
Official Community Plan and Zoning: The subject property is designated High Density Residential / Downtown Commercial in the Town of Smithers Official Community Plan (OCP) Bylaw No. 1935 and is zoned C-1A (Downtown Commercial) in the Town of Smithers Zoning Bylaw No. 1987 (see **Attachment 3**). The property also forms part of the Downtown Commercial Form and Character Development Permit Area (DPA) as established by Map 7 of the OCP, requiring the approval of a Form and Character Development Permit prior to the Building Permit stage.

DISCUSSION:

The property represents one of the centrally located yet highly underutilized parcels in town. Under a previous owner, with the intent to accommodate a 2-storey restaurant development, the property was rezoned from C-3 Tourist Commercial to C-1A in 2019, along with the addition of section 2.10.1 (d) provisions, exempting the parcel from off-street parking requirements when associated with specific uses (see **Attachment 4**). As the exemption list does not include “cannabis retail sales”, the proposed development by the current owner must meet the minimum off-street parking requirement established by the Town’s Zoning Bylaw, which is 1 stall / 45 m² gross floor area. Hence, the proposed 2,400 ft² (223 m²) development must provide a minimum of five (5) off-street parking stalls.

For sites with space constraints, developers have various options for meeting the off-street parking requirements, and these include covenanted parking and cash-in-lieu established by sections 2.10.7 and 2.10.8 of the Zoning Bylaw (see **Attachment 5**). Although the developer explored both the above options but is unable to proceed due to various constraints.

The Applicant’s proposal is to create two off-street parking stalls on site, while also creating three 6.7m-long and 3.0-wide on-street parallel parking stalls by widening the abutting portion of Frontage Road. Given that the site will contain only two parking stalls and that the proposed on-street parking stalls cannot be counted towards the minimum off-street parking requirement, the Applicant’s request is to vary Table 2.10.2 of the Town of Smithers Zoning Bylaw No. 1987, by reducing the minimum number of off-street parking stalls required for the development from 1 stall / 45 m² gross floor area to 1 stall / 112 m² gross floor area, or reduce from 5 stalls to 2 stalls. The proposal includes a Class 2 bicycle parking facility near the front entrance and a Class 1 bicycle parking facility near the staff entrance.

Staff support the requested parking variance for the following reasons (see **Attachment 6**):

- The proposed use is **comparable to the retail use permitted in the C-1A zone** and otherwise exempt from the off-street parking requirements when located south of Highway 16.
- The proposed parking arrangement **supports functionality of the new development**. Similar parking arrangement exists in front of the Home Hardware Store on Third Avenue.
- The proposal **exceeds the minimum bike storage requirement** established by section 2.10.14 of the Zoning Bylaw (**see Attachment 7**), encouraging active transportation for short trips and thereby lowering the demand for off-street /

on-street parking demand. Hence, overall, the proposed parking arrangement is **expected to accommodate the parking needs** for the use.

- Given that there is currently no on-street parking permitted in front of the subject property, the creation of three on-street parking stalls by widening the abutting section of Frontage Road **supports traffic safety – both for the store patrons and for the public.**
- **The property’s location opposite the Goat Park parking lot** presents an added benefit as it can accommodate any additional parking need.
- Unlike uses like restaurants and retail stores that are permitted in downtown zones and fully exempt from off-street parking requirements, patrons spent relatively less time at the cannabis retail store, resulting in **short parking time per customer.**
- The **unique characteristics of the subject property** curtails its development opportunities. Approving the requested variance supports the viability of the proposed development, eventually benefiting the community in various ways, such as employment creation, increased tax revenue, and local economic development.
- Approving the requested variance is **not expected to adversely affect** the area’s form and character, environment, or accessibility.

RESOURCE CONSIDERATIONS:

The application fee covers the costs associated with the processing of this application and permit registration. The developer will be responsible for all works associated with street widening and relocation of the existing sidewalk to create the proposed on-street parallel parking stalls.

LEGISLATION / POLICY CONSIDERATIONS:

Sections 5.2 Land Use (policy 1), 6.1 Land Use and Infrastructure (policy 1), 6.2.2 Commercial (policy 1), 8.2 Strengthen and Diversify the Local Economy (policy 6), 12.2 Street Network and Pedestrian Movement (policy 2), and 12.4 Parking (policy 1) support the staff recommendation (see **Attachment 8**).

ASSET MANAGEMENT IMPLICATIONS:

The Town will be responsible for the maintenance of the three on-street parking stalls created as part of the proposed development.

CONNECTION TO STRATEGIC PRIORITIES:

The proposal aligns with the following Strategic Priority of Town Council for 2023-26:

- **Economic Prosperity: Economic Development** - Support the growth and diversification of the local economy.
- **Infrastructure and Asset Management: Town Assets** - Ensure the successful development and sustainability (environmental and fiscal) of the community by making wise asset management decisions.

ENVIRONMENTAL CONSIDERATIONS:

Approval of the requested variance is unlikely to have any adverse environmental implications. Provision of additional bike storage on site will encourage active transportation for short visits to the site, and hence, would support environmental sustainability.

COMMUNICATIONS:

Notification and communication for this application will be undertaken in accordance with the requirements of the Local Government Act, the Town of Smithers Development Procedures Bylaw, and the Town of Smithers Public Notice Bylaw.

ACCESSIBILITY CONSIDERATIONS:

Approval of the requested variance is not anticipated to result in any adverse accessibility impacts on the subject property or neighbouring parcels. Staff will review and approve the sidewalk relocation plans to ensure accessibility. The applicant is committed to ensuring accessibility by including an accessible off-street parking stall on site, although applying for a variance was an option.

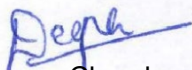
ALTERNATIVES / OPTIONS:

1. Advise the applicant to modify the proposal;
2. Approve the DVP application with additional conditions;
3. Deny the DVP application; or
4. Another option as determined through Council discussion and motion.

ATTACHMENTS:

1. DEV 26-050 Attach.1 Application DV26-06
2. DEV 26-050 Attach.2 Subject Property Map
3. DEV 26-050 Attach.3 OCP & Zoning maps
4. DEV 26-050 Attach.4 S.2.10.1 (d) Zoning Bylaw No. 1987
5. DEV 26-050 Attach.5 S.2.10.7 & 8 Zoning Bylaw No. 1987
6. DEV 26-050 Attach.6 Ortho-images
7. DEV 26-050 Attach.7 S.2.10.14 Zoning Bylaw No. 1987
8. DEV 26-050 Attach.8 Relevant sections OCP Bylaw No. 1935

Respectfully submitted:



Deepa Chandran
Manager of Planning and Climate Readiness

Reviewed by:



Mark Allen
Director of Development Services

Approved for Submission:



Michael Dewar
Chief Administrative Officer



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

DEVELOPMENT PROPOSAL APPLICATION

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

- Joint Official Community Plan & Zoning Amendment (\$2,060) DEV001
Official Community Plan Amendment (\$1,545) DEV001
Zoning Bylaw Amendment (\$1,545) DEV001
Development Permit with minor variance* (\$825) DEV003
Development Permit with variance (\$1,135) DEV003
Temporary Use Permit (\$1,030) DEV003
Board of Variance (\$775) DEV003
Development Variance Permit (\$775) DEV003
Development Variance Permit (minor)* (\$310) DEV003
Development Permit with no variance (\$775) DEV003
Development Permit Amendment (\$620) DEV003
Temporary Use Permit Extension (\$1,030) DEV003

APPLICANT INFORMATION

APPLICANT

Name(s):
Mailing address:
Phone:
Fax/Email:

REGISTERED OWNER(S)

Name(s): Rural Leaf Ltd.
Mailing address:
Phone:
Fax/Email:

SUBJECT PROPERTY INFORMATION

Civic address: Frontage & Main Street, Smithers, BC
Legal description: Lot 15 Block 17 District Lot 5289 Range 5 Coast District Plan PID: 007-081-391
Description of the present use of the property: The site is currently undeveloped. It is zoned C1A.

Existing OCP designation: Existing zoning designation: C1-A Commercial Core
Proposed OCP designation: Proposed zoning designation:

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

Blank lines for proposal description.

* 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.

ATTACHMENT CHECKLIST

A) PLEASE ATTACH THE FOLLOWING FOR ALL APPLICATIONS:

- Letter of authorization if the applicant is other than the registered owner(s).
- Site Disclosure Statement in accordance with the *Environmental Management Act* and *Contaminated Sites Regulation*.
- X Site plan (including 1 set of reduced 8.5x11 plans) showing:
 - Location of existing and proposed buildings and structures, lot dimensions & setbacks.
 - Parking areas, loading space, access/egress, garbage areas & landscaping.
 - North arrow & scale.
 - Measurements in metric (imperial measurements may also be included).
- Supplemental letter of intent & rationale is strongly encouraged but not required.
- Other information as necessary to assess the development proposal.
-

B) OCP &/OR ZONING AMENDMENT APPLICATIONS ONLY:

- Acknowledge sign notification posting requirements as specified by the Town of Smithers.

C) ENVIRONMENTAL DEVELOPMENT PERMIT APPLICATIONS ONLY:

- Plans showing:
 - Toe of slope and top of bank;
 - Location of watercourses and any watercourse setback areas that are located on or that abut the site;
 - Existing and proposed grades, including details on proposed retaining walls;
 - Floodplain areas;
 - Areas to be cleared, areas of cut and fill and proposed sequencing/timing.

D) FORM & CHARACTER DEVELOPMENT PERMIT APPLICATIONS ONLY:

- Elevation drawings illustrating all sides of the building(s) & including proposed signage details.
- Exterior samples and materials.

E) TEMPORARY USE PERMIT APPLICATIONS ONLY:

- Rationale & long-term plans outlining when & how temporary use will be ended, buildings/area to be used, hours of use & site rehabilitation.
- Permit length requested (max. 3 years): _____

AUTHORIZATION

As the applicant or approved agent, I hereby make application in accordance with the above-stated information and declare that the statements are true and correct.

I understand that this application form is a public document and that any and all information contained in it, including personal information as defined in the *Freedom of Information and Protection of Privacy Act* of BC, is open for inspection by the public and may be reproduced and distributed to the public as part of a report(s) to Council or for purposes of a public hearing.

I acknowledge that fees as per the Town of Smithers Fees and Charges Bylaw No. 1941 do not imply or guarantee application approval.

Applicant Signature: _____ Date: June 15 2026

Your personal information is maintained in accordance with the *Freedom of Information and Protection of Privacy Act*. If you have any questions regarding the use of your personal information, please call the Director of Corporate Services for the Town of Smithers at 250-847-1600.

Updated February 13, 2026



June 22, 2026

Mayor and Council
Town of Smithers
1027 Aldous Street
Smithers, BC V0J 2N0

RE: Development Variance Permit Application – Parking Requirement Reduction
Property: Lot 15 Block 17 District Lot 5289 Range 5 Coast District Plan 1054
PID: 007-081-391
Zone: C1-A Commercial Core
Property Area: 0.04 ha

Dear Mayor and Council,

On behalf of Rural Leaf Ltd., I am writing regarding our application for a Development Variance Permit to reduce the parking requirements for our proposed redevelopment of the above-noted property.

Rural Leaf Ltd. is a locally owned and operated company headquartered in Smithers. Through our various business divisions, including eight retail locations, a real estate company, and related operations, we employ approximately 60 people throughout the region.

Our proposal is to construct a new two-storey commercial building facing Highway 16. The ground floor will accommodate a relocated Rural Leaf retail store, while the second floor will serve as the company's corporate headquarters. This investment represents our long-term commitment to Smithers and our intention to create a high-quality commercial building that contributes positively to the appearance, vitality, and economic development of the commercial core while establishing a permanent headquarters for a growing regional company. As part of the project, Rural Leaf Ltd. is also proposing frontage improvements that include roadway widening, the creation of two new public parallel parking spaces, and dedicated on-site staff parking to help support the surrounding this commercial area.

Although the property is zoned C1-A, where parking requirements are generally waived for many permitted commercial uses, Cannabis Retail Sales is not currently included among the retail uses exempted from parking requirements under the Zoning Bylaw. As a result, Rural Leaf Ltd. is required to apply for a variance to facilitate the proposed development.

The proposed building footprint for our preferred design option is approximately 2,400 square feet. Given the size and configuration of the lot, providing the number of on-site parking spaces required under the Zoning Bylaw would significantly constrain the building design, reduce the functionality of the site, and limit our ability to deliver the public parking and streetscape improvements proposed as part of this development. The proposed building size represents the minimum area necessary to accommodate both the retail store and headquarters functions while maintaining an efficient and attractive site layout.

We respectfully submit that the requested variance is appropriate for several reasons:

- The property is located within Smithers' commercial core, where public and on-street parking is readily available.
- Cannabis retail customers typically make short visits, with transactions averaging approximately one to three minutes in duration.
- The proposed development is consistent with the pedestrian-oriented nature of the area.

- The project represents a significant private investment in the community, will support local employment, and will enhance this commercial streetscape.
- The variance request aligns with the intent of the C1-A zone, which seeks to encourage compact, walkable commercial development in the town centre.
- We believe the proposed use is consistent with other retail and commercial uses that are already exempt from parking requirements within the C1-A zone and that the requested variance is therefore consistent with the intent of the bylaw.
- To help offset parking impacts and improve parking availability within the area, Rural Leaf Ltd. is proposing to widen the roadway frontage and construct three new public parallel parking spaces adjacent to the property. These spaces will be available to customers and the general public and will result in a net increase in public parking inventory along this section of the street. We believe this represents a meaningful community benefit that supports both the proposed development and neighbouring businesses.
- In addition, the site design includes two dedicated on-site staff parking spaces (one being accessible) located adjacent to the warehouse and staff entrances, reducing demand on nearby public parking and ensuring employee vehicles can be accommodated on-site.
- All waste and recycling services, including garbage and cardboard collection, will be provided by private contractors. This approach eliminates the need for municipal collection services at the site and minimizes servicing impacts on adjacent properties and public infrastructure.
- We are including a Class 1 bike rack on the west side of the building close to the potential location of the retail entrance.

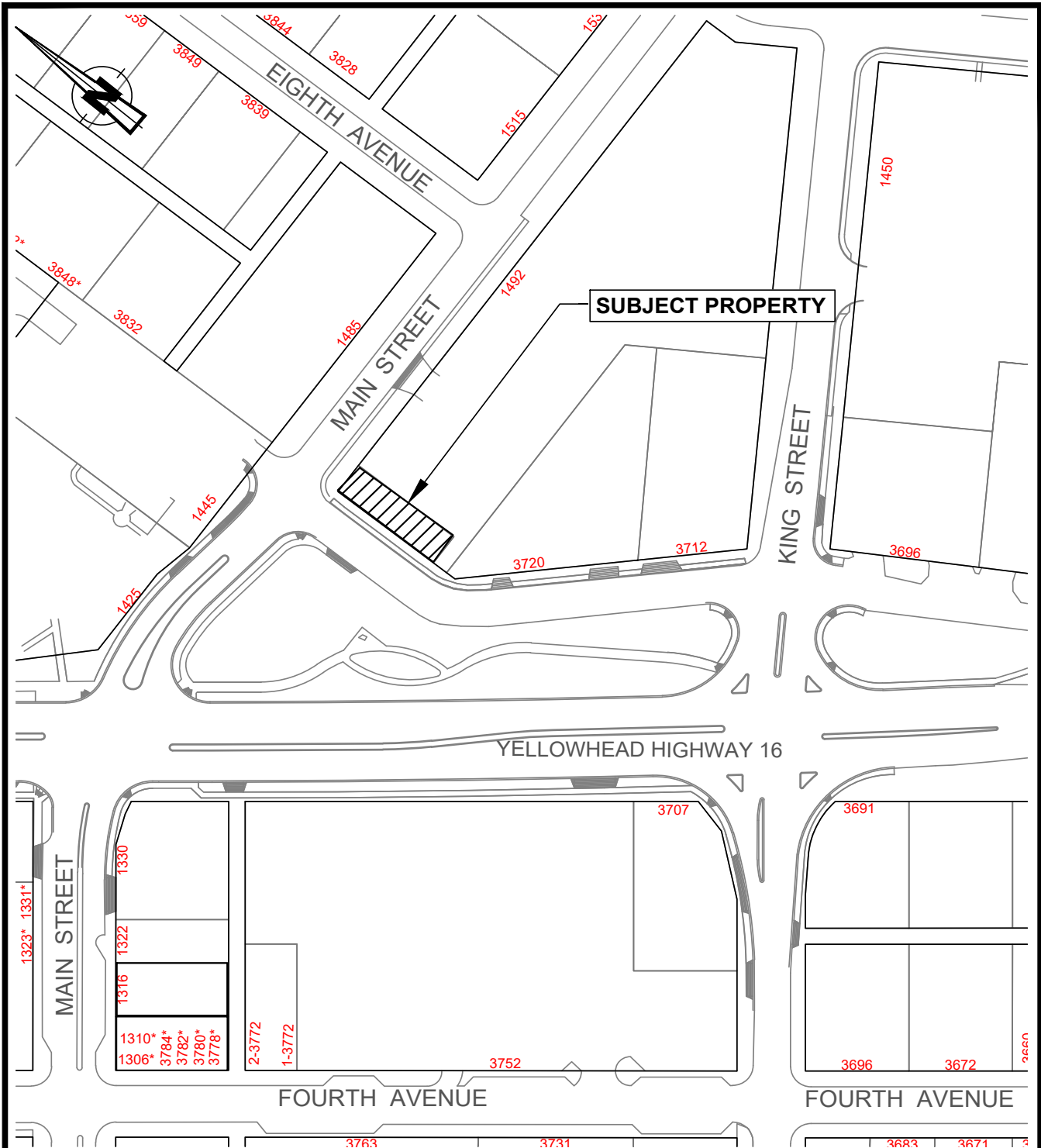
We believe these measures provide a practical and community-focused solution that balances the physical constraints of the site with parking availability and operational requirements. The proposed development will not only accommodate its own operational needs through on-site staff parking but will also contribute additional public parking capacity and streetscape improvements that benefit the broader area.

A preliminary site plan illustrating the proposed building, parking, access, servicing, setbacks, and site layout accompanies this application.

Thank you for your consideration of our request. We appreciate the opportunity to continue investing in Smithers and look forward to working with Council and staff throughout the development process.

Respectfully submitted,





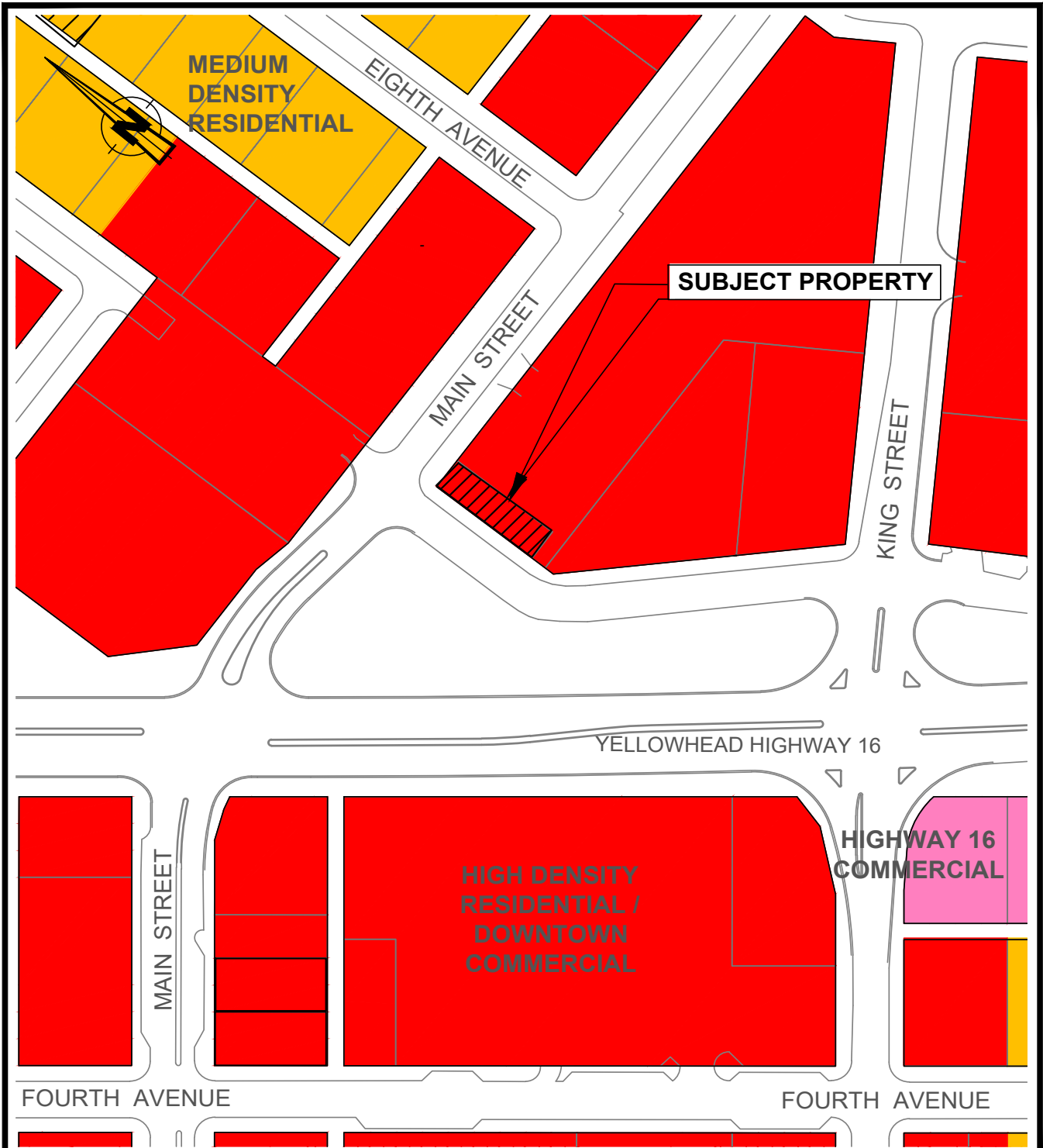
TITLE:
**DEVELOPMENT VARIANCE PERMIT
 APPLICATION DV26-06
 LOT 15 FRONTAGE ROAD
 SUBJECT PROPERTY MAP**

SCALE: 1:1500

DRAWN BY: AS DATE: 2026/06/16

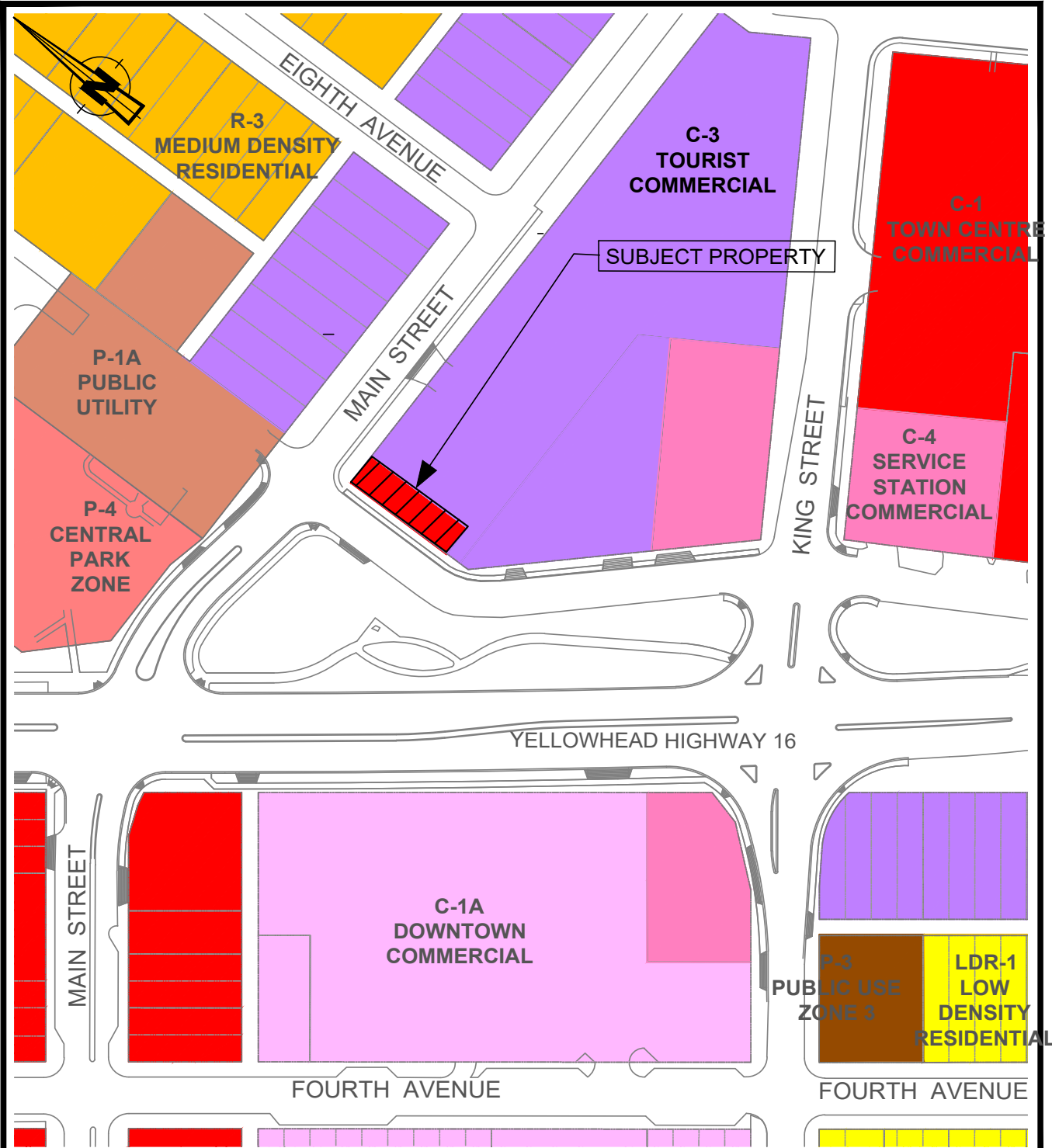
APPROVED BY: MFA DATE: 2026/06/12


DRAWING PATH: \\Tos-fs01\pccommon\3000-3699 LAND ADMINISTRATION\3090 DEVELOPMENT VARIANCE PERMITS\3090-20 - PERMITS



TITLE:
**DEVELOPMENT VARIANCE PERMIT
 APPLICATION DV26-06
 LOT 15 FRONTAGE ROAD
 OCP MAP**

SCALE: 1:1500	
DRAWN BY: AS	DATE: 2026/06/15
APPROVED BY: MFA	DATE: 2026/06/15
DRAWING PATH: \\Tos-1601\pcommon\3000-3699 LAND ADMINISTRATION\90 DEVELOPMENT VARIANCE PERMITS\3090-20 - PERMITS (INDIVIDUAL)\2026\DV26-06 Lot 15 Frontage Road (Rural) 20260615.dwg	



	TITLE DEVELOPMENT VARIANCE PERMIT APPLICATION DV26-06 LOT 15 FRONTAGE ROAD ZONING PROPERTY MAP	SCALE: 1:1500	
		DRAWN BY: AS	DATE: 2026/06/15
		APPROVED BY: MFA	DATE: 2026/06/15
		DRAWING PATH: N:\3000-3699 LAND ADMINISTRATION\3090 DEVELOPMENT VARIANCE PERMITS\3090-20 - PERMITS (INDIVIDUAL)\2026\DV26-06 Lot 15	

Section 2.9 Fences

2.9.12. The height of a fence, wall or hedge shall be determined by measurement from the ground level at the average grade level within 1.0 m of both sides of such fence, wall, or ground level hedge.

2.9.22. Subject to the vision clearance provisions of Section 2.55, the following height limitations apply to fences, walls, or hedges:

- (a) In all Residential zones, fences, walls, or hedges may not exceed 1.8 m in height.
- (b) In all Residential zones, fences, walls, or hedges within the front yard setback or hedges may not exceed 1.2 m in height.
- (c) In all Commercial, Public Use and Industrial zones, fences, walls, or hedges may not exceed 2.5 m in height.
- (d) Sections 2.92 (b) and (c) apply to principal residences located in residential zones and
- (e) Where abutting a Residential zoned property, the maximum Residential zone property height.

2.9.3. Sections 2.92 (a) through (d) do not apply to open mesh or chain link type fences erected on cemetery, public playground, park, playfield, elementary or high school areas, on childcare centres, and industrial zones. In these cases, no such fence shall exceed a height of 3.5 m.

2.9.4. No barbed wire or chain link fencing is permitted within view of the public in the downtown.

Section 2.10 Parking

2.10.12. Exemptions from Parking Requirements

- (a) The regulations contained in Section 2.10 shall not apply to a building or structure existing at the date of adoption of this bylaw, so long as the building or structure continues to be put to a use that does not require more parking or loading spaces than were required for the use existing at the date of adoption of this bylaw.
- (b) All uses located in the City of Kelowna on Highway 16 and Railway Avenue between Highway 16 and Short Street, including Bed and Breakfast operations, (both minor and group home major) hotel use and hotels, are exempt from complying with the off-street parking regulations contained in this section.
- (c) The following permitted uses in the City of Kelowna are exempt from complying with the off-street parking regulations contained in this section:
 - Retail sales
 - Restaurant
 - Residential
 - Premises licensed for the consumption of alcohol
 - Open-air produce market

- Hair stylist shop, dry cleaning establishment, appliance repair shop, florist, air stylist shop, laundromat, optical or watch repair shop, tailor shop, dressmaking shop, shoe watch repair and other similar personal services
- Studio, including artist, display, music, radio, recording, television, photographic studio, including studio
- On-site manufacture and sale of handcrafted small goods when totally contained in a building
- Microbrewery

(d) The parcel legally described as Lot 15 Block 17 District Lot 5289 Range 5 Coast legally described as District Lot 1054 is exempt from the off-street parking regulations contained in this street parking section for the following permitted purposes:

- Retail sales
- Restaurant
- Premises licensed for the consumption of alcohol
- Open air produce market
- Hair stylist shop, dry cleaning establishment, appliance repair shop, florist, air stylist shop, laundromat, optical or watch repair shop, tailor shop, dressmaking shop, shoe laundromat, repair and other similar personal services
- Studio, including artist, display, music, radio, recording, television, photographic studio, including studio, and;
- On-site manufacture and sale of handcrafted goods when totally contained in a building

2.10.2 Number of Required Parking Spaces

(a) Except as otherwise permitted in this bylaw, all required off-street parking spaces shall be provided on the same parcel as the buildings to which they are required, and the number of required spaces shall be provided and maintained and the number in accordance with the regulations contained in Table 2.10.

Table 2.10	
Use	Number of Parking Spaces Required
Residential Uses	
Single detached dwelling	2 per dwelling unit
Semi-detached dwelling	2 per dwelling unit
Townhouse	1.5 per dwelling unit
Low-rise apartment/plex	1.5 per dwelling unit
Child care centre	1 space/30 sq. m. gross floor area
Home childcare	1 per site
Home occupation	1 per home occupation, where clients visit the site, otherwise no parking required
Group Home	1 per sleeping unit, sleeping unit in this space per one employee
Auxiliary residential	1 per dwelling unit
Secondary Suite	1 per suite
Carriage house	1 per suite
Manufactured home	2 per manufactured home

2.10.25 Use of Parking Facilities

- (a)(a) Each off-street parking space shall be used only for the purpose of accommodating street parking the vehicles of clients, customers, employees, members, residents, or tenants who the vehicles make use of the principal building or use for the principal building is a residentially provided and, except in the case of residentially provided parking area shall not be used for , the parking off-street loading, driveways, access or egress, commercial repair work, display or street loading the sale or storage of goods of any kind.

2.10.26 Required Off-Street Parking Spaces

- (a)(a) Where a building is used for more than one use, the required number of off-street parking spaces shall be the sum of the requirements for each use.
- (b)(b) The number and size of off-street parking spaces existing on the date of adoption of this bylaw shall not be reduced below the number of parking spaces required by this bylaw.
- (c)(c) Where the calculation of the required off-street parking spaces of the required number, street parking the required number of spaces shall be rounded to the nearest full number.
- (d)(d) Where off-street parking spaces are not required, the spaces shall not comply with all the regulations of Section 2.10.10.
- (e)(e) Where the hours of operation of commercial, industrial or residential use of a single parcel is less than the total number of parking spaces required for those uses may be increased by 25% provided that a restrictive covenant in favour of the Town restricts the use of the parcel to those particular uses and hours of operation.
- (f)(f) Where a group of structures or uses is served by a parking area, the requirements for such parking areas shall be the sum of the off-street parking requirements for each of the structures or uses served by the area.
- (g)(g) The Building Inspector may refuse to issue the occupancy permit required under the Building Bylaw if the required off-street parking spaces have not been provided in accordance with this bylaw.
- (h)(h) The Licensing Official may refuse to issue or renew a business licence if the off-street parking required for the business has not been provided or maintained in accordance with this bylaw.

2.10.7 Parking on Another Parcel

- (a)(a) Parking spaces may be located on another parcel in the C, CH, MH, MA, and MZ Zones provided that:
 - (i)(i) In the CH, MA, and MZ zones the other parcel is within 225 metres of the parcel is a building that requires the parking spaces, except that the required parking spaces which shall be within 23 metres.
 - (ii)(ii) In MH zone the other parcel is within 35 metres of the building parcel is a building that requires the parking spaces, except that the required parking spaces for which parking spaces are provided must be provided

- (iii)(iii) the owner grants a covenant pursuant to Section 219 of the ~~same Town Act and Ordinance~~ to the Town restricting the use of the parcel, in whole or in part, to off-street parking, parking,
- (iv)(iv) the owner grants an access easement for the parking to adjacent parcel access easement;
- (v)(v) A covenant granted under ~~Section 219(7)(iii)(v)~~ may be released when may be released if parking is either developed on the parcel or the parcel is sold to a purchaser which a covenant has been granted to the Town, or payment has been cashed through payment.

2.10.88 Cash in Lieu

- (a)(a) On a parcel on which the owner or occupier may remit a cash payment to the owner of the parcel to the Town in the amount as established by the Town of Smithers Fees and Charges Bylaw, in lieu of providing the required parking space(s), to a maximum of 15 parking spaces.

2.10.99 Parking Space Specifications

- (a)(a) Each off-street parking space shall comply with the following minimum dimensions:

Type of Space	Width	Length	Vertical Clearance
Standard	2.7 m	5.4 m	2.1 m
Small Car	2.6 m	4.5 m	2.1 m
Parallel	3 m	6.7 m	2.1 m
Accessible	3.7 m	5.4 m	2.1 m

- (b)(b) No more than 20% of the required parking spaces may be small car parking spaces. Each small car parking space shall be clearly marked.
- (c)(c) A portion of the required parking spaces shall be accessible for persons with disabilities in accordance with the following:

Total Required Spaces	Required Accessible Parking
1-20	1
21-75	2
76-125	3
126-200	4
Over 200	4 spaces plus 1 for every 50 required spaces in excess of 200

- (d)(d) Accessible parking spaces shall be located so that there is direct unobstructed parking space access to the main entrance of the building.

2.10.10 Access

Attachment 6: Ortho Images

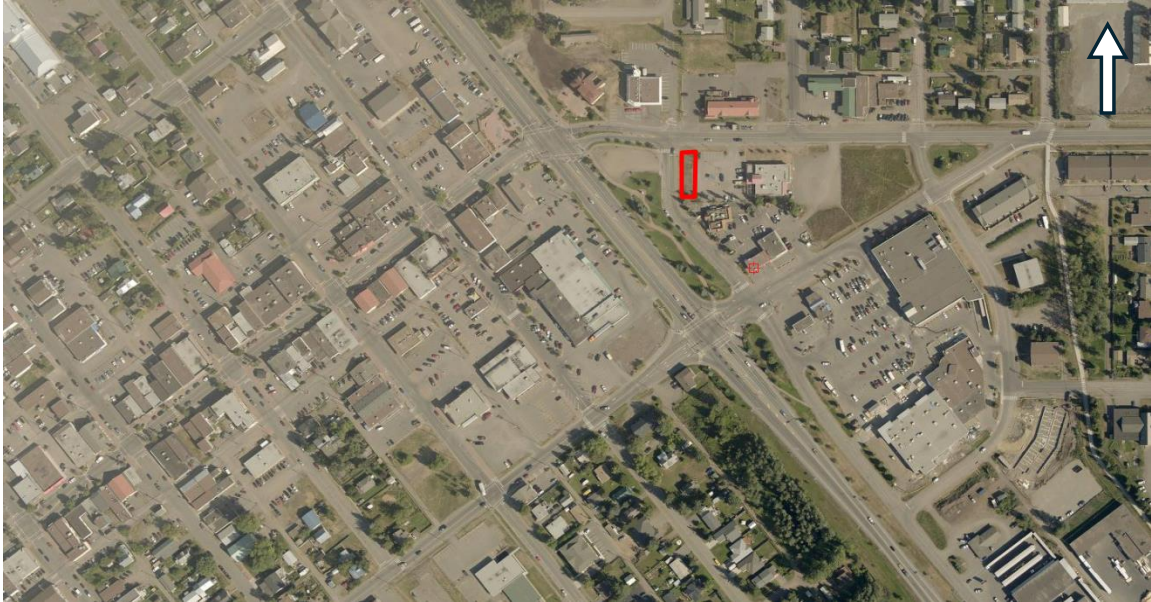


Image 1: Location of the subject property next to the Main Street-Frontage Road intersection



Image 2: Parcel is located opposite to the Goat Park parking lot; for traffic safety reasons, on-street parking is not currently permitted in front of the subject parcel.



Image.3 As part of the development, the Developer will widen the abutting portion of Frontage Street, creating three new on-street parking stalls. This will require relocating the existing sidewalk closer to the property line.



Image.4 Aerial view of the Home Hardware parking arrangement on Third Avenue; the development created on-street parking stalls by widening the abutting portion of Third Avenue in 2018.

2.10.2.40 ~~Bicycle Parking~~ Requirements ~~Parking~~ Requirements

- (a)(a) Except as otherwise specified in this bylaw, all required Bicycle parking spaces Except as otherwise specified in this bylaw, all required Bicycle parking spaces shall be provided on the same parcel as the building or use for which the spaces shall be provided, and the number of spaces shall be provided and maintained in accordance with the regulations contained in Table 2.10.4.16.4
- (b)(b) For the purpose of this bylaw:For the purpose of this bylaw:
 - “ Class 1” means a secure, weather-protected bicycle parking facility used to protected bicycle accommodate long-term parking, parking spaces for residents, employees, and visitors, usually within a building or covered, fenced area; and and
 - “ Class 2” means a short-term visitor bicycle parking facility that may offer some term visitor bicycle security, security be partially protected from the weather, weather-protected bicycle rack at a building’s entrance.at a building’s entrance.

Table 2.10.16.4 Table 2.10			
Use	Number of Bicycle Spaces Required (minimum of 6)	Space Type	Number of Bicycle Spaces
Residential			
Single Detached Dwelling	N/A	N/A	N/A
Table 2.10.4 Table 2.10.4			
Use	Number of Bicycle Spaces Required (minimum of 6)	Space Type	Number of Bicycle Spaces
Residential			
Apartment, Row House, Townhouse	1 per unit	Class 1	100%
Commercial			
Hotel/Motel	1 per 15 rooms	Class 1 Class 2	60% 40%
Office, Retail Store, Restaurant, Medical Office	1 per 250m ² of floor area	Class 1 Class 2	60% 40%
Shopping Centre	1 per 250m ² of floor area	Class 1 Class 2	30% 70%
Public/Institutional			
School, College	1 per 10 employees or 10 students	Class 1 Class 2	employees 20% students 80%
Place of Worship	1 per 50 fixed seats	Class 2	100%
Library, Courtyard / recreational Civic Facility	1 per 100m ² of gross floor area	Class 1 Class 2	20% 80%

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.

6.2.2 COMMERCIAL

Objectives:

- To concentrate new high density residential, commercial, and community uses within the downtown area to:
 - Reinforce downtown Smithers as the heart of the community.
 - Create well defined, pedestrian-oriented streets.
 - Support continued downtown revitalization.
 - Provide a balance of jobs, amenities and housing for all stages of life.
 - Create a compact, complete, and walkable downtown.

- Encourage high quality development and redevelopment opportunities along the Highway 16 corridor.

Policies:

1. Downtown and High-Density Residential designation is the preferred location for multi-unit residential buildings, mixed-use commercial and residential buildings, office buildings, institutional buildings, arts and cultural facilities, and retail.
2. Mixed use development, specifically residential uses located above commercial uses, is strongly encouraged.
3. Encourage the concentration of retail activity on ground floor with office and residential use above Main Street.
4. Encourage development proposals for higher density residential uses, such as apartments and townhouses.

6.2.2.1 Highway 16 Commercial

The intent of the Highway 16 Commercial designation is to provide a mix of highway oriented commercial uses such as automotive sales and services, lumber supply, and home improvement. It is also intended to provide services to tourists and the traveling public. Supported uses include tourist accommodation, restaurants, and service stations. This area is not intended for general retail sales, including the sale of general household goods, clothing or groceries that are considered more appropriate in the downtown area.

6.2.3 PARKS, OPEN SPACE AND TRAILS

The intent of the Parks, Open Space and Trails designation is to provide a network of accessible active park space, natural open space and trails for users of all ages and abilities.

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.

12.2. Street Network and Pedestrian Movement

Objectives:

- To provide an efficient, safe, reliable, sustainable, and connected multi-modal municipal road system for residents, visitors, and businesses.
- To integrate community land use and accessibility elements to ensure users have access to healthy, safe, and alternative mobility options that are convenient and connected.

Policies:

1. The transportation network shall be in accordance with the existing and proposed roads indicated on Map 2: Mobility
2. The following principles will be used to guide decisions regarding transportation planning:
 - To promote a compact urban form in order to reduce reliance on automobiles;
 - To support transit and active transportation as key modes of transportation;
 - To incorporate the principles of safe and complete streets in decisions related to the road network and transportation planning;
 - To maintain the hierarchy of roads with development standards suited to their role and function within the community;
 - To require new developments to provide full urban standards for all road works; and
 - To review all commercial, industrial, and multi-unit developments to ensure they have appropriate access and egress while providing pedestrian safety as an integral part of their design.
3. Update road design standards in the Subdivision Servicing Bylaw, as amended, to support compact, complete, communities with streets that:
 - Prioritize bicycle and pedestrian safety;
 - Are designed to minimize traffic impacts in settled areas;
 - Support and encourage alternatives to the car, and that
 - Reflect the character of the range of neighbourhoods and areas within the Town.

5. Consider variances to parking requirements where increased bike parking is provided.
6. Encourage end of trip facilities that support active transportation users.
7. Support the operation and development of Smithers Transit system. This includes ensuring there are comfortable and safe transit stops at key community locations.

12.4. Parking

Objectives:

- To ensure there is adequate and accessible parking for residents and visitors.
- To ensure the feasibility of future downtown mixed-use development while minimizing parking impacts on the public realm.

Policies:

1. Require all new developments, except those that include uses and areas specifically exempt by the Zoning Bylaw, to provide adequate off-street vehicle and bike parking for their patrons, tenants, and employees.
2. Develop a Wayfinding signage strategy for the downtown parking.
3. Designate accessible on-street parking spaces and end of trip biking facilities in key locations around Smithers.

12.5. Highway 16

Objective:

- To enhance the connectivity of Highway 16 with the municipal road network to improve safety, increase the compatibility of uses and the appearance when travelling along this corridor.

Policies:

1. Highway 16 is a controlled access highway and approvals are required from the Ministry of Transportation and Infrastructure where development occurs in the vicinity of highway jurisdiction. Where a development proposal may impact traffic onto Highway 16, a traffic impact study may be required by the Ministry of Transportation and Infrastructure prior to approval. For clarity, all MOTI policies and regulations will apply to all development within the MOTI's jurisdiction.