

District Of Chetwynd

OFFICIAL COMMUNITY PLAN

BYLAW NO. 1140, 2022



Official Community Plan
Bylaw No. 1140, 2022

WHEREAS, the Council of the District of Chetwynd wishes to repeal “Official Community Plan Bylaw No. 1030, 2016” and amendments thereto, and wishes to adopt a new Official Community Plan pursuant to Section 473 of the *Local Government Act*;

AND WHEREAS, Council has reviewed this Official Community Plan in conjunction with the District’s most recent capital expenditure program and other relevant plans to ensure consistency between them;

AND WHEREAS, Council has met the consultation requirements pursuant to Section 475 of the *Local Government Act*;

AND WHEREAS, Council has met the adoption procedure requirements pursuant to Section 477 of the *Local Government Act*;

AND WHEREAS, Council has held a Public Hearing pursuant to Section 464 of the *Local Government Act*;

NOW THEREFORE, the District of Chetwynd is in open meeting assembled, enacts as follows:

1. This Bylaw may be cited as “District of Chetwynd Official Community Plan Bylaw No. 1140, 2022”.
2. The following schedules attached hereto are hereby made part of this Bylaw and adopted as the Official Community Plan for the District of Chetwynd:
 - a. Schedule A – Official Community Plan Text
 - b. Schedule B – Greater Chetwynd Map
 - c. Schedule C – Land Use Map
 - d. Schedule D – Land Use Town Centre Map
 - e. Schedule E – Natural Assets Map
 - f. Schedule F – Transportation Map
 - g. Schedule G – Water & Sanitary Sewer Infrastructure Map
 - h. Schedule H – Development Permit Areas Map
3. If any section, subsection, sentence, clause, phrase or map in this bylaw is for any reason held to be invalid by the decision of any court or competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder.
4. Bylaw No. 1030, 2016, cited as the “District of Chetwynd Official Community Plan Bylaw No. 1030, 2016” and amendments thereto as it applies to the District of Chetwynd is hereby repealed.



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Read for a first time the	7 th	day of February,	2022.
Read for a second time the	18 th	day of July,	2022.
Public Hearing held on the	2 nd	day of August,	2022.
Read for a third time the	2 nd	day of August,	2022.
Adopted the	2 nd	day of August,	2022.

ORIGINAL SIGNED BY

Mayor (Allen Courtoreille)

ORIGINAL SIGNED BY

Corporate Officer (Carol Newsom)



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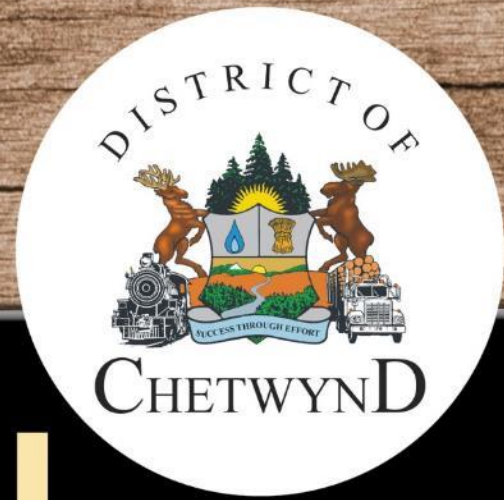
List of Amendments to

District of Chetwynd Official Community Plan Bylaw No. 1140, 2022

This is a consolidation of the bylaws listed below. Amendments have been incorporated with the parent bylaw for convenience only. This consolidation is not a legal document.

Certified copies of the original bylaws should be consulted for all interpretations and applications of the subject bylaw.

Bylaw No.	Date of Adoption	Purpose of Amendment



SCHEDULE A

OFFICIAL COMMUNITY PLAN



Official Community Plan
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1.0 Introduction

“Be open Chetwynd...there is potential to be an amazing town, be open to new people, businesses, and ideas!”

1.1 What is an Official Community Plan?

An Official Community Plan is the highest-level policy document for a local government – including the District of Chetwynd. It is used to inform and guide decisions on land use management, planning and development within the area covered by the plan for the next 15+ years. An Official Community Plan provides a regulatory framework to guide how a local government evaluates and approves future development, while identifying and supporting the community’s vision and goals for the future.

An Official Community Plan must be prepared and adopted within the statutory provisions set forth in the Local Government Act. This provincial legislation describes an Official Community Plan as a comprehensive guiding document that requires the following content:

- Approximate location, amount, type, and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
- Approximate location, amount, and type of present and proposed commercial, industrial, institutional, agricultural, recreational, and public utility land uses;
- Approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
- Restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- Approximate location and phasing of any major road, sewer, and water systems;
- Approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;
- Policies for affordable housing, rental housing, and special needs housing;



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- Targets for the reduction of greenhouse gas emissions, and policies and actions of the local government to achieve those targets; and
- Consideration of any applicable provincial policy guidelines.

In addition to the content required by legislation, an Official Community Plan may also contain optional policy components, which strive to influence the overall quality of life within a community. The *Local Government Act* identifies the following optional components that may be included within an Official Community Plan:

- Policies relating to social needs, social well-being and social development;
- Policies respecting the maintenance and enhancement of farming on land in a farming area, or in an area designated for agricultural use in the plan; and
- Policies relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity.

Before an Official Community Plan can come into effect, it must be adopted by Council as a bylaw. Once adopted, any decisions made by Council on land use, the subdivision of land, development and other related matters, must be consistent with the goals, objectives and policies included in the Official Community Plan.

An Official Community Plan is a long-term visionary document that guides decision-making and sets a course for the future. Therefore, Official Community Plans should be re-examined and updated every 5-10 years, depending on the circumstances of the community and other factors to ensure that it continues to reflect the long-term planning needs, vision and goals of the community. Furthermore, reviewing the Official Community Plan regularly also ensures that it remains consistent with other legislation, bylaws, procedures and implementation tools.

While this Official Community Plan reflects the best ideas at the time of its writing, the adoption of the Official Community Plan does not commit Chetwynd to proceed with any project that is specified herein. It does, however, commit the District of Chetwynd to ensuring that all actions taken once the Official Community Plan is adopted are consistent with the direction set forth within it.

This Official Community Plan is an update of the 2016 Plan to reflect changes in provincial legislation impacting Official Community Plans, a focus on community development, and a renewed sense of optimism and opportunity in the community. With the community's input into what matters to them, this Official Community Plan also reflects the aspirations of the residents of Chetwynd.



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1.2 Purpose of an Official Community Plan

Official Community Plans are designed to provide some level of certainty regarding the location and nature of community change to residents and landowners, and serve to guide municipal councils when making decisions about development, zoning, and services to accommodate growth. An Official Community Plan can improve local residential, commercial and industrial areas, and provide the assurance neighbourhoods need to retain attractive and stable living environments. The policies of an Official Community Plan assist in guiding the decisions of the business and development interests of the community. Official Community Plans should reflect a consensus of public opinion, which is utilized as a framework for future development. Official Community Plans also contain strategies for managing future growth.

This Official Community Plan delineates policy by which the District and the public can evaluate development proposals to ensure manageable and sustainable economic growth. This Official Community Plan forms the basis for land use bylaws and capital expenditure plans, and is consistent with the District's waste management plans, domestic water supply improvement programs, public works programs, and other capital expenditures.

This Official Community Plan deals with development in the long term and should be applied and interpreted with some flexibility.





“The community has unlimited potential...these types of plans help up capitalize on this potential.”

1.3 What an Official Community Plan Can and Cannot Do

The required content of an Official Community Plan is set out in Part 14, Section 473 of the *Local Government Act*. The Act outlines the framework for community goals, objectives and policies. The Official Community Plan must be flexible and adaptive to changes in the community. The Official Community Plan’s planning horizon is 5 years in the short term and 15 to 20 years for longer term considerations.

The main purpose of an Official Community Plan is to provide a degree of certainty to Council and residents regarding the form and character of the community. The Official Community Plan can encourage different levels of government to take action, but it cannot force action. The Official Community Plan does not commit Council to specific expenditures; conversely, Council cannot endorse actions contrary to the Official Community Plan.

The Official Community Plan reflects community goals which have been determined through input from Council and the general public. The Official Community Plan can achieve consensus on some issues; yet for other issues the Official Community Plan represents a compromise between opposing viewpoints.

1.4 What’s New in this Official Community Plan?

This Official Community Plan builds upon the great work that went into the previous Official Community Plan. While many components have been carried over and expanded upon, this Official Community Plan also contains many new sections and some re-organization. The following sets out the sections in this Official Community Plan and identifies which are new and which are carried over and expanded:

- **Section 1.0 – Introduction** – this section describes the context of an Official Community Plan, its legislative requirements, why one is needed and when it should be updated. It also highlights what is new in this Official Community Plan and how to use it.
- **Section 2.0 – Community Visioning and Goals** – this new section provides an overview of the process undertaken to develop this Official Community Plan, a summary of the community engagement that was undertaken, and the overarching themes that arose. This section also communicates the vision and goals for the community.
- **Section 3.0 – Community Context** – this section is updated and expanded on from the previous Official Community Plan. A more in-depth examination is provided on the history of Chetwynd, climate, and overall regional context.



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- **Section 4.0 – Community Profile** – this new section provides a current overview of the demographic and economic context of Chetwynd, using data from reputable and up-to-date statistical sources.
- **Section 5.0 – Community Development** – many of the subsections within this section have been carried over.
- **Section 6.0 – Land Use Plan** – much of the content contained within this section is carried over from the previous Official Community Plan. New land use designations reflect a refinement from more general land uses in order to provide increased guidance for future development.
- **Section 7.0 – Development Permit Areas** – this section has been refreshed to reflect current best practices related to new development.
- **Section 8.0 – Implementation** – this section has been refreshed to provide clearer direction on how this Official Community Plan will be implemented over time.



2.0 Community Visioning and Goals

“It is important to keep the recreation side of Chetwynd thriving to draw in more tourism and keep people coming back.”

2.1 Official Community Plan Update Process

The Official Community Plan update process is undertaken to ensure that Chetwynd’s current and future aspirations, goals and policy programs are being accurately reflected in the current Official Community Plan. This Official Community Plan update began with a review of the 2016 Official Community Plan from an organizational and best practices perspective and was updated to achieve alignment with the District’s strategic policy documents and programs.

This update process involved a Communications and Engagement Strategy, which was used to ensure that all community members and stakeholders were provided ample opportunities to contribute to the Official Community Plan as it was developed. The Communications and Engagement Strategy included the following actions:

- Media releases
- Radio and newspaper ads
- Social media posts
- District of Chetwynd website posts
- Frequently Asked Questions – both digital and paper brochures
- Dedicated virtual platform to educate community members on what an Official Community Plan is and to obtain their input about their community
- Posters around the community
- Mail-outs to properties within Chetwynd
- Graffiti wall at the Recreation Centre
- Virtual workshops with District of Chetwynd Council and staff

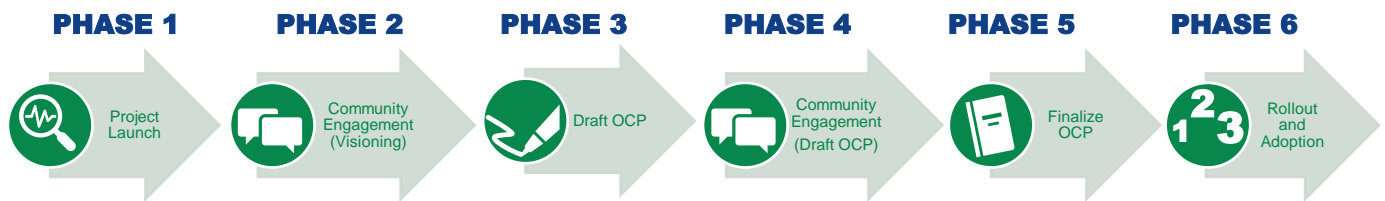


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- Utilized the help of Community Service Organizations Committee, the Tansi Friendship Society, the Chetwynd Public Library and Chetwynd Senior Citizens Society to help obtain input from their members and patrons

The overall update process is presented below.

Figure 1: Official Community Plan Update Process



2.2 Envisioning the Future – Chetwynd 2040

2.2.1 Involving the Community

As the first round of engagement for the District of Chetwynd's Official Community Plan was initially planned to be in person, the District of Chetwynd quickly adapted its engagement to an online platform to connect and engage with people during the COVID-19 pandemic and during a time of isolation and physical distancing. The District used a digital platform which was comprised of a survey, prioritization and mapping exercises, and received great input into what the community feels is important, both today, and for Chetwynd in 2040.

The survey was available online through the District's website and Facebook page in April and May of 2020. Topic areas in the survey included gaining the community's opinions on the quality of life in Chetwynd, what they enjoy about living in Chetwynd, and gaining insights into which areas residents would like the District to focus time, energy and resources in terms of land use and community development as we look towards the future of Chetwynd.

As of June 26th, 2020, a total of 103 surveys were received through the digital platform, and 38 of those were completed surveys. Participants were not required to answer every question, but to answer the questions that were relevant to them. Input from participants was positive, and they are proud of living in Chetwynd. Many participants appreciated the opportunity to provide feedback and to be included in this early stage of the Official Community Plan update process.



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2.2.2 *Summary of Stakeholders Involved*

Throughout the Official Community Plan engagement process, an extensive list of stakeholders was compiled, as shown below. Efforts were made to reach out to these stakeholders at various times throughout the process to solicit their input into the Official Community Plan and feedback on the draft Official Community Plan.



General Public

- District of Chetwynd residents



Chetwynd Youth

- Chetwynd Secondary School Students
- Tansi Friendship Centre Youth Group



Chetwynd Families

- Chetwynd Public Library
- Tansi Early Childhood Development Centre
- Parent Advisory Councils (School District)



Chetwynd Seniors

- Chetwynd Senior Citizens Housing Society
- Save Our Northern Seniors
- Chetwynd Seniors Group
- Chetwynd Society for Community Living
- Pine Valley Seniors Association
- Chetwynd Service Providers' Association (includes representatives from all Service Provider Organizations that have a presence in Chetwynd)
- Chetwynd Young @ Heart 55+ Club



Businesses and Related Organizations

- B.C Northern Real Estate Board
- Chetwynd Chamber of Commerce
- All of Chetwynd businesses



Social Services

- Chetwynd Society for Community Living



Service Clubs

- Chetwynd Rod & Gun Club
- Royal Canadian Legion Branch



Local Interest Groups

- Chetwynd Rod & Gun Club
- Chetwynd Community Arts Council
- Chetwynd Farmers Market



Environmental Organizations

- Northern Environmental Action Team
- Yellowstone to Yukon Conservation Initiative



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In addition to the stakeholders noted above, required consultation with a variety of government agencies and jurisdictions was also undertaken, including:

- Agricultural Land Commission
- BC Hydro and Power Authority
- CN Rail
- BC Oil and Gas Commission
- Ministry of Agriculture, Food and Fisheries
- Ministry of Environment & Climate Change Strategy
- Ministry of Energy, Mines and Low Carbon Innovation
- Ministry of Forests, Lands, Natural Resource Operations & Rural Development
- Ministry of Municipal Affairs
- Ministry of Social Development & Poverty Reduction
- Ministry of Transportation & Infrastructure
- Northern Health
- Peace River Regional District
- School District No. 59
- Treaty 8 Tribal Association
- West Moberly First Nations
- Saulteau First Nations
- McLeod Lake Indian Band
- Métis Nation British Columbia

2.2.3 *Overarching Themes*

The Official Community Plan update is based around envisioning Chetwynd in 2040. The Official Community Plan serves to address the needs of residents today while simultaneously envisioning what it means to have a healthy, sustainable, thriving community in the year 2040 and what must be implemented to achieve this. Throughout the engagement for this update, participants were encouraged to be future-oriented with their thoughts, especially when it came to the vision they held for their community. Participants were also asked to give feedback on appropriate goals for Chetwynd, as well as policy directives for land use, growth, programs and services.

When looking at the responses and input compiled from community members and stakeholders participating in the virtual engagement activities, sessions and meetings, the following common themes arose:



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Chetwynd Today

When asked what they liked about living in Chetwynd and about what quality of life means to them, participants identified that they like access to the outdoors and small-town atmosphere and many stay in Chetwynd to be close to family and work. When asked what quality of life means to them, having access to essential services and amenities, work/life balance, and enjoying a healthy lifestyle was important. Participants envision Chetwynd generally staying the same over the next 20 years, but with more businesses and services.

Chetwynd in 2040

Direction as to how participants envisioned Chetwynd in 2040 was provided through two key questions – evaluating the goals contained within the current Official Community Plan and communicating their vision for Chetwynd in 2040.

Participants were first asked to rank the 2016 Official Community Plan Goals in priority of importance in order to determine the relevance of those goals today. From the results, increasing the attractiveness of Chetwynd through the expansion and improvement of services offered, as well as diversifying the local economy base and generating new employment opportunities were the two most important priorities. These were followed by providing better cultural, recreational and educational facilities. Only a small proportion of participants stated infrastructure improvements such as water, sewer and roads, to be a priority.

When asked to describe how they envisioned Chetwynd in 2040 participants responded with a desired increase in more parks and trails to enjoy, having a dog park and a splash park. In addition, participants wished to see additional commercial development, as well as more sidewalks, particularly along recreational and institutional facilities in the community.

“Would love a fenced dog park...one for smaller and larger dogs.”

Getting Around Chetwynd

In the District of Chetwynd, driving is the main mode of transportation used by participants to get around the community, followed by walking, which occurs mostly in the downtown core, and then by cycling. Since the closing of the Greyhound bus system, a bus service has been missed and improvements to roads would be appreciated by the participants.

Participants noted that when they travel through Chetwynd, they go for walks, shopping, groceries, and the recreation centre. Participants also indicate that they travel to Dawson Creek, Fort St. John, and Grande Prairie for medical appointments, visiting family and friends,



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and for shopping at larger centres. The majority of residents indicated that they travelled outside of Chetwynd 2-3 times a month.

Leisure in Chetwynd

When participants were asked to prioritize the parks and recreation facilities that Chetwynd has, the most frequently visited facility was the climbing wall. Other recreation facilities, in order of priority and use were the curling rink, fitness programs, the gym, ice arenas, leisure pool, running/walking track, skateboard park, neighbourhood and school playgrounds and the library.

As indicated previously, participants would like to see more parks, including a dog park and spray park in the future for Chetwynd. The Arts Council and chainsaw carvings are done well, and overall, participants appreciate Chetwynd's efforts for encouraging and supporting arts and culture in the community.

*“Chainsaw carving and Minerals North well attended
and show case the community efficiently.”*

A Greener Chetwynd

Recycling is a predominant activity that participants are doing to be environmentally sustainable. In the future, participants indicated a desire to see an expansion of curbside recycling pickup, a composting program, and an increase in the recycling options available for Chetwynd.

*“The blue bag recycling program is great...industry
partners are doing their share as well...environment is
a big concern to the community.”*

Healthy Chetwynd

Being able to walk, hike and stay active while also having access to healthy food options were important to participants, as is spending time with friends and family. Many participants take part in sports or craft groups and during winter months, fitness programs and the gym are used extensively for indoor fitness, while snowshoeing and cross-country skiing are activities enjoyed outside.



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In the future, having dog parks and trails, as well as more health professionals in the community were identified as key ways to improve the social, physical, and mental wellness of the community.

“Love our recycling program.”

Open for Business

Attracting new businesses to Chetwynd was identified as a current challenge facing the community. While participants recognize and appreciate all of the local retailers, there was a desire to see an increase in shopping options locally, so that the need to travel to other jurisdictions could be reduced. Participants were unsure of successful economic development initiatives in the community but did note that the Farmers' Market appears to have grown over the years.



Budgeting for the Future

When participants were asked to budget for the future, it was noted that municipal spending investments were desired in road repair and maintenance, followed by the District's water treatment and distribution systems, and maintaining and improving sidewalks and trails. Interestingly, the arts, culture and bylaw enforcement were considered the lowest priority for municipal investments.

In general, participants identified downtown revitalization and being open to new opportunities as ways to improve Chetwynd in the future.

2.3 Vision for Chetwynd

Chetwynd exists in order that the area residents have sustainable opportunities for *Security, Health, Safety and Prosperity* in surroundings that display the best of our natural environment.



2.4 Community Goals

Building from the engagement process input, the community's goals are to:

1. Ensure that land use planning is undertaken in the best interests of the community.
2. Provide enhanced cultural, recreational social, and educational facilities and programs for existing and future residents.
3. Continue promoting Chetwynd as a regional service centre.
4. Continue to protect, develop, and promote the District's natural features and existing tourism base.
5. Diversify the local economic base and generate new employment opportunities through the retention of existing businesses and the attraction of new employers and business opportunities to the community.
6. Thoughtfully plan for municipal services and utilities expansion to service a growing population.





3.0 Community Context

"Library has a lot of great programs."

3.1 History of Chetwynd

The District of Chetwynd was originally known as "Little Prairie" by its first settlers who came to the current town site in the early 1900s. It is British Columbia's entrance to, and exit from, the energetic Peace River country.

Chetwynd remained a relatively quiet rural community until the coming of the John Hart Highway in the early 1950s and the Pacific Great Eastern (P.G.E.) railroad, which saw the first train arrive in Little Prairie to a crowd of 3,000 in 1958. The town was renamed Chetwynd in 1959 after the Honorable Ralph Chetwynd, who had served as the Minister of Railways. Chetwynd was officially incorporated as a village in 1962. With Chetwynd being situated at the junction of Highways 97 and 29, and an established rail service, Chetwynd became the natural transportation hub of the Peace River area. In addition, the rail service played a key role in the development of a growing lumber industry in the region and together with the Westcoast Transmission pipeline project, helped attract new business and industrial investment in Chetwynd.

The District of Chetwynd is a great place to live. The community has homes for all ages and income levels, a variety of neighbourhoods, and attractive parks throughout the municipality. The Chetwynd area is well known for its breathtaking scenery and countryside. The surrounding area contains mountains for hiking and skiing, lakes and rivers for swimming, canoeing and fishing, and a countryside and park system that produces some of the best camping, snowmobiling, hunting, and wildlife viewing in Canada. The region also has a diverse history, ranging from 90 million year old dinosaur tracks to the world famous, World War II era, Alaska Highway. The area also contains thousands of years of First Nations history and a century of European homestead history.



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Today, Chetwynd is a bustling community of approximately 2,600 people. In addition to its own population, another approximately 4,000 residents live in the surrounding area, making the District a service centre for approximately 7,000 residents. Chetwynd's primary industries have remained largely the same over time, with forestry, ranching, oil and gas extraction and processing, and mining being the main sources of employment and economic development in the area. Many of these industries have resulted in Chetwynd expanding its boundaries to encompass five satellite areas within its municipal boundary (see Schedule B). In addition to its industries, Chetwynd's tourism industry has grown considerably over the past decades and has become a significant contributor to the District's local economy.

"Although a small town, there are lots of caring people looking after each other."

3.2 Climate

Chetwynd is located in the northern foothills of the eastern slopes of the Rocky Mountains, on a small terrace that was carved out of an ancient floodplain. While Chetwynd is surrounded by forested hills, the prairies of the Peace River country begin here and continue eastward into Alberta. Its climate includes frigid winters and warm summers, consistent with that of a cool continental climate. Average daily high temperatures range from -4°C in January to 22°C in July, and the average annual precipitation (rainfall and snowfall) is 440 mm, with over 64% of that falling between May and September.



3.3 Regional Context

The District of Chetwynd is a member of the Peace River Regional District and is the third-largest municipality. The District is seen as the service centre for the West Peace region, and works closely with its neighbours, particularly Tumbler Ridge and Hudson's Hope, on initiatives in the area. In addition, the District works closely with the Peace River Regional District and provincial ministries on initiatives that impact multiple jurisdictions.



4.0 Community Profile

“Wood carvings are awesome.”

The demographic and economic context of a community shape its housing needs. Age and stage of life, household type and size, income, and employment all directly affect the type of housing units, sizes, and tenures needed. This section provides an overview of these factors, using a combination of data from the Statistics Canada Census Profiles and data tables and custom data prepared for the District of Chetwynd’s recently completed Housing Needs Report (2021).

4.1 Demographics

Chetwynd’s population growth is largely driven by the resource-based industries operating in the area. As a result of the cyclical nature that occurs with those industries, Chetwynd’s population growth fluctuates as a result.

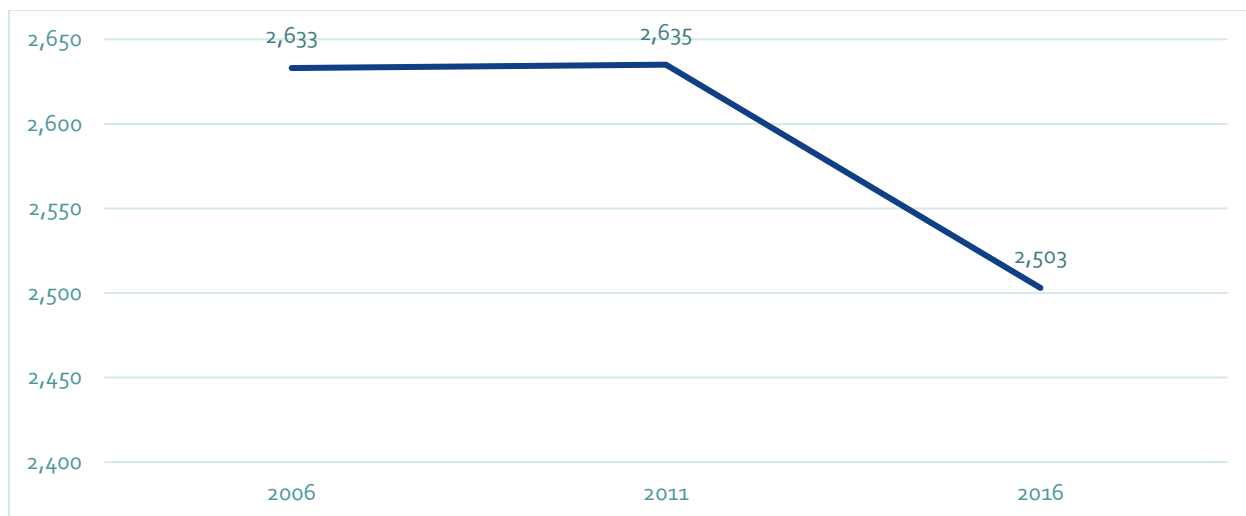
Between 2006 and 2016, the population of Chetwynd decreased by 5%, or 130 residents, from 2,633 to 2,503 residents (Figure 2).





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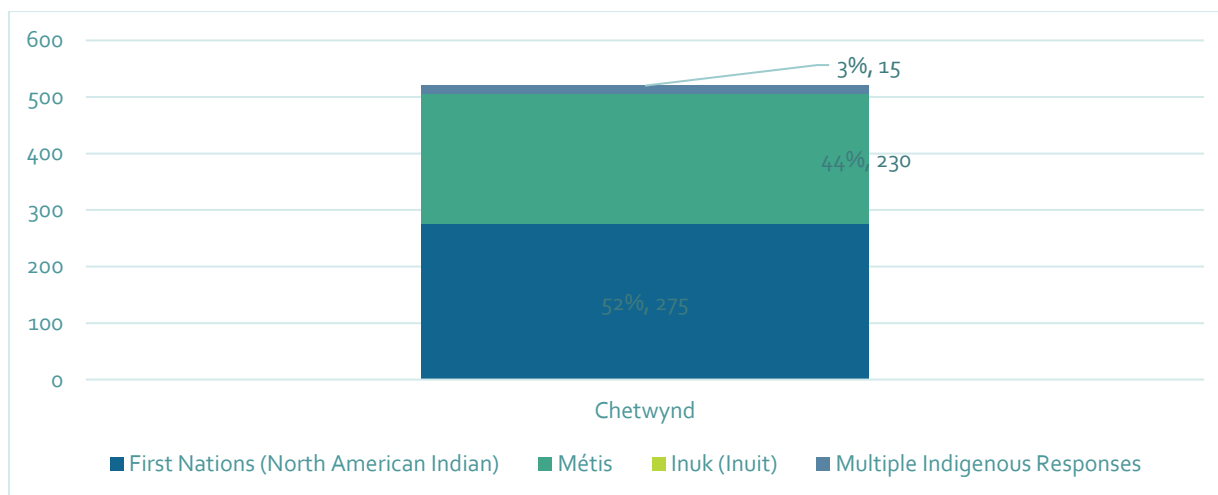
Figure 2 – Population Changes in Chetwynd, 2006-2016



Source: Statistics Canada Census Program, Census Profiles 2006, 2011, 2016

Chetwynd has a total of 525 individuals or 21% of the population in private households (2,470 individuals) who identify as Indigenous as of the 2016 Census (Figure 3). Of this group, 52% identify as First Nations, 44% as Métis and 3% had multiple indigenous identities. The Indigenous population in Chetwynd makes up approximately 6% of the overall Indigenous population in the PRRD as recorded in the 2016 Census.

Figure 3 – Indigenous Identity for Population in Private Households, 2016



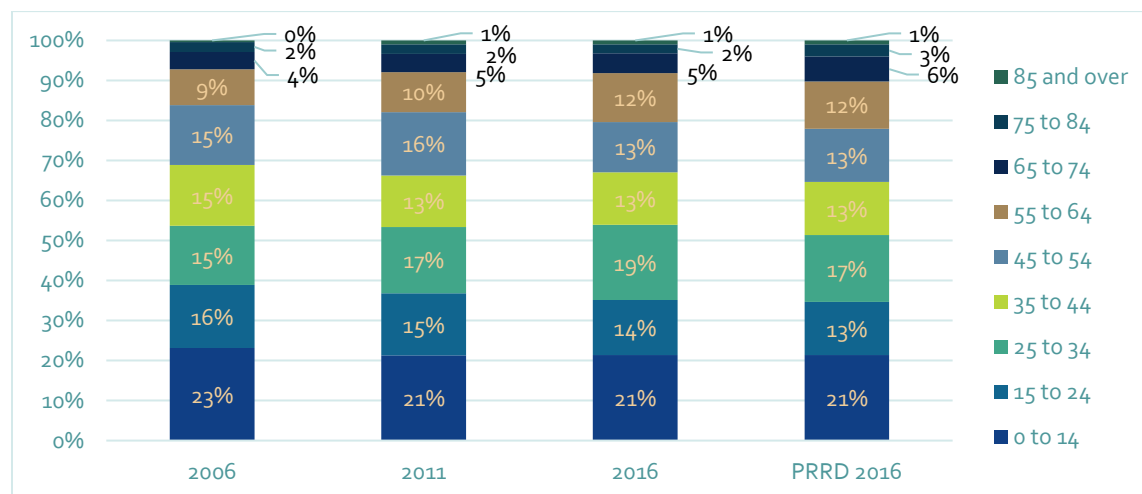
Source: Statistics Canada Census Program, Census Profile 2016



4.2 Age

From 2006 to 2016, the median age in Chetwynd declined slightly from 32.9 to 32.7, indicating a trend of younger residents moving into the area, or older residents leaving the community. The median age in Chetwynd is lower than the PRRD (34.1) and BC (43.0). Age group distribution over the past three Census reports show a relatively stable population, with a proportional increase of adults aged 25 to 34 of 4%, the largest change in the share of any age cohort in the community (Figure 4). The age distribution in Chetwynd is comparable with the PRRD in 2016.

Figure 4 – Age Distribution in Chetwynd, 2006-2016



Source: Statistics Canada Census Program, Census Profiles 2006, 2011, 2016

“Need to encourage youth to stay in Chetwynd by offering trades programs and better education.”





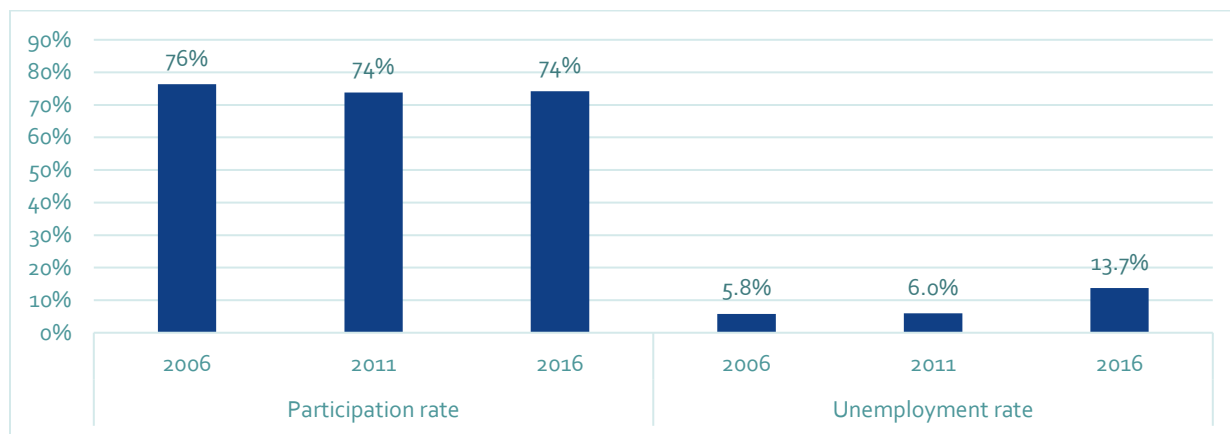
4.3 Labour Force and Income

4.3.1 Labour Force

Between 2006 and 2016, Chetwynd saw a slight decrease in labour participation from 76% to 74% (Figure 5). The unemployment rate in Chetwynd increased from 5.8% to 13.7% over the same time period, however, the estimated unemployment rate for Northeast region of BC in October 2019 is much lower at 2.6%¹. This increase in unemployment between 2006 and 2016 took place during a period of time where there was a downturn in the natural resource economy in 2014 and 2015, a trend that was reflected across the region.

In 2016, the top five industries employing Chetwynd residents included manufacturing (16%), accommodation and food services (11%), retail trade (10%), construction (8%), health care and social services and agricultural, forestry, fishing and hunting (7%). However, the current distribution of labour force by industry in Chetwynd is likely to have changed from 2016. Since 2016, there have been several large projects initiated in the PRRD, including the construction of the Coastal GasLink pipeline, Site C construction, Pembina and Enbridge pipeline expansions, and major growth in the Montney region. Many employees working on these projects live in communities like Chetwynd, or in work camps situated across the region.

Figure 5 – Labour Participation and Unemployment Rate in Chetwynd, 2006-2016



Source: Statistics Canada Census Program, Custom Data Organization for
BC Ministry of Municipal Affairs and Housing

¹ As reported by Statistics Canada from the Labour Force Survey. Table 14-10-0293-02 Labour force characteristics by economic region, three-month moving average, unadjusted for seasonality (x 1,000).

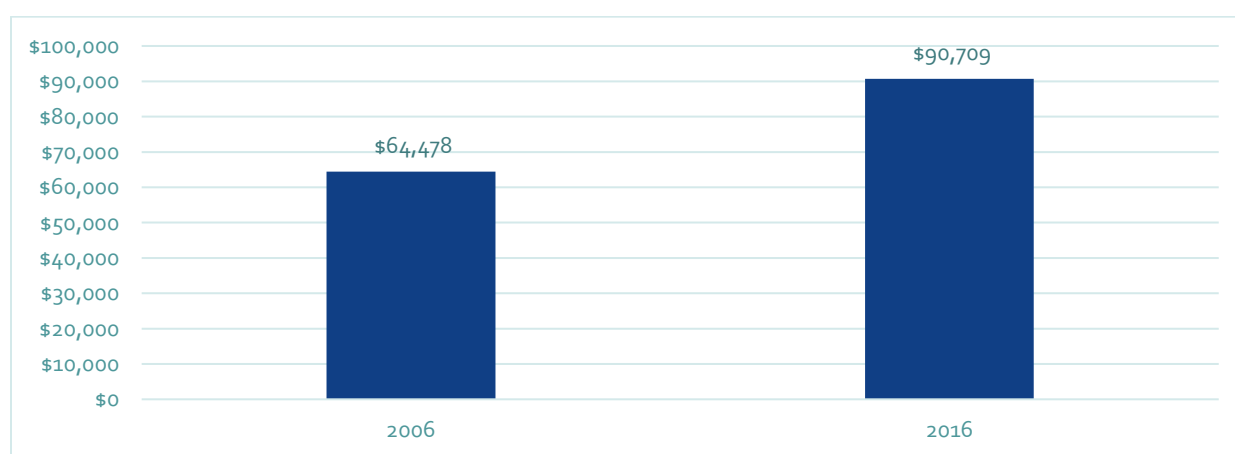


4.3.2 Household Median Income

Between 2006 and 2016, median before-tax private household income grew by 33% in Chetwynd (Figure 6).

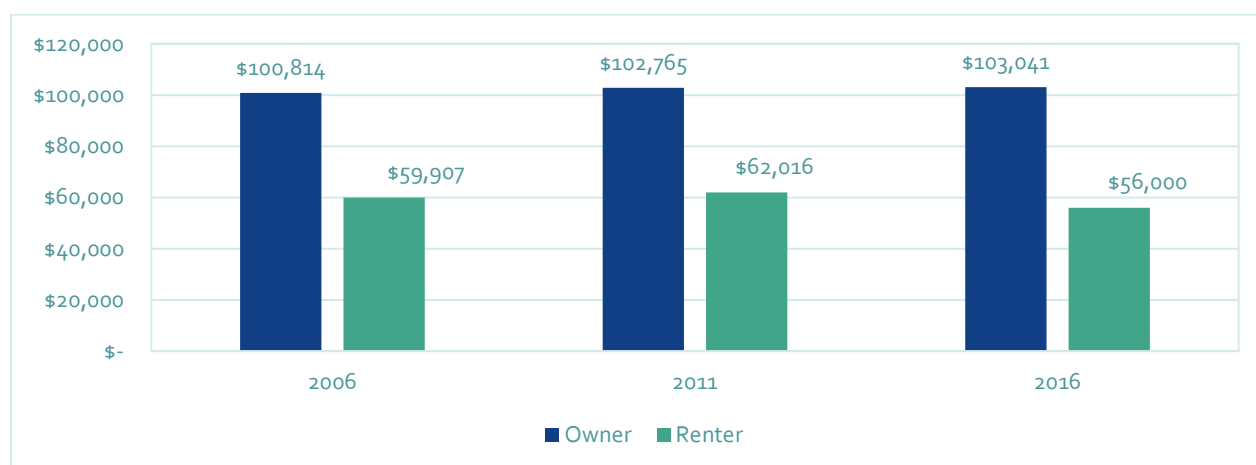
Of the renter households, 51% earn less than \$60,000, while owner household income is more evenly distributed across income groups (Figure 7). This indicates that renters may not necessarily choose this tenure but rent because they are unable to afford ownership as an option. This also puts them at risk of affordability issues if housing prices increase.

Figure 6 – Median Before-Tax Private Household Income in Chetwynd, 2006-2016



Source: Statistics Canada Census Program, Census Profiles 2001, 2006, 2016, NHS Profile 2011

Figure 7 – Median Income by Tenure in Chetwynd 2006-2016

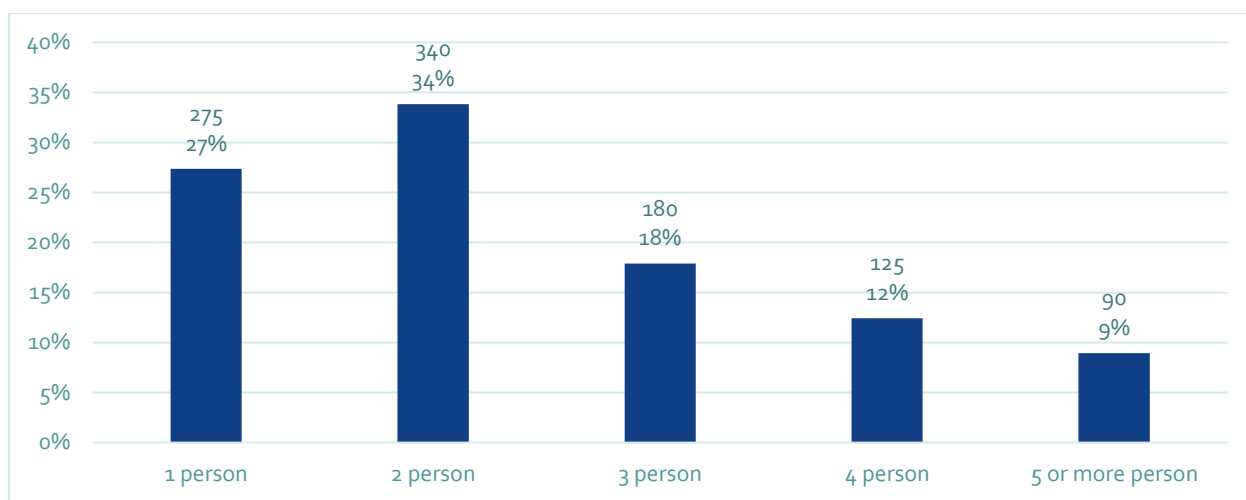


Source: Statistics Canada Census, Custom Data Organization for BC Ministry of Municipal Affairs and Housing

4.4 Housing Inventory and Projections

From 2006 to 2016, the number of households in Chetwynd decreased by 20 households, or 2%, from 1,025 to 1,005. Compared to the addition of 130 individuals, the decrease in household growth suggests that population is outpacing the formation of households. The average household size in Chetwynd decreased slightly from 2.6 to 2.5 persons from 2006 to 2016, which is the same as the PRRD's average household size of 2.5 persons in 2016. Thirty nine percent (39%) of households in Chetwynd are 3 person or more households (Figure 8).

Figure 8 – Household by Size in Chetwynd, 2016

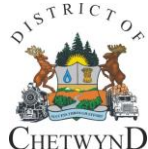


Source: Statistics Canada Census Program, Census Profiles 2016

4.4.1 Housing Units

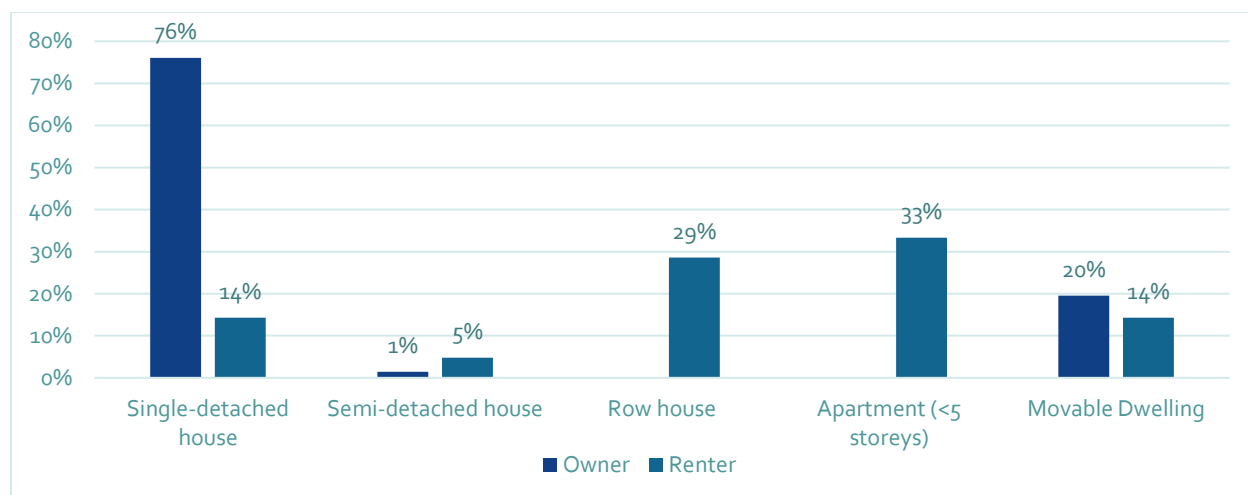
As of 2016, there were 1,005 dwellings in Chetwynd. The dominant form of housing in Chetwynd is single-detached house, with 76% of single-detached houses owned and 14% of single-detached houses rented. Movable dwellings were the second largest type of housing units owned within Chetwynd at 20% and 14% rented (Figure 9).





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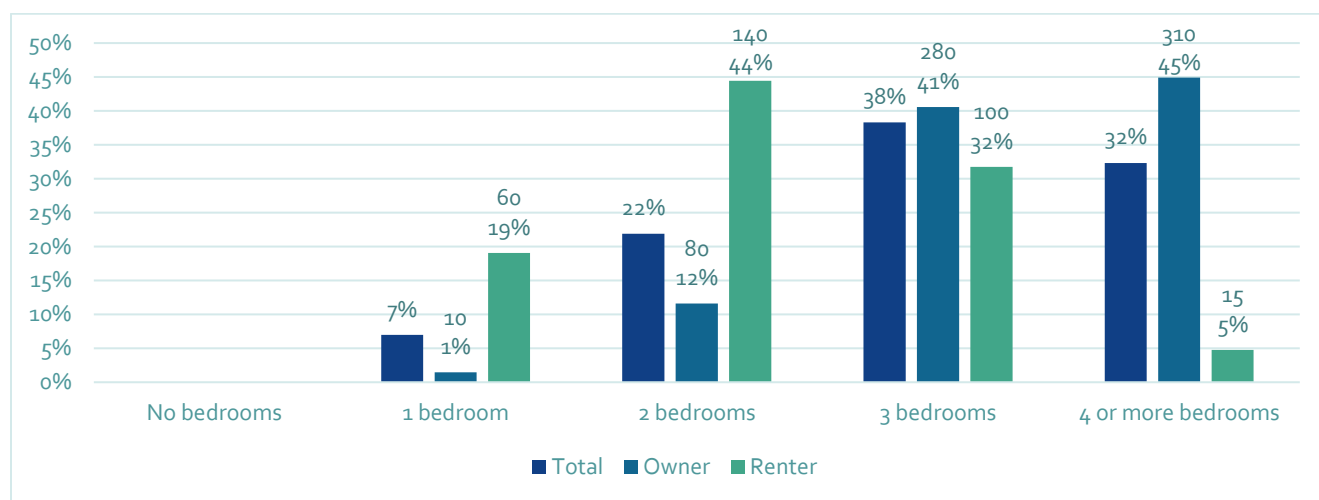
Figure 9 – Dwellings by Structure Type and Tenure in Chetwynd, 2016



Source: Statistics Canada, 2016 Census of Population, Statistics Canada Catalogue no. 98-400-X2016227

In 2016, 70% of dwellings in Chetwynd had three or more bedrooms (Figure 10). Most dwellings with three bedrooms or more were owned (86%), and 47% were rented of that size. Sixty-three percent (63%) of rented dwellings had two bedrooms or fewer.

Figure 10 – Dwellings by Unit Size by Tenure in Chetwynd, 2016



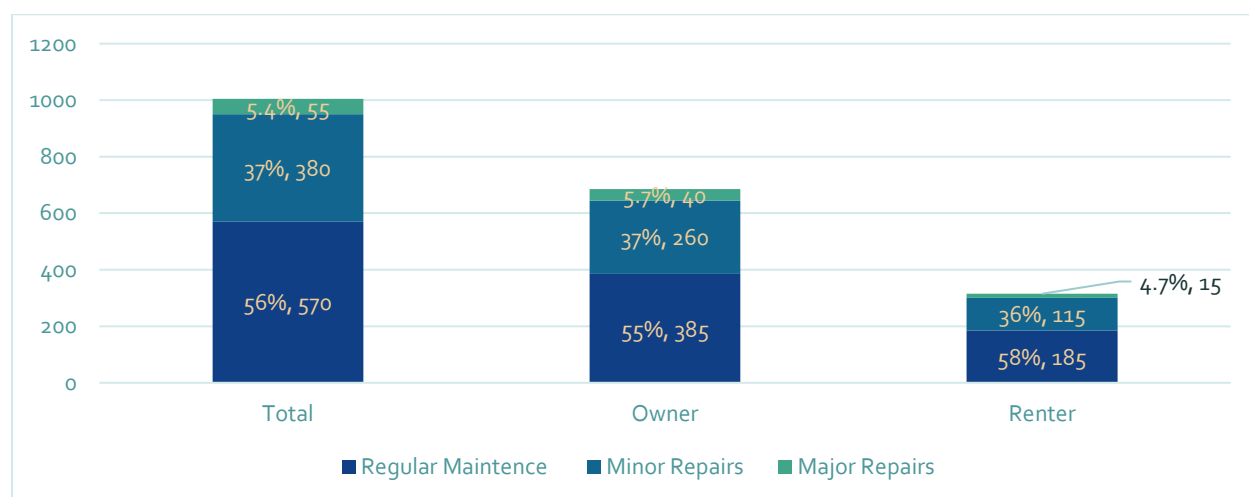
Source: Statistics Canada, 2016 Census of Population, Statistics Canada Catalogue no. 98-400-X2016220



4.4.2 Condition of Housing

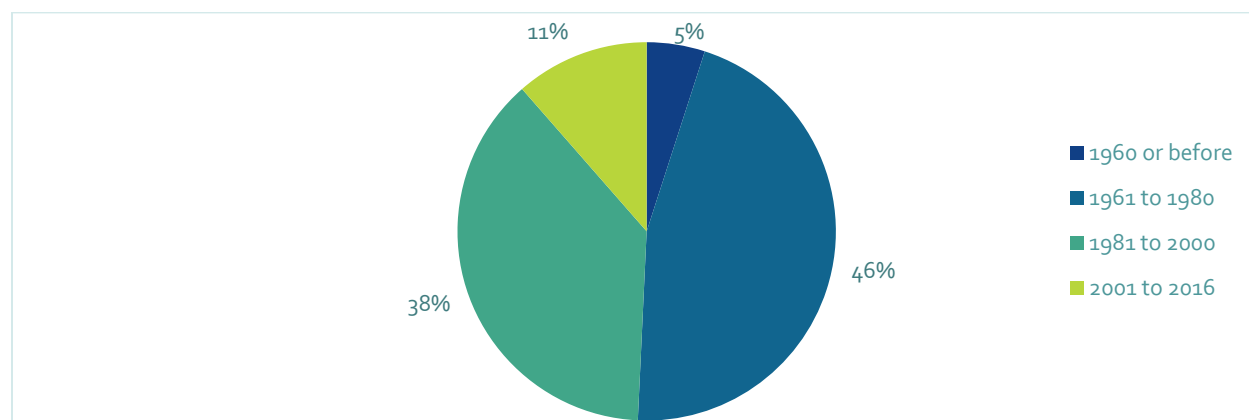
In 2016, most dwellings require regular maintenance only (56% of all dwellings), while 37% required minor repairs and 5.4% require major repairs (Figure 11). In Chetwynd, 51% of dwellings were built before 1980 (Figure 12), which corresponds with the relatively high rates of housing requiring minor or major repairs. Having an older housing stock overall indicates the potential need for investments from homeowners and rental property owners to ensure dwelling units are maintained to a high standard, which may not be possible in all income brackets, thus lowering the quality of housing available in the market.

Figure 11 – Condition of Dwelling by Tenure in Chetwynd, 2016



Source: Statistics Canada, 2016 Census of Population, Statistics Canada Catalogue no. 98-400-X2016222

Figure 12 – Dwellings by Period of Construction in Chetwynd and PRRD, 2016



Source: Statistics Canada Census Program, Census Profiles 2016



4.4.3 Occupied Private Dwellings

Private dwellings that are occupied by usual residents means a house in which a person or household is permanently residing. Dwellings that are not occupied by usual residents usually means that the housing unit is either vacant or rented out on a temporary basis. In Chetwynd, 78% of private dwellings were occupied and 22% (289 units) were unoccupied (Table 1).

Table 1 – Occupied Private Dwellings, Chetwynd, 2016

	Number of Dwellings	Proportion of Total Private Dwellings (%)
Total private dwellings	1,294	100%
Private dwellings occupied by usual residents	1,005	78%
Private dwellings not occupied by usual residents	289	22%

Source: Statistics Canada Census Program, Census Profiles 2016

Between 2016 and 2018, the total value of all residential building permits issued by the District of Chetwynd fluctuated significantly which corresponds with the economic downturn experienced in the region in late 2015 and into 2016. As of July 2020, the total value of residential building permits issued in Chetwynd for the year to date was \$55,000. These figures do include the value of all residential projects including deck developments and accessory buildings such as garages and sheds, in addition to any new residential dwelling units. (Table 2).

Table 2 – Residential Building Permit Values, Chetwynd, 2016-2018

	Residential Building Permit Value
2016	\$514,571
2017	\$258,600
2018	\$351,650

Source: District of Chetwynd

4.4.4 Chetwynd Housing Projections

The number of households in Chetwynd increased by 65 between 2016 and 2020 and is expected to increase again by 179 households by 2025 (Table 3).

Table 3 – Projected Households Growth, 2016-2025

	2016	2020	2025
Households	1,015	1,080	1,259
Change from prior period	N/A	65	179

Source: Derived from Statistics Canada Census Program, and BC Stats Custom Chetwynd Population Projections



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Table 4 provides an estimate of unit sizes required for 2016 to 2020 and 2020 to 2025 based on projected household growth. A total of 65 units were needed to meet growth between 2016 and 2020, and an additional 179 units will be needed between 2020 and 2025, the majority of which being bachelor/1 bedroom units and two bedroom units.

Table 4 – Projected Additional Dwelling Needs by Bedroom Type, 2016-2025

	2016-2020	2020-2025	Cumulative Total
Total Anticipated Housing Units	65	179	244
Bachelor/1 Bedroom	59	74	133
2 Bedroom	6	70	76
3+ Bedroom	0	36	36

Source: Derived from Statistics Canada Census Program, and BC Stats Custom Chetwynd Population Projections



5.0 Land Use Plan

One of the primary functions of an OCP is to determine future land use direction of a community. The following land use policies are intended to guide future development and redevelopment in Chetwynd in a manner that best reflects the interests of the entire community. Identifying and designating land supply for future agricultural, residential, commercial, industrial, institutional and park space is vital to ensuring a healthy community balance and providing the community with a solid course of action for how the community will evolve over the next twenty years. The following policies intend to give the District of Chetwynd stability moving into the future and a platform to inform future decision making for the benefit of the whole community.

Schedules C and D show the land use plan in the District of Chetwynd.

General Objectives:

1. Ensure development applications undergo an efficient and consistent approvals process that aligns with the direction set out in this Official Community Plan.
2. Work towards the efficient use of land, infrastructure and other resources to accommodate growth.

General Policies:

1. Consider development applications submitted to the District with respect to consistency with future land use designations, policies and applicable Development Permit Area guidelines as outlined in this Official Community Plan.
2. Ensure that buffers between new residential development and adjacent agricultural lands or Peace River Regional District lands conform to the conditions specified in the Agricultural Land Commission's *Guide to Edge Planning*.
3. Require development applicants to meet with District staff prior to application submission and ensure development applications are efficiently processed.



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4. Consider Temporary Use Permits anywhere within the District of Chetwynd as appropriate.
5. Recognize that the District of Chetwynd currently has no known aggregate sources that exist or are being developed.

5.1 Agriculture

The District of Chetwynd is surrounded largely by extensive farmland, the majority of which is within the Agricultural Land Reserve. On a provincial scale, over 30% of the province's dedicated Agricultural Land Reserve land is located within the Peace River region of northeast British Columbia. The District of Chetwynd supports the Agricultural Land Commission's policies for the preservation of agricultural lands. Agricultural Land Reserve exclusion applications to the Agricultural Land Commission will only be supported in the event that it is critical to accommodate development on these designated lands for the purposes of long-term land use planning efforts by the District.



Objectives:

1. Ensure compatibility between agricultural land and other land uses in proximity, with a focus on lands within the Agricultural Land Reserve.
2. Protect agricultural heritage, culture and use in the area, particularly on lands within Agricultural Land Reserve.
3. Collaborate with the Agricultural Land Commission to support shared goals.

Policies:

1. Support agricultural activities in the Agricultural Land Reserve and the mandate of the Agricultural Land Commission.
2. Collaborate with the Agricultural Land Commission to ensure the development of lands within the Agricultural Land Reserve designated for future residential, commercial, and industrial uses occurs in an incremental and orderly manner.
3. Only support applications for exclusion of agricultural lands from the Agricultural Land Reserve if it can be demonstrated that such exclusions are essential to the well-being of the community.



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4. Work toward minimizing land use conflicts that may arise between agricultural and rural activities.
5. Ensure new road and utility corridors minimize impact on existing agricultural operations and promote the Ministry of Agriculture's *Guide to Using and Developing Trails in Farm and Ranch Areas*.
6. Consider evaluating any future boundary extension request to ensure that the impacts on agricultural land are minimal.
7. Recognize that soil removal within the Agricultural Land Reserve is subject to the *Agricultural Land Commission Act*.



5.2 Residential

The District of Chetwynd could potentially need up to 180 new residential dwellings over the next 5 years to meet forecasted population growth. In addition to new housing, some of the existing residential stock will need to be replaced. To accommodate a diverse range of housing options for the different needs of residents, the following policies have been developed to ensure that the District continues to provide sufficient housing options for existing and new residents alike.

General Policies:

1. Support residential growth and development while addressing concerns related to the environment, access to parks and natural areas, parking, emergency access, traffic, snow removal, walkability, accessibility noise, lights, and odour effects on other properties and neighbourhood character.
2. Encourage and support more diverse housing options that respond to needs as they change over time, including affordable, attainable and inclusive housing.
3. Encourage the development of new housing that integrates with the character of existing neighbourhoods.
4. Encourage the development of all types of seniors' living facilities within Chetwynd, from independent living to extended care.



5.2.1 *Low Density Residential*

The low-density residential land use designation is designed to facilitate the development of residential areas containing primarily single-detached residential development with opportunities for attached and detached suites, as well as duplex homes and manufactured home parks.

Council's policies are to:

1. Encourage new low-density residential development to include a range of housing types such as:
 - a) Single-detached homes with attached or detached suites;
 - b) Small lot single detached homes;
 - c) Semi-detached and duplex homes; and
 - d) Universally accessible homes of all types.
2. Ensure that new residential areas are efficiently located adjacent to existing developments in order to:
 - a) Minimize future maintenance costs; and
 - b) Capitalize on the District's existing infrastructure.
3. Support closer front setbacks of residential dwellings to sidewalks in the Zoning Bylaw to increase pedestrian friendliness.
4. Support home based businesses, provided that they are clearly secondary and incidental to the principal residential use.
5. Encourage the development of attached suites in single-detached homes.
6. Encourage lower density developments northeast of the Town Centre.
7. Consider manufactured home subdivisions within neighbourhoods provided the adjacent properties are minimally affected by concerns such as increases in traffic, unsightly premises, etc.
8. Consider manufactured home parks in areas designated for residential development provided that they have direct access to a major roadway, are buffered from conventional residential development and are located toward the fringe of the residential areas.
9. Require all manufactured home subdivisions to comply with all other relevant District bylaws.
10. Work collaboratively with senior levels of government to develop Crown Lands as necessary.



5.2.2 *Medium Density Residential*

The medium density residential land use designation is designed to facilitate the development of residential areas containing primarily multi-unit dwellings.

Policies:

1. Encourage new medium-density residential development to include a range of housing types such as:
 - a) Triplexes and fourplexes;
 - b) Ground-oriented multi-unit housing (townhouses or row houses);
 - c) Low-rise multi-unit housing (up to four stories); and
 - d) Universally accessible homes of all types.
2. Ensure that new residential areas are efficiently located adjacent to existing developments in order to:
 - a) Minimize future maintenance costs; and
 - b) Capitalize on the District's existing infrastructure.
3. Encourage multi-unit developments, such as townhouses, row houses or apartments, to locate in or near the Town Centre or at the edge of neighbourhoods facing onto major roads.
4. Encourage in-fill development wherever possible to better utilize existing infrastructure.
5. Ensure that required parking areas for multi-unit residential developments include Crime Prevention Through Environmental Design principles in their design and construction.
6. Ensure that individual units, their entries and private outdoor spaces are designed to maximize privacy and clearly delineate private and common spaces.
7. Ensure multi-unit residential developments are consistent with development permit area guidelines.
8. Incorporate winter community elements into planning and design of new residential subdivisions.
9. Ensure that the planning and design of new residential subdivisions reflects universally accessible design elements.
10. Encourage higher density developments south of Highway 97.
11. Direct the following types of special housing to areas designated as Medium Density Residential:



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- a) Group homes;
 - b) Extended care facilities;
 - c) Retirement homes providing intermediate or extended care services;
 - d) Community care housing; and
 - e) Seniors and special needs housing.
12. Consider density bonusing where special needs or affordable housing is provided.



5.3 Commercial

The majority of the District's commercial development is concentrated in the downtown area just off of Don Philips Way (smaller retail and office space) and along Highway 97 (larger retail, office space, tourist accommodations and highway commercial). The District's priority for commercial development is to strengthen the role of the Town Centre within the community.

General Objectives:

1. Recognize and retain the existing commercial businesses that exist within Chetwynd.
2. Seek to diversify the District's economic base.

General Policies:

1. Encourage a range of commercial uses that meets the needs of both residents and visitors.
2. Focus and encourage the establishment of local commercial developments.
3. Support the development of a range of tourism accommodations, services and activities that cater to tourists.
4. Ensure that required parking areas for commercial developments include Crime Prevention Through Environmental Design principles in their design and construction.
5. Encourage the development of vacant lands within Chetwynd.
6. Investigate opportunities to encourage infill development within Chetwynd.



5.3.1 *Town Centre Commercial*

The Town Centre of Chetwynd is more than just a business district. It is the heart and focal point of the community, and it is the District's desire to encourage the development of a strong Town Centre. Intensive retail, office and similar commercial functions will be directed to a defined area centered on the present commercial core. Commercial uses of a more space extensive nature, or generally requiring a lower degree of pedestrian access, such as highway commercial uses, will be directed to areas on the periphery of the Town Centre.

The Town Centre is developing into a multi-functional node of activity in the District. This includes non-commercial uses as well as commercial. It is surrounded on the north by residential and industrial land uses, on the east by the Canfor sawmill, on the south by Highway 97 and on the west by highway commercial land uses. A strong public institutional district has developed to the west end of the Town Centre and includes the new District Hall, Fire Hall, District Parks Building, Ambulance Depot, hospital, RCMP detachment, Seniors Housing, Seniors' Activity Hall, two parks and an elementary school. The Town Centre also contains a mix of residential housing ranging from single detached dwellings to apartments.

Objectives:

1. Ensure that all residents and visitors are able to access any business in the Town Centre within a 10 minute walk of another in that area.
2. Retain existing businesses and attract new businesses to the Town Centre.
3. Foster an attractive, convenient, and pedestrian-friendly downtown by increasing such aspects as the number of key streetscape and sidewalk elements, low maintenance landscaping, lighting, and enhancing gateway elements into the downtown.

Policies:

1. Encourage all retail commercial, personal service, institutional, multi-unit residential and urban parks and open space development to locate in the Town Centre area.
2. Continue to support the revitalization of Chetwynd's commercial areas, particularly the Town Centre area.
3. Promote and develop incentives for the development of existing vacant and underutilized lands.
4. Support the creation of a new commercial area revitalization strategy to accommodate future growth and community needs.
5. Initially direct future expansion of the Town Centre westward across Windrem Creek and in the longterm, direct expansion of the Town Centre eastward through the current industrial lands.



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6. Encourage development and redevelopment along both sides of Windrem Creek where it passes through the Town Centre area.
7. Support the connection of the institutional area west of Windrem Creek to the Town Centre through the extension of 50th Avenue via 53rd Street to connect with Hospital Road.
8. Encourage shopping centre development only in the Town Centre area until the District reaches a population of 6,000 people.
9. Encourage mixed commercial and residential development within the Town Centre area to broaden and diversify the activities in the area and to stimulate the development of the Town Centre as a “people place” rather than simply a centre of commerce.
10. Encourage redevelopment and increased density through in-fill throughout the Town Centre area.
11. Improve and increase the number of key streetscape and sidewalk elements in the Town Centre to maintain the District’s unique character (e.g low maintenance landscaping, decorative lighting, street furniture).
12. Ensure town centre commercial developments are consistent with development permit area guidelines.

5.3.2 Highway Commercial

Highway Commercial land uses cater to primarily highway and tourist traffic, including vehicle services, restaurants, motels and other retail services, meeting the needs of the travelling public. These uses require easy access to and from the highway. In Chetwynd, Highway Commercial areas are located along Highways 97 and 29 North. Some Highway Commercial uses in Chetwynd also include those more traditionally found in the Town Centre Commercial designation, such as retail stores and personal services establishments, in order to ensure that the community is more walkable and the services that residents need are provided.

In Chetwynd, Highway Commercial land uses are largely influenced by resource development in Northeastern BC and regional tourism. While it is anticipated that increased demands for highway commercial space will continue, Chetwynd appears to have sufficient Highway Commercial land available for the foreseeable future, specifically along Highway 97 near Westgate Road and infill opportunities near the Town Centre.

Objectives:

1. Provide adequate land for commercial-specific developments along designated highways to facilitate economic development, supporting local residents and industry.
2. Retain existing businesses and attract new businesses to the community.



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3. Encourage commercial ventures that promote tourism and accommodate travellers in all four seasons.
4. Ensure that commercial businesses are accessible to seniors and individuals with mobility limitations.

Policies:

1. Encourage redevelopment throughout Highway Commercial areas.
2. Support retail commercial and personal service establishments to locate in the Highway Commercial area, in addition to uses that cater to the needs of the travelling public, such as vehicle services, restaurants, motels and other retail services.
3. Prioritize vacant or underutilized properties designated as Highway Commercial for infill, redevelopment and intensification before designating any new areas of Highway Commercial.
4. Require new commercial developments to connect to municipal water and sewer services.
5. New highway commercial developments shall ensure adequate accessibility for vehicles, transit, pedestrians, cyclists, and people of all abilities.
6. Encourage large-scale accommodations for visitors to locate adjacent or within close proximity to existing commercial areas.
7. Ensure highway commercial developments are consistent with development permit area guidelines.
8. Encourage commercial uses to front inbound roadways into the District and beautify the entrances to the District.



5.4 Industrial

In Chetwynd, the mill establishment and the rail yards are the major users of heavy industrial lands. In addition, there are five heavy industrial satellite sites which accommodate a sawmill, pulp mill, gas processing plant, sulphur processing plant, and a coal mine.

Currently there is enough vacant land within the district to accommodate anticipated future industrial land use. Light Industrial and Heavy Industrial subdivided lands are available in the northeast area of the District, adjacent to the railroad. However, existing available industrial lands are located in an area of peaty soils that may limit the kind of industrial development that could occur on the lands. Additional industrial lands with suitable soil conditions and access to

the railroad may need to be identified.

The Chetwynd Municipal Airport is centrally located in Chetwynd and serves as a vital transportation link for industry and emergency health and air ambulance services.

Objectives:

1. Provide adequate amounts of industrial designated land to facilitate economic development without contributing to industrial sprawl.
2. Support and promote local resource industries by encouraging commercial enterprises that support industrial development.
3. Promote renewable and/or energy efficient practices in local industries.
4. Encourage heavy industry uses within municipal boundaries to locations that do not adversely affect adjacent incompatible land uses.

Policies:

1. Consider the development of a light industrial park with minimum rural type services in specially selected areas at the edge of the community.
2. Ensure that airport facilities can safely and efficiently handle future air traffic and ensure the health, safety and welfare of people on adjacent land uses.



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3. Consider future boundary extension opportunities that will ensure the financial sustainability of the District of Chetwynd, and initiate early and ongoing conversations with other levels of government.
4. Direct bulk fuel stations and bulk fuel facilities to industrial lands that offer sites along designated truck routes to ensure that highway truck traffic does not interfere with Town Centre and Highway Commercial uses.
5. Light industrial uses should only be permitted to the extent that they do not generate any significant noise, odours, toxic waste or increased heavy truck traffic associated with heavy industrial uses.
6. Encourage infill of existing industrial centres before creating new, undeveloped industrial areas.
7. Encourage the subdivision and/or amalgamation of existing parcels to facilitate infill of existing industrial areas.
8. Consider permitting smaller minimum parcel sizes and increased parcel coverages for light industrial parcels that contain non-typical industrial type uses, such as research facilities, office parks, industrial studio spaces and live-work industrial shops and studios.
9. Ensure a diversity of parcel sizes are available to accommodate a variety of industrial uses.

5.5 Institutional

The majority of the District's institutional and public facilities are contained within three separate areas:

- The area west of the Town Centre – this area is comprised of the District of Chetwynd Office, Fire Hall, RCMP station, Ambulance Depot, District Parks Building, Seniors Housing, Seniors' Activity Hall, two parks, an elementary school, cemetery and hospital;
- The area located south of Highway 97 North – this area includes the Post Office, YMCA Daycare, Medical Clinic and the Northern Lights College Chetwynd Campus; and
- The area located in the eastern portion of the District – this area includes the high school, library, skateboard park, arena, curling rink and wave pool, interconnected with





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numerous outdoor recreational facilities. The District is currently in the early stages of developing a splash park for the community.

Other schools, churches, social and cultural facilities are located throughout the community. These facilities are adequate for the current and future population and there is sufficient space allocated for future expansions of existing facilities and the construction of new facilities.

Objectives:

1. Provide a sufficient amount of institutional designated land to facilitate long-term sustainable community development.
2. Thoughtfully maintain and enhance public institutional facilities, including education, health care, and recreational facilities.
3. Ensure that all institutional facilities are accessible and beneficial to residents.
4. Promote the community feel of the District through the use of institutional facilities.

Policies:

1. Promote sustainable and energy efficient practices in the District through implementation in institutional facilities.
2. Ensure land uses located peripherally to the existing hospital site are planned to not impede or limit any future on-site expansion of the hospital.
3. Work collaboratively with School District No. 59 to plan for and identify future school sites, should development present the need.
4. Work with School District 59 and the Provincial Government to encourage future school sites to be located with direct access to collector roadways and be centrally located with respect to their "catchment" area to minimize student walking distance.
5. Accommodate convenient pedestrian access to school sites from surrounding residential developments.
6. Encourage schools to be located contiguous to neighborhood parks or other open spaces in order to allow joint facility usage wherever possible.
7. Support the Chetwynd Public Library and its partners in their efforts to achieve the strategic objectives set forth in the Chetwynd Public Library Strategic Plan.
8. Encourage major public facilities and institutions to locate in the western area of the Town Centre Area.
9. Support the growth and development of the Northern Lights College Chetwynd Campus.



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10. Encourage partnerships with neighbouring First Nations in the development of new institutional facilities.
11. Support permitting cultural centres and community centres, including community care facilities, within institutional, residential, and commercial areas of the District, as appropriate.
12. Encourage institutional facilities to provide opportunities for community use of their properties for indoor programming and both indoor and outdoor recreation uses, where possible.
13. Encourage social enterprises to partner with institutional organizations to work towards achieving a sustainable future by using shared facilities and spaces for the delivery of social enterprise programming. Social enterprises could encompass a range of programming, including but not limited to daycares, cafes, pre-schools, skills and literacy training, or vehicle/bike share programs.
14. Promote cycling within the District by encouraging institutional facilities to provide year round outdoor bike storage.
15. Encourage new institutional developments to incorporate winter city elements into their designs.
16. Consider Indigenous and historical names for new institutional facilities and civic infrastructure.



5.6 Parks, Trails & Greenspaces

Parks, natural areas and trails have been found to be key contributors to the quality of life of a community. Active lifestyles are the foundations to developing a lasting healthy and sustainable community in the present and future. The District of Chetwynd has a full range of recreation, sports and leisure facilities and also contains a wide variety of greenspaces ranging from manicured parks and open spaces to minimally maintained natural conservation areas. Chetwynd's recreation facilities are well-used and the current high standards will be maintained.

Objectives:

1. Provide accessible, well-maintained, and enjoyable parks, trails, and greenspaces that provide a range of environmental, social and economic benefits for the District.
2. Expand the District's trail and greenspace network to provide safe, alternative recreational and community routes within connecting neighbourhoods.

Policies:

1. Require the developer of new residential areas to provide 5% of the gross developable area to the District for parkland in each phase of a residential subdivision, or pay cash-in-lieu. Cash collected in lieu of parkland will be placed in the District's parkland fund.
2. Locate parks next to elementary school sites, wherever possible.
3. Use the Chetwynd Parks and Open Space Standards to guide parkland acquisition and development.
4. Ensure there is sufficient park and recreation space, based on the Chetwynd Parks and Open Space standards, to accommodate future population growth.
5. Promote a variety of means of public access to watercourses.
6. Identify, protect and enhance public views and vistas within the District's parks, trails, open space and natural areas.



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7. Consider identifying lands within the District to become areas for small scale community gardening activities and small scale local food production for local non-profit organizations.
8. Encourage the continued improvement of the grounds of the Chetwynd & District Recreation Centre.
9. Consider updating all of the trails and parks in the District to be accessible and include Crime Prevention Through Environmental Design principles in their design and construction.
10. Promote winter activities in parks, trails, and greenspaces for year-round use and active living.
11. Consider Indigenous and historical names for new parks, trails, and greenspaces.
12. Plant locally native trees in conjunction with the development of new trails.
13. When new parkland is opened, consider acquiring natural, low maintenance areas, or lands in a natural undeveloped state for ease of maintenance.
14. Consider expanding the Windrem Creek trail to 47th Avenue NW to create a complete east-west connection throughout Chetwynd.
15. Encourage local service clubs and community groups to assist in developing and maintaining parks.
16. Consider updating the Parks, Trails & Greenspace Plan.
17. Ensure that all park acquisitions are accessible to all residents, especially seniors, individuals with mobility limitations, and individuals with social disadvantages.



6.0 Community Development

“The chainsaw carvings bring art to the community as well as the art exhibits and art classes.”

6.1 Partnerships and Inclusion

Partnerships are an essential tool for achieving the District of Chetwynd's vision. Joint efforts involving local governments, the provincial government, the private sector, community organizations and individuals are crucial for enhancing the inclusivity of the community. Maintaining and strengthening partnerships among stakeholders in the region are a priority to the District.

General Policies:

1. Continue to foster partnerships with non-profit organizations within the District and non-profit organizations in neighbouring communities.
2. Continue to advocate to Northern Health to encourage medical professionals to locate within the community and work together on long-term retention strategies for that profession.
3. Ensure that any development within an 800-metre radius of a controlled access highway is approved by the Ministry of Transportation and Infrastructure.
4. Encourage involvement and inclusivity with local business and organizations within the District.
5. Explore further opportunities to collaborate with partners and senior governments in the provision of high speed Broadband internet within Chetwynd.



6.1.1 *Local Government Partnerships*

The formation of strong partnerships with neighbouring local governments is vital to the long-term sustainability and resiliency of a community. As strides are made towards creating the Chetwynd that is envisioned in 2040, it remains a priority for the District to maintain and build new partnerships with its neighbouring communities.

Policies:

1. Encourage the formation of a committee or working group to advise both the District of Chetwynd and the Peace River Regional District throughout the process for large-scale planning projects.
2. Continue to develop strong relationships and collaborate with the provincial government on initiatives that are of importance to the District of Chetwynd and directed by the province.
3. Continue to work collaboratively with the Peace River Regional District to enhance the referral processes for both jurisdictions and ensure that referrals are done in an expedient and timely manner.
4. Encourage beneficial partnerships with nearby communities, where appropriate.

6.1.2 *Indigenous Partnerships*

The District of Chetwynd is located within close proximity to the Saulteau First Nations, the West Moberly First Nations, and McLeod Lake Indian Band (Tse'Khene Nation). A significant number of First Nations citizens live in the region where the District of Chetwynd is located, as well as in the community itself. There are many aligned and mutually beneficial economic objectives between the District and local First Nations in relation to land development. Collaboratively, the District and its neighbouring First Nations have, and will continue to develop, strategic partnerships that mutually benefit all.

Policies:

1. Acknowledge and respect Indigenous communities and their role in our community's history and development.
2. Support awareness and recognition of Indigenous communities and the importance of respecting treaty rights.
3. Be proactive in discussions with local First Nations regarding their Treaty Land Entitlement objectives and potential land acquisitions within and outside of the District.
4. Work in partnership with local First Nations for the betterment of all residents within their communities and Chetwynd, and the strengthening of all communities.



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5. Continue to develop frameworks and processes for establishing Memorandums of Understanding with Indigenous communities to strengthen partnerships and keep working together on mutually beneficial projects.

6.2 Hazardous Areas

In the interest of public safety, and in order to protect public and private investment in the community, it is important that potentially hazardous areas are identified and policies established to avoid hazardous situations. Within Chetwynd, potentially hazardous areas include:

- The steep hillside portions of the northwest residential area
- Flood prone areas associated with Pine River, Windrem, Centurion, Widmark and Fernando Creeks
- Areas of high water table and unstable soil conditions

Although Chetwynd is not situated within a floodplain, Windrem Creek has flooded due to unusual weather conditions. The Provincial Flood Hazard Area Land Use Management Guidelines is intended to protect against the loss of life and minimize property damage, injury, and trauma and therefore should be supported in regard to protection from creek flooding.

Steep slopes greater than 20%, which are areas of potentially unstable soil conditions, pose a barrier to development and are considered to be undevelopable for most of northern British Columbia, unless a suitable building site can be established by a geotechnical engineering report. Development along the northwest portion of the District will be affected by steep slopes.

High water table and unstable soil conditions affect areas throughout the District and currently require geotechnical reports or engineered basements.

Schedule E shows the Natural Assets within and around the District.

Policies:

1. Only permit development in accordance with the advice of a qualified professional.
2. Support the provincial Flood Hazard Area Land Use Management Guidelines objectives.
3. Encourage agricultural, park and outdoor recreation uses on flood prone lands.
4. Encourage residential land uses to locate in areas not susceptible to flooding.
5. Ensure that when development does occur on flood prone lands, that buildings are flood proofed to standards established by the provincial government.
6. Encourage the use of below ground basements in areas not prone to high water tables and having springs from escarpments.



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7. Encourage development to occur away from potentially unstable land along water courses or escarpments.
8. Consider permitting development on steep slopes greater than 20% only if a suitable building site can be established by a geotechnical engineering report.
9. Investigate and implement methods of wildfire abatement and recognize FireSmart BC as a source of information.

6.3 Transportation

The shift in transportation mode choices and a growing need for new forms of travel within the District will be addressed in collaboration with available partners and Chetwynd. Ensuring that alternative forms of travel exist while maintaining and improving an efficient and safe traffic network will enhance resident mobility, improve health and well-being, and allow the District to accommodate future anticipated growth.



Policies:

1. Support the development of a District of Chetwynd Transportation Plan to accommodate current and future needs of the community.
2. Encourage infill development before expanding into greenfield areas without services.
3. Require new residential development to include paved streets and underground utilities in accordance with all other relevant District bylaws.
4. Phase new road development in a manner that best uses existing District of Chetwynd services.
5. Ensure that new residential, commercial or industrial development along Highways 97 and 29N is coordinated and approved by the provincial government.
6. Strategically identify and develop safe pedestrian walkways linking homes, schools, and recreational facilities with the Town Centre, and the highway with the Post Office.
7. Work towards paving all arterial and collector roads identified on Schedule F, and continue to upgrade existing transportation infrastructure through the implementation of an ongoing road paving program.
8. Ensure that any new development located within close proximity to railway operations or rail yards should implement the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) guidelines.



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9. Encourage the development of community-driven volunteer programs, such as ridesharing and carpooling, that focus on providing transportation options for residents within Chetwynd and between communities.
10. Promote accessible ride sharing opportunities for seniors and residents with mobility challenges to create a flexible, accessible, affordable, and safe transportation system.
11. Consider the coordination of new bicycle facilities in conjunction with road improvements and other major infrastructure projects to support an accessible cycle network.
12. Ensure new infrastructure is universally accessible.
13. Explore ways new development can improve and create additional pedestrian and cycling facilities, such as reducing pedestrian barriers, increasing opportunities for crossing busy roads safely, and providing direct routes to transit, schools, recreation facilities, and businesses.
14. Continue to develop the District's trail network with the objective of connecting all neighborhoods and key destinations inside and outside the community over time.



6.4 Municipal Infrastructure

The District of Chetwynd's municipal infrastructure has a vital role in supporting the community and ensuring its continued growth. Municipal infrastructure provides essential services to the community, as well as many benefits to industry in and around Chetwynd. Any enhancement and/or expansion to infrastructure should take into consideration the impacts that both the community and industry will have on it into the future. In addition, cost recovery mechanisms should consider all current and future users.

The District collects municipal sewage using a conventional gravity sewer system. There are three small lift stations and one major lift station that collect sewage and ultimately pumps it to a treatment facility located south of the Chetwynd airport. The treatment facility currently includes one concrete complete mix tank with a provision for a second in the future, three aerated aerobic lagoons, and one polishing cell. Treated effluent then flows by gravity to the Pine River. The District's lagoons were constructed in 1991 and upgrades have been completed in recent years. The District's discharge is governed by the provincial government.



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The District of Chetwynd obtains its water from the Pine River. An intake structure and low lift pump station pump water from the river approximately 1.7 km to three raw water ponds. These ponds are operated in series starting with a 4 M gallon lined pond, followed by the second (11 M gallon) and third (29 M gallon) unlined ponds. The settled water is pumped from the third pond into the water treatment plant, where a coagulant is added and the water is filtered through a two-stage process (roughing filter followed by a rapid sand filter). The filtered water is then disinfected using ultraviolet lamps. Chlorine is added and after sufficient contact time, the water is pumped from the high lift pump station to the distribution system via a 1.1 km trunkmain.

The water system supply is supplemented by a deep artesian well located southeast of the water treatment plant. This well was developed after the Pine River was contaminated by an oil spill in August 2000, and is maintained as an emergency backup. The water from this well is treated by the same treatment process that treats the water from the Pine River. A second small temporary containerized water treatment plant was installed in 2007 to provide peaking supply during the summer months when the main treatment plant reaches its operating capacity.

The water distribution system is comprised of two above-ground steel reservoirs (each 550,000 USL gal) and a system of mainly PVC piping, generally between 150 – 200 mm in diameter. There are also 2 pressure reducing stations that allow water to enter the lower zone from the higher zone.

The District's storm sewer system consists of ditches, piping and creeks. There are currently no treatment works for storm sewer other than settlement in catch basins. Storm sewer exits the pipe network into ditches, which then run into Windrem Creek and Centurion Creek, and eventually into the Pine River.

Like many communities in BC and nationally, a significant portion of the District's underground infrastructure is in its latter years of service and the needs for repair and replacement often exceeds available resources. In addition, the harsh winter climate also contributes to the degradation of the District's infrastructure.

Policies:

1. Support infrastructure improvements that benefit the municipality as a whole.
2. Ensure that any expansion to municipal infrastructure takes into consideration life-cycle costs and that these costs are incorporated in any cost-recovery program.
3. Continue to implement the recommendations of the 2014 Water Master Plan as funds permit.
4. Consider investigating and implementing options to increase water efficiency for residents.



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5. Continue to develop five-year capital plans that ensures that the District continues to maintain and expand its infrastructure and meet the needs of the community and Peace River Agreement.
6. Review water and sewer rates to ensure that they are equitable and adequate to cover future maintenance, repair and upgrade costs in a financially sustainable manner.
7. Continue to repair and replace water, sewer and storm distribution and collection systems and roads on an on-going basis.
8. Provide leadership to property developers by designing water-wise/xeriscape landscaping for District lands and facilities, such as boulevards, sports fields and parks, to conserve water while ensuring proper maintenance and function.
9. Encourage development to locate on parcels that are already serviced or on lands that are adjacent to existing municipal infrastructure wherever possible.
10. Develop a Sewer Master Plan to guide future sewer infrastructure planning and construction.
11. Develop and implement an asset management plan to ensure the District's infrastructure is repaired or replaced in a systemic manner.
12. Support the findings of the Ministry of Transportation and Infrastructure's Highway 97 and Highway 29 Transportation Study.

6.5 Economic Development

The District of Chetwynd's local economy is largely centered around natural resource-based operations in the surrounding areas, with the community being the service hub for industry, rural residents, and residents housed in worker camps both within and outside of the District. While the District has a robust resource-based economy, transitioning to a more diverse economy is a priority for the community. An example of this diversification is the Renewable Hydrogen Canada project that will see the construction of an electrolyzer plant set to produce 60 tonnes of hydrogen per day. The project is still pending approval by regulatory authorities. In addition to economic diversification and pursuing new economic development activities, also ensuring the retention of existing businesses in Chetwynd will all work together to provide the District and its residents with financial stability in the long-term.



Policies:



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1. Promote the diversification of the local economy to ensure that Chetwynd remains resilient and financially stable over the long-term.
2. Communicate with local industries regarding what their commercial and service needs are and use that information to assist potential entrepreneurs and the local business community in developing new commercial ventures.
3. Encourage and support the development of community-led economic initiatives like co-ops, farmers markets and community markets.
4. Support and encourage local entrepreneurship and seek mechanisms that enable the development of small business in the community.
5. Promote programs and services that support local investment and businesses.
6. Continue to promote and implement the “Our Future” Economic Development Strategy, and adapt the strategy as necessary.
7. Continue to work towards creating a cohesive community core that can be used to attract new commercial activity and become a greater commercial hub for the region.
8. Strive towards a diverse economy that emphasizes the importance of balance between large industry, Small, Medium and Micro Enterprises and entrepreneurship in order for equitable employment opportunities.
9. Work with business lending organizations (i.e. Community Futures, Business Development Bank of Canada) to prepare community services specific to the District of Chetwynd and provide space and calendar of activity.
10. Continue communicating with local First Nations regarding the establishment of First Nations owned commercial ventures within the District.
11. Work with the local business community and District residents in identifying means for the local economy to benefit from the presence of neighboring worker camps without impacting the current quality of life in Chetwynd.
12. Encourage the development of a Tourism Strategy to enhance the District's growing tourism industry.
13. Continue supporting efforts in downtown beautification.



6.6 Housing

The District of Chetwynd acknowledges the growing and evolving housing needs for its residents, as identified in Chetwynd's Housing Needs Assessment Report (2021). Chetwynd will continue to be proactive in working towards ensuring sufficient housing of different types, tenures and affordability. Collaborative approaches with the public and private sectors will ensure that various stakeholder groups and agencies work together in ensuring that the housing needs of the District are met well into

the future.

Policies:

1. Continue to update and promote the District's Vacant Land Inventory to aid in encouraging new development in Chetwynd by identifying lands that are vacant and/or underutilized and available for different types of development.
2. Support both market and non-market housing partnerships and opportunities to meet housing demands in the community, including affordable and accessible housing and the changing needs of residents at all stages of their life.
3. Promote the development of a balanced housing stock capable of meeting the needs of various age groups, family types, abilities, lifestyles and income groups through such elements as increases in density and reduced parking requirements.
4. Initiate discussions with social agencies and the provincial government regarding the development of new affordable and seniors housing to accommodate current and future needs.
5. Encourage new senior-oriented housing to be located within a 400 meter radius from the town centre, community services and other needed amenities.
6. Encourage the retrofit and renovation of existing homes to ensure that the current housing stock maintains good condition and allows residents to age-in-place.
7. Create, adopt, and regularly update an Affordable Housing Strategy to ensure that a proactive approach is taken to facilitate affordable housing.
8. Ensure that the District's Housing Needs Assessment is regularly updated to enable the District to remain apprised of housing needs and trends in the community.



6.7 Arts, Culture, Heritage

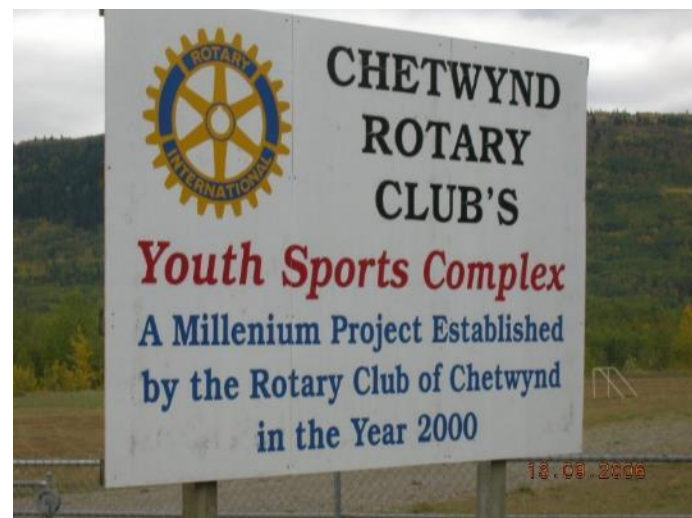
From its establishment as “Little Prairie” to its growth as one of the largest communities in the Peace River Region, the District of Chetwynd has a rich heritage and well-developed local culture. Its development as a community has also resulted in growing social needs that need to be addressed in order to maintain long-term community sustainability. The District acknowledges both the importance of promoting local culture and heritage, while ensuring the evolving social needs of residents are met.

Policies:

1. Identify opportunities to support the growth of the local arts community.
2. Pursue opportunities to further diversify the local economy through strategic investments and supports to local festivals and events that showcase local culture, arts and heritage (i.e. International Chainsaw Carving Championships).
3. Explore ways to preserve, embrace and showcase the heritage of the District.
4. Promote community driven events and festivals that showcase Chetwynd's cultural and heritage assets and draw visitors on a regional scale.
5. Continue to protect Chetwynd's heritage in accordance with provincial legislation. This may include acquiring, conserving and developing heritage sites, gaining knowledge about the community's history and heritage, and other activities to conserve the District's historical, cultural, aesthetic, scientific and educational heritage.

6.8 Social Health and Wellness

A community with a strong social, health and wellness focus is a resilient and thriving community. Health can be defined as a state of complete physical, mental and social well-being. Wellness is the act of practicing healthy habits on a daily basis to attain better mental and physical health outcomes. Investing in health and wellness is important to the economic, environmental and social prosperity and livelihood of our families and community. Access to needed health and social services, including childcare, health care services, education and poverty supports, many of which are provided by other levels of government and social





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organizations, is vital. The District has a role to play in supporting health and social organizations in delivering the services required to maintain a resilient and thriving community.

Policies:

1. Continue to build a community that is inclusive and healthy, where residents feel socially connected and have opportunities to thrive.
2. Support social and non-profit organizations in the community in achieving their objectives and accessing funding from other levels of government.
3. Seek partnerships that increase the District's accessibility to all age groups through the development, customization and implementation of the Social Planning & Research Council of British Columbia's (SPARC) various Accessible Community Bylaws.
4. Continue to encourage and support the development of community-led volunteer initiatives that seek to address social needs in Chetwynd (i.e. Meals on Wheels, seniors' drivers, food banks).
5. Continue to recognize and support the important contributions of volunteers and non-profit groups and agencies that bring significant value to the community.
6. Promote the integration of new residents into the community's social fabric, including individuals employed and living in surrounding worker camps.
7. Work with the provincial government and other agencies and stakeholders to ensure that social service needs continue to be met in the future with new population growth.
8. Encourage and pursue multi-sector partnerships with Northern Health, the school district, Indigenous populations and social agencies to provide services, infrastructure and programming to support overall community health and wellness
9. Encourage multi-sector partnerships to address issues related to homelessness, food security, mental health and addiction.
10. Continue to support properties or buildings owned or leased by non-profit organizations to provide social, cultural or recreational services and programs for public benefit through such programs as annual property tax exemptions.
11. Support the integration of community services, such as places of worship, schools, care centres, group homes and seniors housing, into residential areas where appropriate.



6.9 Creating an Inclusive and Accessible Chetwynd

Creating accessible and age-friendly communities is a growing priority in Canada and throughout the world. An accessible and multi-generational Chetwynd refers to a community that supports the specific needs of different age groups and persons who live with a disability. Improving the lives of seniors, youth and persons with disabilities by considering their needs in the development of a community improves the livelihoods of all citizens in a community. In order to increase multi-generational inclusivity, the District wants to strengthen policies for both seniors and youth by increasing age-friendliness and adequate childcare spaces within the community. In 2020, the District of Chetwynd worked with the community to develop two Action Plans to address accessibility challenges for seniors and individuals seeking adequate childcare services.





6.9.1 Age-Friendly Policies

The District of Chetwynd's Age-Friendly Action Plan was funded by the Union of BC Municipalities Age-Friendly Communities grant for the purpose of developing an age-friendly action plan in tandem with the District's Official Community Plan. Policies in both the Action Plan and Official Community Plan will help move Chetwynd closer towards its goal of being a community that supports and promotes aging in place, active aging, and inclusivity for all.

Policies:

1. Work with partners to implement the Age-Friendly Action Plan and Child Care Spaces Creation Action Plan.
2. Advocate for increased health and social services and supports for all community members.
3. Collaborate and partner with the Province, other local governments and other agencies to enhance transportation services within and outside of the District.
4. Enhance the mobility of seniors and citizens through improved transportation and mobility options around the community, such as trails and walkways.
5. Investigate tax exemptions for non-profit and private senior and affordable housing.
6. Encourage developers in the community to create new housing developments that incorporate accessible design.
7. Investigate developing partnerships with local First Nations regarding future opportunities to collaborate on elder/senior housing developments.
8. Enhance senior's participation in the development and implementation of programs, policies, and plans that address the needs of seniors in the community.
9. Investigate programming and volunteer opportunities for seniors to participate in.
10. Seek out opportunities to collaborate with Northern Health on strategies to improve communication and outreach to seniors and retaining medical staff in the District.
11. Encourage businesses to conduct improvements to become age friendly to increase accessibility for seniors.



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12. Engage seniors in winter maintenance planning.
13. Encourage opportunities for seniors to engage with the broader community.
14. Support the creation of a Seniors Committee that includes a variety of stakeholders to advise the District on how to best promote and enhance age-friendly and universal design, and provide input on areas such as transportation initiatives, trails and pedestrian sidewalks, winter maintenance, communicating and connecting (virtually or in person), and other topics of interest to seniors.



6.9.2 *Child Care Policies*

The District of Chetwynd and the surrounding region is defined as a childcare desert; meaning that there is less than one childcare space for every child between 0 and 12 years of age. In 2020, the District was awarded funding from the Union of BC Municipalities through the Community Child Care Planning grant to complete the Chetwynd Child Care Space Creation Analysis and Action Plan. This analysis established context for childcare space creation targets to be incorporated into the Official Community Plan.

Policies:

1. Look for opportunities to significantly increase spaces for infant/toddler care.
2. Consider a sponsorship program to support training of local individuals to attain an Early Childhood Education (ECE) certification.
3. Promote child care facilities to be built in new private development applications in public buildings.
4. Explore the feasibility of providing an on-demand public transit system for the community with special services designed for before and after school care.
5. Assess the viability for capital and operating grants to child care operators and in partnership with them, pursue funding opportunities that will facilitate the provision of quality child care services within the community.
6. Establish a Child Care Advocacy Working Group to address on-going challenges regarding child care within the community such as transportation needs and emergency planning.



6.10 Parks & Recreation

Providing a diverse range of recreational opportunities and accessible space and facilities for residents of all ages is critical to maintaining the social and economic health of the District of Chetwynd. Residents greatly appreciate having access to the outdoors and envision Chetwynd in 2040 to include more parks and trails to enjoy. Promoting an active lifestyle through the provision of parks, trails and recreational facilities and programming greatly enhances community livability, which also aids in attracting new economic investment and development to the community.

*"I would love to see an
outdoor splash park."*

Policies:

1. Continue to responsibly manage a working community forest that provides the residents of Chetwynd with a continued and sustainable source of natural resource and outdoor recreation opportunities.
2. Continue to implement the recommendations set forth in the Greenspace Trail System with a special focus on the continued development of the Urban Trail Network.
3. Encourage developments that support passive recreation uses and resource management activities for educational and employment training activities.
4. Evaluate development proposals on the basis of an environmental assessment and sensitivity and respect for the natural character and quality of landscaping.
5. Review and update Boulevard Beautification and Tree Replacement Plan.
6. Review and update the Chetwynd Parks and Recreation Master Plan.
7. Promote universally accessible standards during the conception, design and construction of new park and trail improvements.
8. Encourage community-led and funded initiatives to develop small scale community gardening areas for personal or non-profit organization use.



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9. Maintain open and regular communication with the Peace River Regional District to ensure collaboration in the provision of indoor and outdoor recreational facilities and programming for residents.
10. Work with the community and Northern Health to promote active and healthy lifestyles.
11. Seek partnership opportunities to develop access to the Pine River as a passive source for water based recreational activities.
12. Support the development of diverse outdoor parks such as a dog park and splash park for residents.
13. Encourage planning and implementing more opportunities to provide residents with outdoor winter activities.



6.11 Environmental Sustainability and Stewardship

Our environment contributes to the health and well-being of all residents. Chetwynd can support environmental responsibility and stewardship by honoring the natural setting of the District through community action.

The District has committed to lead by example through municipal operations and maintenance practices for District facilities and infrastructure, as well as encouraging environmental protection across the community. Conserving natural resources and protecting sensitive areas enables important natural habitats to remain intact and ecologically healthy, thereby contributing to the long-term sustainability of the area. Furthermore, practices that promote energy efficiency will support Chetwynd's efforts to reduce greenhouse gas emissions and the associated effects on climate change.



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Policies:

1. Leverage support from the federal and provincial governments for “green” initiatives.
2. Collaborate with senior and regional governments, public agencies, community organizations, businesses, and individuals for the coordination of climate resilience planning, policies, and initiatives.
3. Implement the principles of sustainable development and smart growth through informed and educated decisions about alternative technologies for infrastructure (e.g. bioswales, solar energy, geothermal heating and cooling).
4. Develop natural solutions that support ecological responsibility using features such as green spaces, landscaped boulevards, general landscaping and native tree planting.
5. Continue to improve water conservation throughout the District by educating residents on water use habits and promoting conservation strategies through workshops, information sessions, events, online resources and clear and informative water bills.
6. Support implementing a water accounting system (such as universal metering) to identify areas that need attention, particularly Chetwynd’s large volumes of unaccounted water.
7. Implement water use audits for high water users within the District to understand water use behaviour and identify reduction methods.
8. Introduce a water restriction schedule on non-essential uses during peak usage times.
9. Encourage landscaping techniques that reduce the need for irrigation when designing and maintaining parks, natural areas and environmentally sensitive areas.
10. Focus on creating awareness regarding the impacts of flooding in the area, and work towards adaptation planning and mitigating the effects of flooding by conducting assessments and undertaking recommended actions from those assessments.
11. Strive to preserve lands with high environmental values such as the lands bordering Centurion Creek, Windrem Creek and Widmark Creek and other natural drainage channels, to promote nonintensive use of these areas for open space compatible with preservation as drainage channels.
12. Protect fish habitat areas; the minimum leave strip for watercourses will be in accordance with provincial regulations. Setback variances may be granted subject to agreement between the District and the Province.
13. Work collaboratively with the Peace River Regional District to dispose of solid waste and identify solutions to curb landfill demand.



6.12 Energy Efficiency and Climate Change

Access to affordable, reliable, and stable energy supplies is fundamental to a community's economic well-being and sustainability. Long term trends indicate that energy costs will continue to increase, and it is probable that communities will spend a greater portion of their budgets on energy in the future.

Starting in 2008, the District of Chetwynd participated in both community and corporate energy and emission planning processes, which were facilitated in collaboration with other municipal governments within the Peace River. The 2009 Corporate Energy Plan and Community Energy Plan outlined a baseline of corporate energy and GHG emissions, corporate GHG reduction targets, key actions for meeting the reduction targets and implementation measures. Since 2010, the District of Chetwynd has been involved in the Government of British Columbia's Climate Action Revenue Incentive Program. As a part of this program, the District was required to annually report the level of corporate GHG emissions and findings indicate that the District decreased its GHG emissions from municipal operations by approximately 26% since 2008 and decreased fossil fuel usage by 15% from 2008 to 2018.

The District recognizes the importance of promoting energy efficient practices and other policies aimed towards minimizing the community's environmental footprint and contributions towards climate change. Learning from past efforts and recent successes, Chetwynd is interested in re-imagining its relationship with energy, climate action and climate resiliency. The following policies will help the District lower its impact on the environment and become a leader in reducing the effects of climate change.

Policies:

1. Update the foundational "energy planning" information for the District and community with the most recent data and information.
2. Support energy efficiency education programs for individuals and organizations.
3. Enhance social cohesion and community pride through local energy projects that will bring the community together.
4. Engage community leaders, businesses and residents on a future "kick-start" climate action initiative.
5. Endorse a 5 Year Climate Action Plan for implementing and monitoring sustainable municipal operations that outlines how the District will achieve its targets for energy efficiency and greenhouse gas emission reduction.



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6. Establish a Multi-Stakeholder Climate Action Team and host a series of brainstorming sessions with the community at large to identify projects that are realistic, tangible and have a high likelihood of success.
7. Encourage land use planning and site designs that promote energy efficiency, such as solar orientation, compact developments and sites oriented around active transportation.
8. Implement the District's Parks, Trails and Greenspace Plan in order to provide green modes of transportation through the development of trail and greenway connections.
9. Utilize green spaces and natural vegetation to contribute to the reduction of greenhouse gases.
10. Reduce the carbon footprint of Chetwynd where possible, through local "made in Chetwynd" solutions.
11. Embrace and encourage the three R's – reduce, reuse, and recycle – to help curb landfill demand and lower methane emissions from solid waste decomposition.
12. Support the efforts of the Peace River Regional District in the implementation of its solid waste management program.

6.13 Financial Sustainability

The long-term sustainability of a community is largely based on maintaining financial viability through cost-effective administration and service delivery, and a solid economic base. Ensuring that there are sufficient employment opportunities for residents, a stable local tax base and a financially accountable local government is of paramount importance.

Policies:

1. Ensure that the financial implications for initiatives in the OCP are identified.
2. Consider alternative models that present more cost-effective forms of service delivery and implement where possible.
3. Continue to implement measures and mechanisms to diversify the local economy to ensure financial stability independent from resource based activities.
4. Work to incorporate surrounding industrial properties into the District that are largely supported by the District's workforce and services.
5. Continue discussions with the Province regarding the establishment of a new industrial tax rate and structure to provide the District with a more stable source of industrial tax revenues.



7.0 Development Permit Areas

"I like living in Chetwynd to have access to the backcountry and the freedom to use the lakes, rivers, wilderness"

7.1 Development Permit Area Intent

Section 488(1) of the *Local Government Act* allows Development Permit areas to be established for one or more of the following purposes:

- a) Protection of the natural environment, its ecosystems and biological diversity;
- b) Protection of development from hazardous conditions;
- c) Protection of farming;
- d) Revitalization of an area in which a commercial use is permitted;
- e) Establishment of objectives for the form and character of intensive residential development;
- f) Establishment of objectives for the form and character of commercial, industrial, or multi-family residential development;
- g) In relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- h) Establishment of objectives to promote energy conservation;
- i) Establishment of objectives to promote water conservation; and
- j) Establishment of objectives to promote the reduction of greenhouse gas emissions.



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The District of Chetwynd has identified four Development Permit Areas where additional development guidelines are required – the Town Centre Development Permit Area, the Highway Commercial Development Permit Area, the Industrial Development Permit Area, and the Medium Density Residential Development Permit Area. These areas are shown on Schedule H in the Official Community Plan.

In order for Council to issue a Development Permit, fairly detailed information is required from a developer before such development can proceed. The Design Guidelines are not intended to be strict rules, but rather guidelines, as the name suggests, and recommendations that developers and Council may follow in order to meet the intended character of the District of Chetwynd.

7.2 Exemptions to Development Permits

1. A Development Permit will not be required in the following instances:
 - a) Subdivision of land creating three or fewer additional lots;
 - b) Interior renovations or alterations with no changes to the exterior appearance or design;
 - c) Construction of a single-family dwelling or a two-family (duplex) dwelling unit;
 - d) Construction or alteration of signs and canopies or awnings which conform to the relevant Development Permit and Sign Bylaw Guidelines;
 - e) Emergency actions to prevent or minimize immediate threats to life or property;
 - f) Addition, maintenance, or replacement of doors, windows, heating systems, ventilation systems, air conditioning systems, or plumbing;
 - g) Alterations to landscape plantings provided that there is no loss of required landscaped area;
 - h) Any renovations or alterations to improve accessibility and universal design features; and
 - i) Development where the intended use is limited to institutional, utility, infrastructure and/or civic uses.



7.3 Colour

Colours should reflect natural spring, summer, and fall colours - sky blue, cloud white, sky sunset, water blue, aqua and reflective, with emphasis on forest greens to moss greens, leafy greens to yellow to orange to red, field greens to soft yellows and tans, meadow greens with scattered vibrant wildflower colours. Winter white of surrounding hills, black water, the winter grey of clouds, and the black and white pattern of leafless trees against fields and hills. Development is encouraged to coordinate style, look, and colour with surrounding development as much as possible.

7.4 Highway Commercial

7.4.1 Area

This development permit area applies to all lands designated as Highway – Commercial in Schedule H.

7.4.2 Justification

1. Pursuant to subsections 488.1(d)(f) of the *Local Government Act*, the purpose of this development permit area is to establish objectives for the following:
 - a) Revitalization of an area in which a commercial use is permitted; and
 - b) Establishment of objectives for the form and character of commercial, industrial, or multi-family residential development.

7.4.3 Development Permit Area Objectives:

1. The objectives of the Highway Commercial Development Permit Area are as follows:
 - a) Ensure that all development meets a consistently high standard of visual quality;
 - b) Improve the appearance of highway commercial properties in the District; and
 - c) Ensure that safe and efficient access is provided to these properties.

7.4.4 *Design Guidelines*

Development Permits that are issued shall be substantially in accordance with the following:

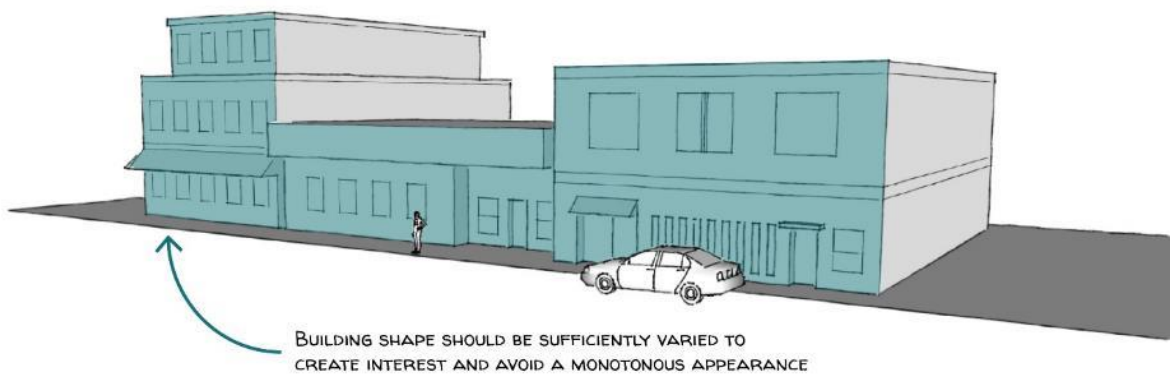
7.4.4.1 **Building Siting and Design**

Orientation and Setbacks

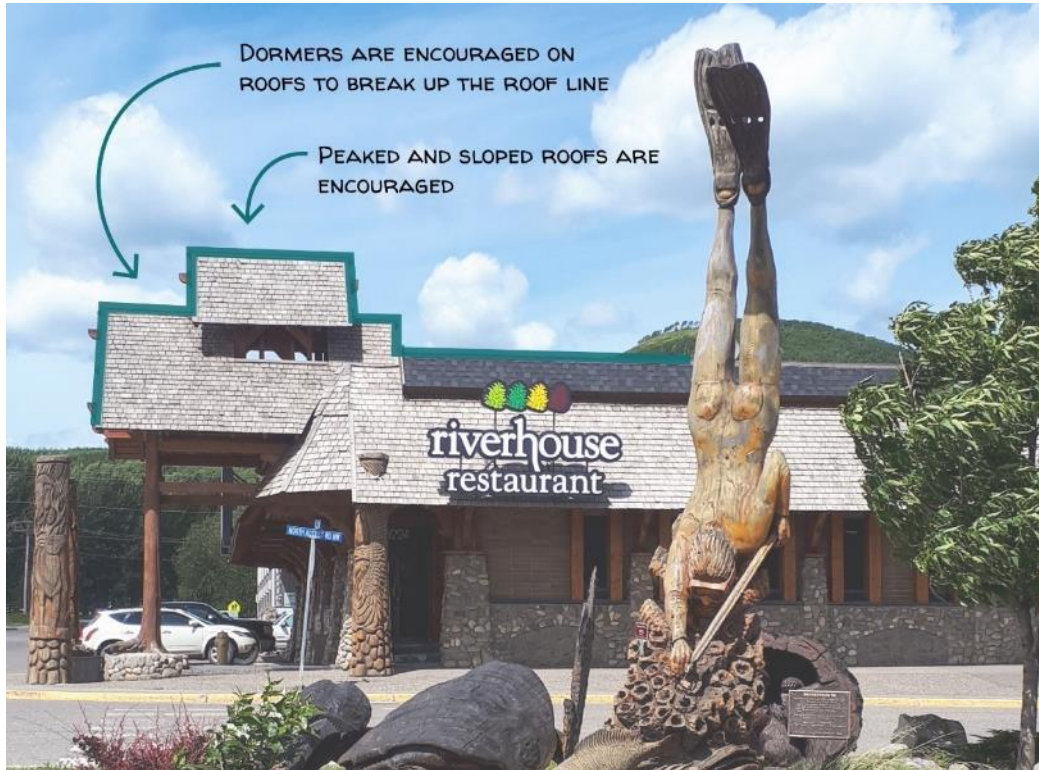
1. New development should strive to complement existing development and reflect similar front yard setbacks, building height and massing.
2. The first two storeys of a building are encouraged to be located close to the front property line, with additional storeys set back at least 4.5m from the front property line so as not to impede views to or from adjacent properties.
3. The primary elevation and entrances of a building be oriented toward the street to support pedestrian connection and safety. Where a building is located on a corner property the building is to face both streets.
4. Buildings should be oriented to maximize sunlight exposure to absorb and retain heat during winter months while providing shade from summer sun.

Form and Character

1. Building shape should be sufficiently varied to create interest and avoid a monotonous appearance. Long expanses of plain walls are discouraged. Long walls and large boxy forms can be broken into individual sections using roof and facade articulation, and vertical features to create the appearance of smaller, individual storefronts.



2. Construction design, where possible, should reflect the natural landscape around Chetwynd, with peaked and sloped roofs rather than "prairie" flat. Roofs that include dormers to break the roof line are encouraged.



3. Building roofs should be designed to prevent snow escape onto pedestrian areas.
4. Adherence to Universal Access design principles is encouraged and should comply with the BC Building Code and Worksafe BC guidelines.

Colour and Materials

1. Building materials that reflect the natural surroundings of Chetwynd such as rock (fractured rock or river rock) and wood should be used extensively where possible. Materials which have an appearance similar to these natural surfaces may be acceptable.



2. The use of steel, corrugated metal, masonry block, and concrete as exterior finishes and facing material is discouraged. Creative use of metal on roof forms is permitted.
3. Glass, in combination with natural materials, artfully used, is permissible. Multiple, large sheets of glass walls are discouraged.
4. As Chetwynd is carving its way to success, the use of carved wood in the exterior façade of buildings is encouraged. This could include carved door and window frames, and false support members.
5. Select building materials that are recommended by FireSmart BC to reduce wildfire risk and spread.
6. The palette of colours used on the main body of building exteriors should be colours that are found in the Chetwynd area - earth tones, subtle and grey blues, greys, browns and greens, fall yellows, oranges and reds. Monochromatic colour schemes with up to three shades are encouraged.
7. Vibrant accent colours are encouraged but should be used sparingly and counterbalanced with neutral colours and natural materials.
8. Large expanses of very bright or reflective colours are discouraged.

Signage

1. Ground oriented signs at the entrance to businesses along the highway corridor are considered appropriate. Spot lighting is preferred over back lighting or neon lighting. Signs that incorporate natural materials and colours are encouraged.
2. Signs of carved wood, or sandblasted wood are particularly encouraged to enhance gateway elements in the town centre and in keeping with Chetwynd's overall direction of carving to success (see also District of Chetwynd Sign Bylaw).



7.4.4.2 Open Space and Landscape Design

Design and Layout

1. All work, including landscaping planning, design, installation and maintenance should be executed to the Canadian Landscape Standard, industry requirements, national or provincial standards, codes and regulations recognized by the Canadian Nursery Landscape Association (CNLA), the Canadian Society of Landscape Architects (CSLA), national master specification or other applicable trade associations.



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2. The following guidelines should be considered when developing a landscape plan for a site in the Highway Commercial Development Permit Area:
 - a) Aesthetics and functionality;
 - b) Preservation of existing mature trees where possible;
 - c) Provision of shade and visual interest in parking and outdoor areas; and
 - d) Plant suitability and hardiness.
3. Site grading of landscape areas should aim to minimize the disruption of natural drainage patterns, soil erosion and runoff by keeping irrigation and normal rainfall within property lines and landscape areas.
4. Landscaping designs should maximize the use of vegetation that has low water requirements. This can be accomplished through the retention of existing vegetation or the planting of hardy, drought-tolerant native vegetation (e.g; native grasses, xeriscape species).
5. Landscaping should be provided in order to soften the visual impacts of building edges, as well as the interfaces between buildings and parking areas. A mix of deciduous and coniferous vegetation is preferred, allowing landscaping to show in all seasons. Flower displays are welcome in season.



6. Planting designs should follow the FireSmart Priority Zone setback recommendations outlined by FireSmart BC. This includes ensuring that deciduous trees are planted at a minimum distance of 1.5m from any principal building and that coniferous trees are



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planted a minimum of 10m from any principal building. Coniferous trees should be spaced at a minimum of 3m between tree crowns and pruned to remove all branches to a height of 2m from the ground.

7. Landscaping should be designed to shield buildings from strong winds and to retain solar access for south facing walls and windows. Consider planting deciduous trees on the south and east sides of buildings and coniferous trees on the north and west sides of buildings to protect the building from direct sunlight during afternoon hours in summer and to permit sunlight penetration in the winter.
8. Landscaping is to be sufficiently spaced and set back from pedestrian areas so as to preserve sightlines and retain visibility from both private and public property.

Lighting

1. All exterior lighting should be energy-efficient.
2. Exterior lighting should be provided for safety reasons and site security and to accentuate building facades and features.
3. Exterior lighting should be directed toward the land use on the parcel, and away from any adjacent residential use, Light pollution and over-spill illumination should be minimized.
4. Lighting should not be set in a way that will impact drivers on the highway or frontage road.

Screening and Buffering

1. Where design proposals for new construction show development with setbacks for parking, the plan should include provision for landscaping that would screen or separate parking areas from the highway corridor.



2. Outdoor storage areas should be screened with fencing and/or vegetation. Garbage areas should be fully enclosed and bear/wildlife proof.
3. Berms and landscaping may be used on the northwest side of walkways to protect site users from snow and wind and to reduce snow drifting at building entrances.

7.4.4.3 Parking, Loading and Circulation

Pedestrian and Bicycle Facilities and Circulation

1. Ensure that pedestrian circulation routes and crossings are well-identified to both pedestrian and vehicular traffic.
2. Sites are to be designed to be universally accessible for all site users regardless of ability, with easy to navigate circulation routes.
3. Safe and secure bicycle parking associated with the development is encouraged and may be shared by adjoining businesses.

Vehicle Parking, Loading, and Circulation

1. Locate parking areas to the rear of buildings and ensure that parking areas are well-identified from the road.
2. On-site loading and delivery areas should be located to the rear of buildings.
3. Locate snow storage areas in spaces that receive long periods of sunlight to quickly melt snow, minimize impacts on vehicular and pedestrian traffic, and, where possible, be out of sight from the road.
4. Large parking areas should be broken up with landscape islands and pedestrian walkways. Landscape islands should contain drought- and salt-tolerant species.
5. Shared internal parking between adjacent developments is encouraged.



6. Ensure that pedestrian crossings are well-identified in order to increase safety for pedestrians navigating between traffic parked on frontage roads, District boulevards, and businesses.



7.5 Town Centre

7.5.1 Area

This development permit area applies to all lands designated as Town Centre – Commercial in Schedule H.

7.5.2 Justification

1. Pursuant to subsections 488.1(d)(e)(f) of the *Local Government Act*, the purpose of this development permit area is to establish objectives for the following:
 - a) Revitalization of an area in which a commercial use is permitted;
 - b) The form and character of intensive residential development; and
 - c) The form and character of commercial, industrial, or multiple dwelling housing development.

The Town Center Development Permit area encompasses the properties bounded on the east by Highway No. 29, on the south by Highway No. 97, on the west by approximately 54th St, and on the north by the back of the lots fronting on 47th Avenue. As well, there is a large commercial parcel located immediately north of the CN Rail line adjacent to 50th Street.

7.5.3 Development Permit Area Objectives

1. The objectives of the Town Center Development Permit Area are as follows:
 - a) Ensure that new development strengthens the town center's status as the community focal point;
 - b) Conserve and enhance the town center's character;
 - c) Enhance gateway elements into the town centre and
 - d) Realize the heritage, economic, cultural, and architectural potential of the town center.



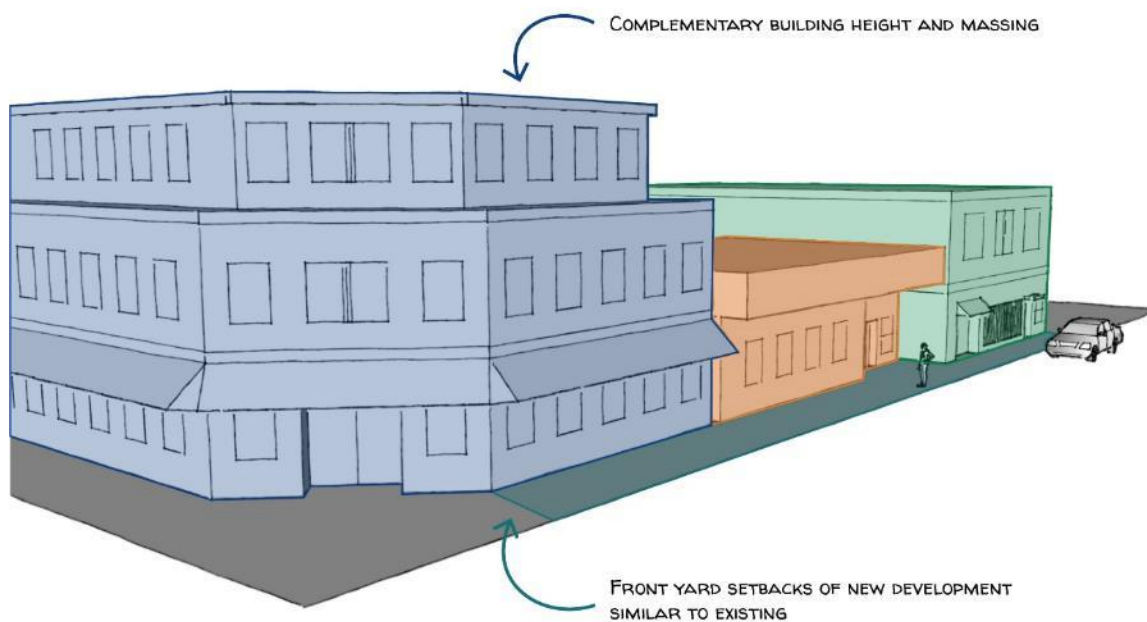
7.5.4 *Design Guidelines*

Development Permits which are issued shall be in accordance with the following:

7.5.4.1 Building Siting and Design

Orientation and Setbacks

1. New development should strive to complement existing development and reflect similar front yard setbacks, building height and massing.

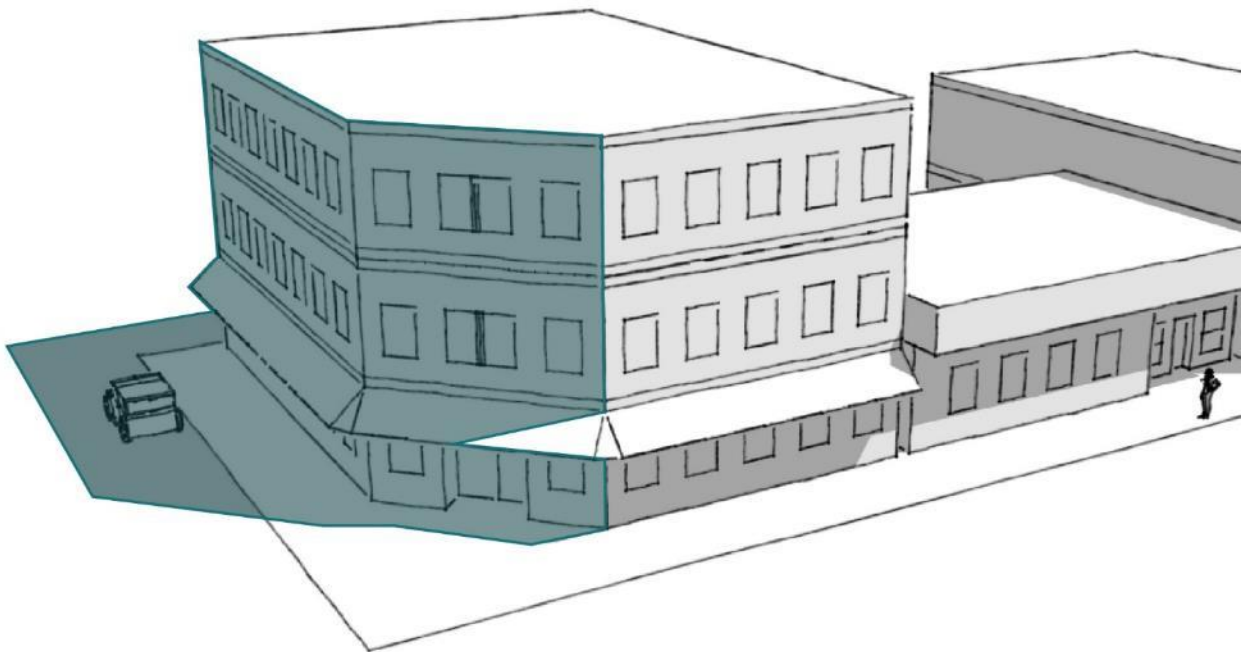
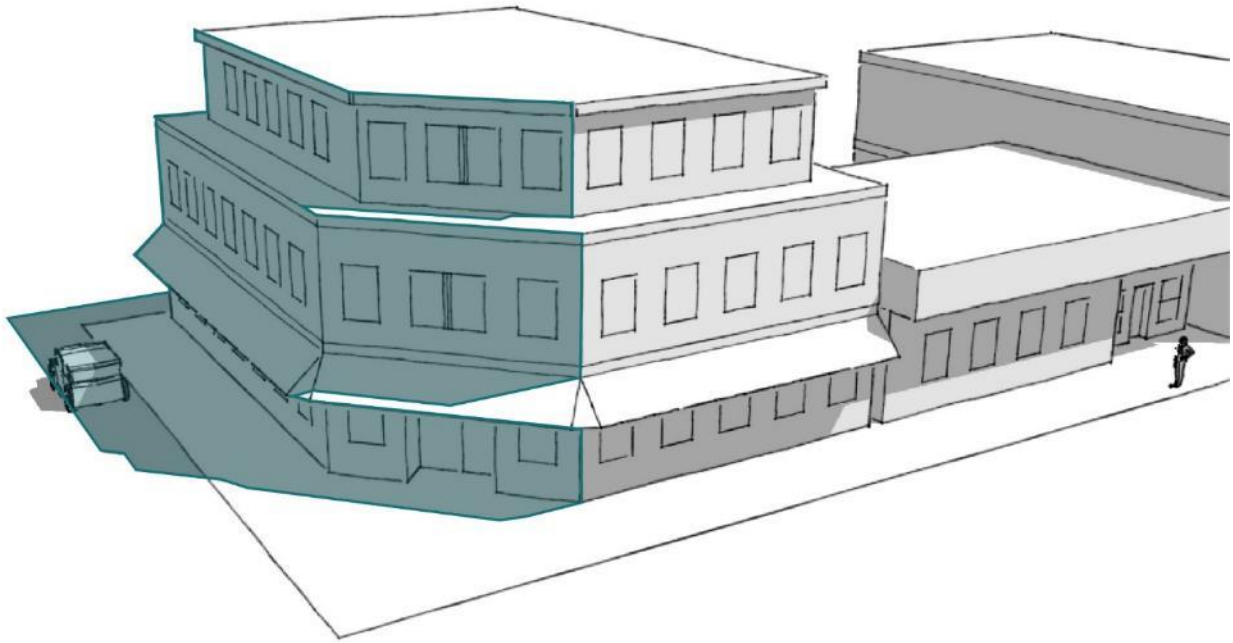


2. Increased ground floor setbacks are permitted to accommodate outdoor eating areas, patios, functional plazas, and green space areas.

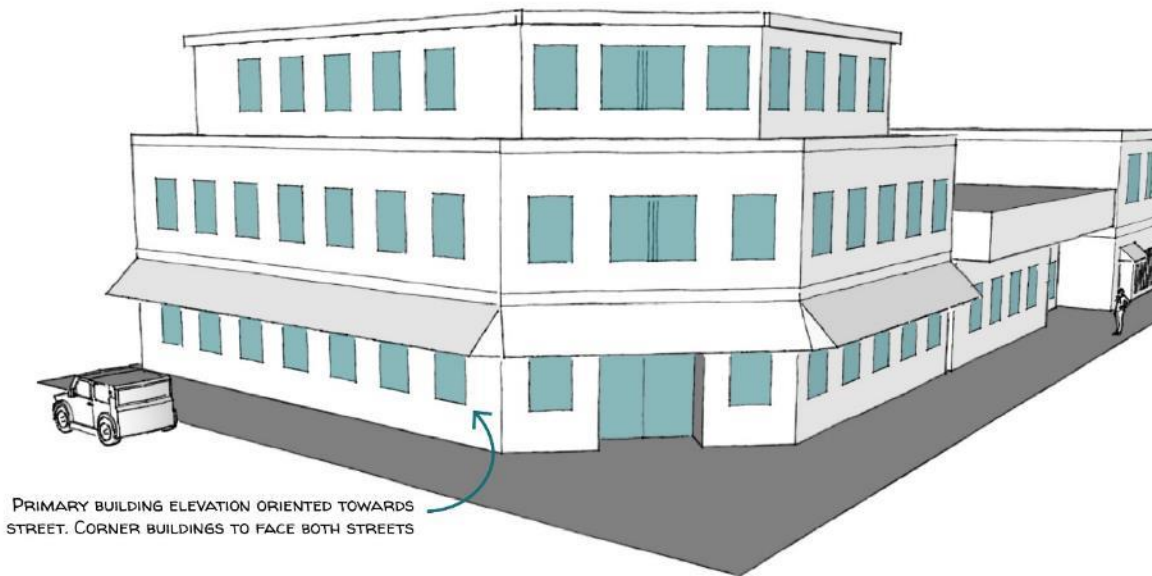


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3. Buildings taller than one storey must be set back from the property line at least 4.5m above the second storey so as not to impede views to or from adjacent properties.



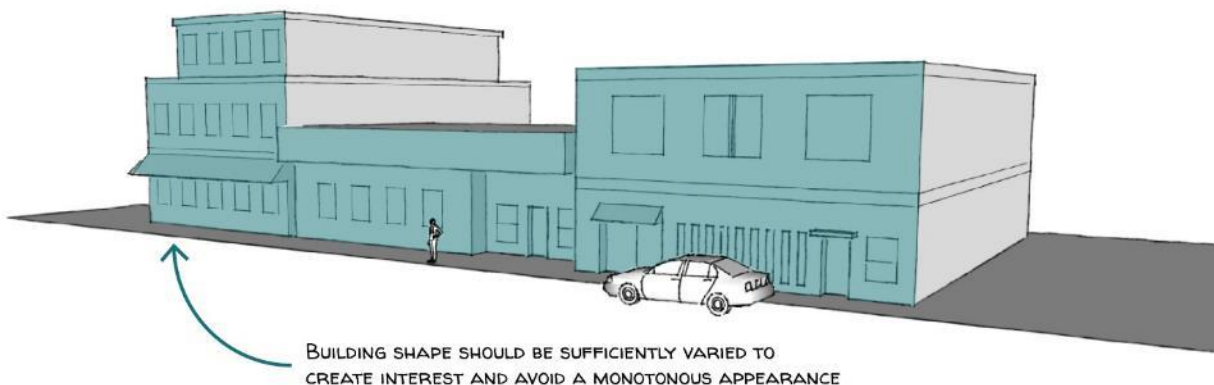
4. The primary elevation and entrances of a building be oriented toward the street to support pedestrian connection and safety. Where a building is located on a corner property the building is to face both streets.



5. Buildings should be oriented to maximize sunlight exposure to absorb and retain heat during winter months while providing shade from summer sun.

Form and Character

1. Building shape should be sufficiently varied to create interest and avoid a monotonous appearance. Long expanses of plain walls are discouraged. Long walls and large boxy forms can be broken into individual sections using roof and façade articulation, and vertical features to create the appearance of smaller, individual structures.



2. Peaked and sloped roofs are encouraged, along with roofs that include dormers to break up the roof lines.
3. Porches and balconies that provide a more pedestrian scale are encouraged.
4. Building height should be complimentary to adjacent uses on either side.
5. Buildings should be designed to be universally accessible for all users regardless of ability and should include easy to access ground level entrances.

Colour and Materials

1. Building materials that reflect the natural area around Chetwynd, such as rock and wood should be used extensively where possible. Materials which have an appearance similar to these natural surfaces may be acceptable.





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2. The use of steel, corrugated metal, masonry block and concrete as exterior finishes and facing material is discouraged. Creative use of metal on roof forms is permitted.
3. The use of carved wood in the exterior building façade is encouraged. This could include carved doors, carved door and window frames and false support members.
4. Select building materials that are recommended by FireSmart BC to reduce wildfire risk and spread.
5. The palette of colours used on the main body of building exteriors should be colours that are found in the natural Chetwynd area - earth tones, subtle and grey blues, greys, browns and greens, fall yellows, oranges and reds. Monochromatic colour schemes with up to three shades are encouraged.
6. Vibrant accent colours are encouraged but should be used sparingly and counterbalanced with neutral colours and natural materials.
7. Large expanses of very bright or reflective colours are discouraged.

Signage

1. Signs should fit with the overall character and design of the building. Information at a pedestrian scale is important. Therefore, doorway, hanging, and window painted signs are encouraged.
2. Signs of carved wood, or sandblasted wood are encouraged, in keeping with Chetwynd's direction of carving its way to success. (See also District of Chetwynd Sign Bylaw No. 913)





Corporate and Franchise Design Proposals

1. National franchises and chain stores can and do have the ability to change their standard building design to "fit in" with the character of the local community.
2. Corporate and franchise design proposals therefore are encouraged to conform to these design guidelines.

7.5.4.2 Open Space and Landscape Design

Design and Layout

1. All work, including landscaping planning, design, installation, and maintenance should be executed to the Canadian Landscape Standard, industry requirements, national or provincial standards, codes and regulations recognized by the Canadian Nursery Landscape Association (CNLA), the Canadian Society of Landscape Architects (CSLA), national master specification or other applicable trade associations.
2. The following guidelines should be considered when developing a landscape plan for a site in the Town Centre Development Permit Area:
 - a) Aesthetics and functionality;
 - b) Preservation of existing mature trees where possible;
 - c) Provision of shade and visual interest in parking and outdoor areas; and
 - d) Plant suitability and hardiness.
3. Site grading of landscape areas should aim to minimize the disruption of natural drainage patterns, soil erosion and runoff by keeping irrigation and normal rainfall within property lines and landscape areas.
4. Landscaping designs should maximize the use of vegetation that has low water requirements. This can be accomplished through the retention of existing vegetation or the planting of hardy, drought-tolerant native vegetation (e.g.; native grasses, xeriscape species)
5. Planting designs should follow the FireSmart Priority Zone setback recommendations outlined by FireSmart BC. This includes ensuring that deciduous trees are planted at a minimum distance of 1.5m from any principal building and that coniferous trees are planted a minimum of 10m from any principal building. Coniferous trees should be spaced at a minimum of 3m between tree crowns and pruned to remove all branches to a height of 2m from the ground.

6. Landscaping should be provided in order to soften the visual impacts of building edges, as well as the interfaces between buildings and parking areas. A mix of deciduous and coniferous vegetation is preferred, allowing landscaping to show in all seasons. Flower displays are welcome in season.



7. Landscaping should be designed to shield buildings from strong winds and to retain solar access for south facing walls and windows. Consider planting deciduous trees on the south and east sides of buildings and coniferous trees on the north and west sides of buildings to protect the building from direct sunlight during afternoon hours in summer and to permit sunlight penetration in the winter.
8. Decorative elements such as public art, decorative landscaping, or site furnishings such as benches or tables, are encouraged at the street level to help create welcoming and comfortable public spaces.
9. Outdoor amenity spaces are to incorporate universal access design guidelines to ensure access for people of all ages and abilities.



10. Landscaping is to be sufficiently spaced and set back from pedestrian areas so as to preserve sightlines and retain visibility from both private and public property.

Lighting

1. All exterior lighting should be energy-efficient and designed and built to a pedestrian scale.
2. Exterior lighting should be provided for safety reasons and site security and to accentuate building facades and features.
3. Lighting should be directed toward the land use on the parcel, and away from any adjacent residential use, Light pollution and over-spill illumination should be minimized.
4. All screened or semi-private spaces, including parking lots and loading bays, should be well light during the nighttime and winter months.
5. Lighting should not be positioned in a way that will impact visibility of drivers at night.

Screening and Buffering

1. Where design proposals for new construction show development with setbacks for parking, the plan should include provision for landscaping that would screen or separate parking areas from the highway corridor.



2. Outdoor storage areas should be screened with fencing and/or vegetation. Garbage areas should be fully enclosed and bear/wildlife proof. Outdoor storage areas and garbage areas should not be adjacent to residential uses.
3. Berms and landscaping may be used on the northwest side of walkways to protect site users from snow and wind and to reduce snow drifting at building entrances.

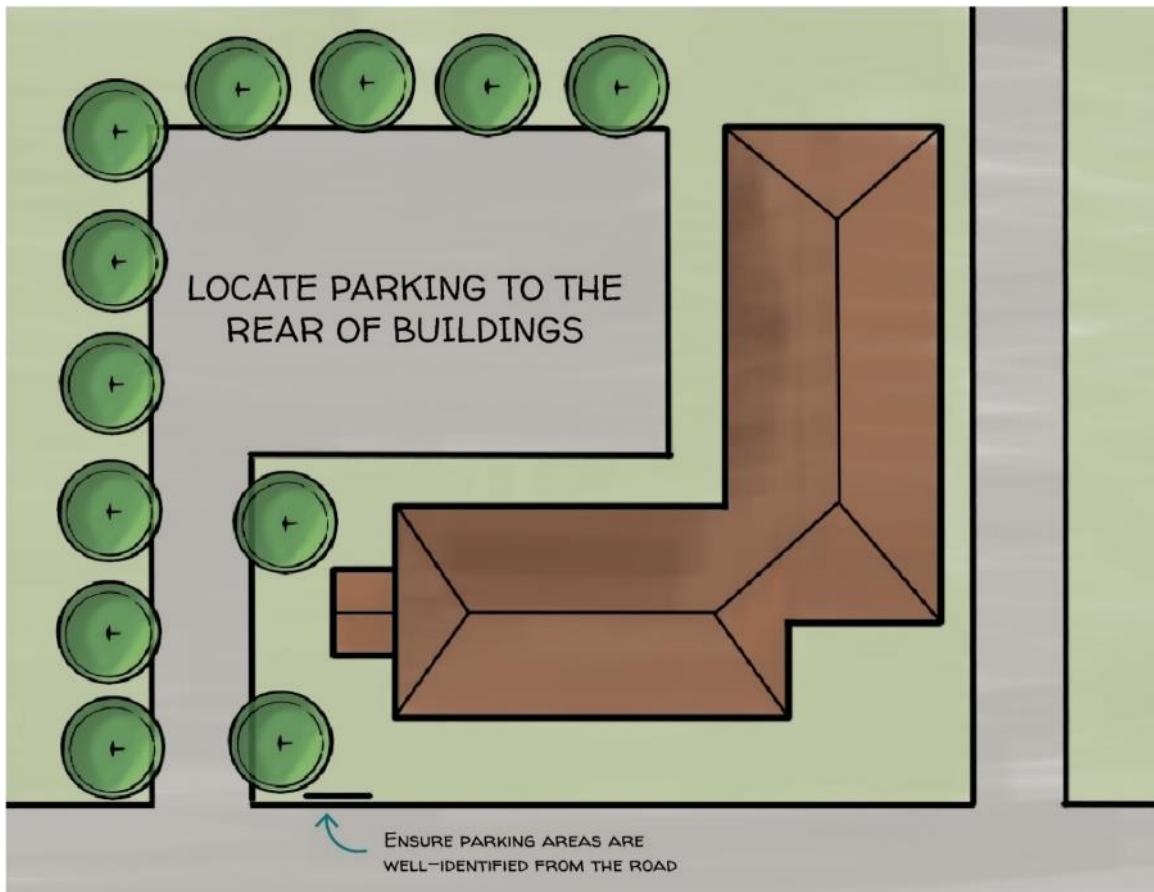
7.5.4.3 Parking, Loading and Circulation

Pedestrian and Bicycle Facilities and Circulation

1. Ensure that pedestrian circulation routes and crossings are well-identified to both pedestrian and vehicular traffic.
2. Sites are to be designed to be universally accessible for all site users regardless of ability, with easy to navigate circulation routes.
3. Safe and secure bicycle parking associated with the development is encouraged and may be shared by adjoining businesses.

Vehicle Parking, Loading, and Circulation

1. Locate parking areas to the rear of buildings and ensure that parking areas are well-identified from the road.



2. Locate snow storage areas in spaces that receive long periods of sunlight to quickly melt snow, minimize impacts on vehicular and pedestrian traffic, and, where possible, be out of sight from the road.
3. Large parking areas should be broken up with landscape islands and pedestrian walkways. Landscape islands should contain drought- and salt-tolerant species.
4. Shared parking between adjacent developments is encouraged.
5. Because there is some residential use within the Town Center Development Permit Area, pedestrian and vehicular accesses and parking areas should be located away from abutting residential areas. Entrances and exits that permit safe traffic and pedestrian movement are encouraged.
6. Loading and delivery areas should be located to the rear of buildings and away from residential areas.



7.6 Industrial

7.6.1 Area

This development permit area applies to all lands designated as Industrial in Schedule H, with the exception of any satellite parcels of the District of Chetwynd.

7.6.2 Justification

1. Pursuant to subsections 488.1(a)(f) of the *Local Government Act*, the purpose of this development permit area is to establish objectives for the following:
 - a) Protection of the natural environment, its ecosystems and biological diversity; and
 - b) Establishment of objectives for the form and character of commercial, industrial, or multi-family residential development.

7.6.3 Development Permit Area Objectives

1. The objectives of to the Industrial Development Permit Area are as follows:
 - a) Ensure that new development in the industrial area is designed for the service being provided while also enhancing the Chetwynd area in a practical manner;
 - b) Ensure that industrial development does not infringe on neighbouring uses; and
 - c) Ensure that industrial development encompasses a high visual aesthetic.

7.6.4 Design Guidelines

Development Permits which are issued shall be in accordance with the following:

7.6.4.1 Building Siting and Design

Orientation and Setbacks

1. Siting of the buildings on the properties is not an issue in relation to a Development Permit. Industries often need specific building locations, depending on their proposed uses.

Form and Character

1. Building shape should be consistent with the uses intended. As this area is destined for industrial use, there are not the concerns about expanses of plain walls. As with the Town Center and Highway Commercial areas, long walls can be broken into more interesting and attractive shapes using roof and façade alteration, although this is not a requirement.



Colour and Materials

1. Buildings shall be finished and not left unpainted or unfinished. The Development Permit application shall specify final finish materials and colours.
2. Building materials that reflect the natural area around Chetwynd, such as rock and wood, should be used at some area of the building, preferably the office or entrance area. Materials which have an appearance similar to these natural surfaces may be acceptable.
3. Select building materials that are recommended by FireSmart BC to reduce wildfire risk and spread.
4. Colour is not an issue in the Industrial area. Developers are encouraged to conform to the colour palette provided in these Guidelines, but the choice of colour is often associated with the industry and will not be a matter of interest in issuance of a development permit.

Signage

1. All signage should be designed to be easily read by vehicle traffic. Spot lighting is preferred over back lighting or neon lighting.
2. Where necessary, signage should indicate directions to different parts of the site and outline the location of offices and which areas are accessible to the public.
3. Signs of carved wood, or sandblasted wood are encouraged, in keeping with Chetwynd's direction of carving its way to success (also see the District of Chetwynd Sign Bylaw).



7.6.4.2 Open Space and Landscape Design

Design and Layout

1. All work, including landscaping planning, design, installation, and maintenance should be executed to the Canadian Landscape Standard, industry requirements, national or provincial standards, codes and regulations recognized by the Canadian Nursery Landscape Association (CNLA), the Canadian Society of Landscape Architects (CSLA), national master specification or other applicable trade associations.
2. The following guidelines should be considered when developing a landscape plan for a site in the Industrial Development Permit Area:
 - a) Aesthetics and functionality;
 - b) Preservation of existing mature trees where possible; and
 - c) Plant suitability and hardiness.
3. Landscaping should be used along property lines and around building entrances to soften the visual impacts of industrial development and screen unwanted views. A mix of deciduous and coniferous vegetation is preferred, allowing landscaping to show in all seasons. In particular, the office area of an industrial building can be used to showcase landscaping without detracting from the practical use of the rest of the development.
4. A 30-metre vegetated buffer should be used to separate industrial areas from any adjacent residential properties and greenspaces. This buffer should consist of a mix of deciduous and coniferous trees and shrubs, sufficiently spaced to screen views and block unwanted noise.
5. Planting designs should follow the FireSmart Priority Zone setback recommendations outlined by FireSmart BC. This includes ensuring that deciduous trees are planted at a minimum distance of 1.5m from any principal building and that coniferous trees are planted a minimum of 10m from any principal building. Coniferous trees should be spaced at a minimum of 3m between tree crowns and pruned to remove all branches to a height of 2m from the ground.
6. Site grading of landscape areas should aim to minimize the disruption of natural drainage patterns, soil erosion and runoff by keeping irrigation and normal rainfall within property lines and landscape areas.
7. The Industrial area is served by open ditch storm drainage. Site grading or reworking of properties within the Industrial area shall be preceded by approval of a drainage plan so other properties will not be affected by the development.



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8. Landscaping designs should maximize the use of vegetation that has low water requirements. This can be accomplished through the retention of existing vegetation or the planting of hardy, drought-tolerant native vegetation (e.g.; native grasses, xeriscape species)

Lighting

1. All exterior lighting should be energy efficient.
2. Exterior lighting should be provided for safety reasons and site security.
3. Exterior lighting should be directed toward the land use on the parcel. Light pollution and over-spill illumination should be minimized.

Screening and Buffering

1. Where industry requires fencing for security or to delineate the site, fencing shall be neat and tidy, and shall be maintained in a manner satisfactory to the District. Where possible, fencing shall be associated with vegetation, and landscaping to soften the fence lines.
2. Berms may be used as property delineation, and landscaping of the berms is encouraged.
3. Location of fencing, screening, and berms shall take into account the need for snow removal in the winter.
4. Where the development is associated with what might be considered unsightly storage of materials, like auto wrecking or scrap and salvage, the site shall be screened from the road by a solid fence, and landscaping.

7.6.4.3 Parking, Loading and Circulation

Vehicle Parking, Loading, and Circulation

1. Parking for all vehicles associated with the industry shall be on-site. Parking of vehicles and equipment on roadways is not supported.
2. Loading and delivery areas shall be on-site and vehicles unloading material shall not encroach on public road right of way. Design of development on a property will take into account the need for vehicles to turn around and reverse on site, rather than on public road right of ways.
3. New development will require paved access from the public road to the property line. Access width and base design shall be appropriate for the intended vehicle use.
4. Required parking and loading spaces should be paved, and proper and regular dust control should be applied on all unpaved areas.



7.7 Medium Density Residential

7.7.1 Area

This development permit area applies to all lands designated as Medium Density Residential in Schedule H.

7.7.2 Justification

1. Pursuant to subsections 488.1(e)(f) of the *Local Government Act*, the purpose of this development permit area is to establish objectives for the following:
 - a) Establishment of objectives for the form and character of intensive residential development; and
 - b) Establishment of objectives for the form and character of commercial, industrial, or multi-family residential development.

7.7.3 Development Permit Area Objectives

1. The objectives of the Medium Density Residential Development Permit Area are as follows:
 - a) Ensure that multi-unit housing developments are attractive and compatible with the surrounding area; and
 - b) Emphasize visual aspects of development to enhance the attractiveness of the area.

7.7.4 Design Guidelines

Development Permits that are issued shall be in accordance with the following:

7.7.4.1 Building Siting and Design

Orientation and Setbacks

1. New development should strive to complement existing development and reflect similar front yard setbacks, building height and massing.
2. The primary elevation and entrances of a building be oriented toward the street to support pedestrian connection and safety. Where a building is located on a corner property the building is to face both streets.
3. Buildings should be oriented to maximize sunlight exposure to absorb and retain heat during winter months while providing shade from summer sun.
4. Building setbacks should be minimized in order to create a strong relationship to the public realm.

Form and Character

1. Building shapes should be sufficiently varied to create interest and avoid a monotonous appearance. Long expanses of plain walls are discouraged. The use of balconies, terraces, roof, and facade articulation to break up the image is encouraged.



2. Peaked and sloped roofs are encouraged where reasonable.
3. Porches, decks, balconies are often standard design for multi-family units, and are encouraged.
4. Building heights should be complimentary to adjacent uses on either side.
5. Buildings should be designed to be universally accessible for all users regardless of ability and should include easy to access ground level entrances.

Colour and Materials

1. The palette of colours provided in these guidelines is recommended for multi-family development. These colours are typical of those found in the natural Chetwynd area - earth tones, subtle grays and blues, browns, and greens, fall yellows, oranges, and reds. Monochromatic colour schemes with up to three shades are encouraged.
2. Large expanses of very bright or reflective colours are discouraged.
3. Building materials that reflect the natural area around Chetwynd, such as rock and wood should be used extensively where possible. Materials which have an appearance similar to these natural surfaces may be acceptable.



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4. The use of carved wood in the exterior of the building is encouraged. This could include carved doors, carved door and window frames, and false support members.
5. Select building materials that are recommended by FireSmart BC to reduce wildfire risk and spread.

Signage

1. Signs should fit with the overall character and design of the building. Signs of carved wood or sandblasted wood are encouraged, in keeping with Chetwynd's vision of carving its way to success.

7.7.4.2 Open Space and Landscape Design

Design and Layout

1. Landscaping shall extend from the building front line to the front property line and on to District property with the District's approval. Landscaping shall include lawn, shrubs, trees and flower beds or a combination of all.
2. Landscaping is to be sufficiently spaced and set back from pedestrian areas so as to preserve sightlines and retain visibility from both private and public property.
3. All work, including landscaping planning, design, installation, and maintenance should be executed to the Canadian Landscape Standard, industry requirements, national or provincial standards, codes and regulations recognized by the Canadian Nursery Landscape Association (CNLA), the Canadian Society of Landscape Architects (CSLA), national master specification or other applicable trade associations.
4. The following guidelines should be considered when developing a landscape plan for a site in the Medium Density Residential Development Permit Area:
 - a) Aesthetics and functionality;
 - b) Preservation of existing mature trees where possible;
 - c) Provision of shade and visual interest in parking and outdoor areas; and
 - d) Plant suitability and hardiness.
5. Site grading of landscape areas should aim to minimize the disruption of natural drainage patterns, soil erosion and runoff by keeping irrigation and normal rainfall within property lines and landscape areas.
6. Landscaping designs should maximize the use of vegetation that is low maintenance and has low water requirements. This can be accomplished through the retention of existing vegetation or the planting of hardy, drought-tolerant native vegetation (e.g.; native grasses, xeriscape species)



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7. Landscaping should be provided in order to soften the visual impacts of building edges, as well as the interfaces between buildings and parking areas. A mix of deciduous and coniferous vegetation is preferred, allowing landscaping to show in all seasons. Flower displays are welcome in season.
8. Planting designs should follow the FireSmart Priority Zone setback recommendations outlined by FireSmart BC. This includes ensuring that deciduous trees are planted at a minimum distance of 1.5m from any principal building and that coniferous trees are planted a minimum of 10m from any principal building. Coniferous trees should be spaced at a minimum of 3m between tree crowns and pruned to remove all branches to a height of 2m from the ground.
9. Landscaping should be designed to shield buildings from strong winds and to retain solar access for south facing walls and windows. Consider planting deciduous trees on the south and east sides of buildings and coniferous trees on the north and west sides of buildings to protect the building from direct sunlight during afternoon hours in summer and to permit sunlight penetration in the winter.
10. Outdoor amenity spaces are to incorporate universal access design guidelines to ensure access for people of all ages and abilities.

Lighting

1. All exterior lighting should be energy-efficient and designed and built to a pedestrian scale.
2. Exterior lighting should illuminate pedestrian areas and should be located so lighting does not cast deep shadows in areas where individuals could hide.

Screening and Buffering

1. Outdoor storage areas should be screened with fencing and/or vegetation. Garbage areas should be fully enclosed and bear/wildlife proof.

7.7.4.3 Parking, Loading and Circulation

Pedestrian and Bicycle Facilities and Circulation

1. Ensure that pedestrian circulation routes and crossings are well-identified to both pedestrian and vehicular traffic.
2. Sites are to be designed to be universally accessible for all site users regardless of ability with easy to navigate circulation routes.
3. Safe and secure bicycle parking associated with the multi-family development is encouraged.



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Vehicle Parking, Loading, and Circulation

1. Parking shall be situated on site and shall be paved. Underground parking is permitted subject to appropriate building design. Visitor spots and unloading spots shall be included in the parking requirement. Parking for RV's and large vehicles must be provided on site or provided elsewhere in conjunction with District policies.



8.0 Implementation

"I like living in Chetwynd and being able to enjoy the outdoors, season related activities."

This Official Community Plan applies to all lands within the Greater Chetwynd area, as shown on Schedule B. In order to use the Official Community Plan as a guiding force and framework for decision making and implementing the policies contained within this Official Community Plan, an implementation program containing a variety of methods helps to facilitate the orderly development and control of land in the best interests of the community. The process of implementation includes many different elements, which reflect legislative authority, municipal procedures, and council policies.

This section identifies some of the key ways in which this Official Community Plan will be implemented. It is not intended that these will all be obligatory or all-inclusive.

Effective implementation of these policies is the key to transforming this document into reality and keeping the Official Community Plan alive and relevant. Given the broad nature of the policies contained herein, implementation will require the involvement of many individuals and organizations in a variety of different ways.

There are a number of strategies that can be used to implement this Official Community Plan including:

- Zoning Bylaw
- Other municipal tools
- Municipal leadership
- Public awareness and involvement.
- Fiscal program



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8.1 Zoning Bylaw

The Zoning Bylaw is one of the principal tools used to implement an Official Community Plan. Amendments to the Zoning Bylaw may be required to ensure it is consistent with the direction set forth in the Official Community Plan with respect to land uses, densities and building heights. The District of Chetwynd is concurrently updating its Zoning Bylaw to ensure that it is compatible with this Official Community Plan.

The District will amend the Zoning Map only when satisfactory development plans are submitted or where necessary to fulfill objectives of the Official Community Plan. Pre-zoning is not preferred.

8.2 Other Municipal Tools

All District of Chetwynd plans, policies and bylaws that are prepared after the adoption of this Official Community Plan must ensure that they are consistent with the direction set forth in the Official Community Plan.

8.3 Municipal Leadership

The District can demonstrate leadership through its actions, which is to lead through example. The District may benefit from assessing their current practices to identify any that may be working against the community achieving its vision. Reports to Council should include a section describing their relevance to the Official Community Plan. Furthermore, the District could highlight in its Annual Reports the various Official Community Plan initiatives that have been undertaken each year, as this will increase the recognition of this important policy document within the community and communicate the District's actions towards implementing it.

8.4 Public Awareness and Involvement

Building public awareness and understanding of the goals of the Official Community Plan and its policies are integral to achieving support for this Official Community Plan and its effective implementation. Public involvement is essential to maximize community benefits and minimize negative impacts. In this regard, the District will continue to work towards improving its communications and public engagement practices in the implementation of this Official Community Plan.

Individual actions by residents, business operators, employees, property owners, developers etc. will have a profound effect on helping the District achieve the direction set out in its Official Community Plan. This occurs through all aspects of community life including but not limited to individual actions, participation at public events, and developments that meet public



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objectives. The coordinated results of all of these groups will enable the District to implement its Official Community Plan.

8.5 Fiscal Program

Implementation of many of the policies contained in this Official Community Plan depends on the expenditure of District funds. The Five-year Financial Plan, Annual Report and Reserve Funds, in particular, must reflect the policies of the Official Community Plan, particularly with respect regard to physical infrastructure.



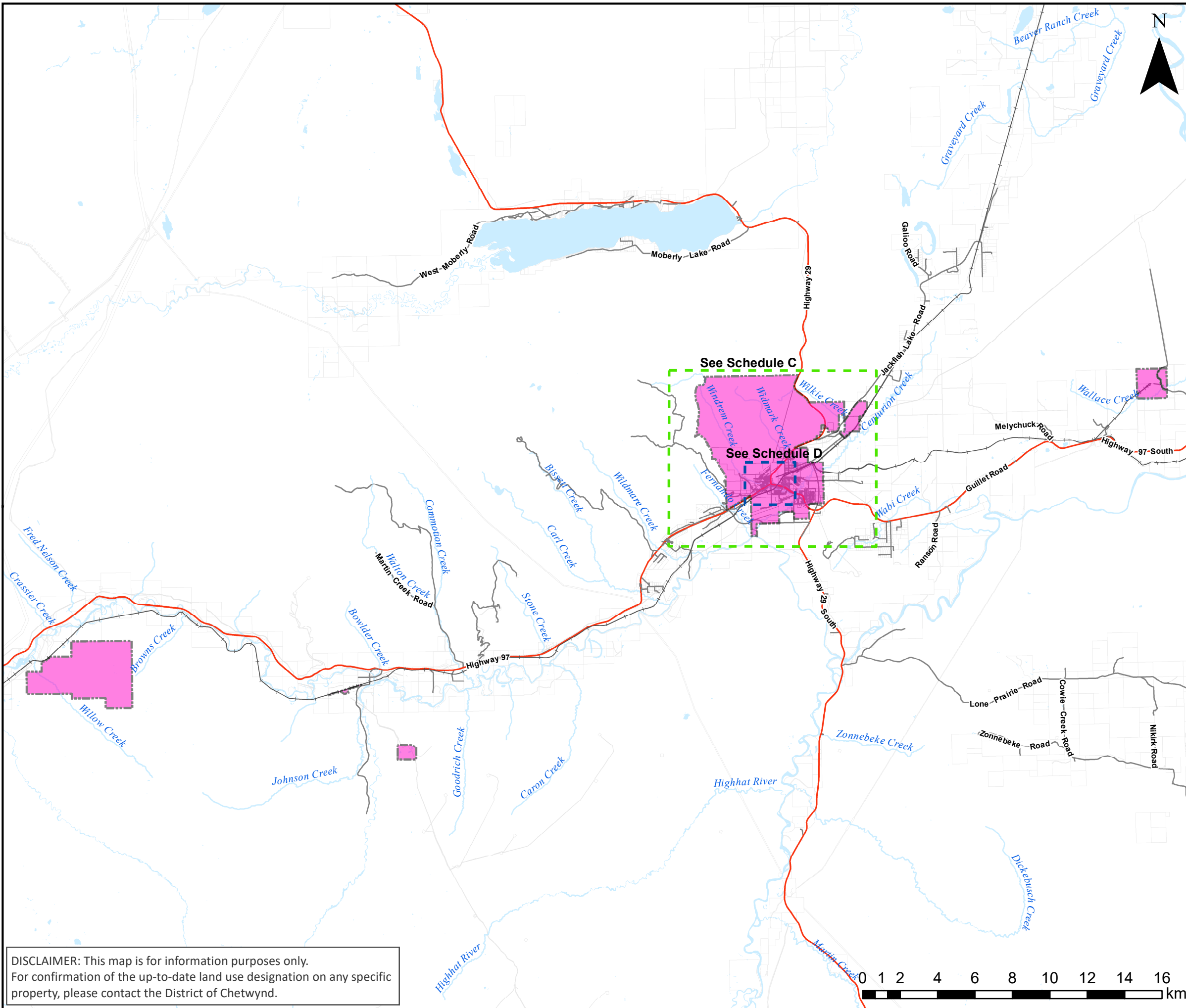
District of Chetwynd Official Community Plan Bylaw No. 1140, 2022

Greater Chetwynd

Legend

- Municipal Boundary
- Waterbody
- Railway
- Provincial Highways

BYLAW NO.	AMENDMENTS	DATE



DISCLAIMER: This map is for information purposes only.
For confirmation of the up-to-date land use designation on any specific
property, please contact the District of Chetwynd.

SCHEDULE B



District of Chetwynd Official Community Plan Bylaw No. 1140, 2022

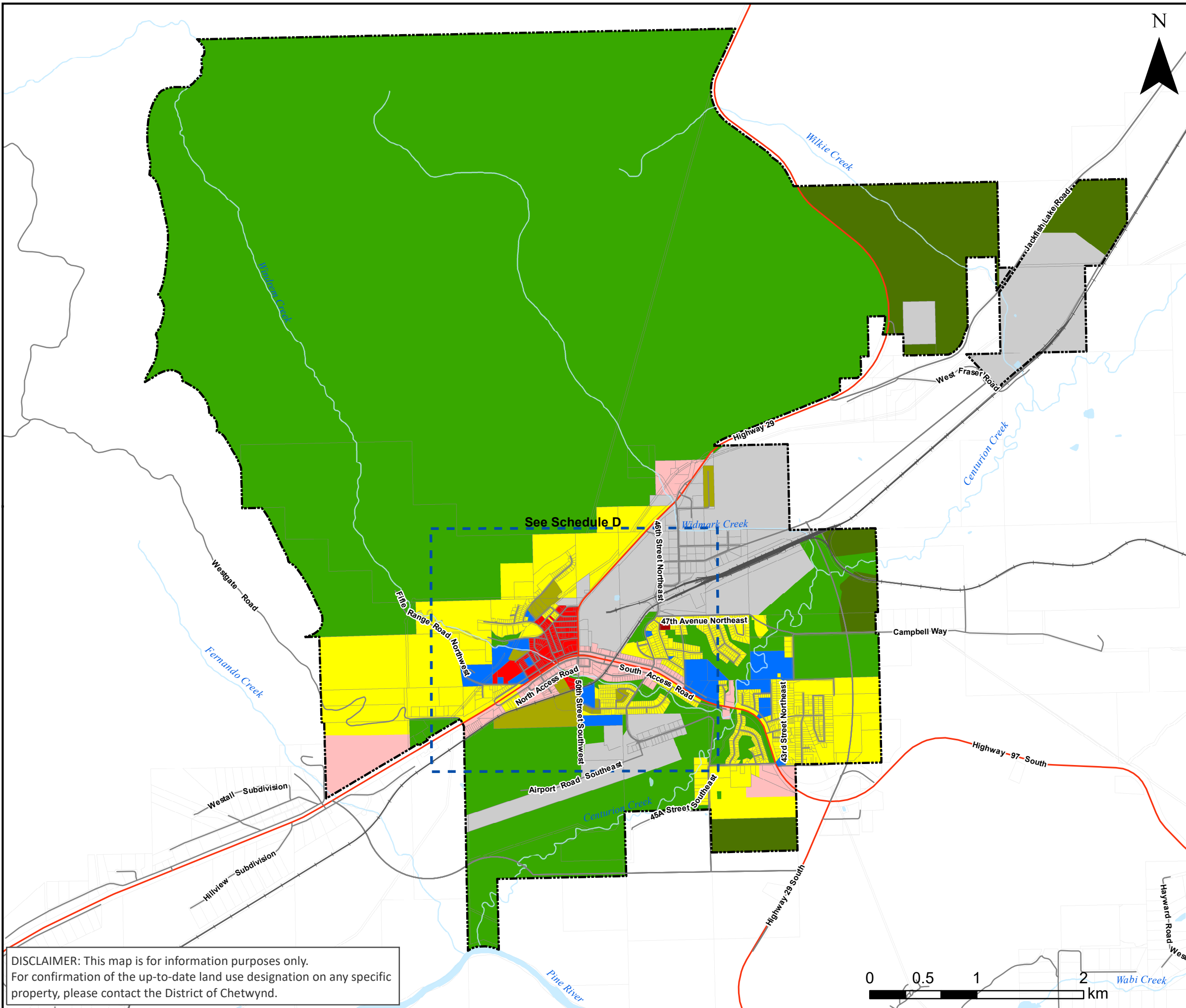
Land Use

Legend

- Municipal Boundary
- Waterbody
- Railway
- Provincial Highways
- Land Use Designations**
 - Agriculture
 - Low Density Residential
 - Medium Density Residential
 - Neighborhood Commercial
 - Town Centre Commercial
 - Highway Commercial
 - Industrial
 - Institutional
 - Parks, Trails and Greenspaces

BYLAW NO.	AMENDMENTS	DATE

SCHEDULE C





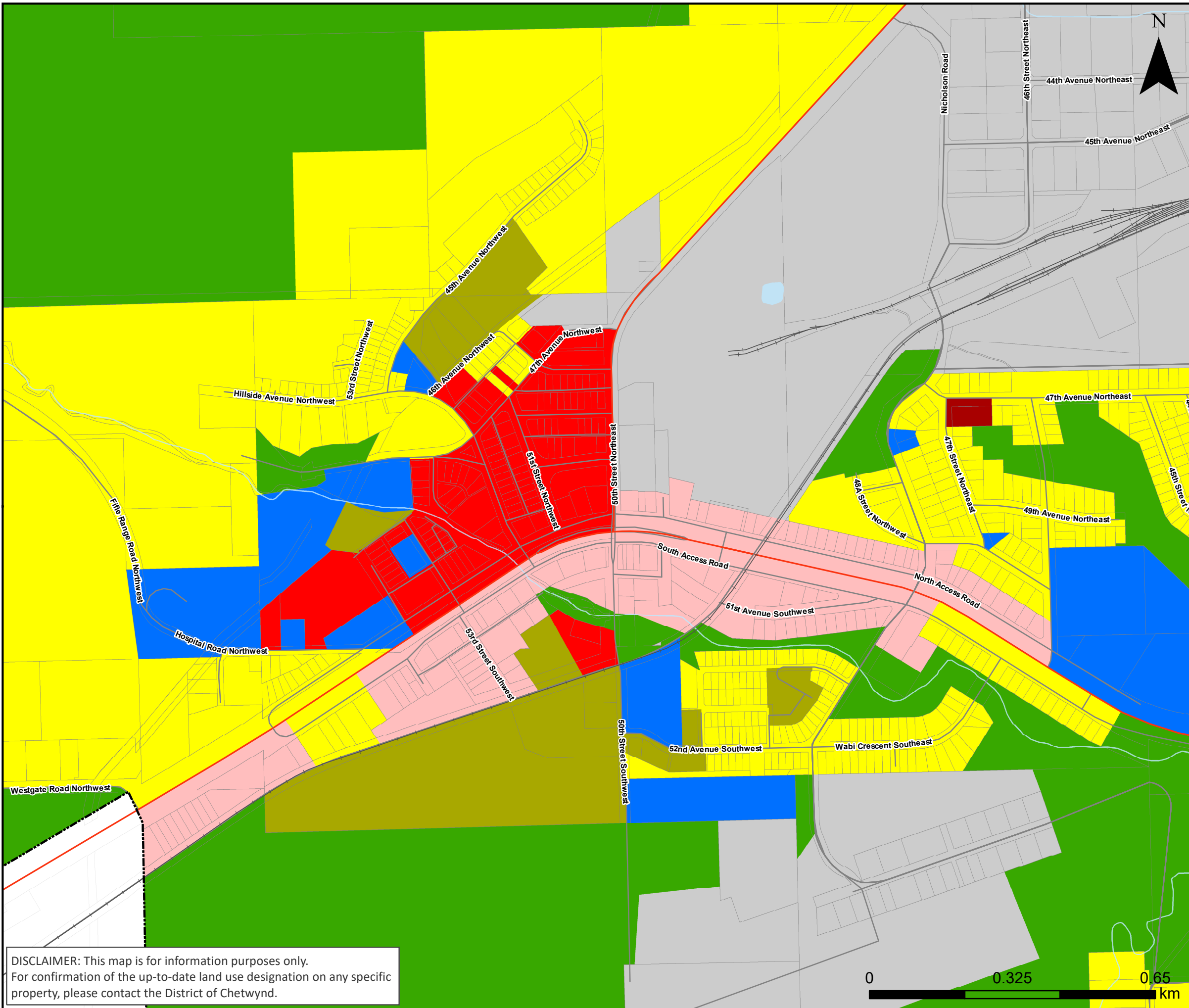
District of Chetwynd Official Community Plan Bylaw No. 1140, 2022

Land Use Town Centre

Legend

- Municipal Boundary
- Waterbody
- Railway
- Provincial Highways
- Land Use Designations**
 - Low Density Residential
 - Medium Density Residential
 - Neighborhood Commercial
 - Town Centre Commercial
 - Highway Commercial
 - Industrial
 - Institutional
 - Parks, Trails and Greenspaces

BYLAW NO.	AMENDMENTS	DATE



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SCHEDULE D



District of Chetwynd Official Community Plan Bylaw No. 1140, 2022

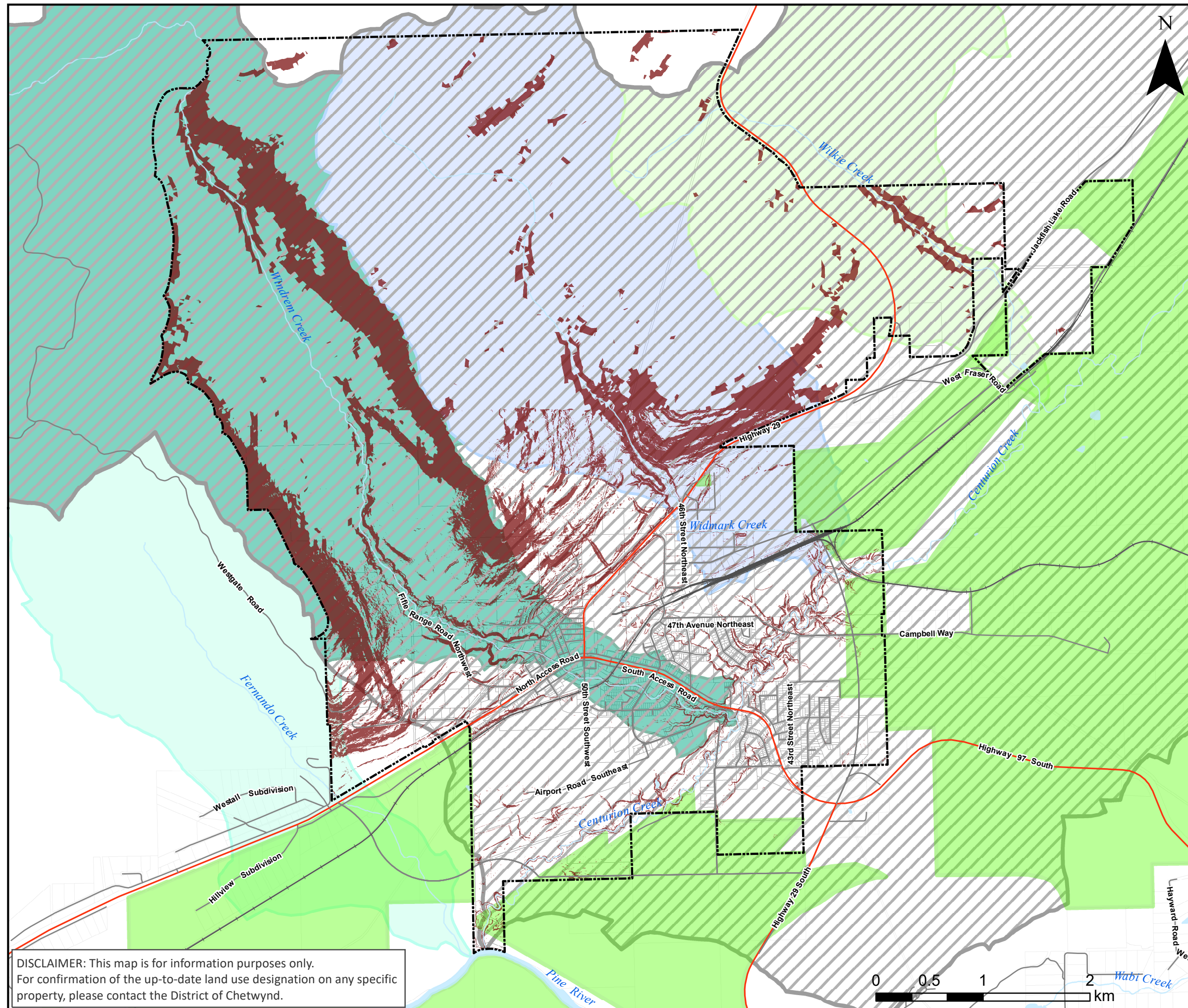
Natural Assets Maps

Legend

- Municipal Boundary
- Waterbody
- Railway
- Provincial Highways

Natural Assets

- Area of Steep Slopes (>25%)
- Agricultural Land Reserve
- Centurion Creek
- Fernando Creek
- Widmark Creek
- Wilkie Creek
- Windrem Creek



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BYLAW NO.	AMENDMENTS	DATE

SCHEDULE E



District of Chetwynd Official Community Plan Bylaw No. 1140, 2022

Transportation Network

Legend

Municipal Boundary

Waterbody

Railway

Existing Roads

Provincial Highways

Major Streets

Existing Trails

Unpaved Trails

Paved Walkways

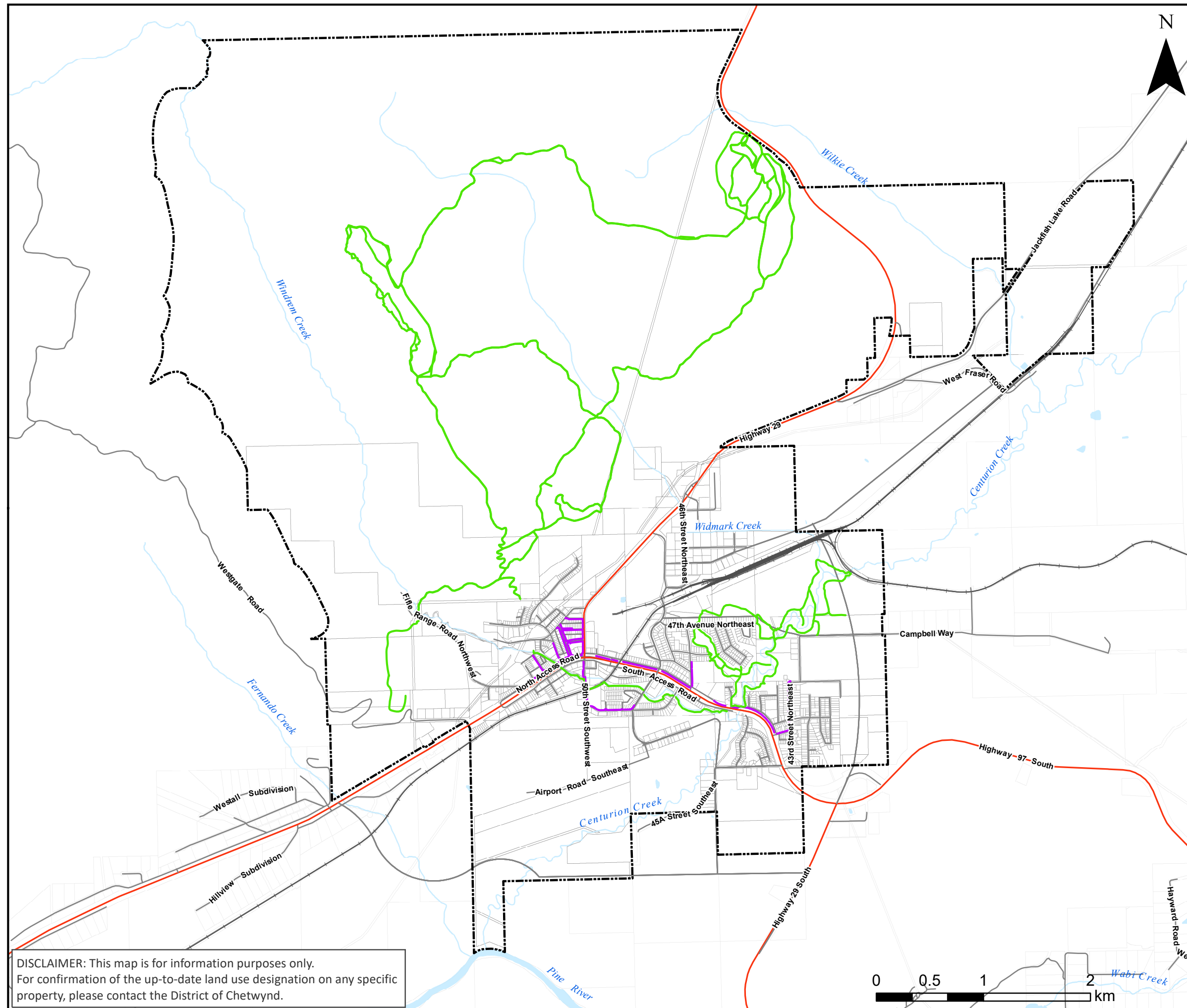
Future Trails

Paved Walkways

Unpaved Trails

BYLAW NO.	AMENDMENTS	DATE

SCHEDULE F



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District of Chetwynd Official Community Plan Bylaw No. 1140, 2022

Water & Sanitary Sewer Infrastructure

Legend

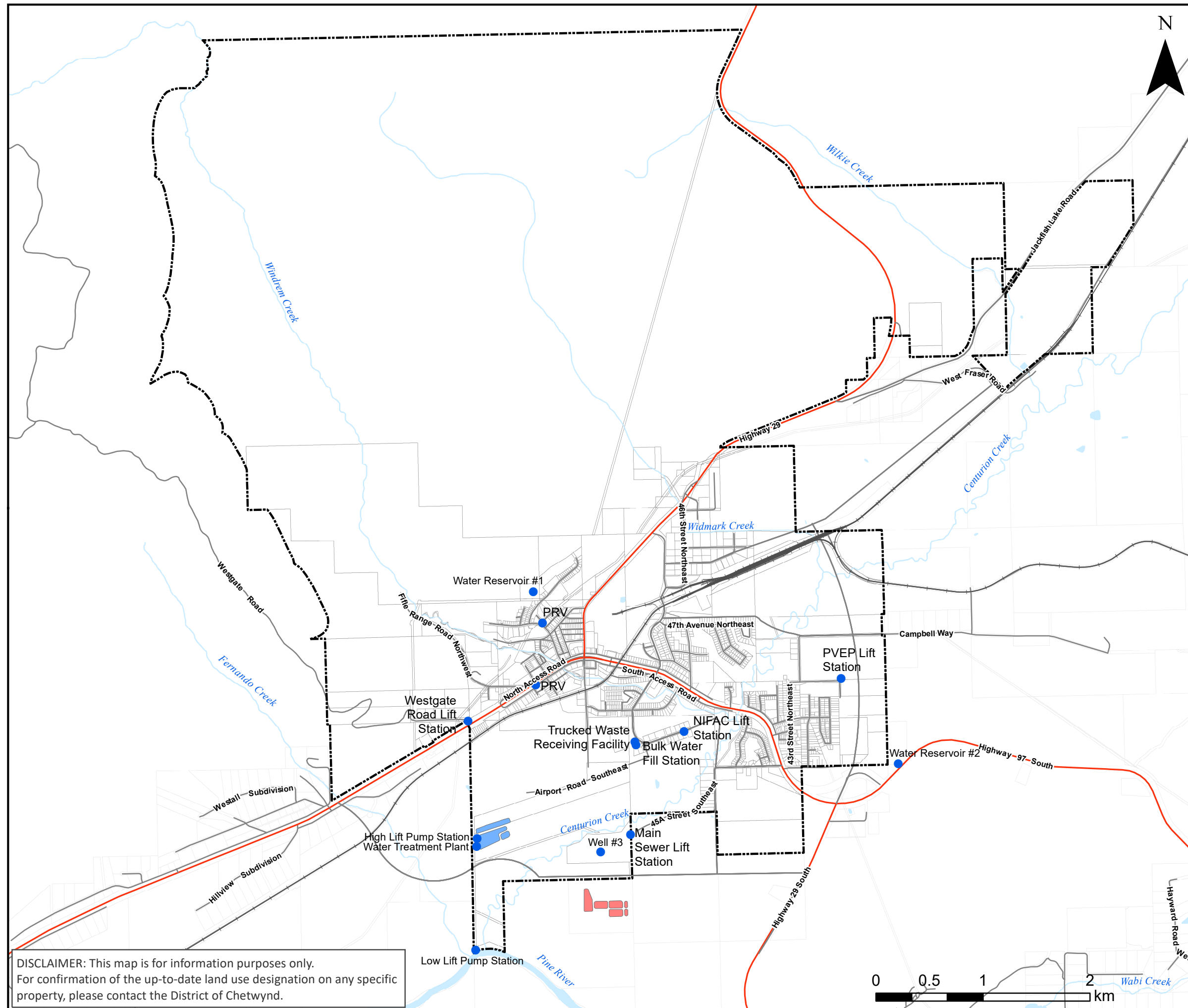
- Municipal Boundary
- Waterbody
- Railway
- Provincial Highways

Existing Water Infrastructure

- Water System Infrastructure
- Raw Water Ponds

Existing Sanitary Sewer Infrastructure

- Sanitary Lagoons



BYLAW NO.	AMENDMENTS	DATE

SCHEDULE G



District of Chetwynd Official Community Plan Bylaw No. 1140, 2022

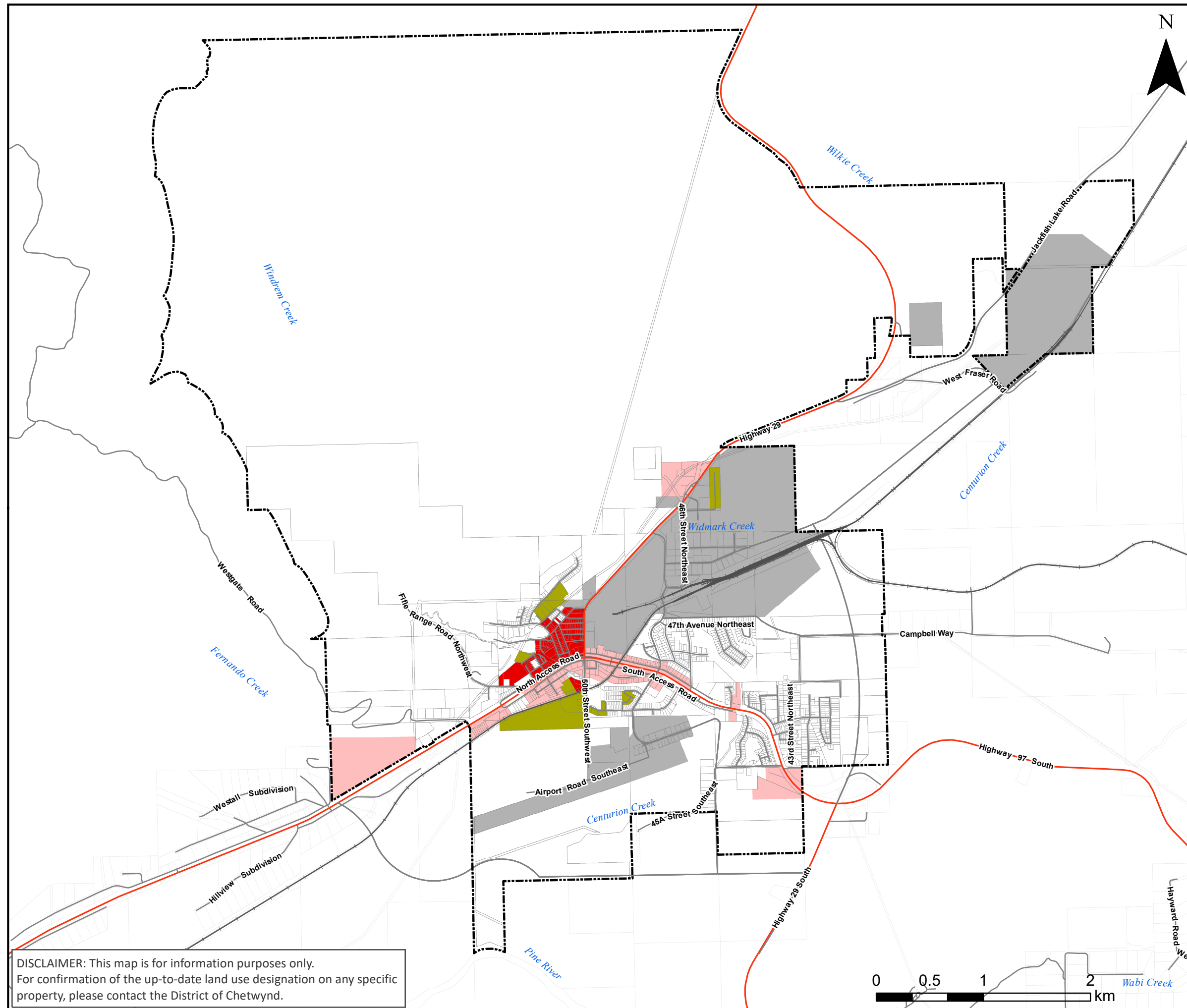
Development Permit Areas

Legend

- Municipal Boundary
- Railway
- Provincial Highways

Development Permit Areas

- Medium Density Residential
- Town Centre Commercial
- Highway Commercial
- Industrial



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BYLAW NO.	AMENDMENTS	DATE

SCHEDULE H