to the design guidelines, the easier the review. And the better the guideline package (and perhaps a check list), the simpler the review. So, it goes without saying, a high-quality set of Design Guidelines is imperative.

Some of the important matters to consider for commissioning a Design Guideline package should include adherence to the following:

- ⇒ Competent Architectural and Planning Consulting Team
- ⇒ Experience in drafting design guidelines
- ⇒ Appreciation of the background that was used to derive the Downtown Area Plan
- ⇒ Ability to reflect variation in area/district themes
- ⇒ Application of the guidelines to overall study area
- ⇒ Application of the guidelines to two or three different areas
- ⇒ Multi-family form and character guidelines for apartments, townhomes, mixed-use buildings
- ⇒ Commercial form and character guidelines
- ⇒ Institutional form and character guidelines
- ⇒ Guidelines for the variety of residential multi-family and mixed-use residential/commercial; mixed-use residential/office and commercial; and mixed-use institutional/cultural and residential
- ⇒ Guidelines for a 'retro' themed area – mixed use; commercial and residential
- ⇒ Address all main architectural elements outlined in 13.4 above
- ⇒ Address all main items in 13.2 and 13.3 above
- ⇒ Guidelines for Commercial/Business Building Signs
- ⇒ Work closely with City of Castlegar Planning staff
- ⇒ Consider public/stakeholder input
- ⇒ Consider use of an Advisory Committee
- ⇒ Might also include:
 - ◇Design of Wayfinding Signs
 - ◇Public Sculpture Guidelines (Siting Parameters)
 - ◇Development Checklist
 - ◇Glossary of Terms

15.0 INCENTIVIZING DEVELOPMENT FOR DOWNTOWN CASTLEGAR

As noted in Section 2.0, numerous municipalities are now incentivizing development in their downtowns. Municipalities in BC have the authority to use the powers vested in the Community Charter and Local Government Act to implement incentives such as those described below, or other means that they will enshrine in the local plans and policies.

- Offer tax exemptions for a prescribed period of time for eligible multi-family residential development (See 826, Community Charter) A Revitalization Tax Exemption Program is established by Bylaw.
- Offer lower Development Cost Charges (DCCs) to multi-family residential, commercial, institutional and light industrial; includes green developments (LEED). (See Part 14. Division 19, Local Government Act)

<https://www2.gov.bc.ca/gov/content/housing-tenancy/local-governments-and-housing/policy-and-planning-tools-for-housing/incentives-for-housing>

- Waive or reduce DCCS for non-profit housing
- Waive parking requirements for new developments in certain areas of the downtown, includes cash-in lieu program, change in standards for particular projects, exemptions or changes regarding vehicle parking spaces (e.g. small car parking), loading/unloading and bicycle parking.)

An owner or occupier of a parcel of land within an Urban Centre Area, in respect of which off-street parking facilities are required under the City of Kelowna Zoning Bylaw No. 8000, as amended or replaced from time to time, may, in lieu of providing the required off-street parking spaces, pay to the City a sum as set out in Schedule "A" of this bylaw for all or any portion of the required number of off-street parking spaces.

- Offer flexible zoning for compatible uses in the downtown: offices, hotels, retail, restaurants, personal services, recreation, etc. Part 14 of the Local Government Act allows local governments to adopt a wide range of planning and land use bylaws within their boundaries, including specified areas.
- Provide assistance to fast-track development applications: OCP; re-zoning; Development Permit, Building Permits.
- Cash contributions through an agency (e.g. CBT) per unit of multi-family residential or mixed use projects, after issuance of occupancy permit. A local govern may receive conditional or unconditional grants from senior government on an annual basis. The unconditional money may be used to incentivize downtown development.

<https://www2.gov.bc.ca/gov/content/governments/local-governments/grants-transfers>

Some of these funds are appropriated for assistance such as offering monetary to incentivize owners of buildings and business tenants to improve the character and physical appearance of the their buildings and businesses. For example, many BIAs are funded to administer a **Facades/Grant Program** for their Downtowns. Similar assistance may be offered for **commercial signs** provided that new signs are approved in keeping with City Sign Design Guidelines.



A small grant made available for commercial signs is often incentive enough to begin a new successful sign program

Other means that municipalities use that do not necessarily translate into direct financial benefit, but are still appreciated by the development community, may include those such as the following:

- Creation of prepared drawings for certain housing forms which speeds up development review and approvals for specific areas
- Infrastructure investment priorities and advanced schedules
- Cleaning streets (focused attention due to event and other civic or business priorities)
- Zoning/Density Bonusing (See Local Government Act, Section 482)
- Public Parking Area Improvements
- Landscaping/Tree planting along gateway corridor in vicinity of new project
- Site planning (use of municipal staff or consultants)
- Selling, exchanging or leasing municipal land to benefit a development condition or need (See Community Charter of BC, Section 3 and 5)
- Reduction in parking requirements and other variances
- Setting up a Business Improvement Area (BIA) with the downtown landowners/merchants
- Strategic use of DP Guidelines for Form and Character of commercial and multi-family developments (See Local Government Act, Part 14)
Dedicated Staff in Municipal Office
- Site-specific investment or focus due to a major build or revitalization in the particular area/street

16.0 ORGANIZATIONAL, MARKETING & PROMOTIONS

The success of the downtown is never achieved by a land use or design plan alone. It takes a substantial amount of effort to economically revitalize and maintain a downtown commercial area. Communities throughout North America have come to realize that it is not the sole responsibility of the municipality. Actually, the municipality is not the best suited entity for assuming the responsibility of working with businesses, marketing the downtown, promotional activities and events, recruitment of new business, keeping the downtown clean, regular updates to enhancement and beautification and to serve as an advocate for the betterment of the area. In this regard, over the years, some communities such as Castlegar have tried to share the (marketing and promotions) responsibilities amongst agencies such as an Economic Development Office (often having regional responsibilities), a Chamber of Commerce (often having city-wide mandates), or even a Tourism Bureau (which may be focussed on seasonal efforts only). Instead what has become widely accepted as the best 'central management' approach is the use of a Business Improvement area (BIA), now adopted by almost every province in Canada and encouraged in small, medium and larger communities. In some cases, a town or city will have two or more depending on the amount of commercial areas. Vancouver for example has 22 BIAs, Victoria has 3, Quesnel has 3, Kelowna has 2, Nanaimo has 2. In some cases, a BIA may only exist on one street. The variety of applications of this approach with BIAs/BRZs/BIDs, across Canadian communities is just as diverse as the communities themselves. The focus of their mandates may vary somewhat, but they generally have the same tools in their tool kit, dedicated staff, annual budgets, annual plans and programs, etc. Their terms may vary, say from 3 years to 10 years, always renewable with updates to their Bylaws. They are a self-serving entity in place for the betterment of a specific geographic area and the members that are typically the merchants, property and building owners within that area. Local government is a critical ingredient to their success, endorsing the bylaws to enact the BIAs, taxing the members in accordance to direction from the BIA, and then providing the entire amount as annual budgets back to the BIA to carry out its sanctioned mandate.

In all cases there is a kick-off grant provided by the municipality, and potential for assistance in cash or in kind afterwards.

Castlegar is now in a position to have to make an important decision for its Downtown. The Downtown needs a mandated organization that can have dedicated staff resources and annual budget to carry on after the Downtown Area Plan has been adopted. It must decide if existing entities can expend their resources, finances and skills to do what has to be done, OR seriously assess if it is timely to establish a BIA. It has been recognized that one of the issues that arose when the downtown merchants briefly considered a BIA-type organization in the mid-1990s (post Streetscape Revitalization), was the concern for relationship with the Regional Commercial centre near the Crossroads in South Castlegar. The BIA was considered an awkward entity to serve both locations. This was a legitimate concern at the time. Today, Downtown Castlegar does warrant its own entity if it is to become the true heart of Castlegar, as has been expounded in this Plan.

This Plan encourages the downtown business community and property owners to properly explore the merits of a BIA immediately after the adoption of this Plan. BIABC which is the provincial champion for the 70 BIAs operating in BC retains its own staff and can arrange for representatives of their membership to speak to the City and the downtown business community about the potential for a BIA in Castlegar. Consultants (including the author of this plan) are also available to join BIABC personnel to discuss details of the relevance of a BIA for Downtown Castlegar, and about the myriad of programs and services offered by BIAs.

Information about BIAs, legislative authority, questions about setting up a BIA, mandates, budgeting, etc. can be found here:

<https://www2.gov.bc.ca/gov/content/governments/local-governments/governance-powers/economic-development/municipal-business-promotion/business-improvement-areas>

Information about BIABC can be found here:

https://www.bia.bc.ca/index.php?area_id=1001&page_id=1027

Information on the individual BIAs, their programs and services, can be sourced on-line or by contacting them directly. All their staff be they the Executive Directors, Boards of Directors or front-line workers are typically pleased to speak to interested communities about the merits of a BIA. A valuable contact could also be the Coordinator for BIAs from the City of Vancouver; they are very familiar with what the 22 BIAs are doing on an annual basis as the City is a strong supporter of the BIA mandates, both in small commercial neighbourhoods or the larger centres such as Downtown Vancouver.



BIA's take on responsibilities that serve the needs of the Downtown, and complement City services

17.0 TENANTS, ANCHORS, USE

The following is a preliminary listing of potential tenants, anchors and uses that will assist the municipality (or other responsible organization) when recruiting new businesses and investment into the Downtown and specifically, into the various sub-areas. The intent is to match the intended character with the land use activities. It is not meant to supplant the permitted uses/Zoning which can be formulated when the City updates its Zoning Bylaw (Bylaw #800). This type of list can also be used along with the Incentivizing Program that the City may choose to implement.

The list may reflect a comprehensive development such as “gateway commercial”; mixed use commercial-residential, etc, which could entail certain specific tenants within the list. Described anchors may be in terms of their size, prominence or ability to establish a theme or category of businesses.

1. Commercial Core Area

- ⇒ Retail Stores
- ⇒ Professional Offices
- ⇒ Medical, Health, Pharmacies, Lifestyle, Personal Care
- ⇒ Hotels, Inns, Condotels, Motels
- ⇒ Breweries, Brew Pubs, Wine Tasting, Pubs, Distilleries
- ⇒ Restaurants, Cafes, Ice Cream, Delis



- ⇒ Arts, Cultural and Performing Facilities, Community Centres
- ⇒ Theatres (Movie, Spectator Entertainment)
- ⇒ Small Schools, Academies, Training Centers (Private and Public)
- ⇒ Arts and Crafts Studios
- ⇒ Mixed-Use Commercial and Residential (Only commercial uses on ground floor/street level)
- ⇒ Mixed-Use Commercial, Office and Residential (Only commercial or office uses on ground floor/street level)
- ⇒ Mixed-Use Institutional/Cultural and Residential (Only Institutional/ cultural on ground floor/street level)
- ⇒ Groceries/Food (Primary)
- ⇒ Convenience Food Stores
- ⇒ Specialty – Bakeries, Meats, Seafood, Ethnic Foods
- ⇒ Pet Foods and Supplies
- ⇒ Postal Service
- ⇒ Child Care Centres
- ⇒ Community Gardens (includes roof top)
- ⇒ Flower Shops/Florist
- ⇒ Residential, Apartments (Commercial encouraged at ground level)
- ⇒ Thrift Stores/Used Goods
- ⇒ Financial Services, Banks, Credit Unions
- ⇒ Funeral services (No Crematoriums)
- ⇒ Liquor Stores
- ⇒ Libraries and Book Stores (New and Used)
- ⇒ Parking Lots/Parkades
- ⇒ Gifts/Craft Sales and Markets (Temporary Permits may be required)
- ⇒ Sporting Goods, Outdoor Recreation Supplies, Guide and Outfitting Offices
- ⇒ Music and Electronics Sales and Service
- ⇒ Apparel and Accessories (Include Shoes)



2. Theatre District

- ⇒ Restaurants, Cafes, Ice Cream and Delis
- ⇒ Mixed-Use Residential and Commercial
- ⇒ Professional Office
- ⇒ Hotels, Motels and Inns
- ⇒ Breweries, Brew Pubs, Wine Tasting, Pubs and Distilleries



Brew Pubs and micro breweries are thriving in BC's Downtowns

- ⇒ Theatres (Movies and Spectator Entertainment)
- ⇒ Galleries and Museums
- ⇒ Gift and Craft Sales and markets (Temp. permits may be required)
- ⇒ Artists and Crafts Studios – includes training (e.g. Glass Blowing, Pottery, Visual Arts, Performing Arts)
- ⇒ Work-Live Studios (Subject to Building and Fire Codes)



Examples of a Live-Work Studio arrangement on two or three floors

- ⇒ Specialty - Bakeries, Meats, Seafood, Ethnic Foods
- ⇒ Convenience stores
- ⇒ Food and Beverage Production (minor)
- ⇒ Art Supplies
- ⇒ Printing and Publishing (minor)
- ⇒ Photo, camera, framing, supplies
- ⇒ Sign Printing
- ⇒ Culinary Training
- ⇒ Gifts
- ⇒ Parking/Parkades
- ⇒ Sporting Goods, Outdoor Recreation, tourism guides
- ⇒ Jewelers

3. Castle Wood Block

- ⇒ Seniors, Care Homes



- ⇒ Multi-family Residential , Apartment and Townhouses
- ⇒ Hotels, Motels, Inns and Condotels
- ⇒ Large format Restaurant, with Hotel or separate
- ⇒ Gateway Commercial/Mall complex

4. Kootenay Market Block

- ⇒ Gateway Commercial/Mall complex
- ⇒ Hotels, Motels, Inns



- ⇒ Large format Restaurant, with Hotel or separate
- ⇒ Pet Food Store
- ⇒ School/training facility
- ⇒ Brew Pub
- ⇒ Groceries, Primary
- ⇒ Sport and Outdoor Recreation

Target Business Lists should be coordinated between agencies such as the BIA, Chamber and Economic Development, the City of Castlegar, and communicated with the Real Estate professionals. Confirmation regarding Zoning Bylaws and other regulations should be requested from the City of Castlegar Development Services Department.

18.0 IMPLEMENTATION



The Implementation Section contains a set of short-, medium-, and long-term actions that are driven by the vision, goals, objectives and policy direction of this Plan. The Castlegar Downtown Area Plan respects other City plans and strategies, including various studies referenced in this document. It is also consistent with most of City’s current Official Community Plan policies. However, the *Downtown Area Plan, 2021*, has been created with the implied intent of making Castlegar’s Downtown a more vibrant, economically sustainable, resilient, and physically enhanced part of the community: The True Heart of the City.

The Implementation Section (following table) outlines a series of short-, medium- and long-term actions/steps to help implement the community vision over approximately a 15-20 years time frame. It is recognized that many of these actions will require further planning, design and engineering, along with engagement of stakeholders, Council and City staff.

The Plan has identified some key catalyst projects and redevelopment areas that are instrumental in kick-starting the transformation of the downtown. The ultimate outcomes may not be seen through to fruition until the longer term for some of the projects, but the chosen catalyst projects and redevelopment sites are deemed to be critical to help spark further downtown investment and revitalization. Priorities have therefore been placed on many of these areas to at least initiate the benefit that they will have on Downtown Castlegar. Exciting opportunities reflect their geographic locations and demand for the particular uses and activities planned for those areas. Examples include: Theatre District; 4th Street Plaza/Pedestrian Area; Redevelopment Node at 3rd Street and Columbia Avenue; and the Residential Redevelopment area near Kinsmen Park. These areas can become special places that will attract more and new forms of residential; commercial-pedestrian area vibe; cultural facilities; and unique locations to visit, live and work.

*** (1) Short term 1 to 2 years (2) Medium Term – 3 to 5 Years (3) Long Term – 6 to 10 Years (4) Longer Term 11-15+ Years**

The City will monitor progress on an annual basis. The results may suggest need to amend timelines or change focus including those responsible to lead each initiative.

*Short Term – 1 to 2 Years (Includes initiatives that have been started, but also actions that must get started to build a foundation for future action steps: e.g. background work such as studies, bylaws, guidelines, new organizations, etc.)

18.0 IMPLEMENTATION (Table of Contents)



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1. CATALYST/KEY DEVELOPMENT AREAS (INCLUDING CHARACTER AREAS)

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C - Theatre District Character Area	Page - I-3
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A. 9th & 10th AVENUE RESIDENTIAL REDEVELOPMENT AREA

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	OCP Amendment/Zoning (Including Public Engagement)	Early as possible/ 1 Years	Sec 7 + All Zoning Refer-ences (Sec 10)	City Planning Dept
2	Incentives for Multi-Family Residential	Early as possible/1	Sec 15	City Planning & Finance Dept
3	Road Upgrades/Design & Cross Sections for Sidewalk Curb-Gutter Etc.	Early as possible/1 & 2	Sec 8 & 10 (See Appendix Maps)	City Engineering
4	Design Guidelines must be Completed	Early as possible/ 1	Sec 6, 10 & 14	City Planning
5	Confirm Deep Utilities Upgrade Requirements, ie: Sewer, Water, Fire Flow	Early as possible/ Ongoing	Sec 10 (See Appendix Maps)	City Engineering
6	Confirm use of Alley Ways/Obstructions to Development	Early as possible/ Ongoing	Sec 8 & 10	City Engineering

TERM	(1) Short term - 1 to 2 years	(2) Medium Term – 3 to 5 Years	(3) Long Term – 6 to 10 Years	(4) Longer Term - 11-15+ Years
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B. 4th STREET SPECIAL CHARACTER AREA

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Streetscape Design (Including Public Engagement)	First Catalyst/ 1	Sec 6, 7 & 8	City Planning & Engineering
2	Design Guidelines	First Catalyst/ 1	Sec 6, 7 & 14	City Planning
3	Promote Use/Activities/Farmers Market	First Catalyst/ 1 & 2	Sec 11, 16 & 17	Downtown Organization
4	Street/Outdoor Safe Seating Bylaw	First Catalyst/ 1	Sec 11 & 16	City Planning
5	Investigate Opportunities for Square/Parkettes/Pocket Park	Ongoing	Sec 11	City Planning
6	Traffic Plan for (Temporary) Street Closure	First Catalyst/ 1	Sec 6 & 11	City Engineering
7	Promote Commercial Tennant Mix	Ongoing/Monitor Annually	Sec 16 & 17	Downtown Organization

C. THEATRE DISTRICT CHARACTER AREA

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Streetscape Design (Including Public Engagement)	Second or Third Catalyst/ Start Term 2	Sec 6, 7 & 8	City Planning & Engineering
2	Design Guidelines - Relationship to 1st Street and Crescent Street	Second/Third Catalyst	Sec 6, 7 & 14	City Planning
3	Gateway Feature and Sculpture (Both Ends)	Second/Third Catalyst	Sec 6, 9, & 12	City Planning and New Committee
4	Railway Overpass Bridge - Enhancement	Second/Third Catalyst	Sec 6 & 9	City Engineering and Planning
5	Retro Sign Program	Second/Third Catalyst	Sec 6, 9 & 14	City Planning
6	Promote Commercial Tenant Mix & Residential Design Character		Sec 6, 14 & 17	City Planning

TERM (1) Short term - 1 to 2 years (2) Medium Term – 3 to 5 Years (3) Long Term – 6 to 10 Years (4) Longer Term - 11-15+ Years

D. 3rd STREET & COLUMBIA NODE (4 Corners)

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Complete Strategy for 4 Corner Upgrade/Redevelopment	Term 1 Due to Art Gallery Building Location Announcement	Sec 6 , 7 & 12	City Planning/Kootenay Art Gallery Board/ Downtown Organization
2	Ensure Quality of Art Gallery /Mixed Use Residential at Eremenko Site	As above	As above	City Planning
3	Public Art Installation/Commission at Truncated Buildings	Ongoing	Sec 6, 9 & 12	City Planning and New Committee
4	Design Guidelines	As Early as possible	Sec 6 & 14	City Planning
5	Design for 3rd Street Gateway/Cross Section as Road, Bike, & Pedestrian Link to Millennium Park	Term 2	Sec 6, 7 & 8	City Engineering
6	Pronouncement of Entry into Civil Precinct	Term 2	Sec 6, 7 & 9	City Planning
7	Wayfinding Signage	Term 2	Sec 9	City Planning
8	Stephenson Square Expansion/Relationship to Art Gallery Building	Term 1 Due to Gallery Location	Sec 6 & 11	City Planning and Kootenay Art Gallery Board
9	Investigate Parking Area (Parkade) near or in place of Legion Building	Term 1 Due to Gallery	Sec 6,& 8	City Planning and Engineering

TERM (1) Short term - 1 to 2 years	(2) Medium Term – 3 to 5 Years	(3) Long Term – 6 to 10 Years	(4) Longer Term - 11-15+ Years
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E. GATEWAY at 13th AVENUE / COLUMBIA AVENUE

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Work with Landowners of Both Sides of 13th Ave (Consider Purchase)	Term 2 or 3	Sec 6 & 9	Senior Administration
2	Preliminary Design for Potential Uses at Entry Corner	Term 2 or 3	Sec 6, 9, 14 & 17	City Planning
3	Pursue End Users / Developer	Term 2 or 3	Sec 6, 16 & 17	City Planning & Downtown Organization
4	Define Gateway Character (Including Potential for Iconic Building)	Term 2 or 3	Sec 6, 7 & 9	City Planning
5	Consider Public Space if Development Potential is Restricted by Risk Assessment Results	Term 2 (Risk Assessment)	Sec 6 & 9	City Planning & Engineering
6	Gateway Signage in Keeping with Overall Design Theme (Minimal if Iconic Building is Developed)	Term 2 (Advance to Term 1 if Possible)	Sec 9	City Planning
7	Pursue Infrastructure Upgrades (ie: Stormwater) at Corner of 13th Ave & Columbia Avenue Frontages	Term 2 or 3 (Dependent upon Development Type & Timing)	Sec 6, 7 & 9 (See Appendix Maps)	City Engineering
8	Pursue Landscaping / Gateway Treatment	Term 2 (Advance to Term 1 if Possible)	Sec 9	City Parks/Engineering

TERM	(1) Short term - 1 to 2 years	(2) Medium Term – 3 to 5 Years	(3) Long Term – 6 to 10 Years	(4) Longer Term - 11-15+ Years
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2. HOUSING DEVELOPMENT (SECTION 10)

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Prepare and Activate Incentivization Program and Bylaw	As soon as possible/ Term 1	Sec 15	City Planning & Administration
2	Amend OCP and Zoning Bylaw to Ensure High Density Housing is Acknowledged and Permitted as per Downtown Area Plan Policies	As soon as possible/Term 1	Sec 6, 7 & 10	City Planning
3	Design Guidelines to be Completed in Keeping with Section 10 & 14	As soon as possible	Sec 10 & 14	City Planning
4	Determine Extra Height to be Permitted if Density Bonus Provision is Enshrined in OCP	In concert with Zoning Bylaw Update	Sec 10	City Planning
5	Prepare Packages that illustrate Housing Forms desired as Infill Opportunities and for Increasing Build Out in Mult-Family units	As soon as possible	Sec 10 & 15	City Planning
6	Review Zoning and Subdivision Bylaw to Permit 9M Lots in Specified Areas Only	As soon as possible	Sec 10	City Planning
7	Address Requirements for Infrastructure Upgrades in Terms of Water (Fire Flows) , Sanitary, Sewer and Stormwater in Areas Selected for Increased Density of Mixed Use Development	Area by Area	Section 10 (See Appendix Maps)	City Engineering
8	Investigate “Cash-in-Lieu” Policy to Accommodate Parking Beyond Site of Housing Development	Term 2 (Advance to Term 1 if possible)	Sec 8	City Engineering, Planning & Finance
9	In Concert with Zoning Bylaw Update, Implement New CD Zoning Provision for Mixed Use Buildings and Sites	As soon as possible/Term 1	Sec 7 & 10	City Planning
10	Initiate Communication with All Social Housing Agencies to Promote Opportunities for Affordable Special Needs and Seniors Housing in Downtown Castlegar	As soon as possible./ Ongoing	Sec 7, 10 & 15	City Planning, Housing Committee

TERM (1) Short term - 1 to 2 years (2) Medium Term – 3 to 5 Years (3) Long Term – 6 to 10 Years (4) Longer Term - 11-15+ Years

3. STREETS / TRANSPORTATION / BICYCLE / PEDESTRIAN MOBILITY (SECTION 8)

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Review Current Master Plans to Confirm if Changes to Bicycle or Pedestrian System and Amenities are Required (Stakeholder Groups)	Term 2 (Advance to Term 1 if possible)	Sec 8	City Planning, Engineering and Stakeholder Groups
2	Implement Recommendations Regarding Traffic Calming / Reduced Speed	As Above	Sec 8	City Engineering, RCMP/ICBC
3	3rd Street Corridor Project - Connecting CBD to Millennium Park - Phased Approach (Road, Bike and Pedestrian)	Catalyst Project/Term 2	Sec 6, 7 & 8	City Engineering/Public Engagement
4	Implement Landscaping and Wayfinding Along 3rd Street Corridor	Catalyst Project/Term 2	Sec 6, 8 & 9	City Engineering
5	Investigate Feasibility of Traffic Round-Abouts Along Columbia Avenue at preferred locations	Term 2	Sec 6 & 8	City Engineering
6	Investigate Laneways in Residential Areas to Determine Opportunities for Rear - Entry Parking to New Mult-Family Residential; Determine Obstructions such as Water and Sewer Lines	As soon as possible/Term 1	Sec 6 , 8 & 10 (See Appendix for Maps)	City Engineering and Planning
7	Railway Overpass Bridge Enhancement	Term 2 or 3 (Begin Design earlier if possible)	Sec 6, 8 & 9	City Engineering and Planning
8	Complete / Upgrade Pedestrian System Through Downtown to Achieve Overall Connectivity (Sidewalks, Crosswalks, Mid-Block Crossings, Signals)	Term 2 (Begin Detailed Design earlier if possible)	Sec 8	City Engineering
9	Implement Landscaping, Wayfinding, Seating to Complement Character Areas and Pedestrianization	Start Term 1 and Ongoing	Sec 9 & 11	City Planning and Engineering
10	7th Avenue pedestrian link (Downtown - Library - Millennium Park - Schools)	Assess with 3rd Street Corridor Project and determine timing	Sec 8	City Engineering

TERM	(1) Short term - 1 to 2 years	(2) Medium Term – 3 to 5 Years	(3) Long Term – 6 to 10 Years	(4) Longer Term - 11-15+ Years
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3. STREETS / TRANSPORTATION / BICYCLE / PEDESTRIAN MOBILITY (SECTION 8) - CONTINUED

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
11	Ultimately Implement “Fully-Connected System” Through a Review of Upgrades and New Sidewalks / Pathway links	Term 2 (start detailed design in Term 1)	Sec 8	City Engineering
12	Install Bike Lanes on 3rd (Corridor Project) / 9th Avenue and Connections to School Cluster Area	Term 2 (or in tandem with 3rd Street Corridor Project)	Sec 6 & 8	City Engineering
13	End of Trip Facilities - Public Spaces	Ongoing	Sec 8 & 11	City Planning and Engineering
14	End of Trip Facilities - Private Multi-Family Residential, Commercial and Mixed Use Buildings	Term 1 (in tandem with Zoning Bylaw Update)	Sec 7 & 10	City Planning
15	Columbia Avenue Protected Bike Path System	Term 2 or 3 (as resources permit)	Sec 8	City Engineering
16	Investigate Shared Routes in Core Area as CBD Grows and Intensifies	Term 2 or 3	Sec 8	City Engineering
17	Update Parking (Supply & Demand) Study	Term 2 (Advance to Term 1 if possible)	Sec 8	City Engineering
18	“Cash-in-Lieu” Policy / Acquisition of Public Lot(s) / Assessment of Potential for Ultimate Parkade	As early as possible/Term 1 and Ongoing regarding Acquisition of lots	Sec 6 & 8	City Engineering, Planning and Finance
19	Review of Parking Regulations (Zoning Bylaw) Regarding “ Car Share” and TDM Programs	Term 2/Follow up on Parking Study and in with Zoning Bylaw Update)	Sec 8 & 10	City Planning
20	Investigate Repurposing or Purchase of Underutilized Parking Lots	Term 2 or 3	Sec 8 (See Map in Sec 5	Administration

TERM	(1) Short term - 1 to 2 years	(2) Medium Term – 3 to 5 Years	(3) Long Term – 6 to 10 Years	(4) Longer Term - 11-15+ Years
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4. GATEWAY TREATMENTS (SECTION 9)

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Prepare Gateway Strategy, Choosing Primary and Secondary Gateways , their Function, Messaging, Imagery and Appeal	Term 2	Sec 9	City Planning
2	Determine Phasing for Primary, Secondary and External to Downtown, Phase with Quality in Mind	Term 2	Sec 9	City Planning and New Sculpture Committee
3	Design Package Including Elements such as Signage, Lighting, Landscape and Public Art	Term 2	Sec 9	City Planning and new Sculpture Committee
4	Meld with other Elements of Design Guidelines	Term 2 (or in tandem with preparation of new Design Guidelines)	Sec 9 & 14	City Planning and new Sculpture Committee

5. PARKS, SQUARES, AMENITY AREAS (SECTION 11)

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Kinsman Park Upgrade Plan and Design	Term 2	Sec 6, 7 & 11	City Parks and Planning
2	Assess Opportunities for Expansion (or Acquisition of other Sites for Park Use)	Term 3 (and Ongoing)	Sec 6 & 11	City Parks and Senior Administration
3	Continue Acquisition of Smaller Properties for Expansion of Park System / Pocket Parks	As Above	Sec 6 & 11	City Parks and Senior Administration
4	Programming of Squares, Plazas, Pocket Parks and Parkettes	Term 2 (but start with Small initiatives as early as possible)	Sec 11 & 16	City Parks & Downtown Organization; Arts and Cultural
5	Program other Public Spaces	As above	Sec 11	As above
6	Initiate Program of Street Level Seating and Private Venue Use for Cafes & Restaurants		Sec 11 & 16	City Planning
7	Create Brief Guideline Package for Businesses to use when Considering Outdoor Retail, Vending and Food Service (Street Level Seating, Screening, Tables, Use of Baskets)	Term 2 (but start with small initiatives as early as possible)	Sec 11, 14 & 16	City Planning

TERM (1) Short term - 1 to 2 years (2) Medium Term – 3 to 5 Years (3) Long Term – 6 to 10 Years (4) Longer Term - 11-15+ Years

6. ARTS & CULTURE (SECTION 12)

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Work closely with the Kootenay Gallery of Art, History and Science Board of Directors to ensure the recently announced (2021) siting of the New Gallery is in keeping with the intent of this Plan, with regard to Design and allowing it to become a beacon of the Arts and Culture Community in Castlegar. Full Redevelopment of the former Eremenko Building (Corner Block) will help set the tone for the Heart of Downtown Castlegar. Integration within a Mixed Use Residential and Institutional Facility/ Building must Respect the Prominence of the Gallery in the Downtown Core	Term 1/Immediately	Sec 6,7, 9, 12 & 14	City Planning and Senior Administration
2	Develop a Marketing / Promotions Program that Profiles the Downtown as an Arts and Cultural Destination (Wayfinding, Business Recruitment, Architectural Design Elements (Includes Large Sculptures) Print Literature, Social Media, Events and Festivities, Markets, Pedestrianization)	Term 2 (or sooner as Down- town Organization is in place)	Sec 16 & 17	City Planning and Downtown Organization/ Chamber of Commerce
3	Organize all Stakeholder Groups from the Arts and Culture Community to Strengthen their Profile and Ability to continue to Build the Arts, Cultural and Heritage Offerings in Castlegar with a Focus on Downtown	Term 2	Sec 12 & 16	City Planning along with Downtown Organization and Arts & Cultural Committee
4	Integrate Public Art such as Sculptures, Murals and Kinetic Art into both Private and Public Realms Through New Design Guidelines	Term 2 (or as soon as new Design Guidelines are implemented)	Sec 12 & 14	As above
5	Focus attention on Restoring and Building the 'Theatre District' into a Special Place that will help draw Artisans, Performers and Visitors into Downtown Castlegar	Term 2 and Ongoing	Sec 6, 7, 9 & 12	City Planning & Downtown Organization along with Arts & Cultural Committee
6	Establish a Public Art / Sculptures Committee to Oversee the Strategic Acquisition, Selection and Siting of New installments in keeping with the intent of this Plan	Term 1 or 2	Sec 7, 9 & 12	As above

TERM (1) Short term - 1 to 2 years (2) Medium Term – 3 to 5 Years (3) Long Term – 6 to 10 Years (4) Longer Term - 11-15+ Years

7. INCENTIVIZING DEVELOPMENT (SECTION 15)

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Seriously consider Establishment of a Development Incentivization Program specifically for the Downtown Plan Area, especially for increasing the supply and quality of Multi-Family Residential Units	Initiate as early as possible/Term 1	Sec 10 & 15	City Planning and Finance
2	Subsequent to above (#1), Consider Preparation & Adoption of Tax Exemption Bylaw, Decreased DCC's, etc for Specific Area and Type of Development in the Downtown. These should be 'Time Sensitive' to Kick-Start New Development, and therefore the initiative should be well profiled throughout the Development/Real Estate/Builder Community	As above	Sec 6, & 15	As above
3	In Association with the Revisions to the Zoning Bylaw, seriously consider a Program to "Waive Parking Requirements" in Certain Areas of the Inner Core with a "Cash-in-Lieu" Approach	As above (in tandem with the Zoning Bylaw update)	Sec 8 & 15	As Above
4	Determine lands that may Accommodate Public Parking that is common to certain areas of need and Developed in association with "Cash-in-Lieu " Approach	Term 1	Sec 8 & 15	As Above
5	Establish small Façade and Commercial Signs Assistance Grant Program in keeping with New Design Guidelines	Term 2 (Advance to Term 1 if possible)	Sec 14, 15, & 16	As Above
6	Review Infrastructure Investment priorities and advance schedules as appropriate in keeping with Policies of this Plan	Term 2 (Advance to Term 1 for certain areas of the downtown)	Sec 6, 7, 8 and 15 (See Appendix Maps)	City Engineering and Planning
7	Invest in Streetscape Upgrades, New Landscaping and other Beautification in support of Private Development Opportunities on specific Street/Areas of the Downtown	Proceed on Street by Street program of improvements , along with area priorities related to development potential	Sec 6, 7, 8 and 15	City Engineering
8	Provide Directed Staff Assistance, Design Review, and Prepared Graphics to illustrate intended Housing Forms and Character, area by area	Term 1	Sec 15	City Planning

TERM (1) Short term - 1 to 2 years (2) Medium Term – 3 to 5 Years (3) Long Term – 6 to 10 Years (4) Longer Term - 11-15+ Years

8. ORGANIZATIONAL / MARKETING (SECTION 16 & 17)

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Investigate and establish a New Central Management Approach for Downtown Castlegar. A Business Improvement Area (BIA) is recommended unless the City can Empower another Organization to fulfill the role of Coordinated Marketing, Promotions, Event Management and Business Recruitment	Term 1 (Fulfilling this goal/step early in the program will assist with several other implementation steps)	Sec 16	City Planning, Senior Administration (possible coordinate with Chamber of Commerce)
2	If choice is to investigate a BIA, arrange Downtown Merchant and Land Owners Meeting (Workshop) with BIABC representative (and CTQ) to make arrangements for presentation regarding benefits and Steps of Establishing a BIA for Downtown Castlegar	Term 1	Sec 16	As above, CTQ prepared to assist due to significant experience with BIAs.
3	Determine Critical Responsibilities of such a Central Management Organization, and Compatibility with City, Chamber of Commerce, etc.	Term 1 and 2	Sec 16 & 17	City Planning, Senior Administration and downtown organization (Work with Chamber)
4	Work with an Organizational Task Force of Downtown Representatives that are Supportive of a New Management Structure that would assist in the Implementation of the Downtown Plan and Related Marketing Initiatives	Term 1 and 2	Sec 16 & 17	City Planning and Organizational Task Force of Downtown Reps (CTQ prepared to assist)
5	Begin Plans to Formulate the Theatre District and 4 th Street as two key special character areas/catalysts	Catalyst Projects to be chosen in Term 1/as early as possible	Sec 6, 7, 15 & 16	City Planning and representative land owners/merchants from two the key areas
6	Plan a Formal Launch around the Theme of creating a new Vitalized Heart of Castlegar, supported by the unveiling of the Downtown Area Plan and any significant Development or Civic Initiatives	Term 1 (As soon as possible after adoption of Downtown Area Plan)	Sec 7 and fine-tuning of this Implementation Table	City Planning, City Council in Partnership with Downtown Plan Advisory Committee (CTQ prepared to assist)

TERM (1) Short term - 1 to 2 years (2) Medium Term – 3 to 5 Years (3) Long Term – 6 to 10 Years (4) Longer Term - 11-15+ Years

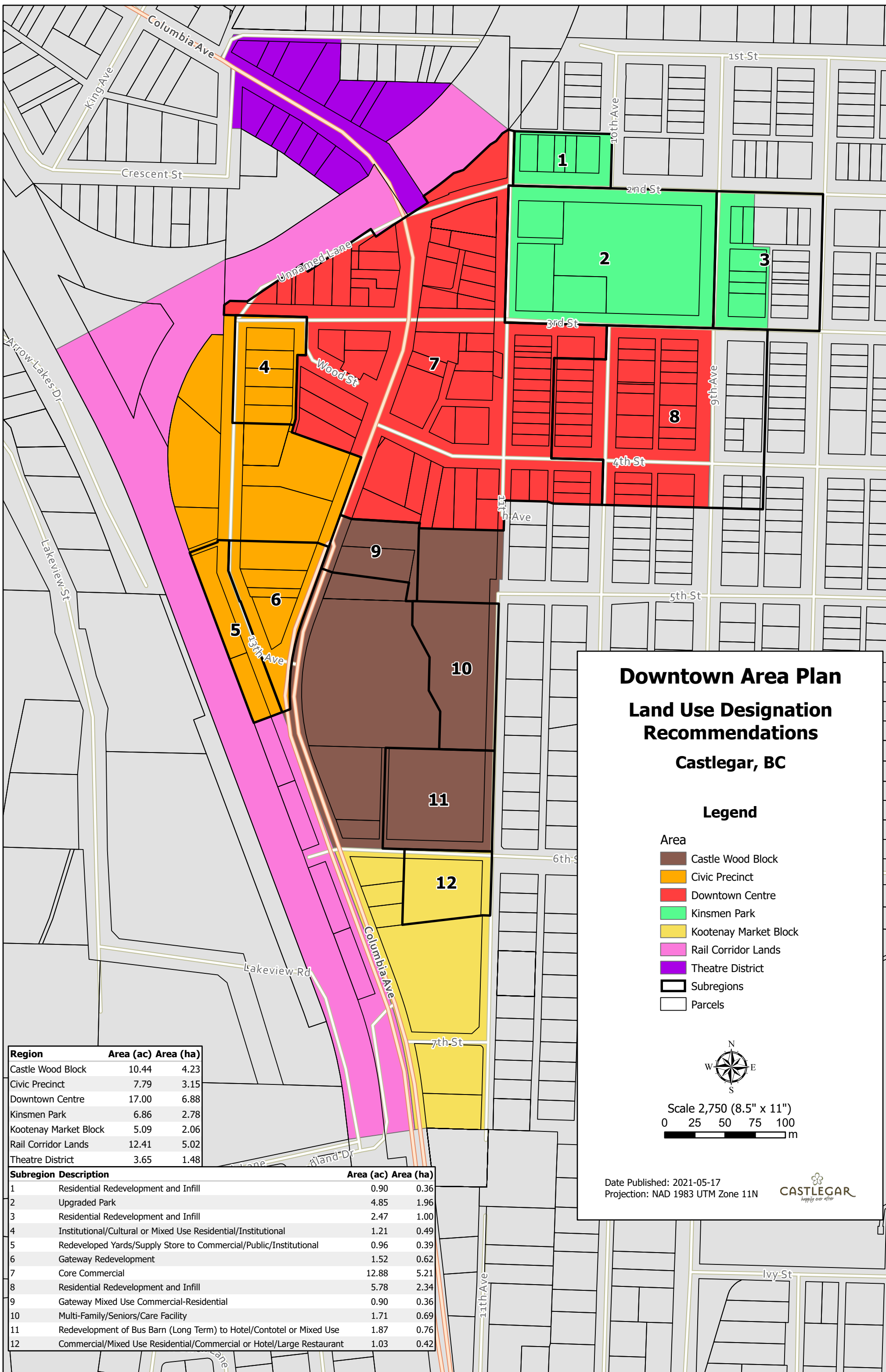
9. ADMINISTRATIVE, REGULATIONS, GUIDELINES, DETAILED PLANS

#	STEPS	TIMELINE/TERM	POLICY REFERENCE	LEAD
1	Update City of Castlegar Zoning Bylaw and Official Community Plan (with Downtown Designations) to help enshrine the Downtown Area Plan in effective Policy and Regulations	Term 1	Sec 7, Sec 18 (Implementation)	City Planning
2	Prepare a Housing Attraction Package (Incentives, Development Locations, Available Services, Graphics, etc). Profile on City Website and other Social Media	Term 1	Sec 10, Sec 18 (Implementation)	City Planning
3	Prepare a Business Recruitment Strategy	Term 1 and Term 2	Sec 15, 16 and Sec 18 (Implementation)	City Planning
4	Kinsmen Park Upgrade Plan/Design	Term 2	Sec 11 and Sec 18 (Implementation)	City Parks
5	Streetscape Plans for Key Streets (ie: 3 rd Street Corridor; 4 th Street Special Character Area; Railway Overpass Bridge	Term 1 and 2	Sec 18 (Implementation)	City Planning and Engineering
6	Façade Improvement Guidelines/Commercial Signs Guidelines, and Mural Program	Term 2 (Advance to Term 1 if possible)	Sec 18 (Implementation)	City Planning and Finance
7	Downtown Area Development Permit Area Guidelines	Term (In tandem with Architectural Design Guidelines)	Sec 14 , Sec 18 (Implementation)	City Planning
8	Prepare Sidewalk Vendor Café Bylaw	Term 1 (in, Tandem with 4th Street Catalyst Project)	Sec 11, 16 and Sec 18 (Implementation)	City Planning
9	Incentivization Plan and Bylaw (See Implementation #7)	Term 1 / as early as possible	Sec 15 and Sec 18 (Implementation)	City Planning and Finance
10	Review all necessary Infrastructure Upgrades in Redevelopment Areas: Water/Fire Flows; Sanitary Sewer; Stormwater Management; Power, in keeping with the priorities of this Plan	Term 1 and Term 2 , remaining in Term 3	Sec 6, 10 & 15 (See Appendix for maps)	City Engineering
11	Prepare Gateway/Wayfinding Signs Program and Adopt Common Design/"Family" of Signs along with Landscaping and Lighting Parameters	Term 2 (Begin with some strategic locations in Term 1 as funds permit)	Sec 9 and Sec 18 (Implementation)	City Planning and Engineering
12	Ensure Public and Stakeholder Consultation/Engagement along with many of the above initiatives	Ongoing	Public Consultation and Engagement is encouraged throughout many Sections of this Plan	City Communications and Engagement Dept. in collaboration with various line departments.

TERM (1) Short term - 1 to 2 years (2) Medium Term – 3 to 5 Years (3) Long Term – 6 to 10 Years (4) Longer Term - 11-15+ Years

APPENDIX - A

LAND USE DESIGNATION RECOMMENDATIONS MAP



Downtown Area Plan

Land Use Designation Recommendations

Castlegar, BC

Legend

- Area**
- Castle Wood Block
 - Civic Precinct
 - Downtown Centre
 - Kinsmen Park
 - Kootenay Market Block
 - Rail Corridor Lands
 - Theatre District
 - Subregions
 - Parcels



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Date Published: 2021-05-17
 Projection: NAD 1983 UTM Zone 11N

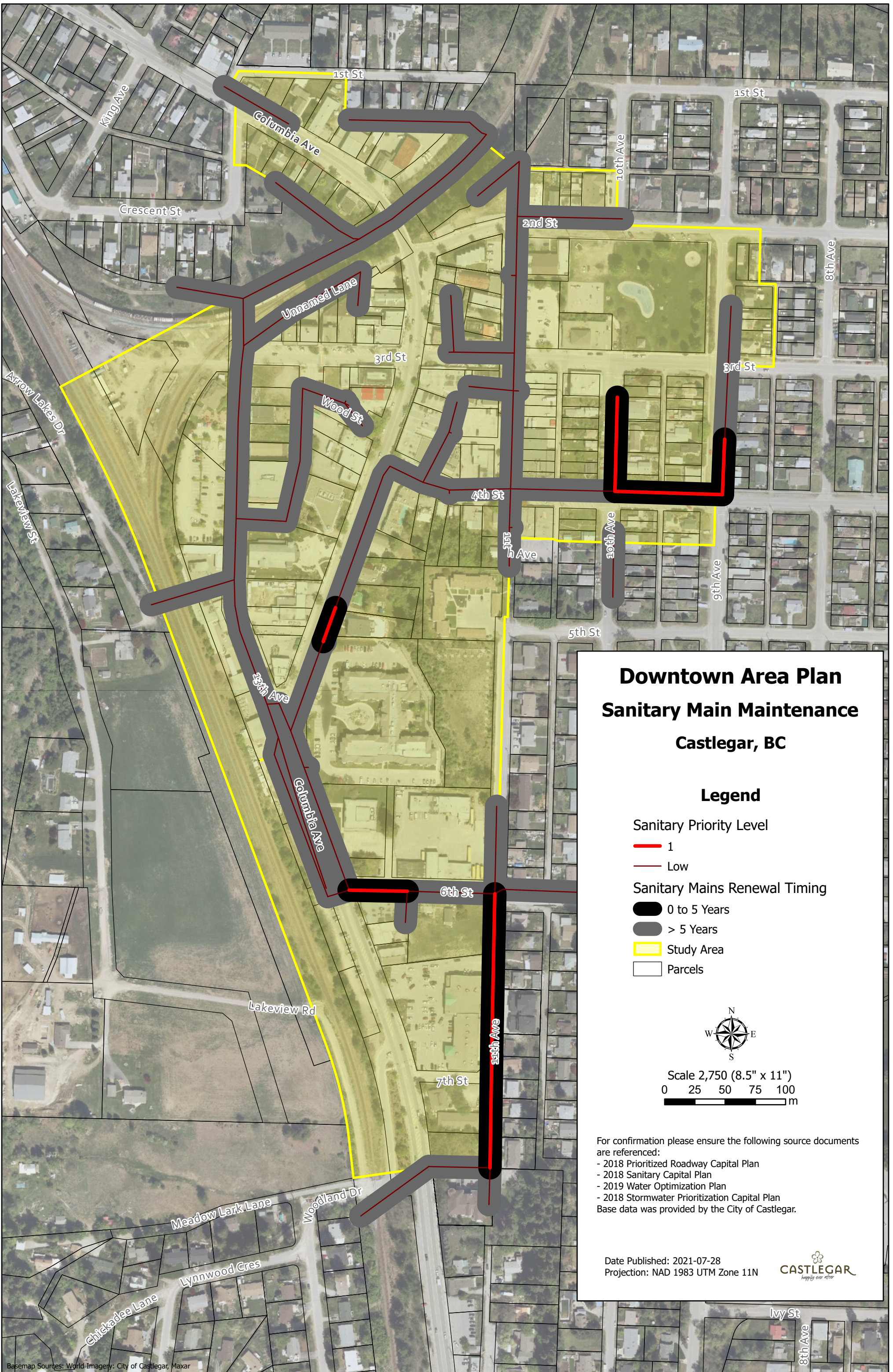


Region	Area (ac)	Area (ha)
Castle Wood Block	10.44	4.23
Civic Precinct	7.79	3.15
Downtown Centre	17.00	6.88
Kinsmen Park	6.86	2.78
Kootenay Market Block	5.09	2.06
Rail Corridor Lands	12.41	5.02
Theatre District	3.65	1.48

Subregion	Description	Area (ac)	Area (ha)
1	Residential Redevelopment and Infill	0.90	0.36
2	Upgraded Park	4.85	1.96
3	Residential Redevelopment and Infill	2.47	1.00
4	Institutional/Cultural or Mixed Use Residential/Institutional	1.21	0.49
5	Redeveloped Yards/Supply Store to Commercial/Public/Institutional	0.96	0.39
6	Gateway Redevelopment	1.52	0.62
7	Core Commercial	12.88	5.21
8	Residential Redevelopment and Infill	5.78	2.34
9	Gateway Mixed Use Commercial-Residential	0.90	0.36
10	Multi-Family/Seniors/Care Facility	1.71	0.69
11	Redevelopment of Bus Barn (Long Term) to Hotel/Contotel or Mixed Use	1.87	0.76
12	Commercial/Mixed Use Residential/Commercial or Hotel/Large Restaurant	1.03	0.42

APPENDIX - B

INFRASTRUCTURE MAPS



Downtown Area Plan Sanitary Main Maintenance Castlegar, BC

Legend

Sanitary Priority Level

- 1
- Low

Sanitary Mains Renewal Timing

- 0 to 5 Years
- > 5 Years
- Study Area
- Parcels



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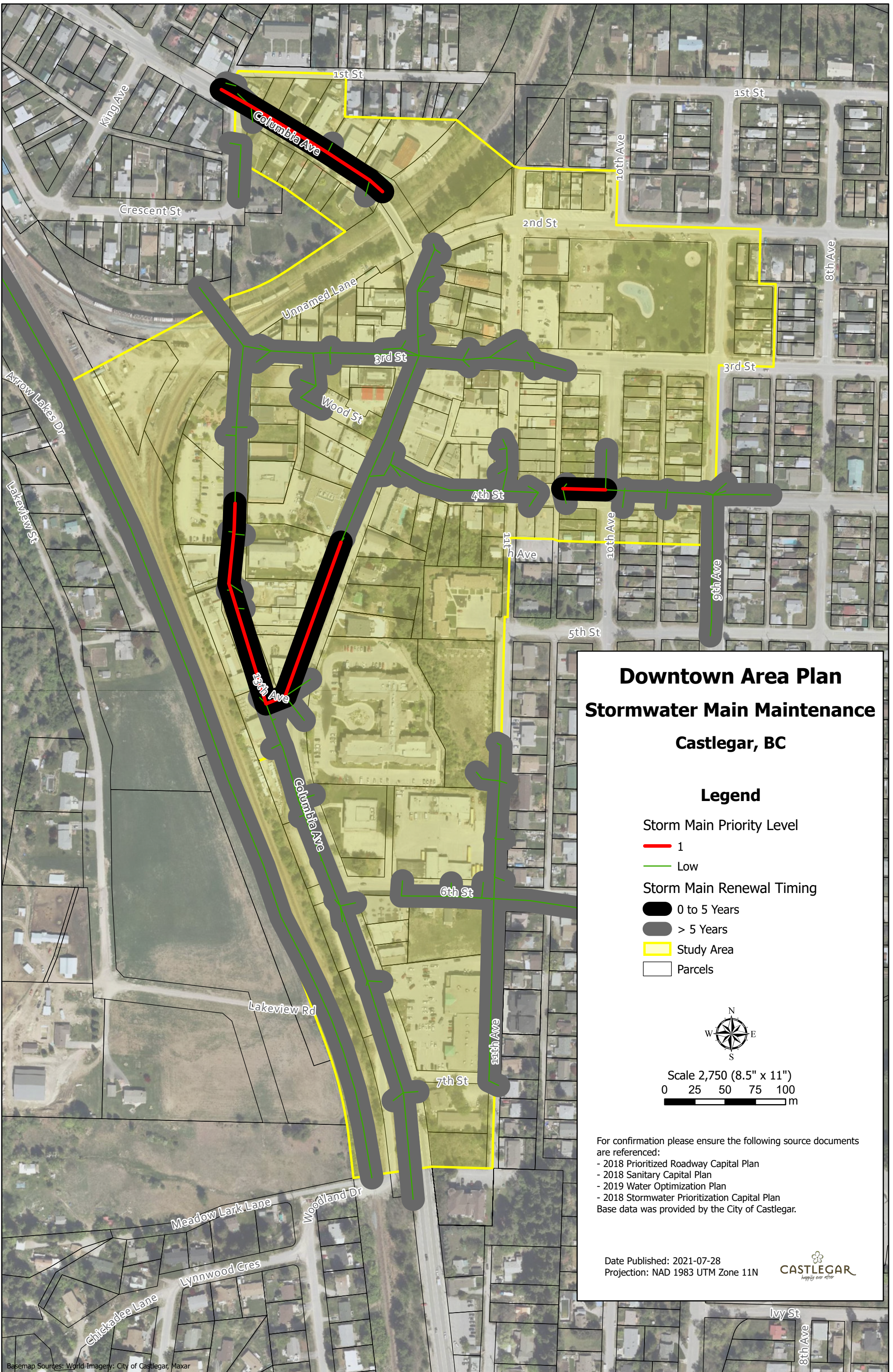
For confirmation please ensure the following source documents are referenced:

- 2018 Prioritized Roadway Capital Plan
- 2018 Sanitary Capital Plan
- 2019 Water Optimization Plan
- 2018 Stormwater Prioritization Capital Plan

Base data was provided by the City of Castlegar.

Date Published: 2021-07-28
Projection: NAD 1983 UTM Zone 11N





Downtown Area Plan Stormwater Main Maintenance Castlegar, BC

Legend

Storm Main Priority Level

- 1
- Low

Storm Main Renewal Timing

- 0 to 5 Years
- > 5 Years

- Study Area
- Parcels

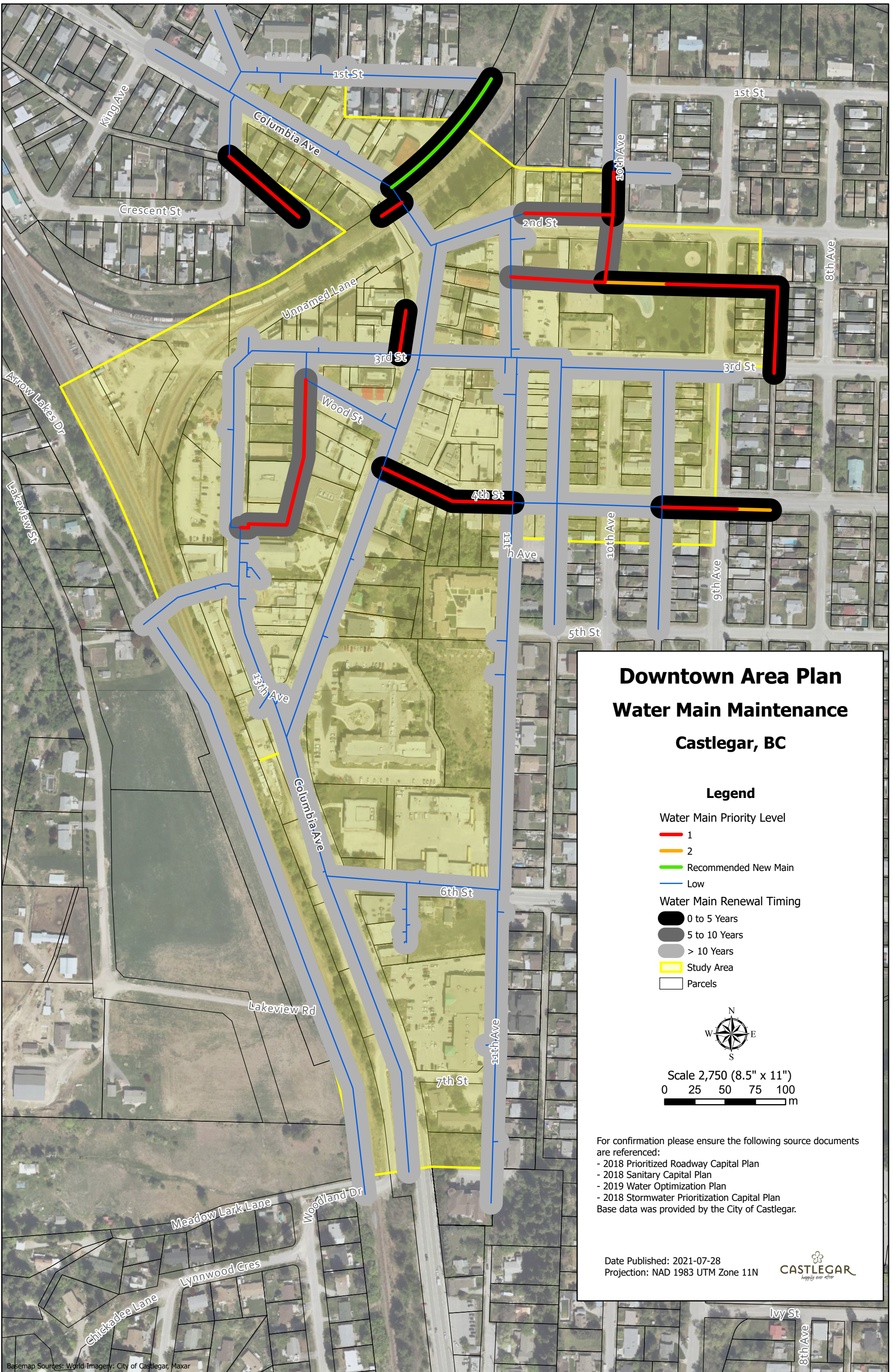


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 - 2018 Sanitary Capital Plan
 - 2019 Water Optimization Plan
 - 2018 Stormwater Prioritization Capital Plan
 Base data was provided by the City of Castlegar.

Date Published: 2021-07-28
 Projection: NAD 1983 UTM Zone 11N





Downtown Area Plan Water Main Maintenance Castlegar, BC

Legend

- Water Main Priority Level**
- 1
 - 2
 - Recommended New Main
 - Low
- Water Main Renewal Timing**
- 0 to 5 Years
 - 5 to 10 Years
 - > 10 Years
 - Study Area
 - Parcels



Scale 2,750 (8.5" x 11")
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For confirmation please ensure the following source documents are referenced:

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