



REPORT TO THE ADVISORY PLANNING COMMISSION

DATE: November 7, 2023

REPORT: DEV 23-086

FROM: Deepa Chandran, Planner

FILE: 3090-20/DV23-08

SUBJECT: Development Variance Permit Application DV23-08 for 3852 First Avenue (Local Supply Co.) and Exemption to Minimum Highway Frontage Requirement

RECOMMENDATIONS:

1. THAT the Advisory Planning Commission recommend that Council approve Development Variance Permit Application DV23-08 for the lot to be created by subdividing 3852 First Avenue, legally described as Parcel A, Plan PRP1054, District Lot 5289, Range 5, Coast Range 5 Land District, (Plan 9450), by varying table 5.2.2 of the Town of Smithers Zoning Bylaw No. 1936 establishing the minimum parcel width in the C-1A Downtown Commercial Zone, from 7.0 m to 5.95 m, as necessary to complete the proposed subdivision.
2. THAT the Advisory Planning Commission recommend that Council, as permitted under Section.512 (2) of the *Local Government Act*, exempt the proposed new parcel from complying with the 10% minimum highway frontage requirement for new parcels.
3. THAT the Advisory Planning Commission recommend that Council direct staff to amend the Town of Smithers Subdivision Servicing and Development Standards Bylaw No. 1800, to delegate its authority to exempt parcels from meeting the 10% highway frontage requirements, to the Town’s (Subdivision) Approving Officer, as permitted by Section.512 (3) of the *Local Government Act*.

BACKGROUND:

Application: In June 2022, the Town received a Preliminary Subdivision Application for 3852 First Avenue, which houses the Local Supply Co. business in the downtown core (see Attachment 1). The proponent intended to subdivide the current 22.85 m-wide parcel, to create a 5.95 m-wide parcel -- roughly 226 m² in area -- next to the existing

CAO <input type="checkbox"/>	Dir/FIN <input type="checkbox"/>	PCSO <input type="checkbox"/>	Agen Date: November 16, 2023 Closed Agen Date: Agenda Placement: APC Other:
Dir/CS <input type="checkbox"/>	Dir/DS <input type="checkbox"/>	EC/DEV <input type="checkbox"/>	
EXEC. ASST <input type="checkbox"/>	Dir/OPS <input type="checkbox"/>	REC <input type="checkbox"/>	
HR <input type="checkbox"/>	Dir/COM <input type="checkbox"/>	BLDG INS <input type="checkbox"/>	
MAYOR <input type="checkbox"/>	AIRPORT <input type="checkbox"/>	PLANNER <input type="checkbox"/>	
COUNCIL <input type="checkbox"/>	FIRE <input type="checkbox"/>	WEBSITE <input type="checkbox"/>	

building located on the parent parcel (see Attachment 2). As requested by the Applicant, the subdivision application was put on hold until summer this year.

Based on the additional details provided by the Applicant, the Town issued a Preliminary Subdivision Review (PSR) letter in early October 2023. As the proposed parcel does not meet the minimum parcel width established for parcels in the C-1A zone, the PSR had identified approval of a Development Variance Permit (DVP) as a requirement for completing the Final Subdivision process. Consequently, the Applicant submitted the subject DVP application to the Town on October 11th (see Attachment 3).

Official Community Plan & Zoning: The subject property is designated ‘High Density Residential / Downtown Commercial’ in the Official Community Plan (OCP) and is zoned C-1A Downtown Commercial (see Attachment 4). It also forms part of the ‘Downtown Commercial’ category of the Form and Character Development Permit (DP) areas, as identified on Map 7 of the OCP.

DISCUSSION:

In order to complete the PSR conditions, the Applicant’s request is to vary table 5.2.2 of the Town of Smithers Zoning Bylaw No. 1936, to reduce the minimum parcel width for the proposed new lot from 7.0 m to 5.95 m. As the requested variance exceeds the 10% maximum deviation permitted under ‘minor variance’ requests for parcel width, this DVP application is processed as a ‘standard’ or ‘non-minor’ DVP application.

As per the subdivision plan (see Attachment 2), the parent parcel -- identified as ‘Proposed Lot 1’ on the subdivision plan -- will meet all the subdivision standards established by the Town and the applicable provincially legislated requirements. Given that the proposed subdivision will not create any non-conformity for the proposed lot 1, the focus of this discussion will be on the new lot to be created, identified as ‘Proposed Lot 2’ on the subdivision plan.

The table below summarizes the key characteristics of the proposed new lot.

Use/Element	Proposed Lot 2	C-1A zoning / provincial standard
Principal Use	Mixed-use / commercial	Mixed-use / commercial
Density	TBD at the Development Permit (DP) stage	No density limit
Parcel Coverage	TBD at the DP stage	100% (no setbacks required)
Parcel Area	226.7 m ²	No minimum parcel size
Parcel Width	5.95 m	7.0m minimum; proposal does not comply with this requirement
Parking	2 parallel stalls at the rear; to be finalized at the DP stage	All uses exempt from meeting the minimum parking requirements
Loading	1 space at the rear; to be finalized at the DP stage	Exempt from meeting the minimum loading requirements
Minimum highway frontage	6.7%	10% (established by the LGA); proposal does not comply with this requirement

The proposed subdivision does not meet two requirements: firstly, the minimum parcel width established for parcels in the C-1A zone, and secondly, the minimum highway frontage requirement established by the Local Government Act (LGA).

a) Minimum parcel width: Measured from the farthest point of the building siding, 5.95 m is the maximum width viable for the new lot. The narrow width of the proposed parcel also means that the proposed new development will not have interior side yard setbacks, which is permitted in the C-1A zone. Once subdivided, the existing building on the parent parcel will be located within the new property line (see Attachment 5).

Staff support approving the requested variance for the following reasons:

- a) Efficient use of the scarce commercial land in downtown core, and thereby aligns with the principles of sustainable land use and efficient use of existing municipal infrastructure.
- b) Key municipal services are available at the property line;
- c) The conceptual plans developed and shared with the Town staff as part of the subdivision and DVP applications, indicate the viability of developing the proposed new lot for a single or multi-level commercial / mixed use building.
- d) The proposal will support the OCP vision to maintain downtown core as the community's commercial hub, while also creating new economic opportunities.
- e) The new lot can potentially accommodate dwelling units, contributing to improved rental housing stock in the downtown core, supporting revitalization and economic development of the downtown core area.
- f) Development of the new lot will fill in the existing gap between the Local Supply Co. and Bulkley Valley Brewery buildings, and thereby contribute to a continuous and enhanced streetscape, enhancing the character of the downtown core.
- g) The buildings located both on the parent parcel and on the north side of the new parcel have non-combustible cinder block walls. Hence, the proposed subdivision -- which may enable a new development without setbacks in the future -- will not pose fire risk to the neighbouring building. The new development on the proposed lot, if cannot meet the minimum 1.2 m-fire separation requirement, will be required to comply with higher levels of construction standards, such as non-combustible walls, at the building construction stage.

b) Minimum Highway Frontage: As per section.512 (1) of the *Local Government Act* (LGA), a newly created parcel must have a minimum of 10% of its perimeter, or a higher standard established by a local government, fronting onto a highway (see Attachment 6). This requirement is aimed to ensure new parcels with reasonable access to streets and to avoid complexities associated with irregularly shaped lots.

As per the repealed Zoning Bylaw No. 1403, this standard was 20% for all new subdivisions within the Town of Smithers. Given the practical difficulties in meeting the 20% frontage requirement, especially for skinny lots, this requirement was not included on the updated Zoning Bylaw No. 1936. As such, the proposed parcel must comply with the 10% frontage requirement established by the provincial legislation. A request to reduce the 10% minimum lot frontage established by LGA does not fall within the

purview of variance permits, and hence, cannot be analyzed as part of the proponent's DVP application.

Section 512 (2) of the *Local Government Act* enables a local government to exempt a parcel from complying with the minimum frontage requirement (see Attachment 6). Considering the community-wide benefits of the proposed subdivision / development, staff recommend that Council exempt the proposed lot from meeting the minimum 10% highway frontage requirement. In staff opinion, the narrow street frontage will not have adverse impacts either on the functionality of the new development or the character of the streetscape. The Development Permit review process will examine the visual appropriateness of the proposed development's design in detail at the next stage.

As an alternative to 512 (2), section 512 (3) of the *Act* enables an Approving Officer (AO) of a local government to exercise the exemption authority for highway frontage. As per section 154 of the *Community Charter*, the AO can exercise the delegation power only if the Council, by bylaw, has authorized the delegation power to the AO (see Attachment 7). Currently, Smithers Council has not delegated the lot frontage exemption authority to the Town's AO. Therefore, council is the only authority to permit lot frontage-related exemptions for new subdivisions in the Town of Smithers.

Since highway frontage was part of the Town's zoning bylaw until the updated bylaw was adopted in October 2022, requests for reduced lot frontage received in the past were eligible to be considered through the DVP process. In the absence of a minimum highway frontage requirement in the updated zoning bylaw, the Town does not have an established process to either receive or process requests for reduced highway frontages. Delegating the frontage exemption authority to the AO will assist in reducing the processing time, while also eliminating the procedural ambiguity. Once the authority is delegated to the AO, subdivision proposals involving below 10% street frontage will be considered on a case-by-case basis, including the context, community benefits and compliance with the OCP policies. Alternatively, as permitted under section 154 (1) of the *Community Charter*, Council may establish terms and conditions that it consider as appropriate to guide the AO's decision-making process (see Attachment 7).

With the intent to minimize cost and time-related barriers to permitting new developments, staff recommend that Council direct staff to amend the Town of Smithers Subdivision Servicing and Development Standards Bylaw No. 1800, to delegate the lot frontage exemption authority to the AO.

NEXT STEPS:

As the other items identified on the PSR letter, approval of the subject DVP application and exemption from meeting the minimum highway frontage are necessary to initiate the Final Subdivision application. Prior to approving the final subdivision plan, the AO will ensure that the proponent has completed all the other subdivision conditions, including site servicing and off-site works. Based on the information shared by the applicant, the new lot will be developed to accommodate a single or multi-level commercial / mixed-use building. The owner will be required to obtain a Form and Character Development Permit approved by Council, prior to obtaining a Building Permit for the new development.

POLICY / LEGISLATION CONSIDERATIONS:

Sections 5.2 Land Use (policies 1 and 2), 6.1 Land Use and Infrastructure (policy 1), and 8.2 Strengthen and Diversify the Local Economy (policy 6) of the OCP support the Applicant's request for the parking variance (see Attachment 6).

The proposal supports maintaining compactness of the downtown core. If developed for mixed-use, the new parcel will also support creating additional rental units in downtown, reducing reliance on automobile. Thus, the proposed subdivision, and hence the DVP request, supports the recommendations of the Town's Active Transportation Plan, Housing Needs Assessment, and the Community Energy Emission Plan (CEEP).

ENVIRONMENTAL / ACCESSIBILITY IMPLICATIONS:

Approval of the requested variance is unlikely to have adverse environmental or accessibility implications on the site or surrounding properties. On the positive side, the proposal supports environmental sustainability through land use intensification, supporting commercial/mixed use developments in an area with well-connected active transportation network, and will enable efficient use of municipal infrastructure. Locating the new development in downtown ensures easy accessibility to the site and supports pedestrian safety through increased foot traffic.

CONCLUSION:

The proposed subdivision supports OCP policies and planning principles that will have community-wide positive impacts. These include improved infrastructure efficiency, land use intensification, improved streetscape, and downtown revitalization. Therefore, staff support approving the requested variance.

Given the merits of the proposal, staff also support exempting the proposed subdivision from complying with the minimum 10% street frontage requirement established by the *Local Government Act* (LGA). Delegating the exemption authority permitted under s. 512 (3) of the Act to the Approving Officer will reduce the processing timelines for subdivision applications that will not meet the highway frontage requirement. To this end, staff recommend that Council direct staff to amend Bylaw No. 1800, as necessary to enable the AO to exercise the exemption authority.

COMMUNICATIONS:

In compliance with the requirements of *Local Government Act*, Town of Smithers Development Procedures Bylaw, and Town of Smithers Public Notice Bylaw.

ALTERNATIVES:

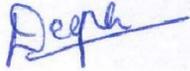
1. Require changes to the variance permit application.
2. Deny the Development Variance Permit.

ATTACHMENTS:

1. Subject Property Map
2. Subdivision Plan

-
3. DVP Application DV23-08
 4. OCP-Zoning Maps
 5. Ortho-images of the Subject Property
 6. Section. 512 *Local Government Act*
 7. Section. 154 *Community Charter*
 8. Relevant sections of the OCP Bylaw No. 1935

Respectfully submitted:



Deepa Chandran
Planner

Reviewed by:



Mark Allen
Director of Development Services

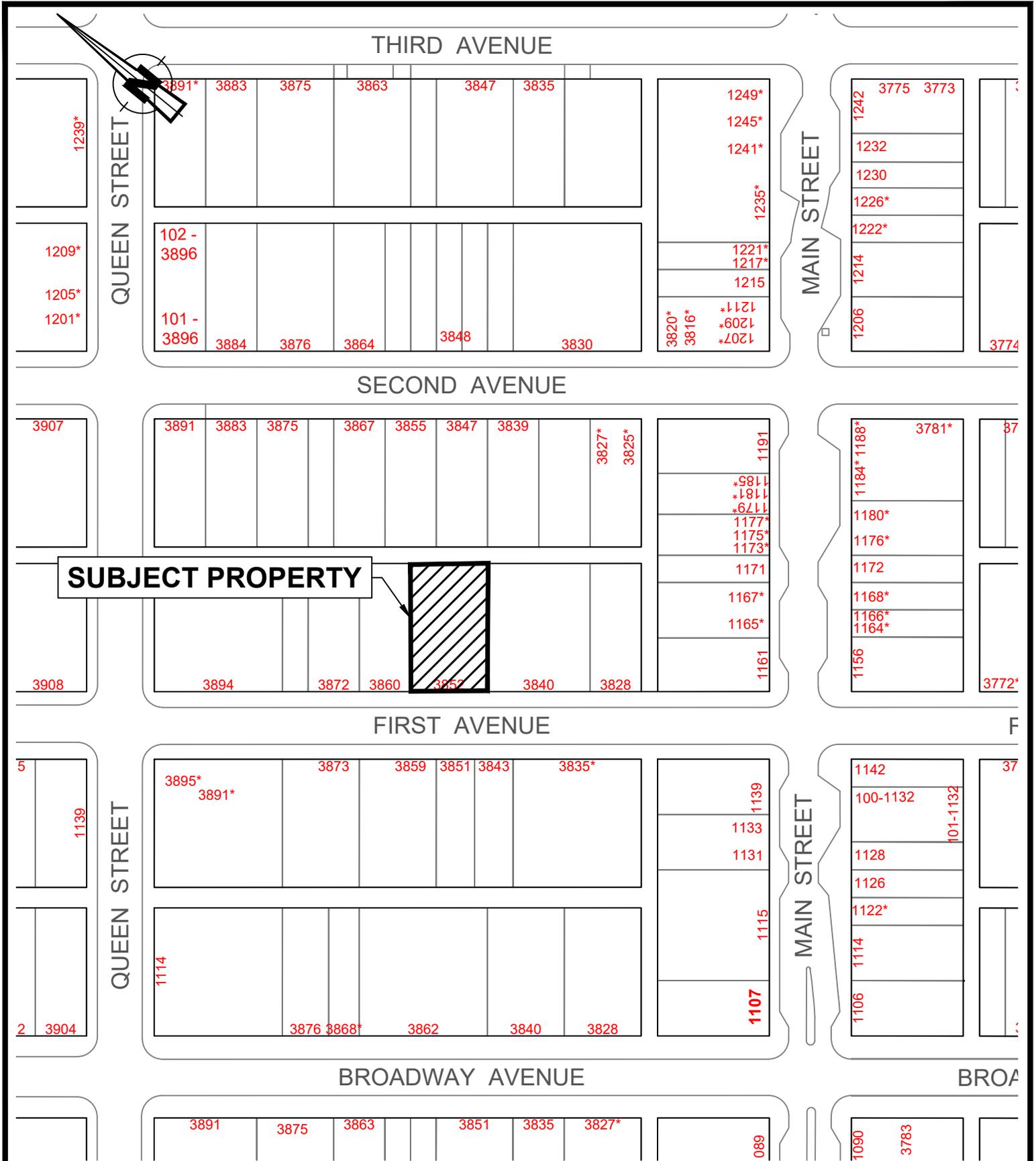
Submission approved by:



Dianna Plouffe
Chief Administrative Officer

MA/dp

n:\3000-3699 land administration\3090 development variance permits\3090-20 - permits (individual)\2023\dv23-08 3852 1st ave (local supply)\report\dev 23-086 dv23-08 (local supply).docx



TITLE:
**DEVELOPMENT VARIANCE PERMIT
 DV23-08 APPLICATION
 SUBJECT PROPERTY MAP**

SCALE: 1:1500

DRAWN BY: BL

DATE: 2023/11/06

APPROVED BY: MFA

DATE: 2023/11/07

DRAWING PATH:

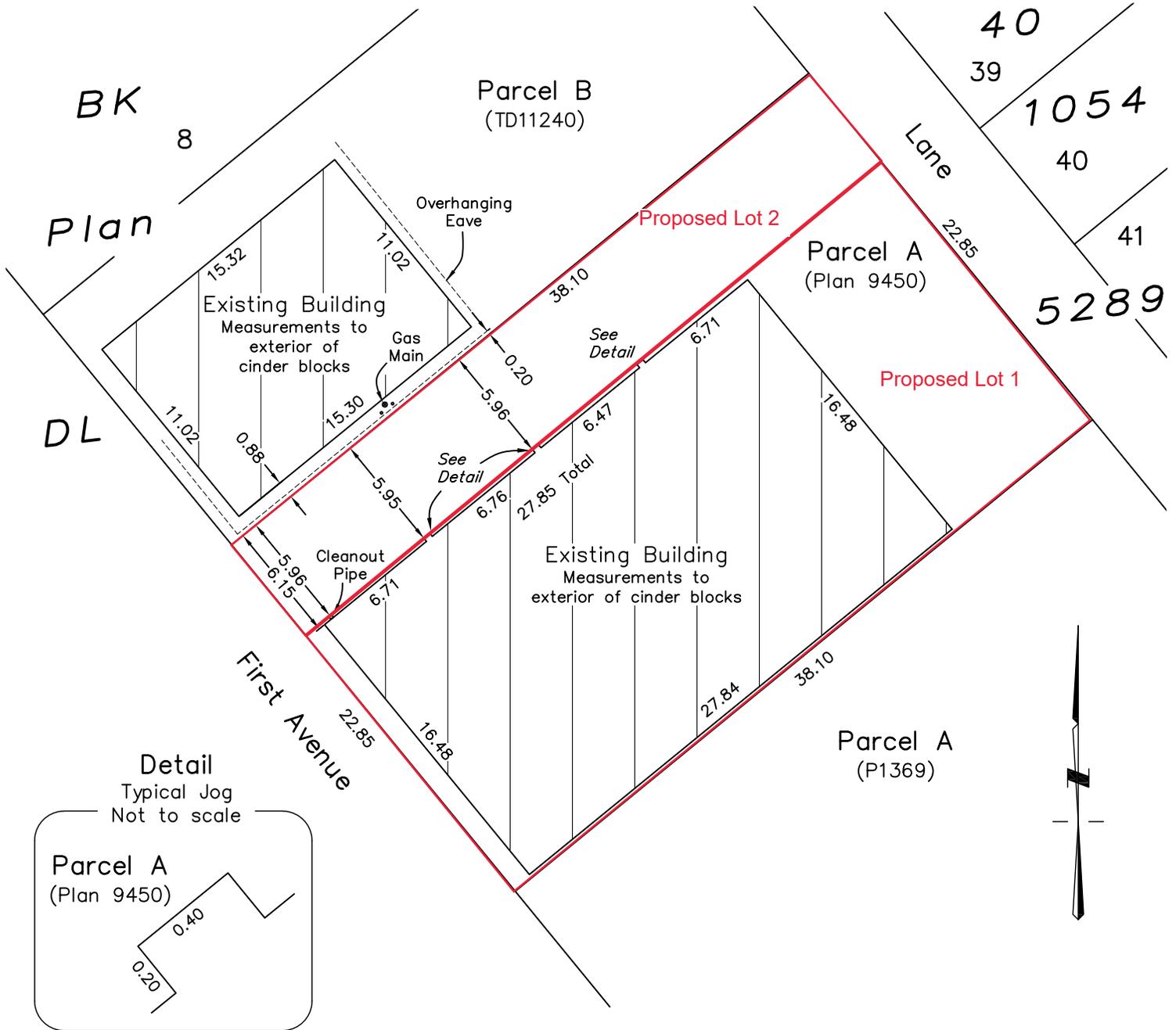
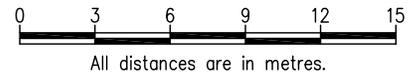
N:\3000-3699 LAND ADMINISTRATION\3090
 DEVELOPMENT VARIANCE PERMITS\3090-20 -
 PERMITS (INDIVIDUAL)\2023\DV23-08 3852 1st Ave

Attachment 2 Subdivision Plan

B.C. Land Surveyor's Building Location Certificate

Of Improvements between buildings on Parcel B (TD11240) Block 40 and Parcel A (Plan 9450), Both of District Lot 5289 Range 5 Coast District Plan 1054
 P.I.D.: 016-330-668 and 013-470-027
 Street Address: 3852 First Avenue, Smithers BC

Scale 1:300



Parcel boundary dimensions are derived from Plans 1054 and 9450.

This plan was prepared for planning purposes and is for the exclusive use of our client. This document shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property corners.

Certified correct according to Land Title & Survey Authority records and field surveys. Unregistered interests have not been included or considered.

This document has been prepared in accordance with the ABCLS Professional Reference Manual and is certified correct this 11th day of April, 2023.

Mark Rossmann
A4W3Q8

Digitally signed by Mark Rossmann A4W3Q8
 Date: 2023.04.20
 10:43:57 -07'00'

Mark Rossmann, BCLS 926
 This document is not valid unless digitally signed.

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HBH File: KRA2301

	Prince George 1395 5th Ave. Prince George, BC V2L 3L6 250.640.2287 www.HBHLandSurveying.com	Smithers 3750 1st Ave. PO Box 536 Smithers, BC V0J 2N0 250.847.3808
	www.HBHLandSurveying.com	

MS DEV003

750.00

DV 23-08

CK

750.00

#=127617 / B=2023101101 / D=6094

11/Oct/2023 BEV

PO Box 879, 1027 Aldous Street, Smithers, BC V0J 2N0
Telephone (250) 847-1600 Fax (250) 847-1601
www.smithers.ca



DEVELOPMENT PROPOSAL APPLICATION



APPLICATION TYPE: Enter all applications under miscellaneous (MS) category development (DEV)

- Joint Official Community Plan & Zoning Amendment (\$2,000) DEV001
- Official Community Plan Amendment (\$1,500) DEV001
- Zoning Bylaw Amendment (\$1,500) DEV001
- Development Permit with minor variance* (\$800) DEV003
- Development Permit with variance (\$1,100) DEV003
- Temporary Use Permit (\$1,000) DEV003
- Board of Variance (\$750) DEV003
- Development Variance Permit (\$750) DEV003
- Development Variance Permit (minor)* (\$300) DEV003
- Development Permit with no variance (\$750) DEV003
- Development Permit Amendment (\$600) DEV003
- Temporary Use Permit Extension (\$1,000) DEV003

APPLICANT INFORMATION

APPLICANT	REGISTERED OWNER(S)
Name(s): <u>JASON KRAUSKOPF</u>	Name(s): <u>RAYZ BOARDSHOP LTD.</u>
Mailing address: <u>Box 725 SMITHERS BC</u>	Mailing address: <u>Box 725 SMITHERS BC</u>
Phone: <u>250-877-9763 VOT QNO</u>	Phone: <u>250-877-9763 VOT QNO</u>
Fax/Email: <u>jason@wertzappraisals.ca</u>	Fax/Email: <u>jason@wertzappraisals.ca</u>

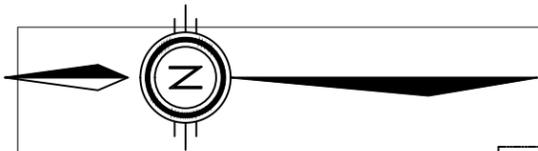
SUBJECT PROPERTY INFORMATION

Civic address: <u>3852 1st Ave Smithers BC</u>	Existing zoning designation: _____
Legal description: _____	Existing OCP designation: _____
Description of the present use of the property: <u>COMMERCIAL / SPORTSWE GOODS RETAIL</u>	Proposed zoning designation: _____
<u>PARCEL A, PLAN PRP1054, DISTRICT LOT 5289, RANGE 5, CONST RANGES 5</u>	
<u>LAND DISTRICT 14, CPAN 9450</u>	
Proposed OCP designation: _____	

PROPOSAL DESCRIPTION (supplemental letter of intent/rationale is encouraged):

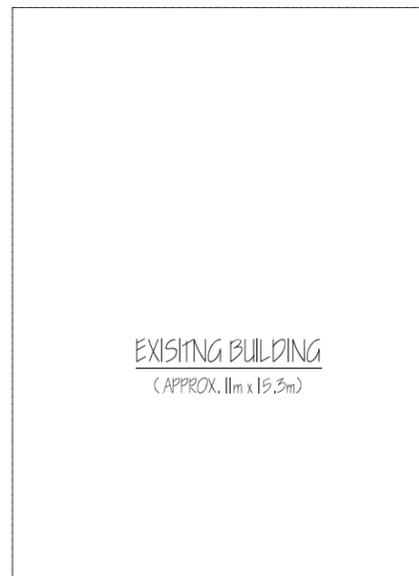
SUBDIVIDE LOT BETWEEN LOCAL SUPPLY CO. - 3852 1st Ave +
SMITHERS BREWERY. SELL TO WESTWIND FOR DEVELOPMENT AS
PER ATTACHED PLANS.

* Minor variance means a request to vary a provision of a Town bylaw as permitted under sections 7.2 - 7.5 of the Town of Smithers Development Procedures Bylaw No. 1908.



CIVIC ADDRESS: 3852 1st AVE, SMITHERS
 LEGAL ADDRESS: PARCEL B, TD11240 BLOCK 40, LOT 5289, R5, CD PLAN 1054
 PID: 016-330-668

CIVIC ADDRESS: 3852 1st AVE, SMITHERS
 LEGAL ADDRESS: PARCEL A, PLAN 9450, LOT 5289, R5, CD PLAN 1054
 PID: 013-470-027



EXISTING BUILDING
 (APPROX. 11m x 15.3m)



PROPOSED BUILDING
 SIZE TO BE CONFIRMED



EXISTING BUILDING
 (APPROX. 16.5m x 27.85m)

ACCESS TO REAR OF BUILDING / LOADING ZONE

PARALLEL PARKING SPACE 22m x 6.5m

PARALLEL PARKING SPACE 22m x 6.5m

PROPOSED PARCEL TO BE SUBDIVIDED FROM PARCEL A

19'-6 1/8" [5.95m] PROPOSED SUBDIVIDED PARCEL WIDTH

74'-11 5/8" [22.85m] EXISTING PARCEL WIDTH

125'-0" [38.10m] EXISTING PARCEL LENGTH

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General Notes

Endorsements

No.	Revision/Issue	Date



250-643-0534
 Telkwa, BC
 westwind.murray@gmail.com

3852 1st Ave
 Proposed Subdivision
 Smithers, BC

Drawn Site Plan	Sheet 1/1
Date October 10th, 2023	
Scale 1/16" = 1'-0"	

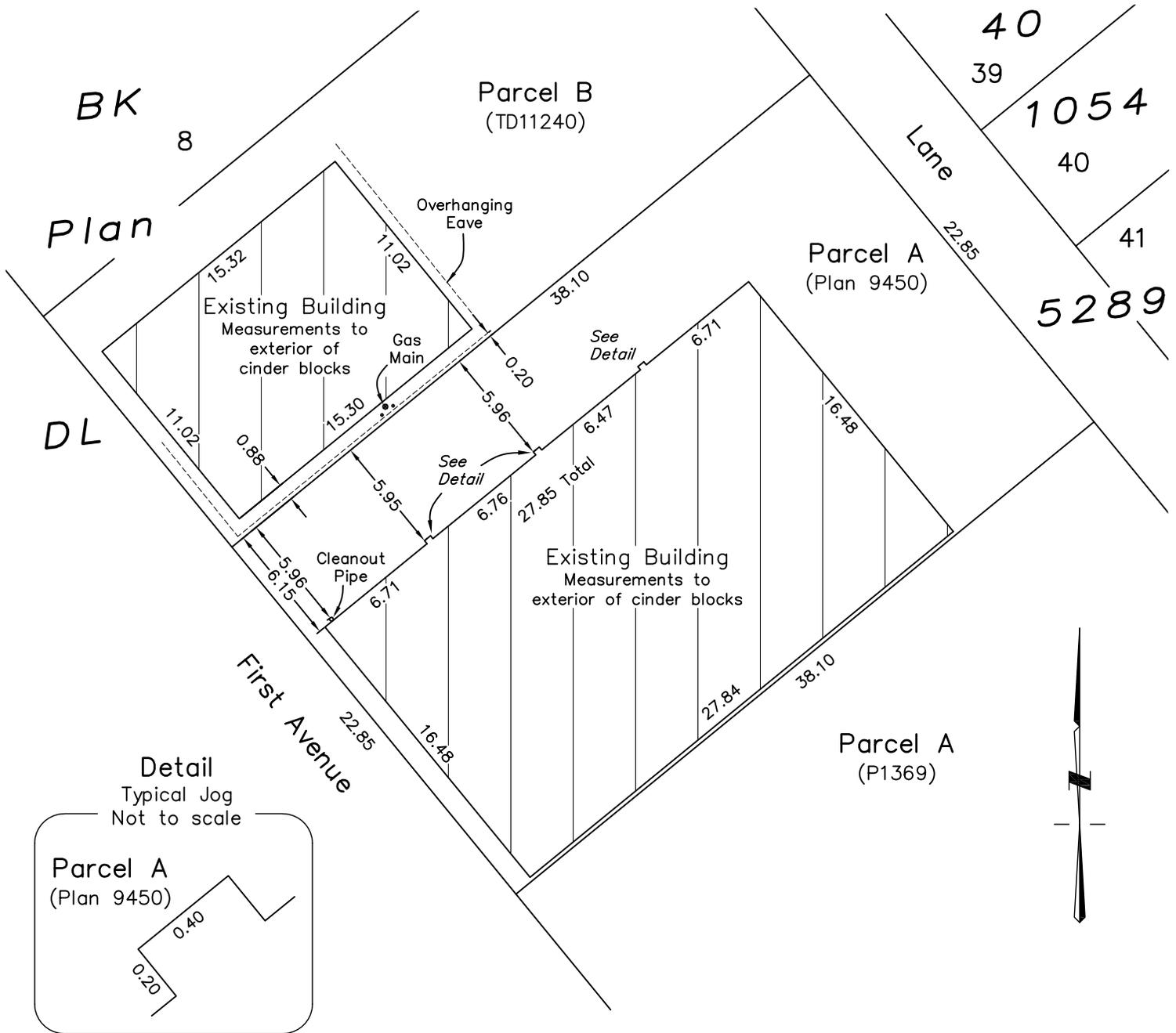
B.C. Land Surveyor's Building Location Certificate

Of Improvements between buildings on Parcel B (TD11240) Block 40 and Parcel A (Plan 9450), Both of District Lot 5289 Range 5 Coast District Plan 1054
 P.I.D.: 016-330-668 and 013-470-027
 Street Address: 3852 First Avenue, Smithers BC

Scale 1:300

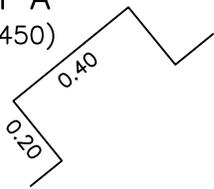


All distances are in metres.



Detail
 Typical Jog
 Not to scale

Parcel A
 (Plan 9450)



Parcel boundary dimensions are derived from Plans 1054 and 9450.

This plan was prepared for planning purposes and is for the exclusive use of our client. This document shows the relative location of the surveyed structures and features with respect to the boundaries of the parcel described above. This document shall not be used to define property lines or property corners.

Certified correct according to Land Title & Survey Authority records and field surveys. Unregistered interests have not been included or considered.

This document has been prepared in accordance with the ABCLS Professional Reference Manual and is certified correct this 11th day of April, 2023.

Mark Rossmann
 A4W3Q8

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 Rossmann A4W3Q8
 Date: 2023.04.20
 10:43:57 -07'00'

Mark Rossmann, BCLS 926
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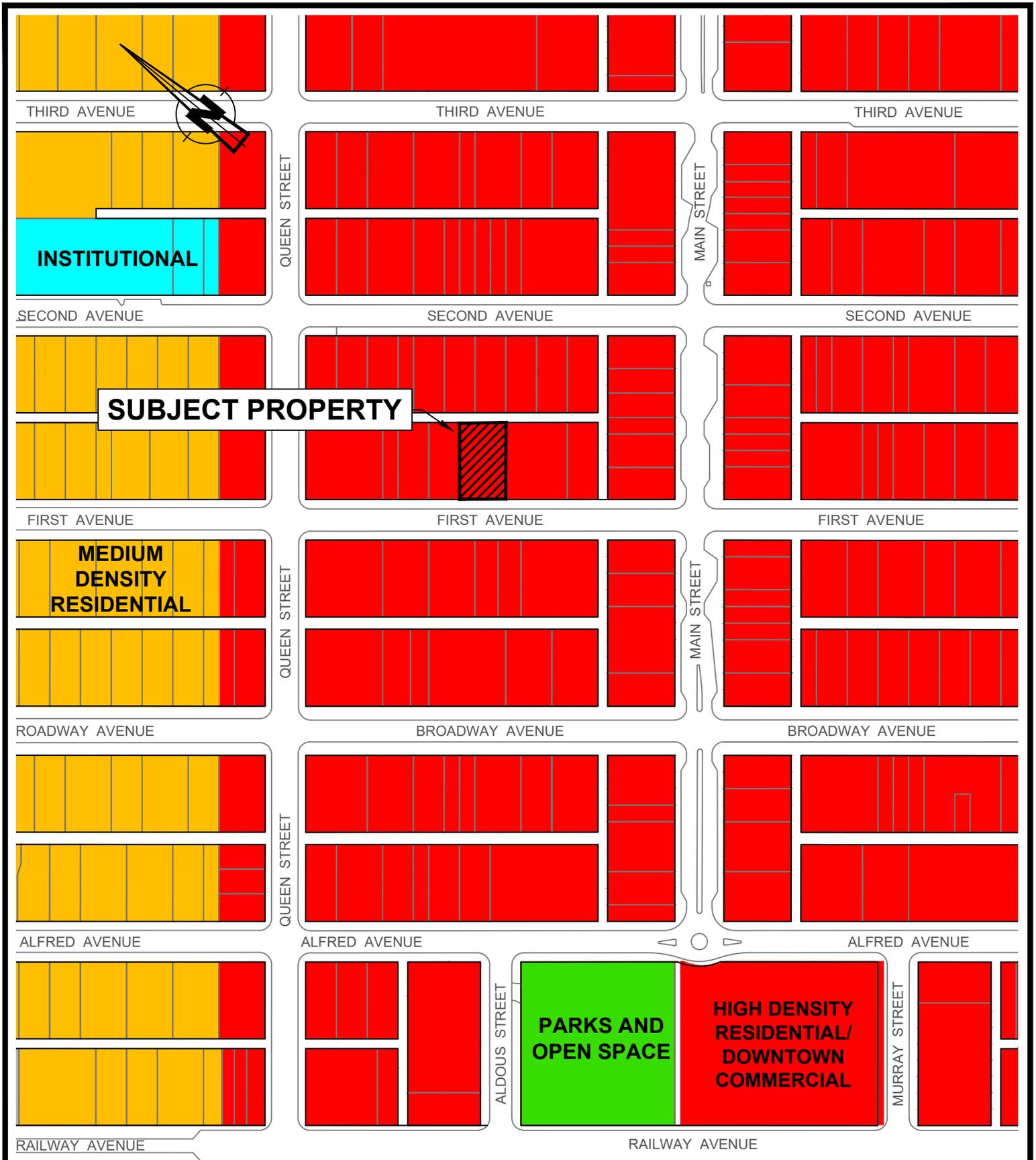
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HBH File: KRA2301



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www.HBHLandSurveying.com	



SUBJECT PROPERTY

INSTITUTIONAL

**MEDIUM
DENSITY
RESIDENTIAL**

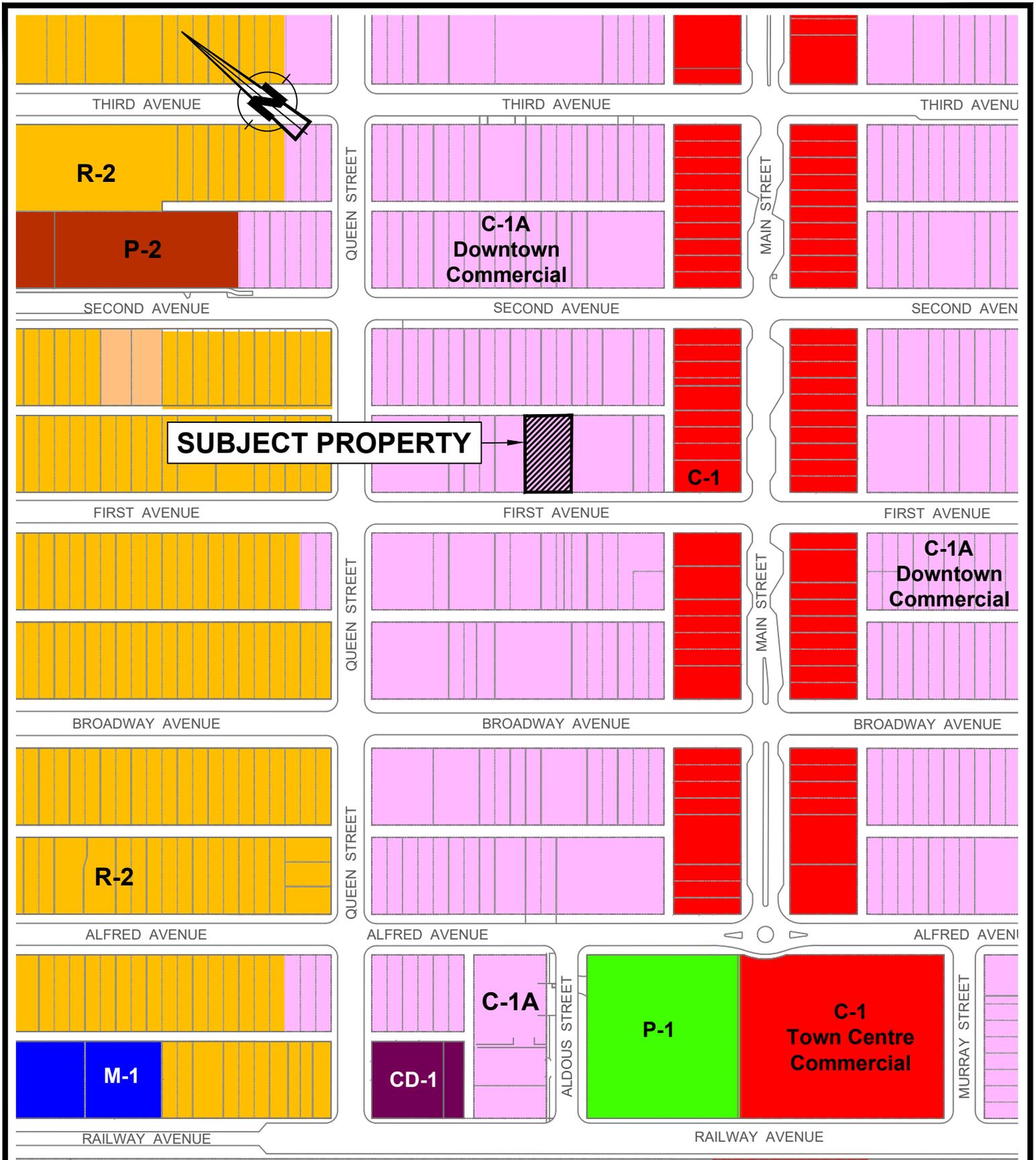
**PARKS AND
OPEN SPACE**

**HIGH DENSITY
RESIDENTIAL/
DOWNTOWN
COMMERCIAL**



TITLE:
DEVELOPMENT VARIANCE PERMIT
DV23-08 APPLICATION
OCP MAP

SCALE: 1:2500	
DRAWN BY: BL	DATE: 2023/11/06
APPROVED BY: MFA	DATE: 2023/11/07
DRAWING PATH: N:\3000-3699 LAND ADMINISTRATION\3090 DEVELOPME <small>VARIANCE PERMITS\3090-20 - PERMITS (INDIVIDUAL)\2023\DV23-08 3852 1st Ave (local www.townofsmithers.com</small>	



TITLE:
**DEVELOPMENT VARIANCE PERMIT
 DV23-08 APPLICATION
 ZONING MAP**

SCALE: 1:2500

DRAWN BY: BL

DATE: 2023/11/06

APPROVED BY: MFA

DATE: 2023/11/07

DRAWING PATH:

N:\3000-3699 LAND ADMINISTRATION\3090
 DEVELOPMENT VARIANCE PERMITS\3090-20 -
 PERMITS (INDIVIDUAL)\2023\DV23-08_3852 1st Ave

Attachment 5: Ortho-images of the Site



Image.1 The proposal is to subdivide the parents parcel housing the Local Supply Co (highlighted in yellow) to create a new 5.95-wide parcel (highlighted in orange). Once the subdivision process is complete, the skinny lot will be developed to accommodate a commercial/mixed-use development.

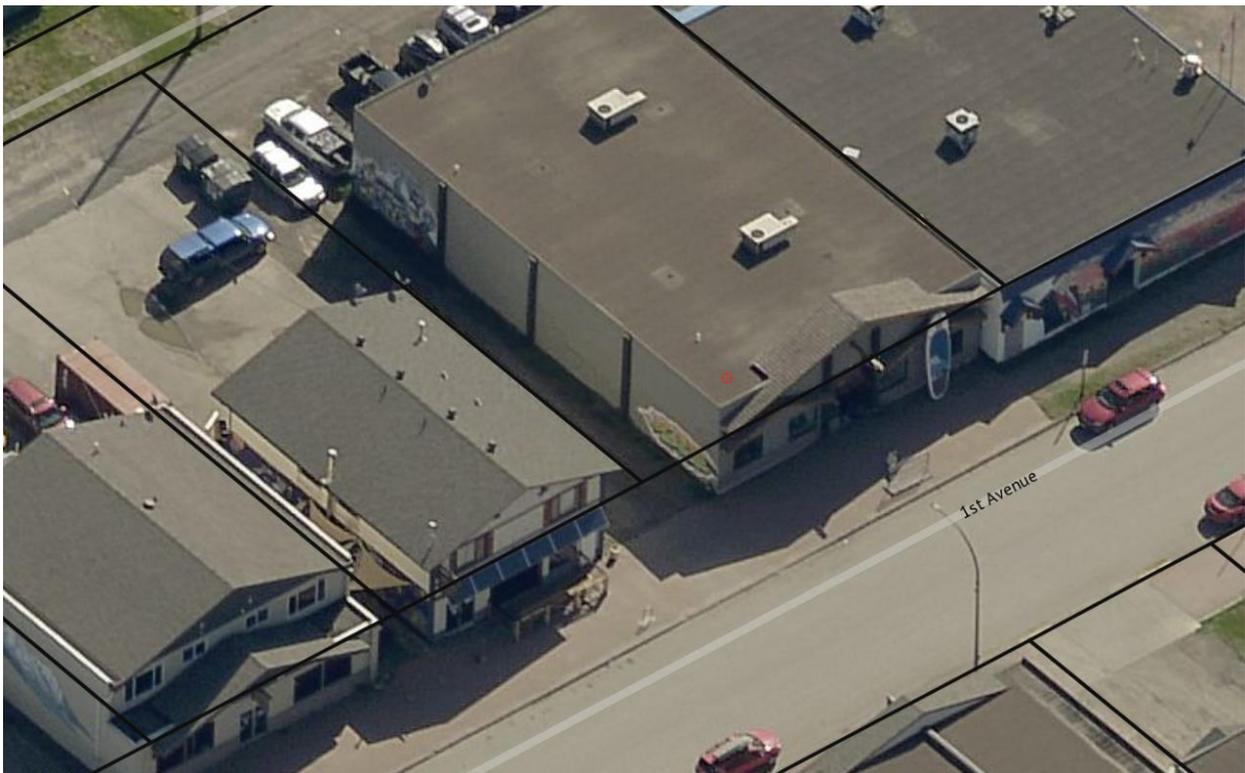


Image 2: Developing the skinny lot will enhance the streetscape by filling in the underutilized land between BV Brewery and the Local Supply Co building on the parent parcel.

Attachment.6 Section. 512 Local Government Act

Minimum parcel frontage on highway

- 512 (1) If a parcel being created by a subdivision fronts on a highway, the minimum frontage on the highway must be the greater of
- (a) 10% of the perimeter of the lot that fronts on the highway, and
 - (b) the minimum frontage that the local government may, by bylaw, provide.
- (2) A local government may exempt a parcel from the statutory or bylaw minimum frontage provided for in subsection (1).
- (3) As a limitation on section 229 [delegation of board authority] of this Act or section 154 [delegation of council authority] of the Community Charter, a local government may delegate its powers under subsection (2) only to an approving officer.

Attachment.7 Section. 154 Community Charter

Delegation of council authority

154 (1) A council may, by bylaw, delegate its powers, duties and functions, including those specifically established by an enactment, to the extent provided, to

- (a) a council member or council committee,
- (b) an officer or employee of the municipality, or
- (c) another body established by the council.

(2) As exceptions, a council may not delegate the following:

- (a) the making of a bylaw;
- (b) a power or duty exercisable only by bylaw;
- (c) a power or duty established by this or any other Act that the council give its approval or consent to, recommendations on, or acceptance of an action, decision or other matter;
- (d) a power or duty established by an enactment that the council hear an appeal or reconsider an action, decision or other matter;
- (e) a power or duty to terminate the appointment of an officer;
- (f) the power to impose a remedial action requirement under Division 12 [Remedial Action Requirements] of Part 3.

(3) Despite subsection (1), a council may only delegate a power or duty to appoint or suspend an officer to its chief administrative officer.

(4) A council may not delegate under subsection (1) to a corporation.

(5) In exercising its powers under subsection (1), a council may establish any terms and conditions it considers appropriate.

Objective:

- The Town will reduce our greenhouse gas emissions by 40% below the 2007 levels by 2030, and net-zero by 2050.

Policies:

1. Reduce GHG emission through a focus on land use patterns and energy efficient transportation options.
2. Reduce GHG emissions through innovative and progressive solid waste management including a circular economy approach.
3. Reduce GHG emissions by adopting step code and encouraging energy efficiency in existing housing.
4. Seek out available funding to finance the development of strategies that continue to identify and work towards achieving greenhouse gas reduction targets.

5.2. Land Use

Objective:

- To reduce GHG emissions through compact growth and walkable neighbourhoods.

Policies:

1. The Town will identify and prioritize key infill and multi-dwelling uses within walking distance of key amenities such as grocery stores, Main Street, and along key active transportation corridors.
2. The Town will encourage developments that encourage walking and biking, and support reduce reliance of fossil fueled modes of transportation.

5.3. Transportation

Objective:

- To promote low or zero emission modes of transportation.

Policies:

1. Develop Electric Vehicle (EV) charging stall requirement for key categories of commercial and multi-unit development.
2. Develop bike parking and storage requirements for new multi-dwelling development. This could be considered in lieu of required vehicle parking.

growth management within the Regional District have a significant impact on growth management strategies within Smithers related specifically to housing supply, demand and uptake. Therefore, it is important that growth management decisions are coordinated to ensure they address objectives of each of these two entities.

Boundary expansion may be needed in the future as the economy of Smithers continues to diversify. In the past, the area between Lake Kathlyn and the Town was the subject of a municipal boundary extension study, which concluded that utility-servicing constraints did not support extension into this area at that time. It was also recognized that rural residents live there as a lifestyle choice and may not wish to become incorporated into municipal boundaries. The Tatlow Road area may be suitable for industrial use in the future.

6.1 Land Use and Infrastructure

Objective:

- To encourage compact settlement patterns that:
 - Ensure efficient use of the land base to preserve natural open space areas and conserve natural resources.
 - Ensure the efficient, cost effective and contiguous provision of municipal infrastructure, public facilities, and transportation systems.
 - Ensure the development of complete neighbourhoods that encourage active transportation options and reduce reliance on fossil fuel powered vehicles.

Policies:

1. New medium to high density growth and development will be accommodated through sensitive infill and intensification (redevelopment) of existing built and serviced areas. These forms of development will be given priority over development proposals on previously undeveloped (greenfield) sites within the Town boundaries.
2. The majority of new medium to high density residential growth should occur within the medium and high-density infill areas as shown on Map 1: Land Use. Growth outside of these areas should be near active transportation routes, trails and pathways.
3. Commercial, mixed-use, and multi-unit development proposals shall demonstrate how they meet the Development Permit Area design guidelines.

6.2 Land Use Plan and Designations

The following land use designations are intended to guide future development in Smithers. The areas to which these designations apply are shown on Map 1: Land Use.

8.2. Strengthen and Diversify the Local Economy

Objectives:

- To support the growth and diversification of the local economy.
- To continue Smithers' tradition of being home to many services to the resource industry, entrepreneurs, and employees.
- To recognize the outstanding natural, cultural, and built amenities which not only impact the high quality of lives enjoyed by current residents and visitors, but also attracts new residents to Smithers.

Policies:

1. Create a Community Economic Development Plan that includes engagement with business owners and the broader community. Collaborate with all stakeholders, including the Chamber of Commerce and Tourism Smithers on this and other economic development initiatives.
2. Review Town bylaws and procedures to ensure a streamlined approval process, open and responsive governance, efficient use of taxation resources, and delivery of services.
3. Support and strengthen tourism initiatives throughout the Town. Tourism opportunities may include exploring Indigenous lead tourism with the Witsuwit'en Nation.
4. Where development proposals are expected to create new jobs, support the construction of employee housing as an auxiliary use.
5. Consult with the local business community, including organizations such as the Chamber of Commerce and Tourism Smithers for feedback on Town plans and policies related to economic development.
6. Identify ways that the Town can best assist with business retention, expansion, and attraction.
7. Support the retention and recruitment of a qualified labour pool by supporting access to appropriate and affordable housing and other necessary support services such as child and senior/elder care.
8. Support auxiliary residential development on lands designed as commercial and light/medium industrial.
9. Encourage home-based business being that it is owner occupied only with the exception of childcare providers and arts/music home-based businesses.
10. Develop 5-year action plan to grow the commercial and industrial tax base that may include revitalization tax exemption programs, streamlining of approval processes, alternative frontage improvements and targeted marketing campaigns.