

1.0

THE OFFICIAL COMMUNITY PLAN

1.1 What is it?

Community Plans are used as a policy tool by local governments for land use planning. Community Plans provide certainty regarding the location and nature of community change to residents and land owners, and serve to guide Municipal Councils when making decisions about development, zoning, and services to accommodate growth. Community Plans can improve local commercial, industrial and residential areas, and provide the assurance neighbourhoods need to retain attractive and stable living environments. The Plan can also set out policies relating to social needs and development, as well as policies relating to the natural environment. The policies of a Community Plan assist in guiding the decisions of the business and development interests of the community. Community Plans should reflect a consensus of public opinion, which is utilized as a framework for future development. Community Plans also contain strategies for managing future growth.

Official Community Plans (OCP) are prepared and adopted within the statutory provisions of the Local Government Act. The Local Government Act prescribes the general content of the Official Community Plans and sets out the process for adopting a Plan.

1.2 What is the purpose of the Official Community Plan

The Official Community Plan provides objectives and policies for the community of Trail. As a policy document, it sets out a land-use management strategy for Trail's growth.

The OCP is based on the resources and capabilities of the City of Trail. The Plan aims to meet the requirements, needs and aspirations of Trail's residents for the foreseeable future.

The Plan delineates Policy by which Trail City Council and the public can evaluate development proposals to ensure manageable economic change and growth. The Plan forms the basis for land use bylaws and capital expenditures, and is to be consistent with any applicable waste management plans and financial plans.

The Plan should be updated periodically to ensure that the document continues to reflect the long-range planning objectives of the Community.

1.3 What can a plan do?

The Local Government Act outlines that an Official Community Plan can contain objectives, policies, statements and material the City considers appropriate, as well as specific designations for various types of areas. The Plan must be flexible and adaptive to changes in the community. A reasonable planning horizon is 5 years in the short term and 15 to 20 years for longer-term considerations.

The main purpose of the OCP is to provide a degree of certainty to Council and residents regarding the form and character of the community. The Plan can encourage senior levels of government to take action, but it cannot force action. The OCP does not commit Council to specific expenditures; but all bylaws and works must be consistent with the Plan.

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

1.4 What is the structure of the plan?

This Official Community Plan consists of two different components: one component contains the force and effect of the Bylaw; the other component is provided for information and convenience only.

The sections that have the force and effect of the Bylaw are as follows:

- Plan Goals
- Guiding Principles
- Policies
- Land Use Map Designations
- Development Permit Areas
- Implementation
- Figures and Schedules

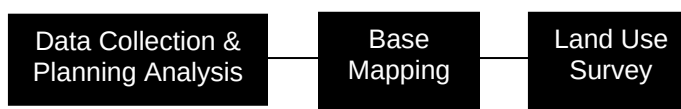
The sections that are provided only for information and convenience are as follows:

- The Official Community Plan
- The Planning Process
- The Existing Situation
- The Vision sections in Section 6
- Background

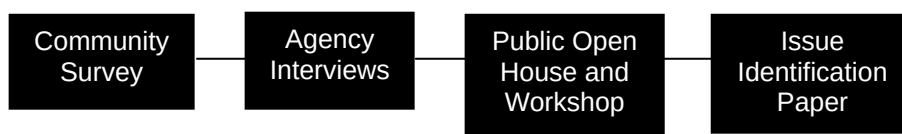
2.0 THE PLANNING PROCESS

This Plan was prepared with extensive public input through a community survey and a number of public workshops. The plan also considered input from more than twenty agencies, organizations and groups within the community as well as input from staff and consultants. The process illustrated below has enabled Council to consider a wide range of sources in identifying appropriate policies for the plan.

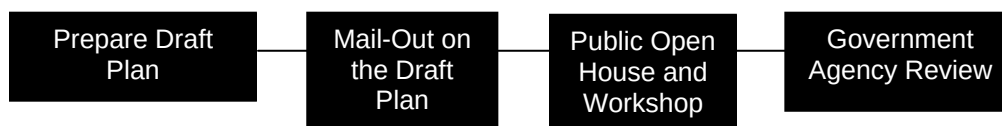
Background Research and Data Analysis



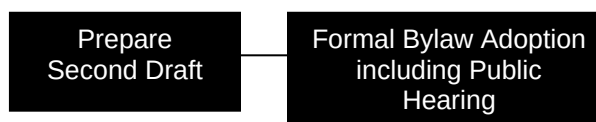
Identifying and Discussing the Issues



Prepare Draft Plan

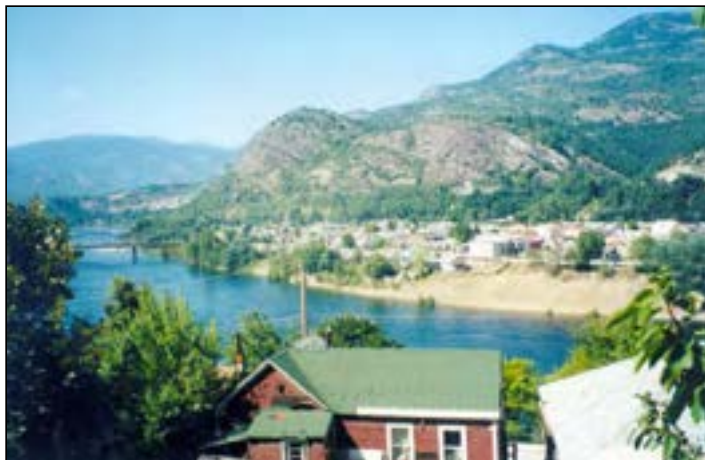


Prepare Final Plan



3.0 THE EXISTING SITUATION

Incorporated in 1901, the City of Trail has evolved over time to become the regional centre for the Greater Trail area. The City of Trail functions as the commercial, recreational, institutional and educational 'heart' of the surrounding area. Downtown Trail provides a generous mix of office, retail and institutional uses to accommodate the daily service needs and demands of Trail residents.



3.1 Key Features

Employing approximately 1,800 people, Cominco Ltd. is the region's largest employer. Cominco has historically been and continues to make significant contributions to the community. As a result of Cominco's commitment to the community, the City of Trail provides superior recreational facilities including the Trail Memorial Centre and the recently completed Trail Aquatic Centre.

The City of Trail is also home to the largest diagnostic, and acute care hospital in the West Kootenay Region. The Trail Regional Hospital provides health care services to local patients and patients referred from outside the local community.

With the mighty Columbia River flowing through the centre of the City, and the surrounding mountainous terrain, residents are often reminded of the area's natural beauty. Unfortunately, the tremendous potential of these characteristics have not been fully explored or realized. Conversely, the dramatic river and mountain setting has been a challenge to the development of the City. With limited space between opposing walls of the Columbia River Valley, the City has been forced to develop linearly, stretching almost 10 kilometres from Waneta to Sunningdale. Servicing this pattern of urban development will continue to be a challenge for the City of Trail.

3.2 Demographics

In 1996 the City of Trail had a population of 7,979. By 1999 the population of the City had fallen by an estimated 353 people or 4%. This fall in population is directly related to a declining work force. Between 1991 and 1996 the number of persons employed within Trail decreased by 220 persons. Of those 220 jobs lost, 195 of them were in the Statistics Canada category titled *mining, quarrying and oil well industries*. This reduction can be partly attributed to the modernisation of the Cominco smelter.

The City of Trail is a single family residential oriented community with few forms of multi-family residential development. In 1996, 77% of the housing stock in Trail consisted of single family residential dwellings and semi detached (e.g. duplex) dwellings. Conversely, in the same year, 59% of the housing stock across the province consisted of single family residential dwellings and semi detached dwellings, a difference of 18 percentage points. As the population ages in Trail, the preferred housing choice may shift from a single family dwelling to a townhouse or apartment where the proximity to services and the amount of space to maintain generally decreases. Sufficient land must be designated for higher density development should this shift take place.

The average age of an employee at Cominco's Trail operation is 47. It is anticipated that within 15 years Cominco's Trail operation will have a completely new and different labour force. A younger and perhaps more technical labour force will likely replace those that are retiring. This situation will have a profound effect on the supply and demand of residential dwellings within the City of Trail. The Official Community Plan must contemplate the needs of both the new and retiring labour force to ensure that adequate serviced land is available within Trail to accommodate these families.



Responses to the Official Community Plan survey indicate a desire to improve the aesthetic appearance of the City. Improving the image of the City can often be a catalyst for economic development. In this global environment, a community that is visually attractive, has affordable housing choices, superior education facilities, significant recreational opportunities, and an accessible labour force will succeed in attracting quality business and industry to the area.

Trail can be that place.

4.0

PLAN GOALS

As a result of the knowledge gained through public consultation, planning analysis and research, a proactive Official Community Plan is needed to guide the community into the next Century.

The goals of the Official Community Plan are to:

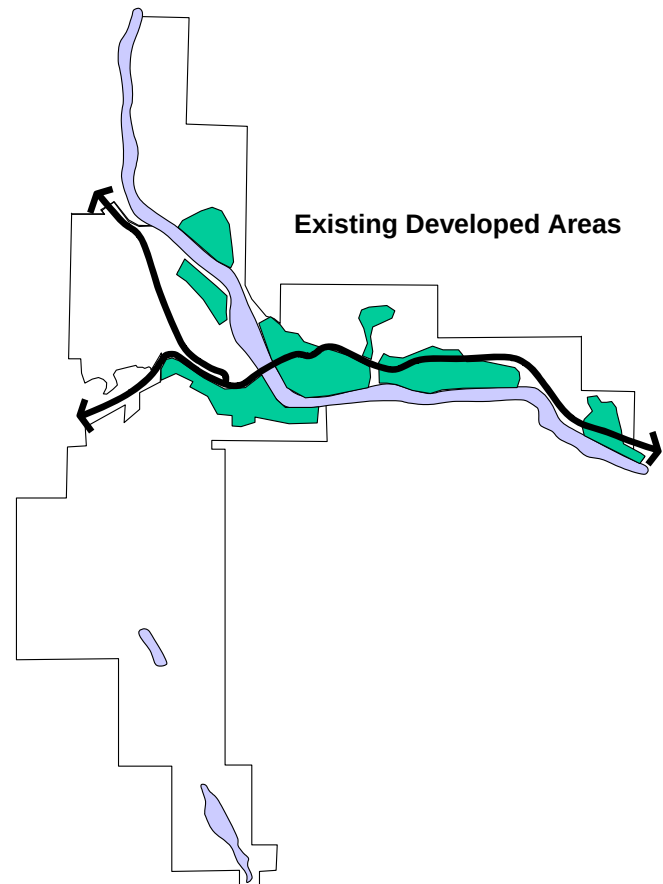
- Facilitate **POSITIVE CHANGE** within Trail;
- Encourage **REINVESTMENT** within Trail;
- **RENEW** a strong sense of **COMMUNITY PRIDE**;
- Preserve our **HERITAGE** while pursuing a **BRIGHT FUTURE**;
- Enhance the existing **CHARACTER** of the City; and
- Create an **IMAGE** for the City that goes beyond the smoke stacks.

5.0 GUIDING PRINCIPLES

The Official Community Plan's guiding principles were drafted in response to the major issues raised through community input. The guiding principles can be viewed as the general philosophy behind Official Community Plan policy. The principles provide the broad context in which to make appropriate land use decisions.

1. CONCENTRATE DEVELOPMENT WITHIN EXISTING URBANIZED AREAS

The City of Trail is constrained by the surrounding mountainous landscape and the Columbia River. As a result, few vacant areas within the existing municipal boundaries exist for future urban development. Land within the existing municipal boundaries must be used more efficiently to accommodate future growth. This can be accomplished by slightly increasing residential densities, permitting taller commercial buildings and by encouraging mixed use residential and commercial development (e.g. apartment units above commercial businesses downtown).



2. REVITALIZE TRAIL'S COMMERCIAL AREAS

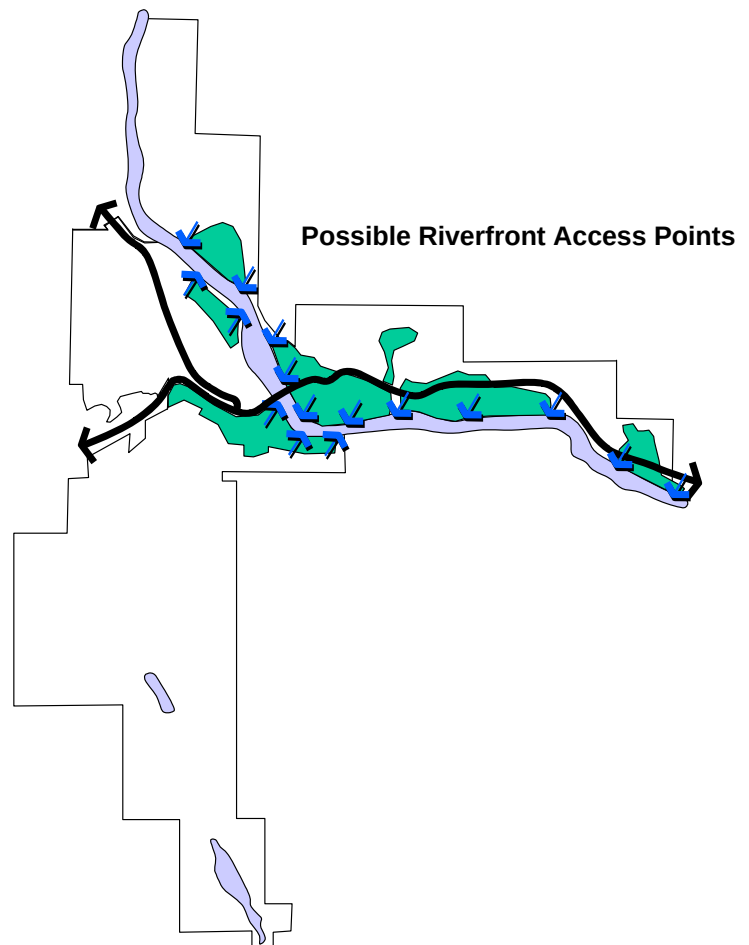
The commercial areas in Trail lack the energy, activity and variety necessary to create vibrant commercial places. Commercial areas need to be more than just commercial areas to be successful. They need to be places that provide recreation, entertainment, intellectual and visual stimulation and facilitate socialization. The commercial areas in Trail have the ability to become these places with a little encouragement. Encouragement may take the form of commercial revitalization, street tree planting, trail construction, plaza creation, façade improvement and mixed use development.

3. INTEGRATE NEW FORMS OF HOUSING INTO EXISTING AREAS

It is estimated that within the next 10 to 15 years, the entire labour force at Cominco Ltd. will turn over. This process will significantly influence the housing market within the City of Trail. Recent trends indicate that the majority of Cominco retirees are choosing to remain in Trail. Alternative types of housing may be required to meet the needs of this aging segment of the City's population. Alternatively the new Cominco workforce will be younger and will likely demand a different form of housing. The OCP must provide City staff and Council with appropriate policy that will anticipate and respond to these changes within the City's housing market.

4. IMPROVE THE RELATIONSHIP BETWEEN THE COLUMBIA RIVER & THE UPLAND AREAS

The Columbia River has historically been underutilized as a community feature. However, as water quality in the Columbia River has improved, so has the recognition of its value and potential. The Official Community Plan will attempt to enhance the importance of the Columbia River by encouraging additional access and lookout opportunities. In addition the Plan will attempt to capitalize on the beauty of the Columbia River by encouraging slightly higher forms of density adjacent to its banks in strategic locations. The Plan will also improve the relationship between the downtown and the River by encouraging appropriate commercial uses along the riverfront.



5. ENCOURAGE REDEVELOPMENT AND REINVESTMENT IN WEST TRAIL

West Trail was initially constructed to accommodate early Cominco workers. Unfortunately over the years, infrastructure and properties in the area have deteriorated to a point of concern. The OCP will look at various options to encourage redevelopment and improve the access and parking situation in the area. The OCP will identify suitable forms of housing that may revitalize the area without comprising its unique character.

6. EMPHASIZE THE ENTRANCES TO THE CITY

The City of Trail has three primary vehicular entrances into the community including: Highway 3B through Rossland Avenue in the Gulch; Highway 22 from Castlegar; and Highway 3B and 22A at Waneta Junction. The three entrances provide an important introduction to the community for tourists. The entrances are also important locally because they help shape how the community feels about itself. For these reasons the OCP will consider policies to encourage entrances that not only welcome the tourist but also foster a sense of community pride.



7. EXPLORE OPPORTUNITIES FOR NEW RESIDENTIAL DEVELOPMENT

The City of Trail is land starved. Much of the land available within the boundaries of the City is constrained by steep slopes or unstable soils. As a result, few vacant areas remain ripe for traditional single family residential development. The OCP will identify possible development opportunities within the boundaries of the City. This inventory will help determine if additional land outside the boundaries of the City is needed to accommodate future residential growth.

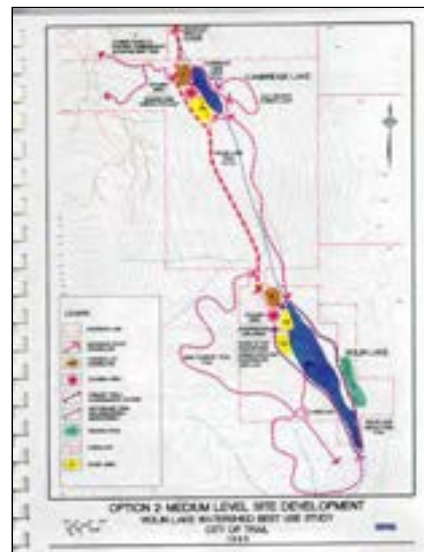
8. IDENTIFY ADDITIONAL PEDESTRIAN ROUTES AND FACILITIES

Walking, cycling, rollerblading, skateboarding have all become popular pastimes in communities around the world. The City of Trail is no different. A number of trails or paths have been successfully created within the City in recent years. The OCP will maintain this momentum by identifying additional pedestrian trail opportunities within the boundaries of Trail. Ensuring linkages are made with existing and proposed trail systems outside the City boundary will also be important. Pedestrian facilities such as benches, lookout stations and washrooms will also be considered.



9. HIGHLIGHT VIOLIN LAKE AS A RECREATION AND TOURIST AREA

The Community Survey results reinforced the recommendations of the *Violin Lake Best Use Study* by suggesting that the area be retained by the City and developed for passive recreation. The OCP will translate the community's desire into appropriate policy that promotes the recreational opportunities of the area without sacrificing its natural character. The opportunities that Violin Lake could present locally and to the region could help the City of Trail shake the "smelter town" image and become more attractive to the tourist.



10. FACILITATE IMPROVED VEHICULAR LINKAGES THROUGHOUT THE COMMUNITY

The City of Trail is bisected by Highway 3B/22. With major changes to the road system south of the border, this highway could become the major north-south route for truck trade. The City of Trail needs to ensure that policies are in place within the OCP to preserve road corridors for future upgrades. In addition a number of local transportation issues may require clarification through the OCP.

11. CREATE A CIVIC INSTITUTIONAL PRECINCT IN THE DOWNTOWN

The City of Trail contains a number of significant civic and cultural facilities including the Visac Gallery, Selkirk College, the Greater Trail Community Centre, the City Hall, and museum. A number of these facilities are currently in need of additional space. This presents a unique opportunity for the City of Trail to consider the construction of a multi-purpose civic/institutional complex within the downtown. Creating a civic/institutional precinct could be the spark the downtown needs to encourage redevelopment and revitalization.

12. EXPLORE ADDITIONAL ECONOMIC DEVELOPMENT OPPORTUNITIES

Respondents to the community survey indicated that economic development should be a top priority within the City of Trail. The OCP will facilitate economic development by ensuring that adequate land is available within the municipal boundaries for commercial and industrial development. In addition, the OCP will continue to support land use policy that indirectly results in economic development including education, tourism and recreation.

13. REDUCE COMMUNITY GREENHOUSE GAS EMISSIONS

The City of Trail, in support of the Provincial commitment to reduce greenhouse gas emissions, will encourage projects and development that aim for carbon neutrality and demonstrate new energy efficient technologies with the objective of meeting a greenhouse gas reduction target of 33% below Trail's 2007 greenhouse gas emissions' levels by 2020.

6.0 NEIGHBOURHOOD AREAS

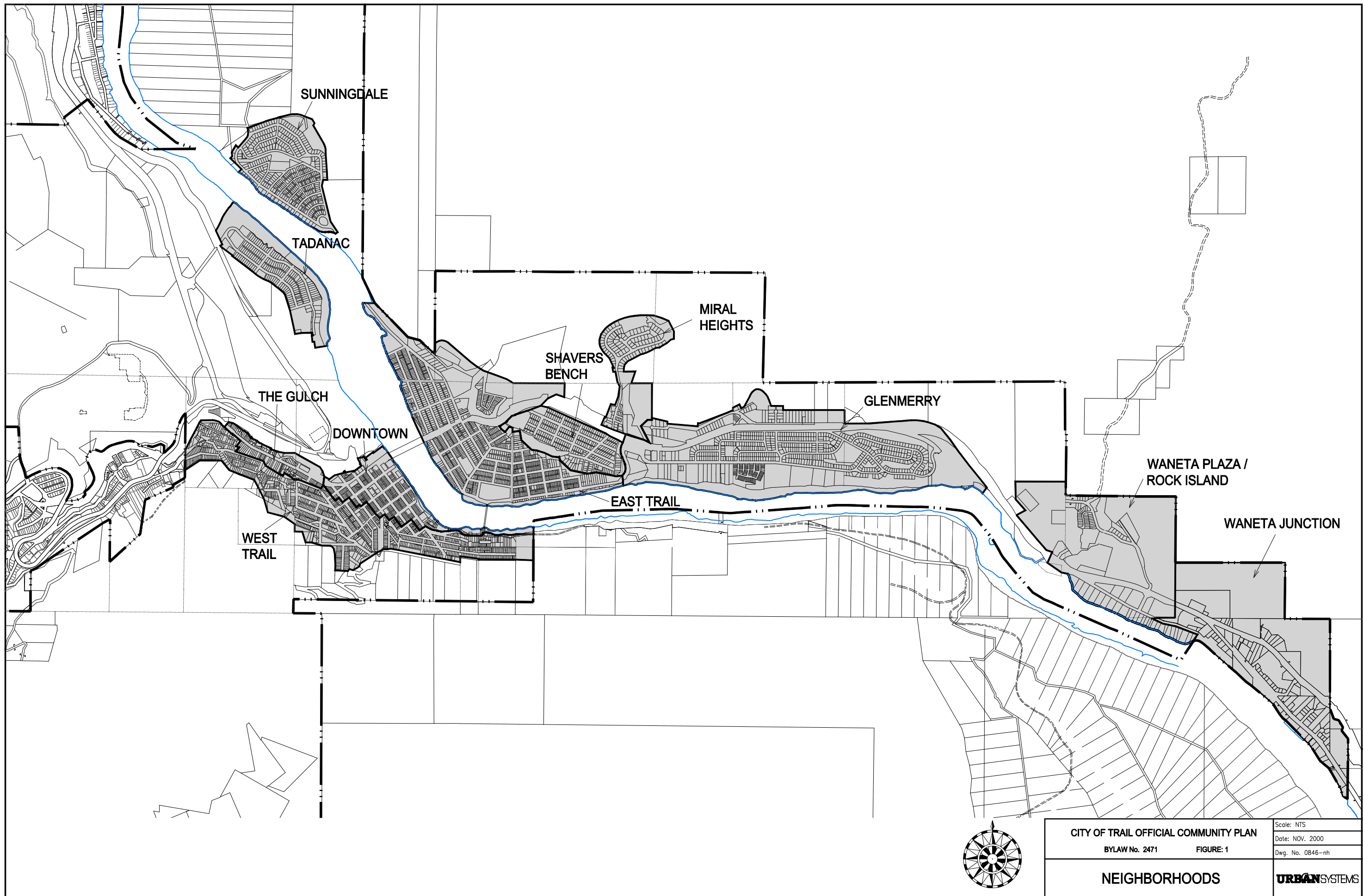
The City of Trail is blessed with eleven unique neighbourhoods that provide the variety in character, affordability, and housing options demanded by its residents.

- The Gulch;
- West Trail;
- The Downtown;
- Tadanac;
- Sunningdale;
- East Trail;
- Glenmerry;
- Shavers Bench;
- Miral Heights;
- Waneta Plaza/Rock Island;
- Waneta Junction.

Those searching for housing in Trail have access to a variety of housing choices. Options range from the large lot heritage home in Tadanac to the small lot hillside home in West Trail, to the apartment in the downtown, to the single storey duplex in Waneta, to the newly constructed Miral Heights.

The Official Community Plan recognizes the unique qualities of each neighbourhood. The intent of the plan is to set policy in place to reinforce the qualities that make each neighbourhood unique.

The location of each neighbourhood is illustrated on Figure 1.



6.1

the gulch

6.1.1 The Vision

The Gulch area provides an important visual and physical entrance into the City of Trail. This area not only provides an important “first impression” for tourists but it also helps shape Trail’s image of itself. Unfortunately, the historical importance of the area has been diminished over the years as a result of urban decay.

Respondents to the Official Community Plan survey indicated a desire to revitalize the heritage of the Gulch for tourism purposes. They said that policies in the OCP should encourage redevelopment that respects the area’s heritage, contributes to the life of the street and presents a positive entrance into the community.



6.1.2 How will we achieve the vision?

This section describes the broader vision for the Gulch neighbourhood. For policies pertaining to specific land use designations permitted in the Gulch neighbourhood, please refer to section 7.0.

Council’s policies are as follows:

- .1 Support multi-family residential, institutional, commercial and parks and recreational land uses within the Gulch Area as illustrated on the Land Use Map.
- .2 Discourage automobile oriented businesses such as gasoline service stations, fast food outlets and car dealerships along Rossland Avenue.
- .3 Support redevelopment along Rossland Avenue that respects the architectural history of the area.
- .4 Revive the character of the Gulch by preserving existing heritage buildings in the area.
- .5 Support development along Rossland Avenue that provides an appropriate pedestrian scale and contributes to the pedestrian environment.
- .6 Encourage commercial and residential mixed-use development within the Gulch provided that:
 - Residential is located on the upper floors, saving the ground level for commercial uses;
 - Commercial uses contribute to the life and visual quality of the street. This can be accomplished by creating street level entrances and building facades that encourage window shopping and engage the pedestrian.

- .7 Support the reuse of existing single family residential buildings in the Gulch for commercial, multi-family residential and institutional land uses.
- .8 Work with the property owners, businesses and the community to prepare an Enhancement Strategy aimed at improving the appearance of the Gulch as an important entrance to the City of Trail. For a detailed description of the Strategy, please refer to section 11.0 Community Enhancement.
- .9 Work with property owners, businesses and the community to identify and pursue opportunities for cultural and heritage tourism in the area.
- .10 Proactively work with business to attract appropriate land uses to the area.

6.2

west trail

6.2.1 The Vision

West Trail has a design and character unique to the City of Trail and surrounding region. This hillside neighbourhood accommodates primarily small single family homes on small lots. West Trail boasts dramatic panoramic views of the Columbia River Valley including views of the urban areas of Sunningdale, East Trail and Glenmerry. West Trail is located within walking distance of the services and amenities offered in both Downtown and the Gulch.



Unfortunately, deteriorating homes in West Trail have negatively contributed to the image of the neighbourhood. The steady decline in housing quality in some areas of West Trail has directly influenced housing prices in the area. Some older homes are currently being renovated. Full redevelopment may take place if house prices continue to drop to a value that makes demolition and redevelopment financially possible. It is important that revitalization be encouraged without compromising the unique character and charm of the existing single family homes in the area.

The City of Trail will encourage public and private reinvestment in West Trail by placing a renewed importance on maintaining area infrastructure including parks, lighting, sidewalks and roads. The City will also explore opportunities for lot consolidation in appropriate areas to facilitate efficient redevelopment of the land.

6.2.2 How will we achieve the Vision?

This section describes the broader vision for the West Trail neighbourhood. For policies pertaining to specific land use designations permitted in the West Trail neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Support single family residential, institutional and parks and recreational land uses within the West Trail Area as illustrated on the Land Use Map.
- .2 Explore opportunities to purchase strategic properties to construct common parking areas to reduce existing parking congestion and facilitate improved snow clearing and traffic movement;
- .3 Identify, construct and maintain important pedestrian links to the Downtown and the Gulch Commercial areas. Ensuring direct accessibility to the services of the Downtown, the Gulch and the riverfront is important to encourage reinvestment in West Trail.

- .4 Identify areas in the neighbourhood that are more suitable for lot consolidation and complete redevelopment. Evaluation criteria may include:
- Accessibility to vehicular, public transit and pedestrian transportation linkages;
 - View opportunities;
 - Availability of onsite and onstreet parking;
 - Opportunities or constraints associated with site topography; and
 - Relative proximity to the Downtown and Gulch commercial areas.
- .5 Work with the neighbourhood to consider appropriate upgrades to neighbourhood parks in West Trail. Improvements may take the form of additional lighting, improved park maintenance, playground equipment and others. Council will explore partnership opportunities with the neighbourhood to offset construction and maintenance costs.
- .6 Work with neighbourhood property owners and the community to prepare an Enhancement Strategy aimed at enhancing the character and improving the appearance of West Trail. For a detailed description of the Strategy, please refer to section 11.0 Community Enhancement.
- .7 Encourage development within West Trail that reflects the unique small-scale single family character of the area.
- .8 Permit multi-family residential land uses in West Trail, subject to zoning, with consideration of the following guidelines:
- Is the size and scale of the proposed multiple family use compatible with the single-family character of the neighbourhood?
 - How accessible is the site to vehicular, public transit and pedestrian transportation linkages?
 - Is the required parking accommodated efficiently on site? Multi-family residential developments will be encouraged to take advantage of the sloping hillside and maximize the building site by placing parking underground.
 - Will the project create undue stress on the existing road system?
- .9 Respect the views available from adjacent residents in West Trail wherever possible.
- .10 Recognize that West Trail supplies a significant portion of the affordable housing stock in the City.
- .11 Upgrade the underground service infrastructure as required in West Trail. The City will consider enhancement efforts such as tree planting and sidewalk construction in conjunction with underground service upgrade projects wherever possible.



.12 Explore opportunities to improve the flow of traffic through West Trail. Issues to consider include:

- alternative transportation routes;
- appropriate road standards in West Trail;
- provision of common public parking areas; and
- quality of road infrastructure.

.13 Work with the neighbourhood to prioritize redevelopment opportunities in a logical phased approach. The appropriateness of public reinvestment projects will be evaluated based on responses to the following set of criteria:

- Does the project build on the momentum established by an adjacent redevelopment project?
- Can the cost be recovered?
- Can the project be linked to another project (e.g. infrastructure upgrade)?
- Does the project improve accessibility to the Downtown or the Gulch?
- Will the project increase neighbourhood pride?
- Does the project provide a measurable benefit to the neighbourhood?
- Does the project provide a measurable benefit to the community as a whole?

6.3

the downtown

6.3.1 The Vision

Downtown Trail is the business and retail heart of the City and the region. Downtown provides a good mix of major office, retail and institutional uses. However, Downtown Trail has yet to maximize its potential as the cultural and civic heart of the City. The Downtown already contains the key ingredients to realize this potential. Uses such as Selkirk College, the Visac Gallery, the Trail and District Community Theatre, the Royal movie theatre, the library, the Trail Memorial Centre and City Hall all contribute to the cultural and civic character of the City. However, many of these uses are visibly hidden from the street and therefore do not have a strong presence in the Downtown. Many of these uses need to be unveiled, advertised and open in the evening in order to attract residents of the City and tourists to the area.



Downtown Trail needs to become the place to be rather than a place to leave after 5 pm. To this end the Official Community Plan will support land uses that provide additional reasons to be Downtown. Examples include additional residential development, recreational activity, open space, trails and park areas, and informal meeting places to name a few. Downtown Trail has tremendous potential to capitalize on its close proximity to the Columbia River. The Official Community Plan supports riverfront trail development, improved river access, view points and other ideas and concepts that can more effectively link Downtown Trail to the Columbia River.

6.3.2 How will we achieve the Vision?

This section describes the broader vision for the Downtown neighbourhood. Creating a people place is an important part of that vision. In order to accomplish this goal, this section describes policies that encourage mixed-use development, parks and plazas, trail systems and others. For policies pertaining to specific land use designations permitted in the Downtown neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Accommodate a variety of land uses within the Downtown neighbourhood including commercial, residential, institutional and parks and recreation, to help create a vibrant, active, pedestrian district that attracts residents and visitors alike.
- .2 Encourage land uses within the downtown that help to generate pedestrian activity beyond normal business hours. Examples might include additional restaurants, cafes, cultural facilities, events, trail systems, recreational opportunities and others.

- .3 Create a pedestrian friendly Downtown by:
- Constructing safe, well lit and efficiently maintained pedestrian linkages to adjacent neighbourhoods, the Columbia River and the riverfront walkway and park;
 - Designing and constructing appropriate weather protection devices for pedestrians at bus stops and other high-traffic pedestrian areas;
 - Improving accessibility on public and private property for all members of the community;
 - Constructing appropriate pedestrian facilities including public washrooms, benches, bike racks, view points and fishing areas in easily accessible and visible locations;
- .4 Build on the existing strengths of Downtown including Selkirk College, the Visac Gallery, the Trail and District Community Theatre, the Royal movie theatre, the Trail Memorial Centre, existing motels, the proximity to the Columbia River, and the existing retail sector.
- .5 Work with the property owners, businesses and the community to prepare a Community Enhancement Strategy to improve the appearance and character of the Downtown in an effort to facilitate economic development in the area. For a detailed description of the Strategy, please refer to section 11.0 Community Enhancement.
- .6 Work with the Chamber of Commerce to attract new business to Downtown Trail.
- .7 Encourage the creation of a civic precinct within Downtown that makes efficient use of land and available resources and is a pedestrian activity generator in the Downtown. For a detailed description of the civic precinct, please refer to section 7.4 Institutional.
- .8 Work with user groups and the community to identify ways to further enhance the use of the Trail Memorial Centre. Efforts should be directed to take advantage of the highway frontage and the space available within the Trail Memorial Centre to accommodate ancillary uses that positively contribute to the Downtown and the community as a whole. Uses to consider may include convention facilities, recreation opportunities, meeting areas, retail space, museums and others.
- .9 Facilitate compact urban form by encouraging buildings to develop adjacent to the front property line except where a plaza or courtyard is being constructed. On site parking will be encouraged to locate behind or underneath the building.
- .10 Consider partnering with the private sector to construct a multi-level, multi-use parkade in the vicinity of Selkirk College. This parkade could help alleviate existing parking concerns at Selkirk College and accommodate additional vehicles to meet the demands of downtown businesses, institutions and recreational facilities.
- .11 Support built form that is of high quality and respects the unique heritage and character of the City of Trail as suggested in the *City of Trail Building Design Guidelines*.



.12 Improve the Esplanade Trail system through Downtown by:

- widening and resurfacing the pathway;
- considering softer landscaping techniques;
- removing structures that inhibit access or enjoyment of the trail system;
- creating appropriate directional and informative signage;
- constructing staging areas for parking and seating;

.13 Facilitate a stronger relationship between the Columbia River and Downtown by:

- improving access to the river;
- constructing river viewing areas and fishing ledges in Downtown; and
- encouraging businesses to front the river taking advantage of river views;
- constructing see-through railing to improve the visual access to the river;
- exploring additional riverfront activities such as riverfront trails, marinas, piers, parks and rest areas;

6.4

east trail

6.4.1 The Vision

East Trail accommodates a wide variety of land uses ranging from single family residential to service commercial. East Trail has many positive characteristics including its relatively level topography, proximity to the Columbia River and accessibility to various amenities and services including schools and recreation facilities. This area is attractive for both young and old. The existing housing stock within East Trail is aging.



Slightly higher density forms of residential development will be encouraged in East Trail to take advantage of its relatively flat topography, easy access and close proximity to available amenities, services and recreational opportunities. Permitted densities will increase as the distance decreases to the East Trail Commercial area and the Columbia River. The East Trail commercial area will continue to accommodate small-scale neighbourhood office and retail businesses to cater to the daily needs of area residents. Service commercial or industrial activities will be encouraged to relocate outside of East Trail to Highway Drive or Waneta.

6.4.2 How will we achieve the Vision?

This section describes the broader vision for the East Trail neighbourhood. For policies pertaining to specific land use designations permitted in the East Trail neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Accommodate a variety of land uses within the East Trail neighbourhood including commercial, residential, institutional and parks and recreation, to help create a vibrant, active, pedestrian district that attracts residents and visitors alike.
- .2 Encourage the retention and development of a full range of residential types, densities, tenures and prices to accommodate various age groups and household compositions.
- .3 Direct higher density forms of development to areas within East Trail designated East Trail Mixed Residential, Commercial, Transition Area and Multiple Residential.
- .4 Encourage seniors housing in areas within East Trail designated East Trail Mixed Residential, Commercial, Transition Area and Multiple Residential as indicated on the Land Use Map.
- .5 Encourage commercial uses in East Trail that do not compete with the Downtown and are small in size and scale.

- .6 Discourage automobile oriented businesses such as gasoline service stations, automobile repair shops and car dealerships along 2nd Avenue in East Trail.
- .7 Work with the property owners, businesses and the community to prepare an Enhancement Strategy to improve the appearance and character of the area. Efforts will be focussed on enticing highway motorists into the area through appropriate gateway and signage treatments.
- .8 Work towards establishing a pedestrian and cycling looped trail system between the old and new bridges.
- .9 Continue to support improvements to Gyro Park.
- .10 Consider new parks in East Trail only after the maintenance levels of existing neighbourhood parks are improved.
- .11 Work to ensure adequate and safe pedestrian and vehicle connections are made and maintained with the neighbourhood and J.L. Crowe Secondary School and the Trail and District Regional Hospital.

6.5

tadanac

6.5.1 The Vision

Located on the south bank of the Columbia River, the picturesque neighbourhood of Tadanac offers larger lot living only minutes from the amenities and services of Downtown Trail. This heavily treed neighbourhood is accessible from Highway 22.

The Official Community Plan supports the continued preservation of the larger lot single family character and residential development pattern of the Tadanac neighbourhood.



6.5.2 How will we achieve the Vision?

This section describes the broader vision for the Tadanac neighbourhood. For policies pertaining to specific land use designations permitted in the Tadanac neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Support single family residential, institutional and parks and recreation land uses within Tadanac as illustrated on the Land Use Map.
- .2 Preserve the larger lot single family residential character of Tadanac by discouraging the subdivision of lots to lot sizes less than 930 sq. m (10,000 sq. ft.).
- .3 Work with local residents and Cominco to reduce the visual impact of the smelter on the neighbourhood.

6.6

sunningdale

6.6.1 The Vision

The neighbourhood of Sunningdale is located on the north bank of the Columbia River. The neighbourhood consists primarily of single family residential dwellings accessible by Charles Lakes Drive. Significant neighbourhood features include Sunningdale Elementary School, Upper Sunningdale Park and Lower Sunningdale Park. Bingay Park provides a pleasant landscaped entrance into the neighbourhood.

The Official Community Plan supports the continued preservation of the single family character of the Sunningdale neighbourhood.



6.6.2 How will we achieve the Vision?

This section describes the broader vision for the Sunningdale neighbourhood. For policies pertaining to specific land use designations permitted in the Sunningdale neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Support single family residential, institutional and parks and recreation land uses within Sunningdale as illustrated on the Land Use Map.
- .2 Preserve the single family residential character of the neighbourhood;
- .3 Improve the safety and accessibility of the trail system between Sunningdale, Gyro Park and the Downtown by widening and resurfacing the trail and providing additional lighting.
- .4 Work with School District 20 and the neighbourhood to preserve the presence of the Sunningdale Elementary School in the neighbourhood by considering alternative uses.
- .5 Consider expanding Sunningdale neighbourhood to the north to accommodate future low density residential development.

6.7

shavers bench

6.7.1 The Vision

Shavers Bench is located just south of Highway 3B and north of East Trail. Shavers Bench consists primarily of single family residential dwellings with the exception of the Shavers Bench Townhomes and Pople Park.

Single family residential development shall be encouraged as the predominant form of land use in Shavers Bench.

6.7.2 How will we achieve the Vision?



This section describes the broader vision for the Shavers Bench neighbourhood. For policies pertaining to specific land use designations permitted in the Shavers Bench neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Support single family residential, multi-family residential and parks and recreation land uses within Shavers Bench as illustrated on the Land Use Map.
- .2 Preserve the single family residential character of Shavers Bench.
- .3 Work with the neighbourhood to establish efficient and safe pedestrian linkages to and from nearby schools, recreation facilities and commercial areas.
- .4 Work with the neighbourhood, user groups and the community to examine the future of Pople Park in light of the construction of new playing fields at the Trail Middle School and in the context of a citywide evaluation of current and proposed parks and recreation facility needs.

6.8

glenmerry

6.8.1 The Vision

Glenmerry contains a mix of residential, institutional, parks and recreational and commercial land uses. Single family residential development characterizes much of the central and northern portions of Glenmerry. Service commercial uses exist in close proximity to the intersection of Highway Drive and Highway 3B. A number of institutional uses in the form of churches exist on the north side of Highway 3B. Glenmerry School is also a major feature within the neighbourhood.



Significant increases in traffic volumes on Highway 3B can be expected if the Waneta/Boundary Border crossing is upgraded to accommodate 24-hour commercial truck traffic. For this reason additional residential development adjacent to Highway 3B will only be permitted if adequate setbacks, sound buffering and visual buffering can be put in place. Glenmerry will continue to support a wide range of land uses. Service commercial and multi-family residential will be encouraged along Highway Drive. Single family residential land uses will be continue to characterize the majority of Glenmerry.

6.8.2 How will we achieve the Vision?

This section describes the broader vision for the Glenmerry neighbourhood. For policies pertaining to specific land use designations permitted in the Glenmerry neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Support single family residential, multi-family residential, institutional, service commercial and parks and recreation land uses within Glenmerry as illustrated on the Land Use Map, with the exception of the east 86m of Lot 3, DL 4598, Plan 4885, K.D. which may be developed for single and two family residential purposes.
- .2 Discourage additional residential development adjacent to Highway 3B unless adequate setbacks, sound buffering, visual buffering and access roads are implemented.
- .3 Preserve the primary single family residential character of the area.
- .4 Encourage the buffering of service commercial and multi-family residential land uses from adjacent single family residential land uses.
- .5 Encourage service commercial land uses to present a positive image to Highway Drive by screening any outdoor storage of materials from street view.
- .6 Identify opportunities to enhance pedestrian & vehicular linkages to East Trail Commercial area.
- .7 Take full advantage of the neighbourhood's proximity to the Columbia River by ensuring adequate and safe access to the river and by constructing viewing areas.

6.9

miral heights

6.9.1 The Vision

Miral Heights is a relatively new single family residential subdivision in Trail. McBride Street provides access to the neighbourhood off Highway 3B. McBride Street Park provides a beautiful green entrance to the neighbourhood.

The Official Community Plan supports continued single family residential development within Miral Heights.



6.9.2 How will we achieve the Vision?

This section describes the broader vision for the Miral Heights neighbourhood. For policies pertaining to specific land use designations permitted in the Miral Heights neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Support single family residential and parks and recreation land uses within Miral Heights as illustrated on the Land Use Map:
- .2 Preserve the single family residential character and land use within Miral Heights.
- .3 Work with the neighbourhood to establish efficient and safe pedestrian linkages to adjacent urban areas.

6.10 waneta plaza/rock island

6.10.1 The Vision

The neighbourhood of Waneta Plaza/Rock Island is located outside the main urban areas of the community. Waneta Plaza/Rock Island consists of a mix of Commercial, Service Commercial and Light Industrial land uses. Low Density Residential development catering to the retiree has recently taken place behind Waneta Mall. The area also contains the Trail RV Park and campground and the Columbia Pollution Control Centre.



Developable areas close to urban services and amenities are difficult to find. Waneta Plaza/Rock Island is an example of a neighbourhood that is somewhat isolated from the rest of urban Trail. The goods and services offered at the Waneta Mall can meet the daily needs of the neighbourhood. However, residents are forced to drive or take the bus to access recreational, institutional and employment opportunities. The Official Community Plan supports residential development in the area provided adequate parks are included as part of a development application, to meet the needs of the residents are included as part of a development application.

6.10.2 How will we achieve the Vision?

This section describes the broader vision for the Waneta Plaza/Rock Island neighbourhood. For policies pertaining to specific land use designations permitted in the Waneta Plaza/Rock Island neighbourhood, please refer to section 7.0.

Council's policies are as follows:

- .1 Support single family residential, multi-family residential, commercial, institutional, industrial and parks and recreation land uses within Waneta Plaza/Rock Island as illustrated on the Land Use Map:
- .2 Support the Waneta Mall as a regional shopping mall.
- .3 Buffer the Columbia Pollution Control Centre from adjacent residential land uses with appropriate landscaping and tree planting.
- .4 Identify opportunities for pedestrian and cycling trails that provide access to the Columbia River.
- .5 Work with BC Transit to better service the residents of Waneta Plaza/Rock Island with bus service.
- .6 Support the development of local recreational opportunities adjacent to and within the Columbia River.

6.11

waneta junction

6.11.1 The Vision

The neighbourhood of Waneta Junction was incorporated into the City of Trail in 2000. Waneta Junction is currently experiencing a transition, brought about by the development of Trail's first retail warehouse or "big box" development with regional appeal. In addition to this more recent development, Waneta Junction is characterized by some single family residential and local service commercial land uses.

As servicing was extended to lands within Waneta Junction in 2004, development potential in the neighbourhood is now enhanced. In Waneta Junction's western half, the Official Community Plan supports consolidation of parcels to enhance Trail's only automobile-oriented commercial node with regional appeal. The Official Community Plan also supports continued single family residential development in Waneta Junction's eastern half and along the south side of Highway 22A, near the intersection with Highway 3B.

6.11.2 How will we achieve the Vision?

This section describes the broader vision for the Waneta Junction neighbourhood. For policies pertaining to specific land use designations permitted in the Waneta Junction neighbourhood, please refer to the Official Community Plan and the policies in section 7.3.8.

Council's policies are as follows:

- .1 Support regional commercial, single family residential and parks and recreation land uses within Waneta Junction as illustrated on the Land Use Map (Schedule B).
- .2 Proactively attract appropriate commercial uses to the area.
- .3 Encourage commercial development that has regional appeal and is more appropriate for an automobile-oriented node than the downtown or other neighbourhood commercial districts.
- .4 Encourage non-regional commercial uses to locate in areas other than Waneta Junction.
- .5 Encourage commercial development that will not directly compete against the goals and objectives of Trail's downtown and other neighbourhood commercial districts.
- .6 Work to prioritize redevelopment in a logical, phased approach such that new developments are able to utilize existing access points to Highway 3B and Highway 22A.
- .7 Preserve the single family residential character of Waneta Junction east of Theatre Road.
- .8 Promote appropriate gateway, signage, and other entry or way-finding features on Highway 3B and Highway 22A to welcome tourists and other highway motorists to Trail.

7.0 LAND USE DESIGNATIONS

The future use and development of land within the City of Trail shall be consistent with the overall pattern of land use depicted on the Land Use Map (Schedule B), based on the following land use designations.

- | | |
|---|--------|
| 1. Single Detached Residential | (SR) |
| 2. West Trail Residential | (WR) |
| 3. East Trail Mixed Residential | (ER) |
| 4. Multiple Residential | (MR) |
| 5. Transition Area | (TA) |
| 6. Commercial | (C) |
| 7. Waneta Mall Commercial Area | (WC) |
| 8. Service Commercial | (SC) |
| 9. Institutional | (IN) |
| 10. Heavy Industrial | (HI) |
| 11. Parks and Recreation | (P) |
| 12. Violin Lake Recreation Master Plan | (VL) |
| 13. Open Space | (OS) |
| 14. Waneta Junction Regional Commercial | (WJRC) |

The general types of uses encouraged in each land use designation are explained in subsequent sections of this bylaw.

Council recognizes that some existing land uses do not conform to the designations shown on the Land Use Map (Schedule B). The intent of Council is not to change the use of this land in the immediate future but to illustrate the preferred pattern of land use as redevelopment occurs while this Official Community Plan is in force.

Broad land use categories such as Residential, Commercial and Industrial are broken up into sub categories such as Single Detached Residential, Service Commercial and Heavy Industrial. The land use sub categories were created to provide residents, developers, Council and staff with some kind of certainty regarding the future land use of an area.

7.1 residential

7.1.1 Background

Existing residential development within the City of Trail consists primarily of single family homes, duplexes and small scale apartment and townhouse developments. The majority of the residential development within the community is located adjacent to the picturesque Columbia River. In order to service the residential areas of Trail efficiently with road, water and sewer infrastructure it is important that the City continues to evolve in a compact and logical way. To this end, the City will take up the challenge to encourage the development of existing vacant areas within the serviced areas of the City, while remaining sensitive to the character of each neighbourhood.

7.1.2 Residential – General Policies:

Council's policies are as follows:

- .1 Encourage the retention and development of a full range of residential types, densities, tenures and prices to accommodate various age groups and household compositions.
- .2 Support residential development that is compatible in character, scale and mass with adjacent development.
- .3 Seniors oriented housing will be encouraged in areas designated Downtown, East Trail Mixed Residential, East Trail Commercial Area, and Multiple Residential as indicated on the Land Use Map.
- .4 Accommodate new residential development primarily within existing serviced areas.
- .5 Encourage higher density residential land use in the following areas:
 - Near established commercial, educational, recreational and employment areas;
 - Along major roads, with the exception of Highway 3B;
 - In areas where existing services can accommodate higher densities;
 - Within other areas designated for Multiple Residential development on the Land Use Map.
- .6 Evaluate the appropriateness of higher density development based on the following set of criteria:
 - Does the project respect the residential character and scale of existing residential development in the neighbourhood?
 - Does the project have direct access to vehicular, public transit and pedestrian transportation linkages?
 - Does the project provide adequate onsite parking?
 - Does the project negatively impact the existing quality of life within the neighbourhood?
- .7 Permit home based business in residential areas throughout the community provided that the business:
 - does not detract from the existing residential character of the area;
 - is not identifiable from the street except for a small sign not to exceed 0.2 sq. m (2.2 sq. ft.) in area;
 - is clearly incidental in size and use to the principal residential purpose of the dwelling; and
 - meets all appropriate regulations.

- .8 Consider, as part of the update to the Zoning Bylaw, regulations to accommodate bed and breakfast operations within the City of Trail, provided that the bed and breakfast operation:
 - Does not negatively impact the neighbourhood;
 - Contains adequate on-site parking;
 - Is limited to a maximum number of units.
- .9 Encourage mixed-use commercial and residential development within the Downtown, the Gulch and East Trail provided that:
 - Residential is located on the upper floors, saving the ground level for commercial uses;
 - Commercial uses contribute to the life and visual quality of the street. This can be accomplished by creating street level entrances and building facades that encourage window-shopping and engage the pedestrian.
- .10 Identify and preserve pedestrian and cycling trail corridors along the Columbia River through the development application process.
- .11 Encourage the preservation of existing vegetation along streams, ponds, steep slopes and ravines, when considering new residential development.

7.1.3 Single Detached Residential (SR)

Council's policies are as follows:

- .1 Preserve and enhance the character of existing single family residential neighbourhoods in Trail by permitting single family residential development in areas designated "SR" on the Land Use Map.
- .2 Duplex residential development is only permitted in areas designated SR within the Waneta Plaza/Rock Island neighbourhood.
- .3 Permit a maximum density of 20 dwelling units per hectare (8 units per acre) of developable area in areas designated "SR" on the Land Use Map.
- .4 Establish a maximum height of 10 m (about 3 storeys) in areas designated "SR" on the Land Use Map.
- .5 Consider other uses in the Single Detached Residential designation including home occupations, parks and playgrounds and small churches.
- .6 Construct gateway features at key entrances to single family residential areas in coordination with the Community Enhancement Strategy.

7.1.4 West Trail Residential (WR)

Council's policies are as follows:

- .1 Preserve and enhance the unique hillside character of West Trail by permitting primarily single family residential development and select duplex and multi-family residential development in areas designated "WR" on the Land Use Map.

.2 Support residential development in areas designated “WR” on the Land Use Map, that remain sensitive to the small scale, size and character of existing single family residential development in West Trail.

.3 Establish a maximum height of 9 m (about 3 storeys) in areas designated “WR” on the Land Use Map.

.4 Permit duplex and multi-family residential land uses with a maximum density of 40 dwelling units per hectare (16 units per acre) in areas designated WR, subject to zoning, with consideration of the following guidelines:

- Is the size and scale of the proposed duplex or multiple family use compatible with the single-family character of the neighbourhood?
- How accessible is the site to vehicular, public transit and pedestrian transportation linkages?
- Is the required parking accommodated efficiently on site? Duplex and multi-family residential developments will be encouraged to take advantage of the sloping hillside and maximize the building site by placing parking underground.
- Will the project create undue stress on the existing road system?



7.1.5 East Trail Mixed Residential (ER)

Council's policies are as follows:

.1 Encourage a mix of residential types and densities ranging from single family residential to duplex to multi-family residential, in areas designated “ER” on the Land Use Map that:

- Remain sensitive to the immediate neighbourhood in terms of development density, scale, and massing;
- Preserve existing vegetation where appropriate and possible;
- Provide landscaping that enhances the character of the development and neighbourhood;
- Retain and enhance the existing neighbourhood character.
- Provide adequate setback distances and landscaped buffers from existing or planned lower density housing;
- Are located near parks, recreational areas and facilities, commercial and employment areas or institutional facilities;
- Are located on sites that facilitate direct and convenient vehicle access so as to avoid generating excessive traffic on local streets;
- Are located on sites where adequate sewer and water services are available or can be provided by the developer.

.2 Consider, as part of the update to the Zoning Bylaw, regulations to permit secondary suites within areas designated “ER” provided that they meet the minimum parcel size and off-street parking requirements described in the City of Trail Zoning Bylaw.

- .3 Permit a maximum density of 40 dwelling units per hectare (16 units per acre) within areas designated “ER” on the Land Use Map. Council may consider applications to rezone new areas to allow residential densities between 40 and 80 dwelling units per hectare (16 - 32 units per acre) if the development meets the following criteria:
 - Provides amenities that may include public gardens, public plazas, playground equipment, public art, pedestrian and bicycle facilities, and other amenities;
 - Provides required onsite parking;
- .4 Require any multi-family residential development within the East Trail Mixed Residential Area to be designated a Development Permit Area for multi-family residential.
- .5 Support residential development that respects the size, scale and character of existing single family residential development in East Trail.
- .6 Encourage residential development to maximize the developable area of a site by constructing underground parking.
- .7 Establish a maximum height of 12 m (about 4 storeys) in areas designated “ER” on the Land Use Map.
- .8 Consider changes to the Zoning Bylaw to accommodate the mix of residential types and densities anticipated within the East Trail Mixed Residential Area.

7.1.6 Multiple Residential (MR)

Council’s policies are as follows:

- .1 Encourage Multiple Residential development including triplexes, townhomes, and apartments in areas designated “MR” on the Land Use Map.
- .2 Consider other uses in the Multiple Residential designation including home occupations, parks and playgrounds and institutional uses.
- .3 Encourage development in areas designated Multiple Residential that:
 - Remain sensitive to the immediate neighbourhood in terms of development density, scale, and massing;
 - Preserves existing vegetation where appropriate and possible;
 - Provides landscaping that enhances the character of the development; and
 - Retains and enhances the existing neighbourhood character.
 - Provides adequate setback distances and landscaped buffers from existing or planned lower density housing;
 - Are located near parks, recreational areas and facilities, commercial and employment areas or institutional facilities;
 - Are located on sites that facilitate direct and convenient vehicular access so as to avoid generating excessive traffic on local streets;
 - Are located on sites where adequate sewer and water services are available or can be provided by the developer.
- .4 Establish a maximum height of 12 m (about 4 storeys) in the Multiple Residential designation.

- .5 Permit a maximum density of 40 dwelling units per hectare (16 units per acre) within areas designated "MR" on the Land Use Map. Council may consider applications to rezone new areas to allow residential densities between 40 and 160 dwelling units per hectare (16 - 65 units per acre) if the development meets the following criteria:
 - Is within close proximity to the Downtown, the Gulch or the East Trail Commercial Areas.
 - Provides amenities that may include public gardens, public plazas, playground equipment, public art, pedestrian and bicycle facilities, and others;
 - Provides required onsite parking;
- .6 Require any multi-family residential development within the Multiple Residential area to be designated a Development Permit Area for multi-family residential.
- .7 Consider small local commercial uses where they are located on the ground floor as an integral part of the Multiple Residential development.
- .8 Support seniors oriented housing in areas designated Multiple Residential on the Land Use Map.
- .9 Institutional uses may be permitted, subject to zoning, in areas designated for Multiple Residential with consideration of the following guidelines:
 - The size, scale, and scope of the proposed institutional uses are compatible with the character of the area;
 - The proposed institutional uses will not have a negative impact including noise, unacceptable traffic generation or invasion of privacy on the adjacent residential use.
 - The institutional uses are directly related to the residential use, including uses such as medical care, meal provision, exercise facilities, and daycare facilities

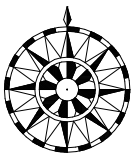
7.1.7 Possible Future Residential Areas

- .1 Where new development cannot be accommodated in areas already serviced, the development of completely new serviced residential subdivisions will be directed primarily towards the areas identified in Figure 2.
- .2 New residential development will be required to prepare a comprehensive Neighbourhood Plan to address the following issues prior to development approval:
 - On and off-site servicing requirements and necessary upgrades;
 - Geotechnical analysis may be required to determine site suitability;
 - Transportation linkages including pedestrian connections to adjacent systems;
 - Proposed land uses and the associated impact on adjacent neighbourhoods;
 - Proximity to community services and amenities;
 - Location of proposed park and recreation space;
 - Location of vegetation to be preserved;
 - Type and location of neighbourhood amenities that may include children's playground equipment, landscaping, wetland or hillside open space areas, trail systems and others.

7.1.8 Special Needs/Affordable Housing

Council's policies are as follows:

- .1 Encourage a diversified range of housing types and tenures for people with varying income levels. Special housing needs for seniors are recognized and development of a variety of appropriate housing forms is encouraged.
- .2 Direct the following types of special needs housing to areas designated Gulch Commercial Area, Downtown Commercial Area, West Trail, East Trail Mixed Residential, Transition Area and Multiple Residential:
 - Group homes;
 - Extended care facilities;
 - Retirement homes providing intermediate or extended care services;
 - Community care housing;
 - Seniors and special needs housing.
- .3 Recognize East Trail and West Trail as important suppliers of affordable housing stock in the City of Trail.



LEGEND FUTURE DEVELOPMENT AREA	CITY OF TRAIL OFFICIAL COMMUNITY PLAN		Scale: NTS
	BYLAW No. 2471	FIGURE: 2	Date: NOV. 2000
	FUTURE DEVELOPMENT AREAS		DWG. No. 0846—FD
URBAN SYSTEMS			

7.2 transition area

7.2.1 Background

The Official Community Plan has designated a number of areas within the community as Transition Areas. Transition Areas have unique qualities that lend themselves to redevelopment in the short term. For example, the Transition Area at the south end of Downtown is located on the riverfront, has dramatic views and is within close proximity to the Downtown. This combination of site features makes multiple residential development in this area more realistic and feasible than single detached residential. Policies contained within the Official Community Plan will proactively support the redevelopment of these areas to higher density forms of residential.

7.2.2 Transition Area (TA) – General Policies

Council's policies are as follows:

- .1 Actively promote the redevelopment of single detached and duplex residential properties to higher density forms of multi-family residential development including seniors housing, in areas designated "TA" on the Land Use Map.
- .2 Discourage rezoning applications to lower density, single detached or duplex residential in areas designated Transition Area on the Land Use Map.
- .3 Permit a maximum building height of 12 m (about 4 storeys) in areas designated Transition Area except for the Transition Area at the north end of the Downtown, where the maximum building height permitted is 20 m (about 6 storeys).
- .4 Permit a maximum density of 80 dwelling units per hectare (32 units per acre) of developable area within the Transition Areas located on McBride Street, on Columbia Avenue west of McQuarrie Street, on Columbia Avenue east of Main Street, and at the south-east end of Downtown.
- .5 Permit a maximum density of 100 dwelling units per hectare (40 units per acre) of developable area within the Transition Area located in the Gulch.
- .6 Permit a maximum density of 160 dwelling units per hectare (65 units per acre) of developable area within the Transition Area located at the north-west end of Downtown.
- .7 Require any multi-family residential development within the Transition Area to be designated a Development Permit Area for multi-family residential.
- .8 Ensure new development within areas designated Transition Area, positively contributes to the character of the surrounding neighbourhood.
- .9 Recognize the Transition Areas in the Gulch and the north end of Downtown as important gateways to the community.
- .10 Ensure riverfront development in Transition Areas preserve public access for trail purposes.
- .11 Support mixed-use residential and commercial development within the Transition Areas located in the Gulch and on Columbia Avenue east of Main Street, provided the ground floor is used for commercial purposes.

7.3 commercial

7.3.1 Background

The City of Trail is fortunate to have avoided strip commercial development within their City limits. Instead, commercial land uses have developed in relatively compact nodes in the Gulch, Downtown, East Trail, Highway Drive area and Waneta. These five areas provide a wide range of commercial opportunities to the residents of Trail and surrounding region. The Official Community Plan supports the continued development of each commercial node within the community. Directing appropriate uses to specific areas will discourage competition between commercial nodes.

7.3.2 Commercial – General Policies:

Council's policies are as follows:

- .1 Encourage a range of commercial development within the City of Trail to meet the needs of Trail residents and visitors.
- .2 Solidify the Downtown as the major commercial focal point of the Greater Trail region for business, finance, government, advanced education, retail trade, services, tourist accommodation, recreation, culture and entertainment.
- .3 Ensure that all commercial development is of a high standard and reinforces Trail's unique heritage and character.
- .4 Encourage commercial development primarily within the following commercial nodes: the Gulch, Downtown, East Trail along 2nd Avenue, Columbia Avenue east of Main Street, on Highway Drive and in Waneta.
- .5 Encourage multi-family residential and mixed-use development to locate in or near the Gulch, Downtown, East Trail along 2nd Avenue, and Columbia Avenue east of Main Street.

7.3.3 The Gulch Commercial Area

Council's policies are as follows:

- .1 Direct retail trade, personal service, small-scale office, multiple residential and institutional land uses that are dependent on highway exposure, to the area within the Gulch designated Commercial ("C") on the Land Use Map. For convenience this area is referred to as the Gulch Commercial Area.
- .2 Facilitate an active street life in the Gulch Commercial Area by:
 - Making sidewalks and corner ramp areas more accessible for the entire community;
 - Encouraging outdoor restaurants and seating areas provided they do not cause a safety concern and adequate space remains for efficient pedestrian movement;
 - Permitting the display and sales of materials and products on the sidewalk;
 - Constructing appropriate pedestrian facilities including public washrooms, benches, bike racks and rest areas in easily accessible and visible locations.
- .3 Discourage automobile-oriented businesses such as gasoline service stations, fast food outlets and car dealerships in the area designated Gulch Commercial Area on the Land Use Map.

- .4 Allow multi-family residential development within the Gulch Commercial Area provided that the ground floor contains commercial uses.
- .5 Permit a maximum building height of 12 m (about 4 storeys) in the Gulch Commercial Area in order to maximize the amount of sun that shines into the area.
- .6 Work with property owners, businesses and the community to prepare a Community Enhancement Strategy that is focussed on the Gulch Commercial Area. The Strategy will examine the following issues in an effort to facilitate appropriate development:
 - Consider phased revitalization of public property within the Gulch based on a priority level;
 - Create realistic and flexible design guidelines that achieve the desired architectural form without passing on unnecessary costs to the developer;
 - Focus on pedestrian safety, accessibility, interest and comfort;
 - Consider additional tree planting to improve the aesthetics of the corridor and to improve the livability of the area;
 - Construct interpretive features that help people remember the heritage of the area;
 - Reinforce the importance of various cultural and historical buildings located along Rossland Avenue (e.g. St. Anthony's Catholic Church, Colombo Lodge, etc.)
 - Identify areas suitable for redevelopment;
 - Identify suitable parcels of land to accommodate off-street public parking; and
 - Identify shared access opportunities to Rossland Avenue.
- .7 Support the reuse of existing single family residential buildings in the Gulch Commercial Area for commercial, multi-family residential and institutional purposes.



7.3.4 The Downtown Commercial Area

Council's policies are as follows:

- .1 Direct major retail, personal service, office, multi-family residential, parks and recreation, and institutional uses to the areas within the Downtown designated Commercial ("C") as illustrated on the Land Use Map. For convenience this area will be referred to as the Downtown Commercial Area.
- .2 Discourage office uses from locating in areas other than the Downtown Commercial Area, except for small-scale office uses in the East Trail Commercial Area or ancillary office uses in conjunction with industrial and service commercial enterprises.
- .3 Encourage commercial and residential mixed-use development within Downtown provided that:
 - Residential is located on the upper floors, preserving the ground level for commercial uses;
 - Commercial uses contribute to the life and visual quality of the street. This can be accomplished by creating street level entrances and building facades that encourage window shopping and engage the pedestrian.



- .4 Continue to work with the Chamber of Commerce and area businesses and landlords to promote the Downtown and the services and amenities that it offers.
- .5 Facilitate an active street life in the Downtown Commercial Area by:
 - Making sidewalks and corner ramp areas more accessible for the entire community;
 - Encouraging outdoor restaurants and seating areas provided they do not cause a safety concern and adequate space remains for efficient pedestrian movement;
 - Permitting the display and sales of materials and products on the sidewalk;
 - Constructing appropriate pedestrian facilities including public washrooms, benches, bike racks and rest areas in easily accessible and visible locations;
- .6 Continue to work towards improving the access, amount and availability of parking in the Downtown.
- .7 Work with the Chamber of Commerce and local business to identify measures and take steps toward encouraging tourists and other highway motorists to stop in the Downtown Commercial Area.
- .8 Examine the possibility of providing areas for RV parking in locations that are highly visible from Highway 3B and close to the Downtown Commercial Area.

7.3.5 East Trail Commercial Area

Council's policies are as follows:

- .1 Direct small-scale retail, personal service and office uses to the areas within East Trail designated Commercial ("C") on the Land Use Map. For convenience this area is referred to as the East Trail Commercial Area.
- .2 Discourage commercial operations in the East Trail Commercial Area that provide regional services.
- .3 Discourage automobile oriented businesses such as gasoline service stations, automobile repair shops and car dealerships in the East Trail Commercial Area.
- .4 Continue to support the conversion of older homes on 2nd Ave. into home/office commercial uses.
- .5 Encourage the infilling of vacant or underutilized commercial parcels within the East Trail Commercial area before considering expanding the commercial area.
- .6 Facilitate compact urban form by encouraging buildings to develop adjacent to the front property line except where a plaza or courtyard is being constructed. On site parking will be encouraged to locate behind or underneath the building.
- .7 Encourage commercial and residential mixed-use development within the East Trail Commercial Area provided that:
 - Residential is located on the upper floors, preserving the ground level for commercial uses;
 - Commercial uses contribute to the life and visual quality of the street. This can be accomplished by creating street level entrances and building facades that encourage window shopping and engage the pedestrian.



- .8 Construct safe and efficient pedestrian connections to adjacent residential and parks and recreational land uses.
- .9 Construct appropriate gateway and signage features at the corner of Highway 3B and 2nd Avenue and at the corner of 2nd Avenue and McQuarrie Street to attract tourists and other highway motorists to the East Trail Commercial Area.
- .10 Identify and prioritize enhancement opportunities within the East Trail Commercial Area focussing on the following:
 - Building façade improvements;
 - Opportunities for parks, plazas and gathering spaces;
 - Opportunities for public art;
 - Pedestrian safety, accessibility and comfort;
 - Tree planting to improve the aesthetics of the area;
- .11 Facilitate an active street life in the East Trail Commercial Area by:
 - Making sidewalks and corner ramp areas more accessible for the entire community;
 - Encouraging outdoor restaurants and seating areas provided they do not cause a safety concern and adequate space remains for efficient pedestrian movement;
 - Permitting the display and sales of materials and products on the sidewalk;
 - Constructing appropriate pedestrian facilities including public washrooms, benches, bike racks and rest areas in easily accessible and visible locations;

7.3.6 Service Commercial (SC)

Council's policies are as follows:

- .1 Direct service commercial uses such as automobile sales and service stations, warehousing, commercial storage, equipment sales, rental and repair and building supply centres to those areas designated "SC" on the Land Use Map.
- .2 Encourage infill of vacant Service Commercial parcels before designating additional Service Commercial areas.
- .3 Permit a maximum building height of 12 m (about 39 ft.) in areas designated "SC".
- .4 Ensure that parcels designated Service Commercial are adequately buffered or screened from adjacent residential, parks and recreation, and institutional uses.
- .5 Discourage elongated highway strip development and encourage highway commercial development to be concentrated in nodes where possible.
- .6 Continue to work with the Ministry of Transportation and Highways to achieve good access management, consistent with transportation planning principles.
- .7 Ensure freestanding signage is not visually intrusive and is at a scale that is consistent with service commercial uses.



7.3.7 Waneta Mall Commercial Area (WC)

Council's policies are as follows:

- .1 Recognize the regional importance of the Waneta Mall and support the range of commercial uses currently present including, retail, restaurant, personal service and others in areas designated "WC" on the Land Use Map.
- .2 Permit a maximum building height of 12 m (about 4 storeys) in the Waneta Mall Commercial Area.

7.3.8 Waneta Junction Regional Commercial (WJRC)

Council's policies are as follows:

- .1 Direct large-scale retail and automobile-oriented uses serving a regional market to areas designated Waneta Junction Regional Commercial ("WJRC") on the Land Use Map. Properties for these uses shall be of sufficient size to accommodate large-scale buildings and their off-street parking and loading needs.
- .2 Encourage the consolidation of smaller lots to provide additional sites for regional commercial development.
- .3 Direct commercial uses such as fast food outlets, restaurants, gas stations, and smaller retail uses with regional appeal to areas designated "WJRC" on the Land Use Map. These uses should support the large-scale retail uses in Waneta Junction. Although these uses may be located within all areas designated "WJRC", special consideration shall be given to accommodate these uses on smaller sites that are unable to accommodate large format retail uses. Examples of such smaller sites are the following:
 - Parcels on the north side of Highway 3B across from Wal-Mart, which are constrained by steep slopes; and
 - Parcels that are constrained by existing road alignments, such as those which are located in between Highway 3B and Highway 22A, near the intersection of the two highways.
- .4 Encourage shopping centres and other forms of commercial development that will directly compete with Trail's downtown and other neighbourhood commercial districts to locate in areas designated "WJRC".
- .5 Specifically discourage banks and other financial institutions from locating within areas designated "WJRC".
- .6 Permit a maximum building height of 12 m (about 39 ft.) in areas designated "WJRC".
- .7 Ensure that parcels designated "WJRC" are adequately buffered or screened from major streets and adjacent residential, parks and recreation, open space, and institutional uses.
- .8 Ensure that freestanding signage is not visually intrusive and is at a scale that is consistent with regional commercial uses.
- .9 Ensure that lighting installed in parking lots is not visually intrusive to adjacent residential areas.
- .10 Require a concept plan for new developments, to show how they will relate to adjacent properties and fit into the neighbourhood context.
- .11 Designate a Waneta Junction Regional Commercial Development Permit Area to ensure a high standard of architectural and streetscape design.

7.4

institutional

7.4.1 Background

The institutional sector of Trail is largely scattered throughout the Downtown Commercial Area with the some exceptions. Key institutional uses in the City include the Selkirk College, the Trail and District Regional Hospital, local schools, the RCMP station, Trail Municipal Hall, and the Regional District of Kootenay-Boundary offices.

The Official Community Plan recognizes the important contribution of institutional development to the local economy. Health, education, special government services and research are some of the key contributors to economic diversification and commercial growth. To this end, the Official Community Plan will encourage the creation of a Civic Precinct in the Downtown Commercial Area to create the critical mass necessary to spark redevelopment and revitalization in the area.



7.4.2 Institutional (IN) – General Policies

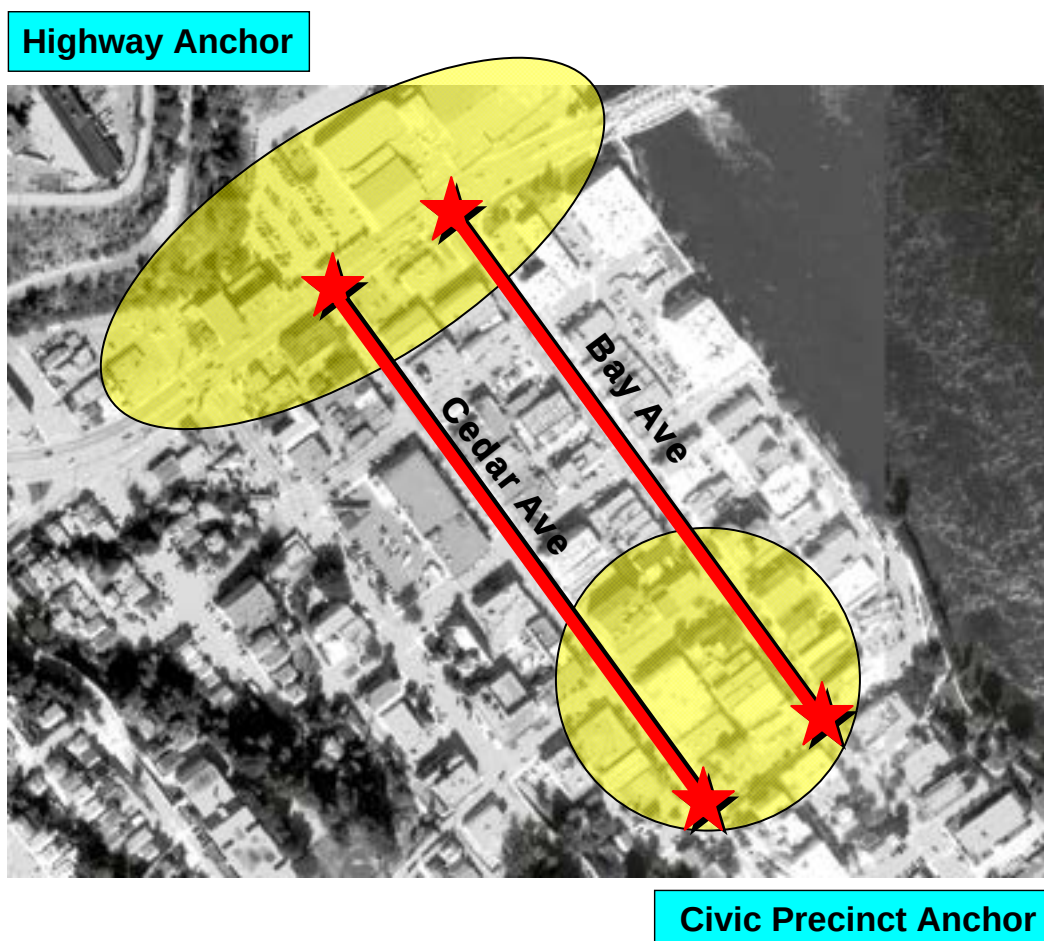
Council's policies are as follows:

- .1 Accommodate institutional uses including schools, hospitals, major churches, recreation facilities and other institutional facilities in areas designated as "IN" on the Land Use Map. Institutional uses may also be accommodated in other designations as set out in the policies below.
- .2 Accommodate institutional uses including the Municipal Hall, the Seniors Centre, Selkirk College, Provincial Government Offices and other civic uses in the Downtown Commercial Area and the Gulch Commercial Area.
- .3 Work with the Greater Trail Community Health Council to provide additional care facilities.
- .4 Encourage Congregate Care facilities within the City of Trail that provide health care services that cater to the level of care required for each individual.
- .5 Encourage government offices to locate in the Downtown Commercial Area.
- .6 Support small-scale institutions in areas designated "Single Detached Residential", "West Trail Residential", "East Trail Mixed Residential" and "Multiple Residential" subject to zoning.
- .7 Work with the Greater Trail Community Health Council, the RCMP and the Kootenay Boundary Regional Fire Services to implement a 911 emergency response service within the City of Trail.
- .8 Work with the Greater Trail Community Health Council, the RCMP and the Provincial Government to improve ambulance response times within the City of Trail.

7.4.3 Civic Precinct Policies

Council's policies are as follows:

- .1 Recognize the important function of institutional uses as economic generators within the community.



- .2 Encourage the concentration and grouping of institutional buildings in a civic precinct in the Downtown Commercial Area in order to enhance accessibility and convenience to the community. The benefits of concentrating institutional uses in a civic precinct include:
 - Opportunity to share resources including administrative staff, office space, meeting rooms, parking facilities and others;
 - Creates a critical mass that is more powerful than facilities spread throughout the community;
 - Creates an area of focus from which to generate revitalization and redevelopment momentum;
 - Facilities such as the museum, community theatre and art gallery become more prominent tourist assets at street level;
 - Opportunity to improve the general appearance of Selkirk College through façade improvements and building alterations;
 - Proximity to Groutage Avenue properties would further enhance the area's residential potential.

- Facilitates continued development of the riverfront walkway and trail system;
- May facilitate additional residential development in the Downtown;
- Initiate revitalization of Cedar and Bay avenues;
- Economic development in the form of new business is attracted to areas that have high pedestrian and traffic counts. Institutional uses such as a library, City Hall, art gallery, etc. provide a steady stream of traffic that can benefit a commercial area;
- Helps create the “heart” and a sense of pride for a community;
- Convenient and easily accessible location especially for those without vehicular transportation;

.3 Consider a variety of institutional uses within the civic precinct including:

- The Trail and District Public Library;
- City Hall;
- Greater Trail Community Centre
- Trail and District Community Theatre;
- Seniors Centre;
- Visac Art Gallery;
- Museum;
- Social Services offices;
- Government offices;
- Ancillary meeting rooms;
- Selkirk College;
- Associated retail; and
- Others.

.4 Consider establishing partnerships with the public and private sectors to construct a civic precinct in the vicinity of the Selkirk College.

.5 Consider constructing a parkade within the civic precinct to meet facility parking demands and alleviate some of the parking concerns in the Downtown neighbourhood.

7.5

industrial

7.5.1 Background

Industry represents a critical component of the Trail economy. Industry provides employment and a diversified tax base in the City. However, the City of Trail has very little land left for industrial land use. Natural features such as steep slopes and the Columbia River have limited the potential for industrial expansion within the community. The Official Community Plan recognizes that the City may have to look outside its borders for suitable land to accommodate future industry.

Notwithstanding the City's enthusiasm for industrial growth, the City will not support industrial developments that could seriously degrade its environment and undermine its overall quality of life. In this regard the City will work with local agencies, organizations and interest groups to attract clean industrial operations.

7.5.2 Industrial – General Policies

Council's policies are as follows:

- .1 Encourage industry within Trail that takes advantage of the significant presence of Cominco within the community.
- .2 Consider boundary expansion into the Fort Shepherd Flats and Columbia Gardens area of the Regional District of Kootenay-Boundary, to provide additional industrial land.
- .3 Encourage industry in Trail that does not negatively affect the natural environment or quality of life for Trail residents.
- .4 Encourage small scale industry within Trail that recognizes the City's locational advantages including its close proximity to:
 - the Columbia River;
 - US markets (e.g. Spokane);
 - Cominco Ltd.; and
 - the West Kootenay market.



7.5.3 Heavy Industrial (HI)

Council's policies are as follows:

- .1 Direct Heavy Industrial land uses that generally have specific infrastructure requirements, larger external impacts and require larger parcels to areas designated "HI" on the Land Use Map. Examples of Heavy Industrial land uses include material processing, fabricating and assembly, warehousing, transporting and cartage, wholesaling, wrecking and salvage operations, heavy equipment sales and incidental office facilities.
- .2 Continue to recognize the significant contribution of Cominco Ltd. to the City of Trail by supporting the industrial initiatives of Cominco Ltd.
- .3 Continue to protect the industrial integrity of Cominco Ltd. from encroachment by incompatible land uses including residential and commercial development.
- .4 Continue to work with Cominco Ltd. to reduce the visual impact of the facility on the community by considering additional tree planting, hydro seeding and screening.
- .5 Continue to maintain direct pedestrian access to Cominco Ltd. via the covered staircase at the Trail Memorial Centre.

7.6 parks & recreation

7.6.1 Background

Located in the picturesque Columbia River Valley, the City of Trail has immediate and easy access to the great outdoors. The City of Trail is also blessed with a variety of parks and recreational facilities within its boundaries. The Official Community Plan survey results indicate a desire to improve maintenance standards of existing parks prior to considering the construction of additional parks or recreational facilities within the City.



The Official Community Plan supports the continued implementation of a City wide pedestrian and cycling trail system to link the neighbourhoods of Trail with the Columbia River, local parks, schools, the Downtown and other regional pedestrian and cycling systems.

The Official Community Plan also supports a system of parks and recreational facilities that is accessible to all segments of the population for active and passive use. The system of parks and recreation facilities should strive to facilitate community, neighbourhood and local-area functions and special-purpose uses such as riverfront and downtown parks. The system should be available to all age and income groups and mobility levels, as well as tourists.

7.6.2 Parks and Recreation (P) – General Policies

Council's policies are as follows:

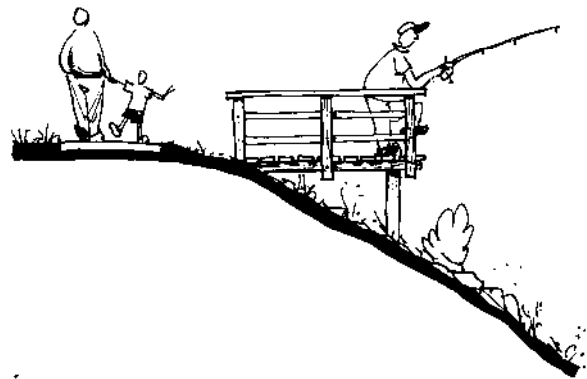
- .1 Permit parks and recreation uses including trails, playground areas and sports fields in areas designated "P" on the Land Use Map.
- .2 Improve park maintenance standards throughout the community to make better use of existing park and recreation facilities, facilitate a sense of community pride and discourage vandalism;
- .3 Establish a system of parks and recreational facilities that is:
 - accessible to all segments of the population;
 - for residents and tourists alike;
 - for both active and passive use;
 - community, neighbourhood and local-area focussed;

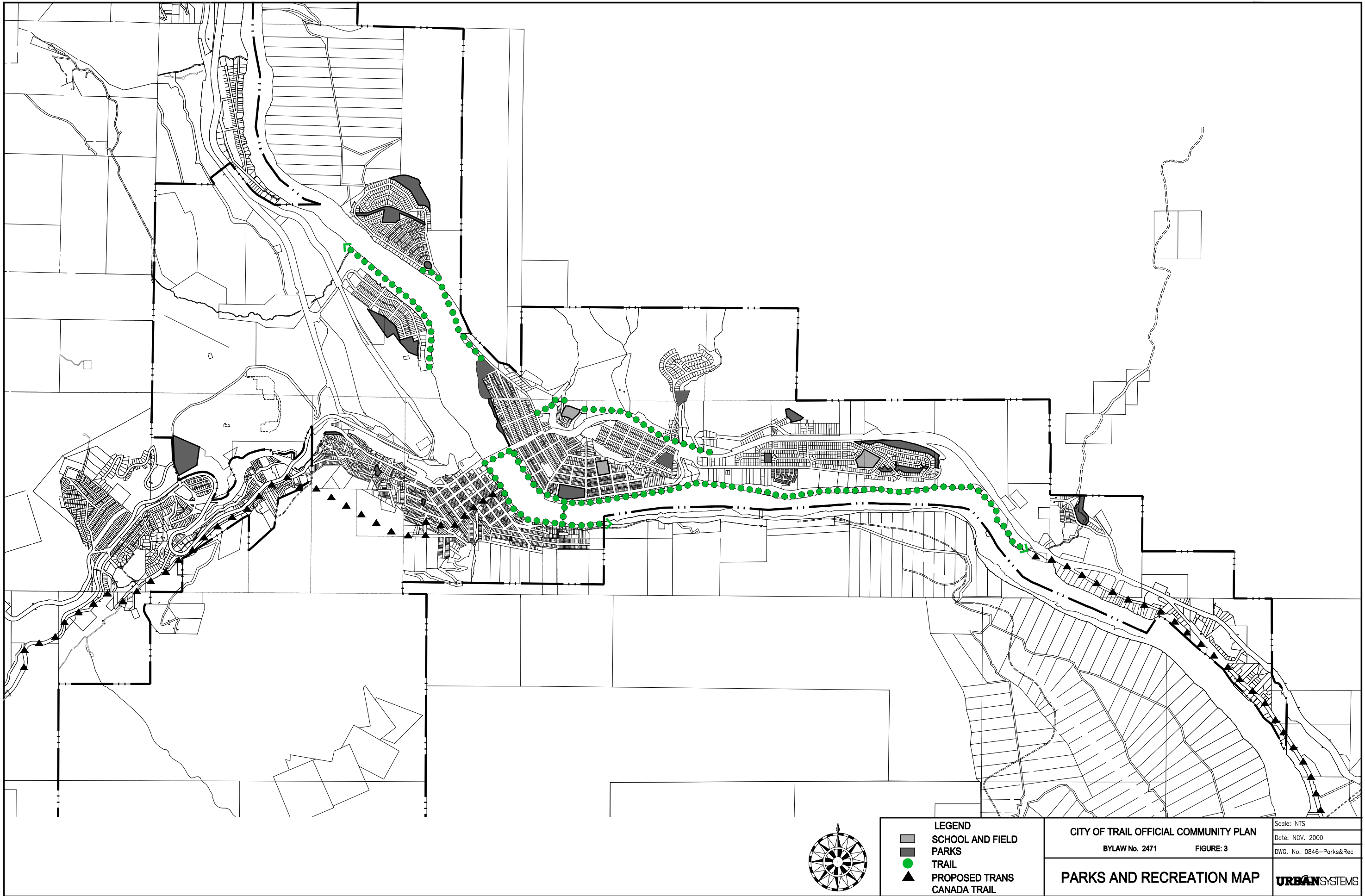
- .4 Work with local neighbourhood associations, interest groups and user groups to prepare a community wide Parks and Recreation Master Plan that details the short and long term improvements required for each park and recreation facility within the community. The Plan will specifically address the following:
- Inventory of existing parks and recreation facilities;
 - Determine the short and long term parks and recreation needs of the community;
 - Identify any short falls in the provision of parks and recreation services;
 - Determine the maintenance levels required to maintain the facilities;
 - Identify opportunities for new park and recreation facilities;
 - Identify partnership opportunities with local agencies and user groups;
 - Prepare a capital expenditure plan that details the improvement costs;
- .5 Continue to partner with local residents, School District 20 and recreation groups to provide signage, public facilities or maintenance within public parks and recreation areas.
- .6 Establish a pedestrian and cycling trail network throughout the City that links important community features including schools, commercial areas to the riverfront and other recreational areas. The network should include interpretive features, rest stops, bike racks and viewing areas;
- .7 Develop a signage strategy to promote existing parks and recreational fields within the community;
- .8 Continue to promote and maintain cooperation with the Trail and District Recreation Commission, the Kootenay-Boundary Regional District, the School District No. 20, the Provincial Government and public and private voluntary associations in identifying and meeting park and recreation needs in the community;
- .9 Ensure wherever possible that new parks be located in areas that are visually accessible by adjacent uses so as to facilitate the safe use of the park for a variety of activities throughout the day.
- .10 Ensure redevelopment of riverfront parcels provide adequate public access for trail purposes.
- .11 Dedicate five percent of the land being subdivided in a residential area, or cash in lieu of the land to the City of Trail for parkland purposes in accordance with the Local Government Act. Cash in lieu of land may be taken where:
- the dedication of scattered public parks may be impractical;
 - a suitable site is not available with the proposed subdivision;
 - the proposed subdivision has adequate access to existing parkland;
- .12 Consider involving local residents, neighbourhood groups and other community interests in park clean-up, vandalism watch, enhancement activities, event sponsorships, and capital improvements by establishing a private-public partnerships in parks program.
- .13 Work with local recreational user groups to identify possible staging areas for various recreational activities adjacent to and within the Columbia River including river kayaking, tubing, fishing and swimming. Staging areas may include onsite parking facilities, trail development, boat launch and public washrooms.
- .14 Take advantage of Waneta Junction's proximity to the Columbia River by acquiring parkland along Old Waneta Road, in the location depicted on the Land Use Map (Schedule B).

7.6.3 Trails

Council's policies are as follows:

- .1 Develop a Trail System Strategy that details the location of trail corridors, view points, rest areas, benches, tree planting and river access points. Trail routes to consider are illustrated on Figure 3, Parks and Recreation.
- .2 The trail system should be constructed adjacent to the riverfront wherever possible. Key components of the trail system include:
 - Appropriate trail design to accommodate a variety of users including pedestrians, roller bladers, cyclists, and others;
 - Appropriate trail treatments that may range from crushed gravel to asphalt;
 - Appropriate signage at trail connections to provide descriptive information about the trail system;
 - Direct linkages with regional trail systems;
 - Direct linkages with important community features such as the East Trail commercial area, local schools, parks, and river access points;
- .3 Support the construction of the Trans-Canada Trail through the City of Trail.
- .4 Identify and construct appropriate secondary trails to function as branches of the Trans Canada Trail.
- .5 Work with private property owners and the applicable government ministries to establish a loop pedestrian/cycle trail system between the two bridges.
- .6 Work with local service groups, interest groups and user groups to consider an adopt-a-trail system to formalize the responsibility structure for trail maintenance.
- .7 That as a condition of the approval of a subdivision or the development of land, any existing trails be protected by dedication of appropriate right-of-way or by other means agreed to with the landowner.
- .8 That Council protect trail corridors identified in the Trail System Strategy when the subdivision or development of land takes place and ensure there is public access through the property to any trails beyond the property being developed.





- LEGEND**
- SCHOOL AND FIELD
 - PARKS
 - TRAIL
 - PROPOSED TRANS CANADA TRAIL

CITY OF TRAIL OFFICIAL COMMUNITY PLAN
BYLAW No. 2471 FIGURE: 3

PARKS AND RECREATION MAP

Scale: NTS
Date: NOV. 2000
DWG. No. 0846--Parks&Rec

URBAN SYSTEMS

7.7

violin lake

7.7.1 Background

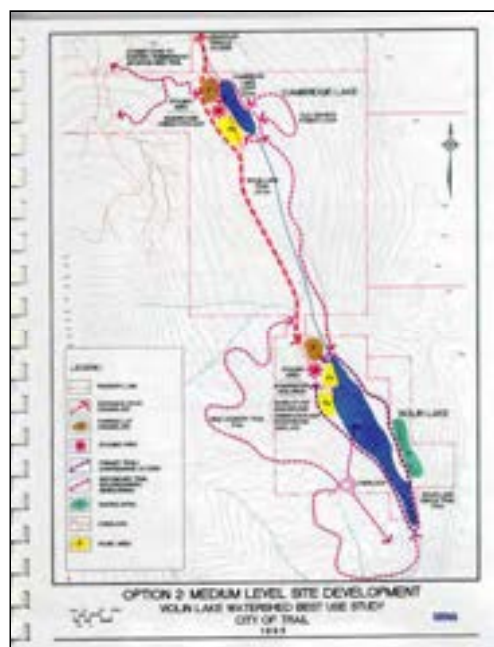
Violin Lake is situated between two relatively steep mountain slopes approximately 5 kilometers southwest of the City of Trail. The City of Trail used the Violin Lake, Cambridge Creek watershed as its primary water supply for approximately 75 years. The commissioning of the Columbia River water supply has made the old system redundant as a water supply source for the City of Trail. In 1995 the City of Trail initiated the Violin Lake Best Use Study. The purpose of the study was to evaluate the potential of the site for recreational purposes. The study recommended that Council consider developing the Violin Lake area for public recreational day use only including activities such as hiking, ice fishing, cross-country skiing, non-motorized boating, mountain biking, swimming and wildlife viewing.

The Official Community Plan supports the development of Violin Lake for public recreational day use.

7.7.2 Violin Lake Recreational Master Plan Area (VL) – General Policies

Council's policies are as follows:

- .1 Develop land designated "VL" on the Land Use Map for low intensity public recreational use as per Option 1 of the *Violin Lake Best Use Study*.
- .2 Permit forestry uses on lands located within the Forest Land Reserve.
- .3 Consider selective logging to help finance public recreational use development. Any logging must be sensitive to the quality and character of the environment, and cannot compromise the dramatic views available from the site.
- .4 Prepare the Violin Lake Recreation Master Plan for the area designated "VL" on the Land Use Map, prior to any development.
- .5 The Violin Lake Recreation Master Plan will provide detail regarding the following:
 - Permitted recreational uses within the Violin Lake Recreational Master Plan Area;
 - Trail location, treatment and linkages to other local and regional trail systems including the Trans Canada Trail;
 - Financial strategy to ensure the long term viability of the recreational area;
 - Road access and recreational area parking;
 - Work with local naturalist groups to identify significant plant material;
- .6 Maintain the existing waterworks infrastructure in the study area, including water licenses, and ensure development of the area is carried out in a manner that will facilitate the watershed to be used for domestic water supply in the future if desired.



7.8

open space

7.8.1 Background

Due to the extreme topography within the City of Trail municipal boundaries, a significant amount of land has remained undeveloped. These areas tend to be located along the ridges above East and West Trail and in the Violin and Cambridge Lake basin. These undeveloped areas contribute significantly to the natural setting of the community. It is unlikely that these areas will develop in the short term.

The Official Community Plan supports the preservation of these areas in their natural form for informal recreational uses.

7.8.2 Open Space (OS) – General Policies

Council's policies are as follows:

- .1 Permit appropriate uses including trails, interpretive facilities, habitat protection and restoration, habitat enhancement, erosion control works, fencing, signage, and other uses that do not result in unacceptable degradation of the natural environment within the area designated "OS" on the Land Use Map.
- .2 Lands designated "OS" on the Land Use Map, should remain largely in their natural condition because they are located on steep slopes, in ravines, directly adjacent to creeks and rivers, in areas that are undevelopable, and in areas that provide important habitat.
- .3 Permit agricultural uses on lands designated "OS" on the Land Use Map and located within the Agricultural Land Reserve.
- .4 Permit forestry uses on lands designated "OS" on the Land Use Map and located within the Forest Land Reserve.
- .5 Permit new residential development in areas designated "OS" on the Land Use Map, provided:
 - that a comprehensive neighbourhood plan is completed prior to development approval to address issues including site suitability, servicing, transportation linkages, proposed land use, public amenities and others; and
 - that the land is redesignated to the relevant residential designation.
- .6 Consider increased involvement with local residents and other community interests in natural area improvements, clean-up, and enhancement activities, by establishing a partnerships in parks program.
- .7 Where accessibility to natural areas is encouraged, provide clear access points and signage to discourage usage outside designated areas.
- .8 Retain significant natural vegetation wherever possible.

8.0 FLOODPLAIN AND HAZARDOUS AREAS

8.1 Background

Some lands in Trail are affected by hazards including flooding, steep slopes and unstable soils and erosion. With the controlled flows and high banks of the Columbia River the flood danger is limited. A number of creeks flow through the City of Trail with a history of flooding. Efforts are continuing to reduce the flood potential of creeks such as Gorge Creek and Trail Creek.

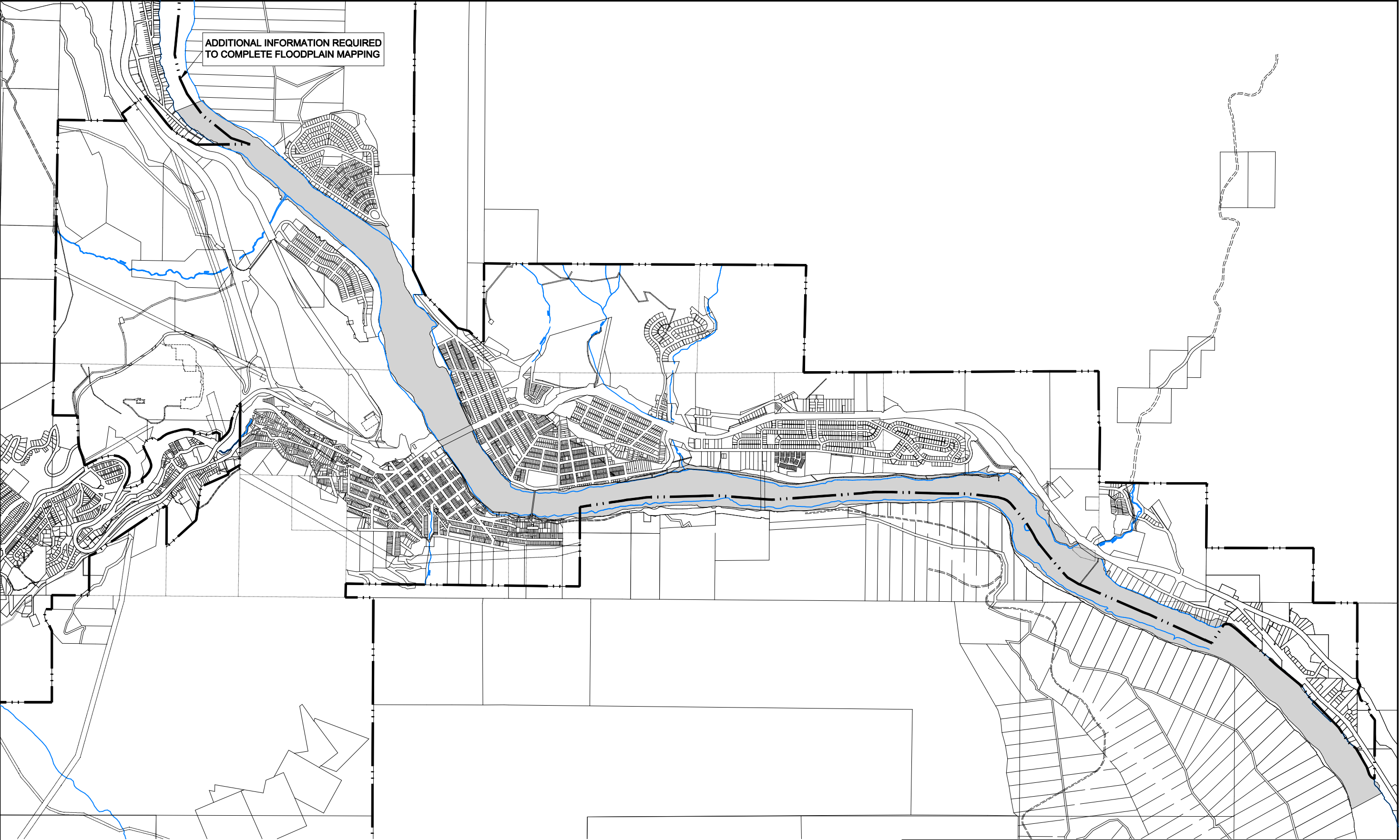
Steep slopes with grades of more than 30% (a 30% grade means an increase of 30 metres in elevation for every 100 metres of distance) exist on the valley sides and in isolated areas with steep embankments. Steep slopes make development difficult, increasing the possibility of rock fall, land slip, land slide and debris torrent.

The Official Community Plan in general discourages development in hazardous areas unless measures are taken to address the hazard. Geotechnical studies to determine how such lands can be developed safely may be required.

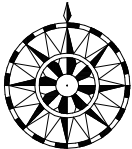
8.2 Floodplain and Hazardous Areas – General Policies

Council's policies are as follows:

- .1 Recognize the following areas as hazardous areas:
 - The Columbia River floodplain as illustrated on Figure 4;
 - Gorge Creek;
 - Randall (Lawley) Creek;
 - Trail Creek; and
 - Steep slopes with grades in excess of 30%;
- .2 Encourage the use of lands susceptible to flooding for parks, recreational or open space purposes
- .3 Recognize where lands that are subject to flooding, the construction and siting of buildings and mobile homes to be used for habitation, business or the storage of goods damageable by floodwaters shall be flood proofed to those standards specified by the Ministry of Environment, Lands and Parks.
- .4 Generally discourage development within the steep slopes (greater than 30%) areas. Development on steep slopes will be considered only if the developer, provides a report from a professional geotechnical engineer, setting out how the area can be developed safely and in an aesthetically pleasing manner.
- .5 Future amendments to the Official Community Plan may be considered upon further assessment of hazard lands in the City and review of available legislative tools.
- .6 Develop a floodplain bylaw in consultation with the Ministry of Environment, Lands and Parks.



ADDITIONAL INFORMATION REQUIRED
TO COMPLETE FLOODPLAIN MAPPING



LEGEND FLOODPLAIN AREA	CITY OF TRAIL OFFICIAL COMMUNITY PLAN		Scale: NTS
	BYLAW No. 2471		Date: NOV. 2000
	FIGURE: 4		DWG. No. 0846_FLD
	FLOODPLAIN MAP		URBAN SYSTEMS

9.0 TRANSPORTATION

9.1 Background

The role of a transportation network is to facilitate vehicular and pedestrian traffic movements between various land use components. The performance of the network affects quality of life, the economic well-being and generally the success of the neighbourhood and land use areas within the community.

9.2 Roads – General Policies

Council's policies are as follows:

- .1 Work with the Ministry of Transportation and Highways to re-evaluate and implement the Major Street Network Plan, Figure 5 within the lifetime of this Official Community Plan.
- .2 Continue to implement a road improvement program for roads within the City of Trail as outlined in the 1999 Infrastructure Study.
- .3 Examine ways to improve traffic circulation throughout the community but specifically in the residential areas in West Trail.
- .4 Work with the Ministry of Transportation and Highways to review the cross-section of Highway 3B/22 with respect to continuity, access to adjacent property, safety and signs and markings, and carry out conceptual planning for upgrading as described in the 1999 Infrastructure Study.

These improvements might include:

- Closure of access to/from Bailey Street (Highway 3B) at Fourth Avenue;
 - Install a stop sign on Hazelwood Drive, Sunningdale, at its intersection with Hillside Drive and Charles Lake Drive, giving priority to traffic on Hillside.
 - Implement traffic management/urban design measures on Cedar Avenue to reinforce existing features to favour pedestrians and transit (e.g. wider footways, benches, trees and flowers and others).
 - Maintain strict enforcement of speed limits on major arterials such as Highway Drive and Second Avenue. Consider traffic calming measures if necessary.
 - Carry out a Traffic Control Device Review to ensure consistency, safety and clarity in signs, markings and traffic control devices in the City of Trail.
- .5 Upgrade major collector roads which reduce the need for traffic to use Highway 3B/22. These roads include Columbia Avenue/the old bridge/Riverside Avenue, Fifth Avenue/Main Street and Highway Drive.
 - .6 Extend De Vito Road to link up with Highway 3B west of Old Waneta Road.
 - .7 Construct the proposed link between McBride and the secondary school and hospital. This will reduce traffic on the steep, winding section of the Highway between McBride and Fourth Avenue and provide an alternative access to the hospital in the event of Goepel/Hospital Hill being blocked.
 - .8 Consider the road classification/width system for new road construction as suggested in the 1999 Infrastructure Study. Variations in this classification system may be considered where standard road design widths are impractical (e.g. West Trail residential area).
 - .9 Work with the Ministry of Transportation and Highways to implement a traffic counting program to monitor growth in traffic at key locations and to assist in future planning for the road network.

- .10 Work with the RCMP and the Ministry of Transportation and Highways to implement an accident database to facilitate identification of trends in accidents by location, type and cause to assist in defining beneficial road upgrading initiatives.
- .11 Work with the Ministry of Transportation and Highways to consider implementing a major upgrade of Highway 3B or provide a new highway to bypass Trail.
- .12 Prioritize the road pavement rehabilitation projects as per the 1999 Infrastructure Study.
- .13 Further develop the existing pavement management system to provide the City with a solid data base with which to plan future road pavement upgrading projects.
- .14 Work with the Ministry of Transportation and Highways and Cominco Ltd. to plant trees below Cominco Ltd. on the south facing slope above Highway 3B. This would present a more positive entrance into the community.
- .15 Ensure that streetscape enhancement opportunities such as tree planting and sidewalk replacement are considered in conjunction with road upgrading projects.
- .16 Support efforts to improve the Waneta/Boundary International Border Crossing to accommodate 24-hour commercial truck traffic.
- .17 Work with the Ministry of Transportation and Highways to mitigate potential negative impacts including noise and increased maintenance costs associated with the 24-hour commercial border crossing.
- .18 Continue to work with the Ministry of Transportation to promote and ensure safe and convenient access between Highway 3B, Highway 22A, and Waneta Junction properties.
- .19 Require the development of the supporting roadway network identified in the Waneta Junction Conceptual Road Network Plan (Schedule F).
- .20 Encourage site connectivity through cross-access agreements and comprehensive site planning.
- .21 Support and encourage shared parking accommodations to reduce the land area requirements for paved parking stalls.
- .22 Support and encourage the advancement of streetscape and beautification initiatives within all roadway rights-of-way within the Waneta Junction area.
- .23 Continue to work with BC Transit to promote strong and frequent transit service provision to the Waneta Junction area.
- .24 Develop and promote a cyclist corridor and connection from the Waneta Junction area to the City Centre.
- .25 Require pedestrian connectivity corridors within the Waneta Junction area. These may include sidewalks, trails, or other pedestrian pathways.

9.3 Public Transit – General Policies

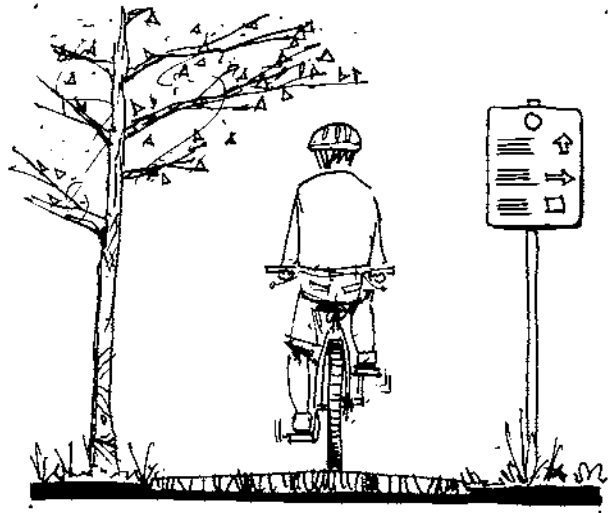
Council's policies are as follows:

- .1 Support existing public transit services at present levels or, if possible, enhanced.
- .2 Work with BC Transit to make public transit service within the City of Trail more efficient. Specific consideration should be given to increasing bus services on the weekends.
- .3 Work with the Greater Trail Community Health Council and BC Transit to make public transit more accessible to the physically challenged.

9.4 Pedestrian and Bicycle Transportation – General Policies

Council's policies are as follows:

- .1 Construct various footpaths according to the 1999 Infrastructure Study including:
 - A footpath from the foot of the stairs J.L. Crowe Secondary School down Hospital Hill/Goepel Street to link with the existing sidewalk on the east side of the road.
 - A footpath along the north side of Highway 3B between the link from Highway Drive and the existing access to the landfill site.

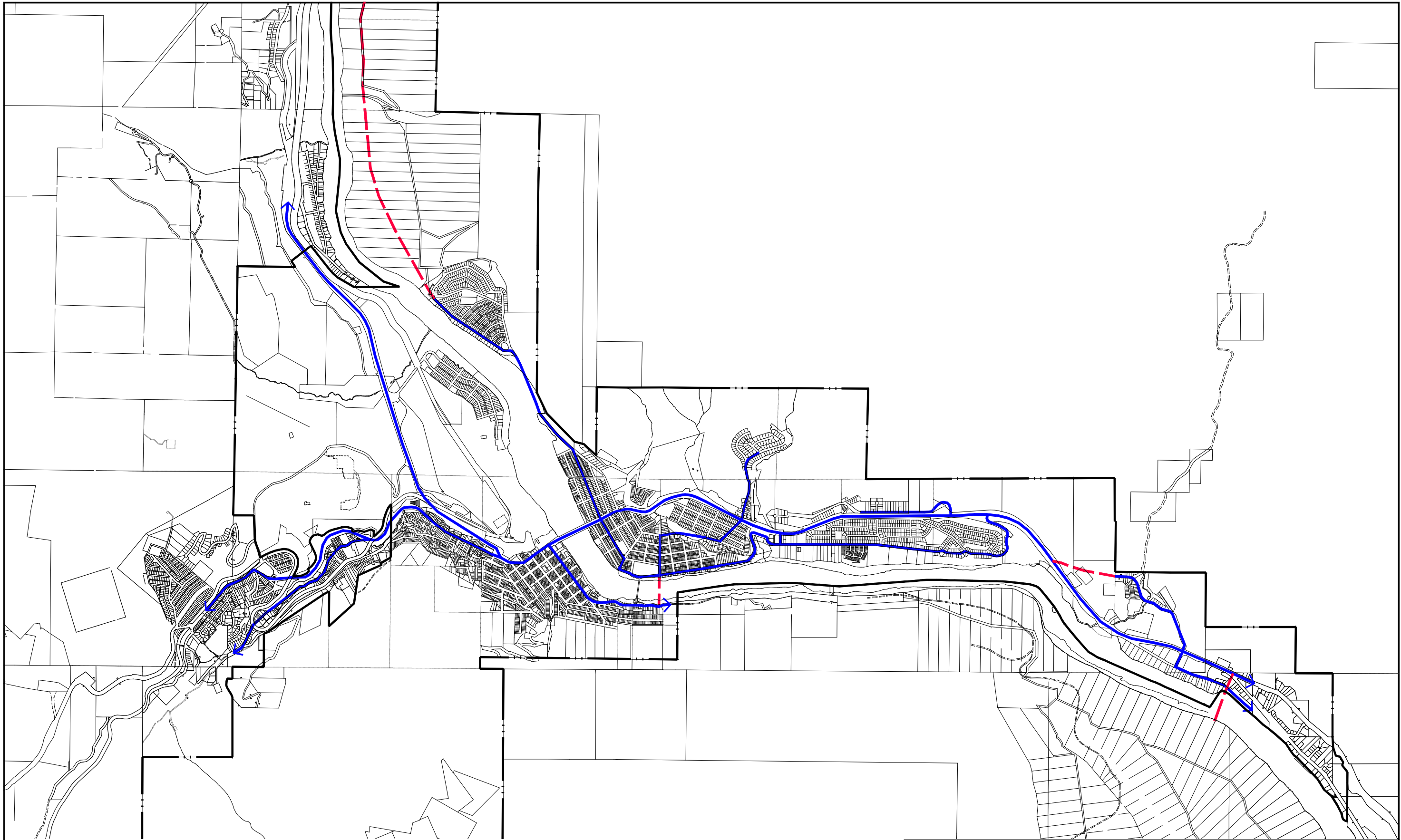


- .2 Complete the sidewalk replacement program as described in the 1999 Infrastructure Study and as identified in the City's 5-year Capital Plan. Priority replacement initiatives include sections of 5th Avenue, Glaser road and Riverside Avenue.
- .3 Continue to work with the physically challenged to improve wheelchair accessibility on street corners throughout the community but specifically within the Gulch Commercial Area, Downtown Commercial Area, and the East Trail Commercial Area.
- .4 Work with the Chamber of Commerce and local businesses to improve accessibility to and from private businesses within the community.
- .5 Work to widen the existing pathway along the Esplanade to improve accessibility for those physically challenged.

9.5 Airport – General Policies

Council's policies are as follows:

- .1 Work with the Regional District of Kootenay Boundary, Cominco and the user groups to examine the long-term future of the Trail Airport.
- .2 Work with the Regional District of Kootenay Boundary Economic Development Commission to prepare a strategy to promote the accessibility and availability of the Trail Airport to realize corporate and tourist opportunities.



LEGEND — EXISTING ROADS - - - PROPOSED ROADS	CITY OF TRAIL OFFICIAL COMMUNITY PLAN BYLAW No. 2471 FIGURE: 5		Scale: NTS Date: NOV. 2000 Dwg. No. 0846-mj-rd
	MAJOR STREET NETWORK PLAN		URBAN SYSTEMS

10.0 INFRASTRUCTURE

10.1 Background

The City of Trail maintains an extensive water supply, treatment and distribution system. The system serves most of the developed urban areas of the City.

The City of Trail's sanitary sewer system generally consists of a series of gravity collection pipe networks which discharge to a regional system that also serves the adjacent municipalities of Rossland and Warfield. The regional system is collectively referred to as the Columbia Pollution Control System and is owned by the Regional District of Kootenay Boundary but is operated under contract by the City of Trail.

The City also maintains a storm water management system that consists of a network of gravity piping connecting catch basins and storm water inlets throughout the developed area, and discharging to the Columbia River. Several creek systems in both East and West Trail are confined within culverts and conveyed underground to the Columbia River.

10.2 Infrastructure – General Policies

Council's policies are as follows:

- .1 Ensure water, sewer, drainage systems, solid waste disposal facilities, and street lighting are provided to support the good health of Trail residents.
- .2 Ensure water, sewer, drainage systems, solid waste disposal facilities, and street lighting comply with the recognized need, servicing standards, and the ability of residents to pay.
- .3 Require where practical, that all development be connected to municipal water and sanitary sewer services.
- .4 Consider enhancement opportunities associated with prioritized infrastructure improvements. Examples include sidewalk replacement, tree planting, and trail construction.
- .5 Where practical, Council maintain the large rock retaining walls in the City that are deemed to be of heritage value in their original condition, and consider continuing with the style and character of their construction when repairs or replacement is necessary.

10.3 Water System

Council's policies are as follows:

- .1 Replace water distribution piping that is considered too small for adequate fire flow purposes as detailed in the 1999 Infrastructure Study.
- .2 Implement an active valve exercise program to ensure that valves operate properly when needed.
- .3 Construct a supply main, if necessary, along Highway 22, connecting to the distribution system on the high pressure side of the Rossland Avenue Booster Pump Station to supply the neighbourhood of Tadanac with water.
- .4 Replace water mains as per the priority system identified in the 1999 Infrastructure Study.
- .5 Undertake a water consumption assessment to quantify potential system leakage.

10.4 Wastewater System

Council's policies are as follows:

- .1 Continue to implement the root cutting program to eliminate root intrusion in vitrified clay pipes.
- .2 Continue to replace collapsed cess pits in Tadanac with the new wastewater collection and pump station system to discharge effluent to the Regional District's Columbia Pollution Control System.
- .3 Replace sewer mains in the priority order indicated in the 1999 Infrastructure Study.
- .4 Continue to identify and address cross connections in West Trail as part of the City's ongoing strategy to reduce the downstream impacts of extraneous water in the collection system.
- .5 Identify alternative approaches to avoid the discharge of sewage directly into the Trail Creek culvert in the West Trail.
- .6 Participate with the Regional District of Kootenay Boundary in the liquid waste management plan process.

10.5 Storm Water System

Council's policies are as follows:

- .1 Construct new storm water collection piping in West Trail where cross connections exist.
- .2 Continue improvements to the Trail Creek and Gorge Creek culverts to more efficiently address flood situations.
- .3 Redirect several wastewater collection pipes that flow directly through the Trail Creek and Gorge Creek culverts and are very vulnerable to damage and thus failure.
- .4 Repair sections of the McQuarrie Creek culvert and investigate the source of sediment from the hospital and high school hill side slopes which is entering the culvert and causing erosion.
- .5 Review the storm trunk sewer that services the area around Fifth Avenue and McQuarrie Street.
- .6 Upgrade the street drainage and sewer that are under capacity as per the 1999 Infrastructure Study.

11.0

COMMUNITY ENHANCEMENT

11.1 Background

The Official Community Plan surveys revealed strong support for enhancement of a number of key areas within the community. Specific areas of concern included the Gulch, the Downtown, West Trail and East Trail neighbourhoods. Respondents indicated a need to present a more positive image to the tourist for economic development reasons. It is also important to reinvest in the community to maintain resident pride in the community.

To this end the Official Community Plan supports the preparation of a Community Enhancement Plan. The Plan will prioritize enhancement projects and provide a long-term strategy to pay for improvements.

11.2 Community Enhancement – General Policies

Council's policies are as follows:

- .1 Prepare a Community Enhancement Strategy to examine the following issues in an effort to facilitate visually appealing and appropriate redevelopment:
 - Appropriate phasing of enhancement projects considering financial viability, priority and community benefit;
 - Realistic and flexible design guidelines that achieve the desired architectural form without passing on unnecessary costs to the developer;
 - Consistent directional signage within Trail that identifies the location of key community features;
 - Focus on pedestrian safety, accessibility, interest and comfort;
 - Additional tree planting and hydro seeding to improve the aesthetics and the livability of travel corridors and riverbanks;
 - Interpretive features to remember the heritage of the area;
 - Reinforce the importance of various cultural and historical buildings including St. Anthony's Catholic Church and the Colombo Lodge;
 - Identify suitable parcels of land to accommodate off-street public parking; and
 - Identify shared access opportunities on major routes including Rossland Avenue and 2nd Avenue.
 - Building façade improvements;
 - Opportunities for easily accessible and usable public gathering spaces;
 - Opportunities for public art;
 - Preserve and enhance views of the Columbia River;
 - Identify appropriate gateway treatments that reflect the unique character of the area and evoke a sense of neighbourhood pride.
 - Streetscape improvements designed to improve accessibility, safety and aesthetic quality. Improvements could include additional sidewalks, street lighting and street tree planting.
- .2 Community Enhancement projects will be prioritized based on need, benefit and cost.
- .3 Explore alternative funding sources to finance such projects.

12.0 MUNICIPAL BOUNDARIES

12.1 Background

The City of Trail is land starved. Extreme topography associated with the Columbia River Valley severely limits the ability of the City to accommodate additional residential or industrial growth. The Official Community Plan supports the consideration of boundary expansion to the south of the City of Trail. Additional study is required to determine the suitability of boundary expansion into this area.

12.2 Municipal Boundaries – General Policies

Council's policies are as follows:

- .1 Continue working with the residents and the property owners in the Regional District of Kootenay Boundary Area 'A' and Area 'B' to identify the feasibility, options, and costs associated with addressing servicing issues and joining the City of Trail.
- .2 Continue working with the Regional District of Kootenay Boundary to discuss boundary expansion issues and to cooperatively plan land uses and services in the fringe areas that may eventually become part of the City.
- .3 Require that an area become part of the City as a condition of the City extending municipal infrastructure to an area.

13.0

DEVELOPMENT PERMIT AREAS

13.1 Background

Pursuant to the Local Government Act, it is the policy of Council to designate certain areas of the City as Development Permit Areas and implement special conditions in the form of development guidelines. These designations and guidelines are used for the following reasons:

- Protection of the natural environment;
- Protection of development from hazardous conditions;
- Revitalization of an area in which a commercial use is permitted;
- Establishment of definitive objectives and to treat the form and character of commercial and multiple family residential development.

In general, within a Development Permit Area, the owner needs to obtain a development permit before:

- Subdivision;
- Construction, addition or alteration of a building or structure;
- Land is altered in an environmentally sensitive area as designated under Section 879(1)(a) of the Local Government Act;
- Land subject to hazardous conditions as designated under Section 879(1)(b) of the Local Government Act is altered.

13.2 Conditions where a Development Permit is not required

.1 Development Permits are not required within the specified Development Permit areas under the following conditions:

- For internal alterations which do not affect the outer appearance of the building.
- For replacement, upgrading or repair of roofing.

.2 Except in the Downtown Development Permit Area, Development permits are not required under the following conditions:

- For replacement upgrading or repair of the exterior cladding of a building
- For replacement upgrading or repair of signs
- For an alteration that is limited to the addition, replacement or alteration of doors, windows, or building trim.

13.3 Multi-Family Development Permit Area

Category

The Multi-Family Development Permit Area is designated under Section 879(1)(e) (form and character of multi-family development) of the Local Government Act.

Area

All areas designated Multi-Family Development Permit Area are illustrated on Figure 6.

Justification

Most multiple family developments are located in areas next to major roadways, areas next to lower density residential use, and areas in transition from lower density residential to higher density residential uses. Because of their prominent scale and location, multi-family developments can have a significant visual impact on the surrounding area. Good design guidelines can help ensure that the development enhances the surrounding area and contributes to the character of the neighbourhood.

The objective of this designation is to ensure that multi-family development is attractive and compatible with the surrounding area, as well as enhancing the overall character of Trail.

Guidelines

Development permits issued in this area shall be in accordance with the following guidelines:

Buildings and Structures

- .1 The siting, scale and massing of buildings should be consistent with adjacent development and prevailing neighbourhood character. Where larger multi-family developments meet single family residential developments, roof lines should slope down and building shapes should be stepped down to meet the height of the adjacent single family development.
- .2 Monolithic structures and long expanses of straight walls should be avoided. Second and third storeys should be stepped back, especially when adjacent to single storey developments.
- .3 Large buildings should be designed to create the impression of smaller units and less bulk by encouraging architectural treatments for roof systems, façade relief and variety between sections.
- .4 Materials such as brick, stucco, stone, natural stained or painted wood, or a combination of the above are encouraged.
- .5 Buildings clad entirely in vinyl siding are discouraged; if vinyl siding is used, it should be combined with significant amounts of other material in order to avoid expansive areas of featureless vinyl siding.
- .6 Clustering and other creative spatial arrangements with common open areas and facilities are encouraged. These types of housing should be designed to promote visual quality and interest, efficient use of land and building materials, community interaction and amenities, and natural drainage and environmental management systems.
- .7 Defined spaces should be identified for waste containers.

Access and Parking

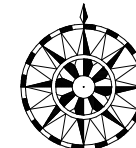
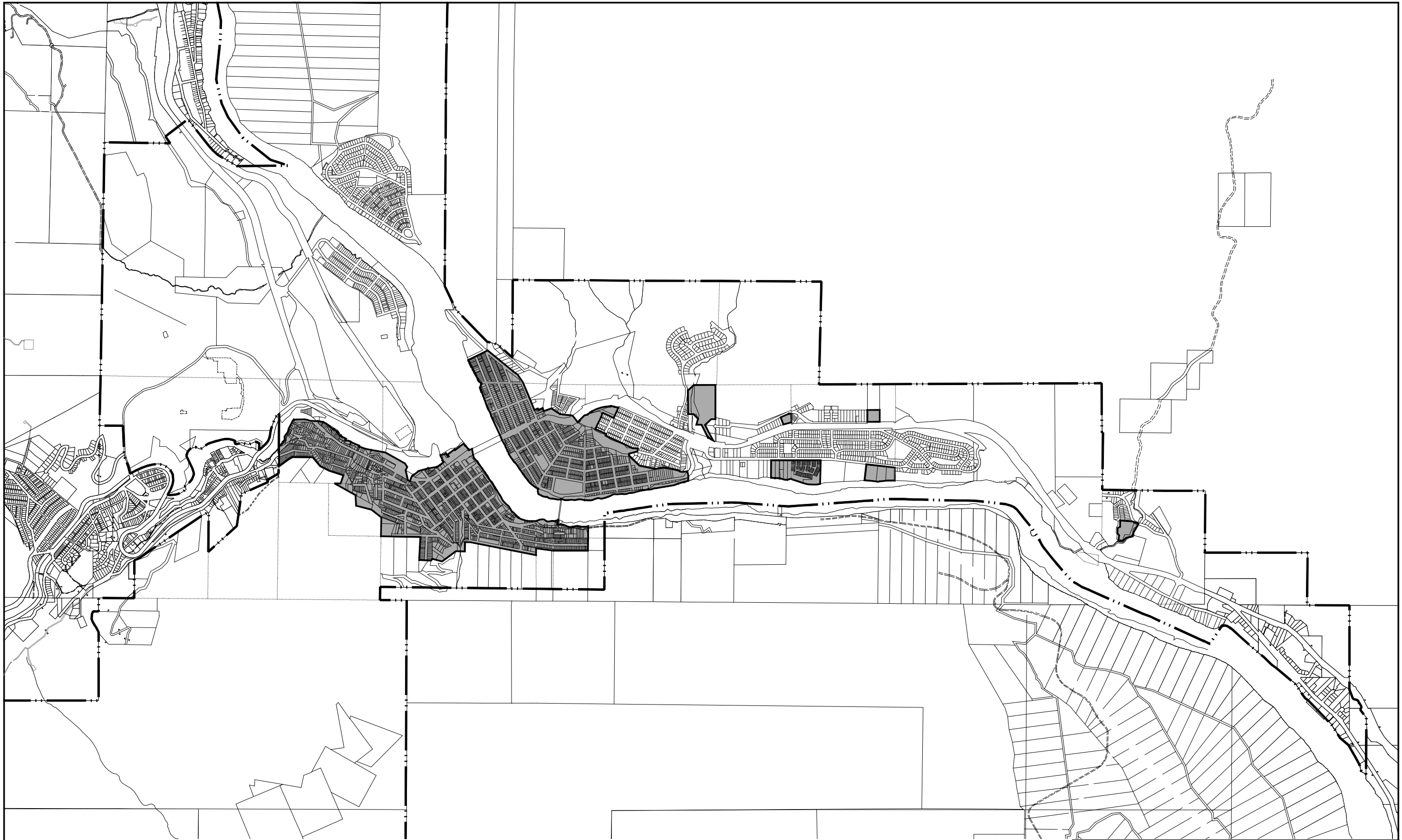
- .8 New development must provide safe and efficient vehicle entrances, exits and site circulation.
- .9 Sites should be designed to accommodate alternative modes of transportation, with provisions made onsite for sidewalks, bicycle and walking paths or lanes, and bicycle parking racks.
- .10 Large parking areas should be broken into smaller groups, with landscaping between the groups of parking.
- .11 Parking lots located at the side or rear of the principal building, rather than the front of the building, are encouraged.
- .12 Parking lots and access routes should be provided with asphalt, concrete, interlocking bricks or other hard surface. Gravel parking lots and access routes will not be accepted.

Screening and Landscaping

- .13 The site should be provided with landscaping in the following areas:
 - Along the property edge next to roadways;
 - Between buildings and parking areas;
 - Along on-site access roads;
 - Along the sides of buildings; and
 - In other open space areas not required for parking, access roads or walkways.
- .14 The site should be provided with supplementary screening in the form of fencing, hedging, planting, other screening materials or a combination of materials in the following areas:
 - Around outdoor storage areas;
 - Around waste containers;
 - Around heating and cooling equipment and other service areas; and
 - Between parking areas and the street.
- .15 The landscaping components should be designed as part of a comprehensive landscaping plan that complements the building and the surrounding uses.
- .16 The inclusion of site amenities that improve pedestrian enjoyment and accessibility and the quality of the residential living space is encouraged. Amenities may include courtyards, gardens, playground equipment, and pedestrian and bicycle routes.
- .17 Retention of significant existing vegetation is encouraged to enhance the urban environment and retain the existing character of the area.

Signage

- .18 The general character of signs should positively relate to the architectural character of the associated building.
- .19 Free standing signs should be low to the ground, externally lit or unlit, with a landscaped base.



CITY OF TRAIL OFFICIAL COMMUNITY PLAN		Scale: NTS
BYLAW No. 2471	FIGURE: 6	Date: NOV. 2000
MULTI-FAMILY DEVELOPMENT PERMIT AREA		Dwg. No. 084618-MDP
		URBAN SYSTEMS

Utility Servicing

.20 All multiple family development should be connected to a community water system and a community sewer system.

Sequence and Timing

.21 Sequence and timing will be considered for phased developments to encourage orderly development, identify priorities and facilitate completion of phases; in general initial phases should be near completion before subsequent phases are started .

13.4 Downtown Development Permit Area**Category**

The Downtown Development Permit Area is designated under Section 879(1)(d) (revitalization of an area in which a commercial use is permitted) of the Local Government Act.

Area

The areas designated Downtown Development Permit Area are illustrated on Figure 7.

Justification

The Downtown is the most important commercial area in the Trail region. The visual impression provided by the Downtown area helps shape the community's identity. It is also extremely important from an economic perspective to provide a strong positive image to the tourists travelling Highway 3B.

The objective of this designation is to enhance the quality, character, and image of Trail's downtown. The guidelines will ensure that a high standard of architectural and streetscape design are maintained. It is Council's objective to develop continuity and an overall improvement of the presentation of Downtown Trail, while still providing flexibility for original and inspired design.

Guidelines

.1 *The City of Trail Building Design Guidelines (1988)* shall apply within the Downtown Development Permit Area.

13.5 Gulch Development Permit Area

Category

The Gulch Development Permit Area is designated under Section 879(1)(d) (revitalization of an area in which a commercial use is permitted) of the Local Government Act.

Area

The areas designated Gulch Development Permit Area are illustrated on Figure 8.

Justification

The Gulch provides an important “first impression” for the City of Trail. The visual impression provided by the Gulch area helps shape the community’s identity. It is also extremely important from an economic perspective to provide a strong positive image to the tourists travelling Highway 3B.

The objective of this designation is to enhance the existing quality, character, and image of the historic Gulch area. The guidelines will ensure that a high standard of architectural and streetscape design are maintained. It is Council’s objective to develop continuity and an overall improvement of the presentation of the Gulch, while still providing flexibility for original and inspired design.

Guidelines

- .1 *The City of Trail Building Design Guidelines (1988)* shall apply within the Gulch Development Permit Area.



CITY OF TRAIL OFFICIAL COMMUNITY PLAN

BYLAW No. 2471

FIGURE: 7

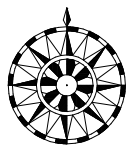
**DOWNTOWN DEVELOPMENT
PERMIT AREA**

Scale: NTS

Date: NOV. 2000

Dwg. No. 084618-DP8

URBAN SYSTEMS



CITY OF TRAIL OFFICIAL COMMUNITY PLAN		Scale: NTS
BYLAW No. 2471	FIGURE: 8	Date: NOV. 2000
GULCH DEVELOPMENT PERMIT AREA		Dwg. No. 0846-GulchDP
		URBAN SYSTEMS

13.6 Hazardous Development Permit Area #1

Category

The Hazardous Development Permit Area #1 is designated under Section 879(1)(b) (protection of development from hazardous conditions) of the Local Government Act.

Area

The areas designated Hazardous Development Permit Area #1 are illustrated on Figure 9.

Justification

This area is subject to landslip and erosion due to its proximity to the riverbank of the Columbia River.

Guidelines

Development permits issues in this area shall be in accordance with the following:

- .1 Site conditions of the area and the limited depth of the lots will require soil testing and foundation design by a Professional Engineer for any construction or approval of a development.
- .2 Adequate setback of a development from the riverbank shall be provided, subject to soil investigations by a Professional Engineer.

13.7 Hazardous Development Permit Area #2

Category

The Hazardous Development Permit Area #2 is designated under Section 879(1)(b) (protection of development from hazardous conditions) of the Local Government Act.

Area

The areas designated Hazardous Development Permit Area #2 are illustrated on Figure 10.

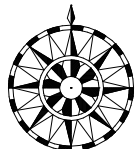
Justification

This area is subject to possible landslip, erosion and periodic debris torrents resulting from Lawley Creek.

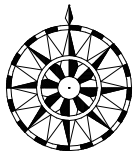
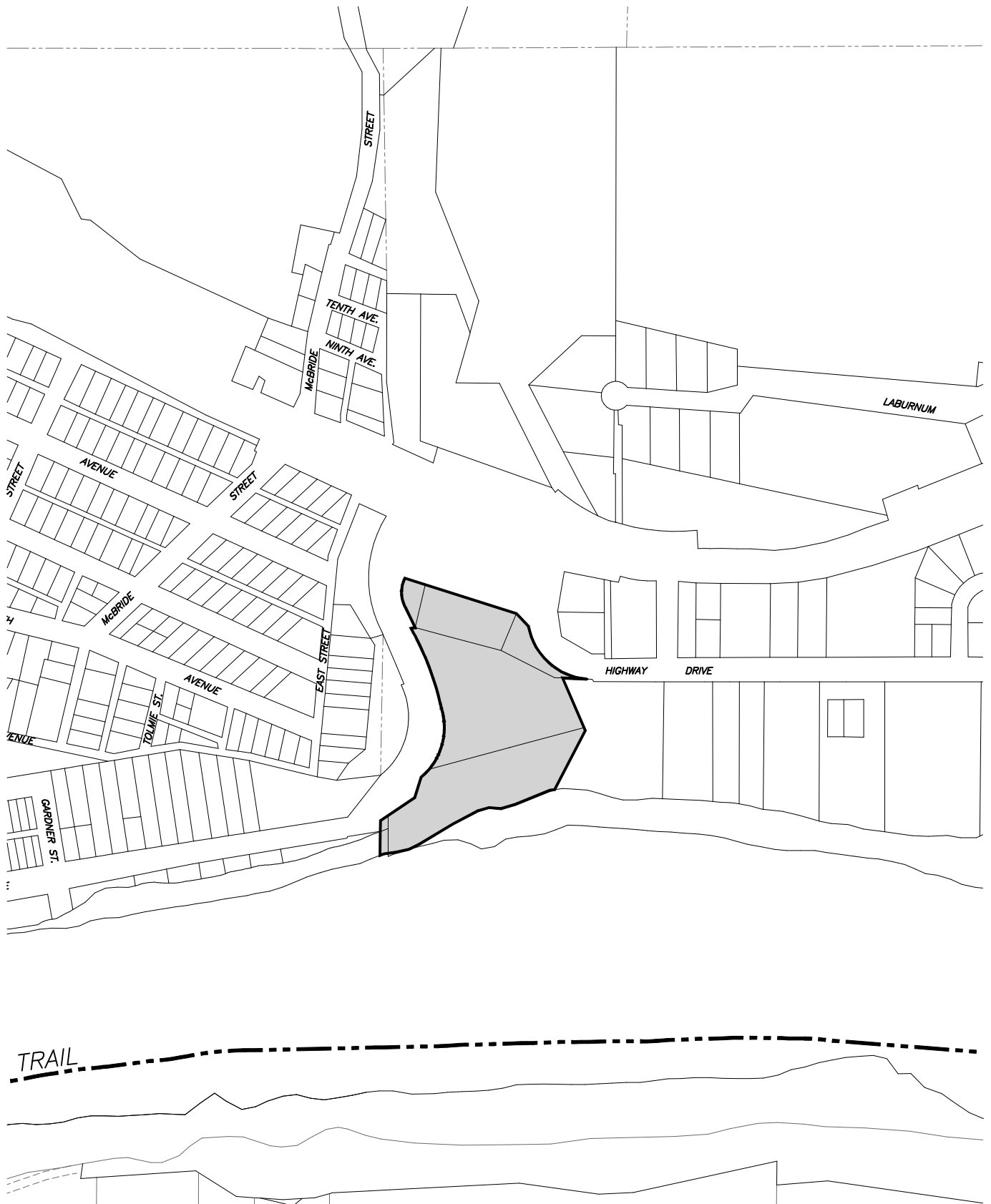
Guidelines

Development permits issues in this area shall be in accordance with the following:

- .1 Site conditions of the area will require soil testing and foundation design by a Professional Engineer prior to construction or approval of a development.
- .2 Works to control, channel or divert the waters of Lawley Creek are required, subject to the approval of the Ministry of Environment, Lands and Parks.



CITY OF TRAIL OFFICIAL COMMUNITY PLAN		Scale: NTS
BYLAW No. 2471	FIGURE: 9	Date: NOV. 2000
HAZARDOUS DEVELOPMENT PERMIT AREA #1		Dwg. No. 084618-DP1
		URBAN SYSTEMS



CITY OF TRAIL OFFICIAL COMMUNITY PLAN

BYLAW No. 2471 FIGURE: 10

HAZARDOUS DEVELOPMENT
PERMIT AREA #2

Scale: NTS

Date: NOV. 2000

Dwg. No. 084618-DP2

URBAN SYSTEMS

13.8 Hazardous Development Permit Area #3

Category

The Hazardous Development Permit Area #3 is designated under Section 879(1)(b) (protection of development from hazardous conditions) of the Local Government Act.

Area

The areas designated Hazardous Development Permit Area #3 are illustrated on Figure 11.

Justification

This area is subject to landslip, erosion and periodic debris torrents from Lawley Creek.

Guidelines

Development permits issues in this area shall be in accordance with the following:

- .1 Site conditions including steepness of slopes and slope instability of the area will require soil testing and foundation design by a Professional Engineer prior to construction or approval of a development.
- .2 Works to control, channel or divert the waters of Lawley Creek are required, subject to the approval of the Ministry of Environment, Lands and Parks.

13.9 Hazardous Development Permit Area #4

Category

The Hazardous Development Permit Area #4 is designated under Section 879(1)(b) (protection of development from hazardous conditions) of the Local Government Act.

Area

The areas designated Hazardous Development Permit Area #4 are illustrated on Figure 12.

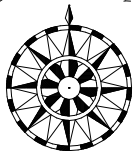
Justification

This area is subject to erosion and landslip and could be subject to construction on fill material.

Guidelines

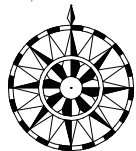
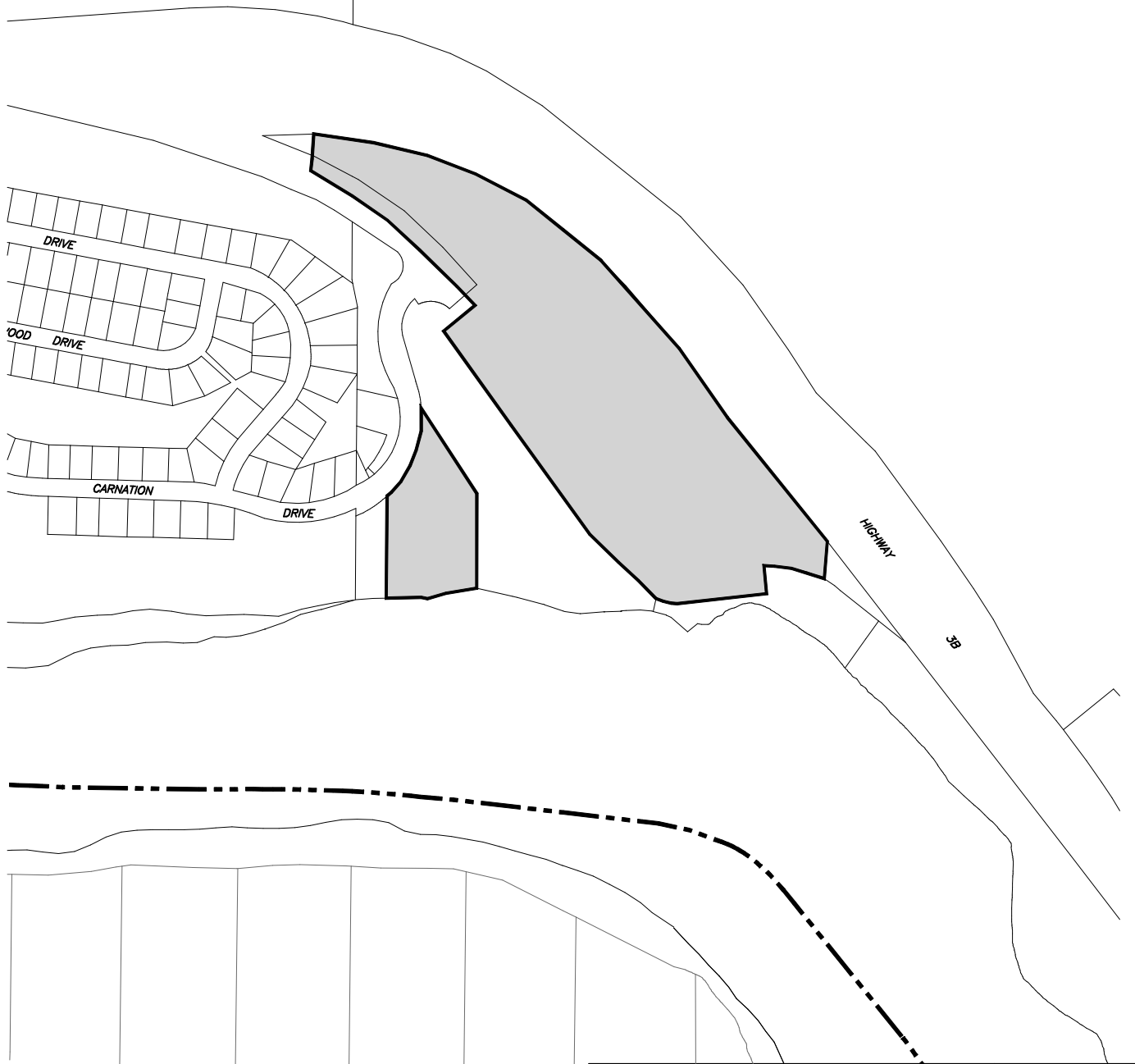
Development permits issues in this area shall be in accordance with the following:

- .1 Site conditions of the area will require soil testing and foundation design by a Professional Engineer prior to construction or approval of a development.
- .2 Works to control the creek through the area are required to minimize erosion and landslip, subject to the approval of the Ministry of Environment, Lands and Parks.



CITY OF TRAIL OFFICIAL COMMUNITY PLAN		Scale: NTS
BYLAW No. 2471	FIGURE: 11	Date: NOV. 2000
HAZARDOUS DEVELOPMENT PERMIT AREA # 3		Dwg. No. 084618-DP3
		URBAN SYSTEMS

CITY



CITY OF TRAIL OFFICIAL COMMUNITY PLAN

BYLAW No. 2471

FIGURE: 12

**HAZARDOUS DEVELOPMENT
PERMIT AREA #4**

Scale: NTS

Date: NOV. 2000

Dwg. No. 084618-DP4

URBAN SYSTEMS

13.10 Hazardous Development Permit Area #5

Category

The Hazardous Development Permit Area #5 is designated under Section 879(1)(b) (protection of development from hazardous conditions) of the Local Government Act.

Area

The areas designated Hazardous Development Permit Area #5 are illustrated on Figure 13.

Justification

This area is subject to flooding, erosion and unstable drainage conditions.

Guidelines

Development permits issues in this area shall be in accordance with the following:

- .1 Site conditions require soil testing and surface and subsurface drainage analysis by a Professional Engineer prior to construction or approval of a development.
- .2 A detailed site plan is required prior to approval of a development.
- .3 A restrictive covenant is required saving the City harmless from damages resulting from any alteration to surface or subsurface drainage patterns, either in the development permit area or to lands in the vicinity.

13.11 Hazardous Development Permit Area #6

Category

The Hazardous Development Permit Area #6 is designated under Section 879(1)(b) (protection of development from hazardous conditions) of the Local Government Act.

Area

The areas designated Hazardous Development Permit Area #6 are illustrated on Figure 14.

Justification

This area is not serviced with a City sanitary sewer collection system and ground sewage disposal is required

Guidelines

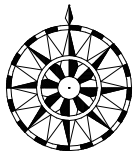
Development permits issues in this area shall be in accordance with the following:

The Medical Health Officer and/or Public Health Inspector for the Central Kootenay Health Unit may be directed to consider for approval of the installation of wood-wet-well “cell pits” for ground sewage disposal in any new residential subdivision in the Development Permit Area #6 under the provisions for “alternate methods of sewage disposal” in the Provincial “Sewage Disposal Regulations” made pursuant to the Health Act.

Installations of such “cess pits” shall be in accordance with the following standards:



- .1 A building permit application shall clearly show the location of the proposed “cess pit” on Ministry of Health Application for a Permit to Construct a Sewage Disposal System, in compliance with item 8 and 9.
- .2 No building permit shall be issued until the required “sewage disposal permit” for the “cess pit” has been issued by the Public Health Inspector.
- .3 “Cess pit” wet-wells to be constructed of undressed 4” cedar lumber by City of Trail Works Department and installed by the City of Trail, in accordance with the City’s current practice.
- .4 “Cess pits” will be at least 6’ wide x 8’ long x 6’ deep – outside dimensions, or larger.
- .5 The outside perimeter cavity of the whole “cess pit” to be filled with drainage rock (1/8” to 4” in size containing less than 10% fines) to a width of at least 2 feet, with 6” of drain rock placed in the bottom of the “cess pit”.
- .6 “Cess pit” cover to be constructed of two overlapping layers of 2” undressed cedar lumber with an overlaying layer of 4 mil or thicker plastic.
- .7 The “cess pit” to be backfilled with at least 12” of earth to final grade.
- .8 The “cess pit” to be located in that portion of the lot which fronts the proposed or possible location of the future municipal sewer main.
- .9 Notwithstanding item 8., all new “cess pits” for newly created lots shall conform to the following Central Kootenay Health Unit requirements:
 - Be located at least 10 feet horizontal distance from any property line, waterline, driveway, sidewalk, planter, tennis court and like fixed normal site improvements; and
 - Be located at least 15 feet horizontal distance from a building or part thereof; and
 - Be located at least 30 feet horizontal distance from the bank of a surface body of water and in-ground swimming pool or hot tub; and
 - Be located at least 100 feet horizontal distance from a surface body of water.
- .10 Maintenance of the “cess pit” shall be carried out by the City of Trail as required except that should the repairs involve driveways, structures, or improvements, the City shall undertake such repairs on a one-time basis only and the owner shall be responsible for future maintenance costs until the “cess pit” is replaced. The owner shall be requested to sign a restrictive covenant releasing the City from future maintenance costs.
- .11 Should the owner wish to place any structure, concrete or asphalt works, or any like improvement, within 20 feet of the outside of an existing “cess pit” the owner will then become responsible for any repairs to those improvements.



CITY OF TRAIL OFFICIAL COMMUNITY PLAN

BYLAW No. 2471

FIGURE: 13

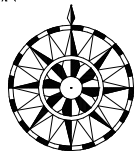
**HAZARDOUS DEVELOPMENT
PERMIT AREA #5**

Scale: NTS

Date: NOV. 2000

Dwg. No. 084618-DP5

URBAN SYSTEMS

**URBAN**SYSTEMS

13.12 Waneta Junction Regional Commercial Development Permit Area

Council will designate a Waneta Junction Regional Commercial Development Permit Area, under Section 919.1(1)(d) (revitalization of an area in which a commercial use is permitted) and Section 919.1(1)(f) (establishment of objectives for the form and character of commercial, industrial or multi-family residential development) of the Local Government Act.

The purpose of such a designation is to ensure a high standard of architectural and streetscape design, to enhance the quality of development at Trail's eastern gateway.

Potential guidelines could address any or all of the following:

- Building form and character
- Edge conditions
- Access
- Parking
- Streetscape treatment
- Landscaping
- Amenities
- Signage
- Lighting
- Garbage and recycling facilities

14.0 IMPLEMENTATION

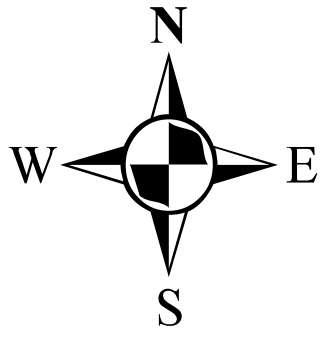
The act of stating community goals and objectives does not guarantee their realization. An implementation program is needed to effectively transform the aspirations of the community into reality. The following table describes the key action items needed to help achieve the objectives of the Plan. Each action item has been derived from policy statements of the various land use designations and provisions of the plan.

Start dates corresponding to each action item have been included in the table to ensure a level of accountability between local government and the community. Action items have been prioritized based on community need and budgetary constraints.

This program should be reviewed regularly and adjusted to account for changing situations.

Implementation Program			
Action Item	OCP Reference	Start Date	Key Participants
Implement infrastructure improvements	Sections 9.2.2, 9.2.12, 9.4.2, 10.3.4, 10.4.3, 10.5.6	Ongoing	City of Trail
Initiate Boundary Restructure Study	Sections 7.5.2, 12.2	2001	City of Trail, RDKB
Prepare Violin Lake Master Plan	Section 7.7.3	2001	City of Trail, Ministry of Environment, Lands & Parks, and others
Update Zoning Bylaw	Sections 7.1.8, 7.1.5.2, 7.1.5.8	2001	City of Trail
Downtown Revitalization	Section 6.3.2.5	2001	City of Trail, merchants
Update Subdivision Servicing Bylaw	No specific OCP section In general it is good practice to update the subdivision servicing bylaw to reflect the goals & desires of the OCP	2002	City of Trail
Waneta Junction neighbourhood planning process	Section 6.11.2	2002	City of Trail
Prepare Community Enhancement Strategy	Section 11.2	2002	City of Trail
Prepare Parks and Recreation Master Plan	Section 7.6.3	2002	City of Trail, user groups, interest groups
Gulch Revitalization	Sections 6.1.2.8, 7.3.3.6	2002	City of Trail, merchants
Prepare Trails Systems Strategy	Section 7.6.3.1	2002	City of Trail, user groups, interest groups
East Trail Revitalization	Section 6.4.2.7, 7.3.5.10	2005	City of Trail, merchants

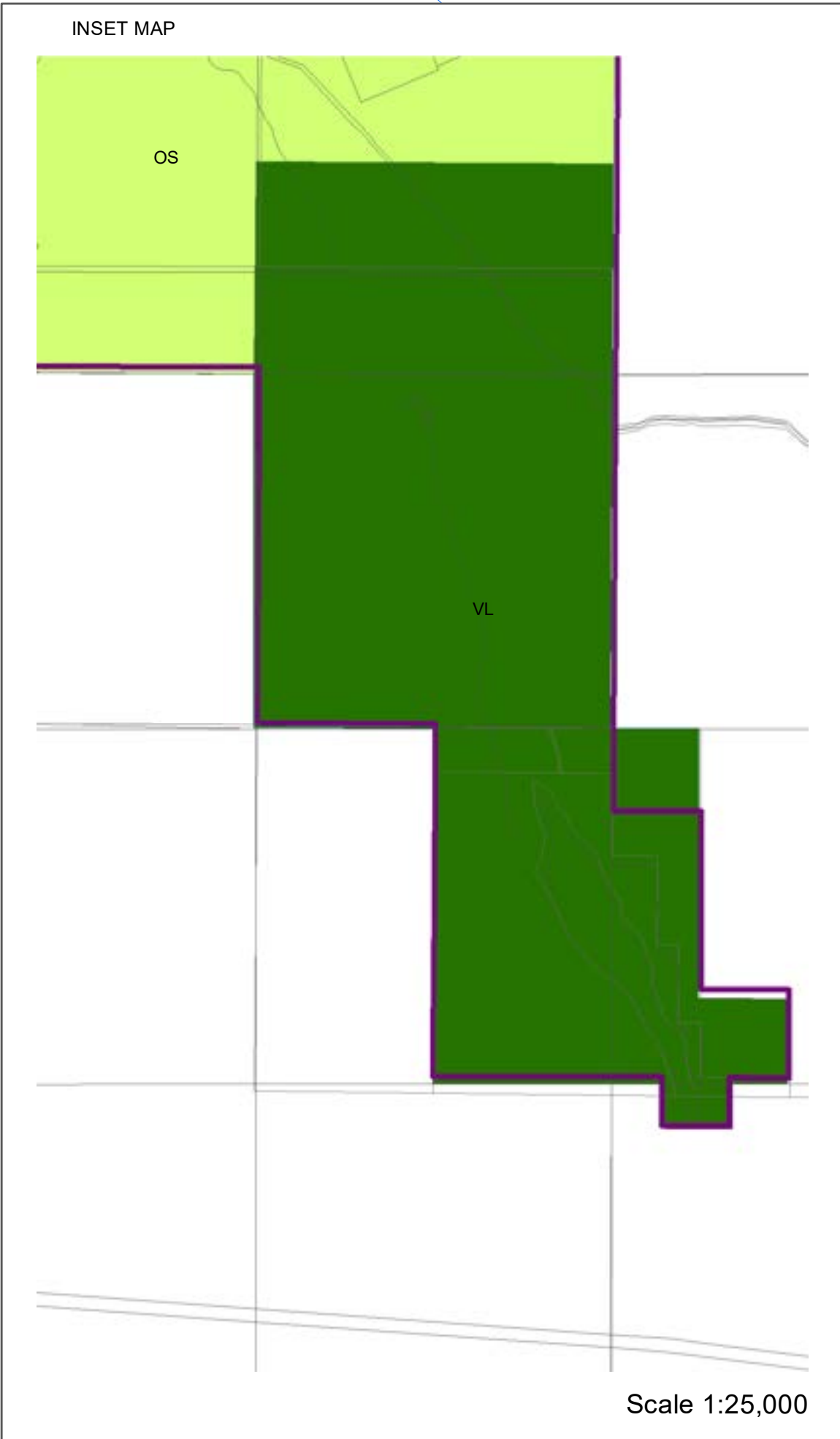
CITY OF TRAIL
OFFICIAL COMMUNITY PLAN
Land Use Map
Schedule 'B'



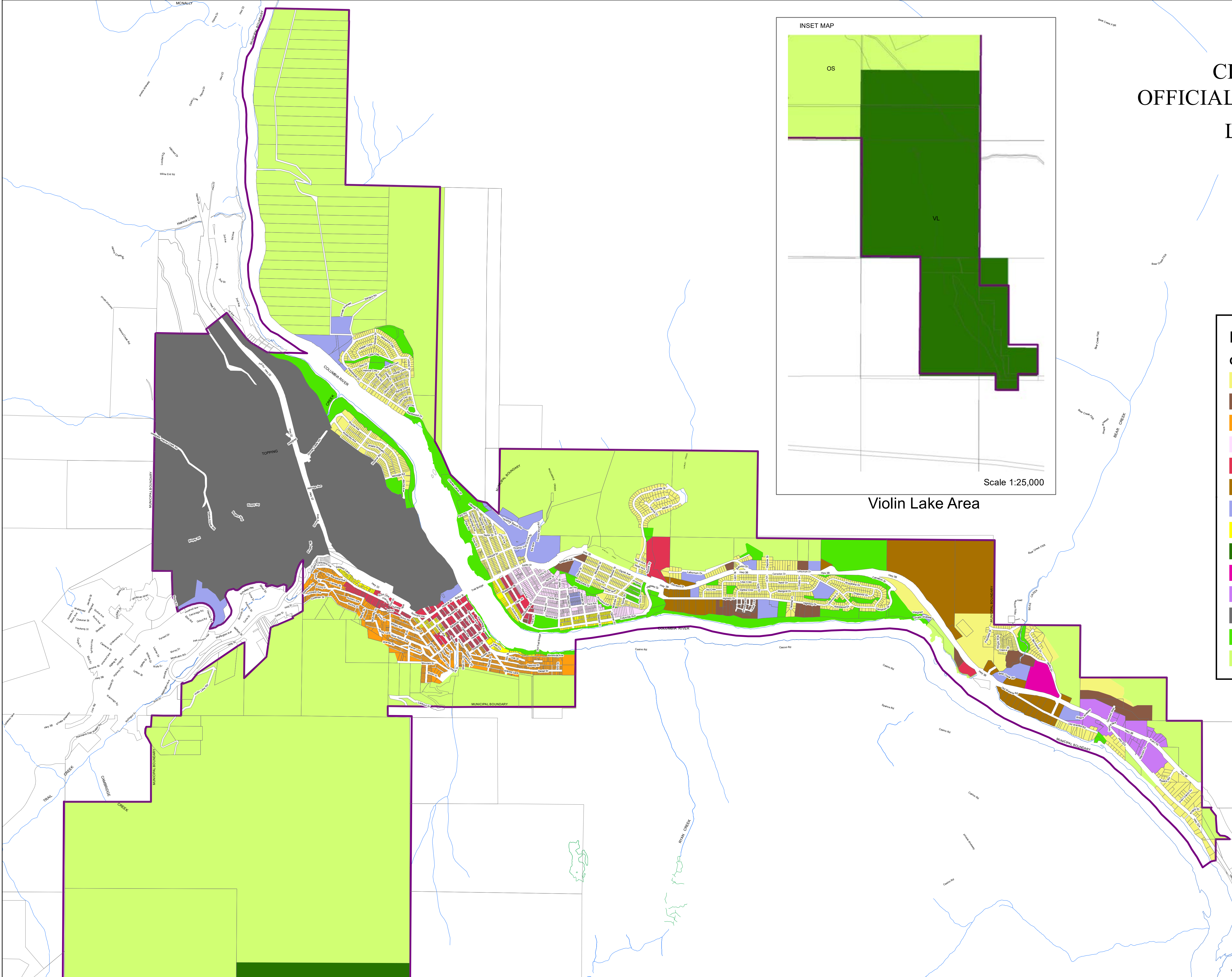
Legend

OCP Designations

- Single Dettached Residential
- Multpile Residentail
- West Trail Residential
- East Trail Mixed Residential
- Commercial
- Service Commercial
- Institutional
- Transition Area
- Violin Lake Recreational
- Waneta Mall Commercial
- Waneta Junction Regional Commercial
- Heavy Industrial
- Parks and Recreation
- Open Space



Violin Lake Area



This Schedule "B" is a forming
part of the City of Trail,
Official Community Plan,
Bylaw No. 2471, 2001

Mayor _____ Clerk _____

Scale = 1: 17,500 March 15, 2021

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reliance upon any information or data furnished herein.

SEE INSET MAP