

TOWN OF GOLDEN

BYLAW NUMBER 1222, 2008

A bylaw to guide the future development of Golden by way of an
Official Community Plan

WHEREAS the Council of the Town of Golden wishes to repeal Bylaw No. 910, 1993 cited as Town of Golden Official Community Plan Bylaw No. 910, 1993, and wishes to adopt a new Official Community Plan under Section 876 of the Local Government Act;

THEREFORE the Council of the Town of Golden, in an open meeting assembled hereby enacts the following:

1. **CITATION**

This Bylaw may be cited for all purposes as: "Town of Golden Official Community Plan Bylaw No. 1222, 2008."

2. **ADOPTION OF OFFICIAL COMMUNITY PLAN**

The following schedules are attached to and form part of this Bylaw and are adopted as the Town of Golden Official Community Plan:

- Schedule "A" Official Community Plan Text
- Schedule "B" Land Use Designations
- Schedule "C" Development Permit Areas
- Schedule "D" Architectural Guidelines
- Schedule "E" Parks, Trails and Transportation
- Schedule "F" Notable Places
- Schedule "G" Potential Hazards

3. **SEVERANCE**

In the event that any provision of this Bylaw is found by a Court of competent jurisdiction to be invalid for any reason, then such provisions shall be severable from, and have no effect on the validity of the remainder of this Bylaw.

4. This Bylaw applies to the area within the municipal boundaries of the Town of Golden.

5. REPEAL

Bylaw No. 910, 1993, cited as "Official Community Plan Bylaw No, 910, 1993" and all amendments are repealed.

READ A FIRST TIME THIS THE 29th DAY OF January, 2008.

AMENDMENT TO FIRST READING THIS THE 12th DAY OF February, 2008

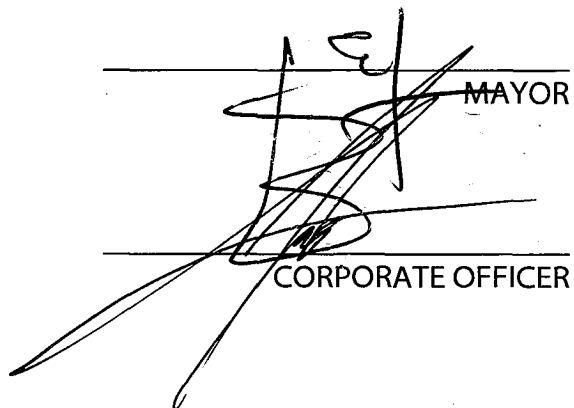
PUBLIC HEARING HELD THIS THE 12th DAY OF February, 2008

READ A SECOND TIME THIS THE 12th DAY OF February, 2008.

READ A THIRD TIME THIS THE 12th DAY OF February, 2008.

Second and third readings passed by a unanimous decision of members of Town Council present and eligible to vote.

ADOPTED THIS THE 19th DAY OF February, 2008.
BY A UNANIMOUS DECISION OF ALL MEMBERS OF TOWN COUNCIL PRESENT AND ELIGIBLE TO VOTE.



MAYOR

CORPORATE OFFICER



Town of Golden
Official Community Plan Bylaw No. 1222, 2008

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PREFACE

What is an Official Community Plan?

The Official Community Plan is the primary tool that guides the future development of municipalities in British Columbia. The Provincial Government authorizes municipalities to adopt community plans under the *Local Government Act*.

An Official Community Plan (OCP) is a general statement of the broad objectives and policies of the local government. An OCP considers the character of existing and proposed land use, as well as servicing requirements in the area covered by the OCP.

Once adopted, an OCP serves as a foundation for all policies, regulations and decisions pertaining to land use and development in a municipality.

The *Local Government Act* and the *Community Charter* provide the authority and direction for the preparation of the OCP. The OCP provides guidance for economic, environmental, physical design and development; economic, environmental, and social well-being; provision of amenities and services and transportation systems. The current OCP provides the Town of Golden Council with a summary of the wishes and aspirations of its constituency.

The OCP is adopted by Council to guide land use and development decisions, and to provide detailed planning direction in a variety of areas; from redeveloping areas in the downtown, to providing design criteria for undeveloped lands. The plan will address growth and development challenges and respond to economic and social changes that have occurred in Golden. This OCP replaces the 1993 Town of Golden OCP.

Community Involvement

The Council and management of the Town of Golden believe community involvement to be integral in the creation of the Official Community Plan. It is also a provincial requirement that the public be involved in the consultation process.

Before initiating the OCP process, the Town of Golden reviewed previous community consultation processes and studies, as well as the feedback from them. They created a questionnaire to assess and ensure the feedback from previous consultation events and studies was current and therefore relevant. The questionnaire received more than 150 responses and a public forum was held. The results revealed the community of Golden would like to see progress in the following areas:

- Affordable housing;
- Downtown revitalization;
- Enhanced recreation facilities; and
- Improved planning.

After this review was complete, the Town of Golden established an Official Community Plan Steering Committee. The Official Community Plan Steering Committee (OCPSC) represented the Town's interest in creating and guiding the OCP goals, policies and implementation strategies that were socially, culturally, economically and environmentally desirable. The OCPSC assisted Council in creating guiding principles and policy recommendations for the OCP.

The Town of Golden also hosted numerous events in order to gain diverse public input. Over 1,000 people were reached in the process and more than 600 people provided feedback. Public events included an open house, tea and coffee klatches, family skate day, high school lunchtime events, grocery store drop in tables and a music jam night, to name a few. These were conducted with the assistance of two College of the Rockies practicum students.

The OCP will continue to incorporate community involvement through a community-led OCP Advisory Committee during implementation and beyond. The Town may encourage an OCP implementation and monitoring committee for the future and will seek to include members from the original Steering Committee. The OCP will also highlight strategies that will respond to the four issues listed above and others that were raised through the process.

Acknowledgements

The *Golden Official Community Plan* was prepared,

with the commitment and direction of the Town of Golden Council, consisting of

Mayor Jim Doyle and Councillors Christina Benty, Julia Cundliffe, Carmen Gustafson,
Chris Hambruch, Magnus Magnusson, and Aman Virk;

by the dedicated Official Community Plan Steering Committee, consisting of

Caleb Moss – Chair, John Manuel – Alternate Chair, Brittany Jones, Caroline Heim, Cathie Green,
Darren Dusevic, Helena Oosthoek, Roy Patrick, Len Brown, Lindsey Cox, Michael Dalzell,
Ruth Kowalski, Sabrina Curtis, Brenda Managh, Paul Hambruch, Atma Sandher, Faith Durning,
Zachary McClean, Julian England, Councillor representative Christina Benty, and
Alternate - Councillor Carmen Gustafson;

**under the guidance and care of Planning and Architectural Consultants, Legal Counsel and
Municipal Staff,**

Felice Mazzoni of *Mazzoni and Associates*, Rochelle Lewis of *Plan B Consulting*, Simon Heaton of the
LearningField Consultancy and Andrew King of *AKA/andrewkingstudio*,

Michael McAllister, *Murdy and McAllister Barristers and Solicitors*,

and Municipal Staff, consisting of Cleo Corbett, Manager of Development Services;
Rob de Kleer, Development Technician; Phil Taylor, Chief Administrative Officer; Chris Radford,
Manager of Operations; Lisa Reinders, Manager of Leisure Services; Jon Wilsgard, Manager of
Corporate Administration; Marilyn Allison, Confidential Secretary; and all other staff who gave
support and input;

with the programming, marketing and research talents of

Adrienne Daniel and Alison Perrin, *College of Rockies Adventure Tourism Program*, the Spring Break
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with the diligent editing skills of

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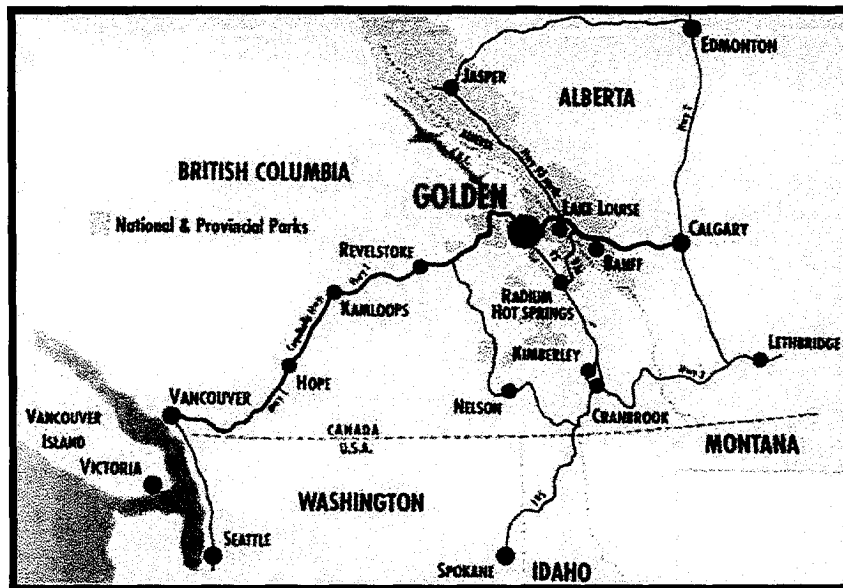
and the passionate involvement, interest and participation from the community of Golden!

“Keeping it Real”

PART I "BACKGROUND"

1. LOCATION

Golden is located in the Southern Rocky Mountain Trench, in the heart of what is rapidly becoming known as "Kicking Horse Country". The community is flanked to the west by the Purcell Mountain Range and to the east by the Canadian Rockies. The Town of Golden has a total area of 11.02 square kilometres, with an average elevation of 790 metres (2,592 feet). The rural area surrounding Golden is known as Area A (Rural Golden) and is governed by the Columbia Shuswap Regional District (CSRD). Golden is 267 kilometres or 3 hours west of Calgary on the Trans-Canada Highway, 148 kilometres east of Revelstoke and 105 kilometres north of Radium Hot Springs.



2. CLIMATE

What Golden residents most enjoy about the climate are the four distinct seasons. The snow is often melted by the end of March, making way for an abundance of spring flowers. Summer is a time of long hot days, but generally cool nights, when residents and visitors alike can enjoy many outdoor activities. Fall is full of colour with crisp autumn temperatures that give way to a winter fit for outdoor sports enthusiasts. Winter daytime temperatures range from -12°C to 2°C , but the temperature can sometimes drop to -20°C in the daytime. There is plenty of snow and only 306.3 mm (12.1 inches) of rain per year. Golden offers a unique four-season climate.

3. ECOLOGY

The Columbia Wetlands are 27,430 hectares of publicly and privately owned lands, including two large lakes; Columbia Lake, the headwaters of the Columbia River, which is an important water source for the Pacific Northwest region, and Windermere Lake. The floodplain is a contiguous mosaic of diverse wetlands, aquatic and riparian habitats, recognized as having regional, provincial, national and international significance.

The Columbia Wetlands are a place of safety and sanctuary, enjoyed by numerous plant and wildlife populations. The Columbia Wetlands are home to the second largest concentration of Great Blue Herons in Western Canada with a colony of more than 300 pairs. Fifteen thousand waterfowl in the autumn and more than 1,000 Tundra Swans in the spring have been counted in single day bird counts. Large nesting concentrations of Bald Eagles and Osprey take advantage of the many fish species as their main food source.

In 2005, The Columbia Wetlands, in recognition of their Global ecological significance, were designated as Canada's newest Ramsar Site, the first in over seven years and only the third in British Columbia. The Convention on Wetlands, signed in Ramsar, Iran, in 1971, is an intergovernmental treaty that provides the framework for national action and international cooperation for the conservation and wise use of wetlands and their resources.

Part of the Columbia Wetlands Wildlife Management Area (CWWMA) is within the Town of Golden and the Columbia Shuswap Regional District, Area A. The legislated mandate of the CWWMA is that every management action must have "a neutral or positive effect on wildlife."

The Kicking Horse River, a glacier-fed stream that flows through downtown Golden, is home to an annual spawning run of Kokanee, a landlocked salmon species. The Kicking Horse River also supports other fish species and shorebirds and some waterfowl. In its upper reaches, the Kicking Horse River is designated a Heritage River.

Golden is at the intersection of four bioregions, which support a high level of biodiversity. Topography dictates microclimate, growing conditions and soil types in the area. Plant and animal species common to the region are important to forestry, guide-outfitting, recreational hunting and tourism. The area is also home to endangered species that require special management to ensure their continued existence.

Soil formation in most parts of Town points to glacial origin with flood events, resulting in a high silt/clay and aggregate content.

4. WILDLIFE MANAGEMENT

Golden and the surrounding region share the natural environment with an array of wildlife, including bears, cougars, coyotes, wolves and ungulates such as deer, elk, bighorn sheep and moose. In recent years, there has been a marked increase in black bear sightings and activity within the immediate area, especially downtown in fall. Cougar sightings are infrequent.

The frequency of human conflict with bears, coyotes, and cougars increase as development progresses and humans continue to encroach further into wildlife habitat.

Conflicts between bears and humans within British Columbia communities are on the rise. To date, management of human/bear conflicts has largely been reactive with problems managed after they develop. Usually this involves the destruction of the “problem” bear. This reactive management approach is expensive and does not decrease the frequency or intensity of future conflicts. These deficiencies combined with a shift in the public’s attitude about the destruction of wildlife, have resulted in changes to the way human-bear conflicts are managed.

5. BEAR/WILDLIFE SMART

Golden is moving from reactive management of “problem” bears, to proactive management of the attractants that first draw bears into the community and transform bears into “problem” bears. The Province of British Columbia is facilitating this kind of change by accrediting communities with “Bear Smart” status, once a benchmark level of proactive management for the community is attained. A group of volunteers, the Golden Bear Smart Society, are initiating and implementing a “Bear Aware” campaign together with a Bear Aware coordinator.

Golden’s Bear Aware program promotes measures to reduce human/bear conflicts through prevention and education initiatives. Prevention methods include: keeping garbage inside until the day of pick up, bear-proof dumpsters, community and school education programs, community events and awareness components for residents and tourists alike in order to prevent wildlife feeding, the elimination of removable natural attractants and networks of communication between the Bear Smart hotline and local residents and visitors. Future plans include a Bear Aware website. Prevention is a win-win situation as both humans and wildlife benefit.

Urban wildlife in Golden also includes deer and bighorn sheep that have found food sources within the community. There is general tolerance for these animals, although as animal and human populations expand, the frequency of conflict between urban wildlife and people is likely to increase.

6. THE COMMUNITY

Golden is called a *knu-qiuk* by the Ktunaxa Nations who have used the area for the last 10,000 years. Ktunaxa lands involved in current treaty negotiations extend from north of Golden to the US border, and from Castlegar in the west to the B.C./Alberta border in the east. There are 5 Ktunaxa reserves in Canada and 2 in the United States, as the traditional territory expands beyond treaty lands. The Shuswap nation also claims traditional uses of this area.

In 1858, the Imperial Government commissioned the Palliser Expedition to find a route through the mountains to complete the Transcontinental Railway. A geologist, Sir James Hector, was among those on the expedition team. Not far East of Golden, Hector was viciously kicked by a packhorse and presumed dead by his native guides. Before they could bury him, he regained consciousness and after recovering, he eventually led the expedition through the pass and down the river that was, in time, named Kicking Horse River in honour of his ordeal. Twenty-two years

later, Canadian Pacific Railway (CPR) opened up the route from east to west over the Kicking Horse Pass and down the Kicking Horse River, bringing the railway through the Rocky Mountains to the Pacific Ocean.

In the late 1800s mining became a substantial economic leader, while simultaneously, CPR began using Swiss guides to entice Europeans and eastern North Americans to visit the mountains – the romanticizing of the Rockies had formally begun. By the end of the 20th century, forestry was the driving force of the economy. In the 1980s CPR returned dramatically, investing millions of dollars in a Rail Car Maintenance Division that to this day is one of the foundations of the local economy.

Originally Golden had an operating saw mill from 1900 to 1930 until it closed down due to a huge west bench fire eliminating the source of wood. The mill saw a number of changes of ownership and expanded operations to include a saw mill in Donald. In 1971, the operation expanded into plywood manufacturing, but in 1995, nearing bankruptcy, then called Evans Forest Products Limited, closed the Donald sawmill and the remaining plywood plant was in jeopardy. In 1996, a combination of community resilience, provincial attention and outside investment resulted in Golden becoming home to an engineered wood industry, operated by Louisiana-Pacific Canada Ltd. Today, the plant is a cornerstone of Golden's economy, establishing it as one of the most stable forest-based communities in the province.

By the close of the 20th century, Golden had developed an aggressive plan to both stabilize and diversify its economy. Since the acquisition of the community ski hill, Whitetooth, by Kicking Horse Mountain Resort, the tourism industry has been propelled years forward in investment and maturity.

7. TRENDS

Currently, Golden's primary industries are forestry, tourism and transportation. Kicking Horse Mountain Resort is anticipated to have a major impact on Golden's population in the future. The population of Golden in 2006 was 3,811, 5.2% less than the population of Golden in 2001. The province estimated a larger number of 4,399 for assessments values. Projections for 2026 see Golden with a population of over 6,100 residents. Some major features of the 2026 projection indicate a decrease in the number of school age children and an increase in the aging population.

Displacement is an emerging trend in Golden due in part to the rising costs of real estate and an increase in secondary 'vacation' homebuyers, which has the potential to change community dynamics. In addition, tourism has the potential to further this displacement and can act as a double-edged sword if it is not managed effectively. This can be attributed to escalating costs of living and erosion of community sense of place, as a result of tourism and secondary 'vacation' homebuyers not residing full-time, year round within the community. Like any industry, tourism has the potential to overwhelm a community displacing residents who seek a more authentic, affordable community lifestyle.

Golden School's Annual Population					
<u>School</u>	<u>Year</u>				
	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007
Lady Grey Elementary School (Grade 4-7)	279	288	288	265	272
Golden Secondary School (Grade 8-12)	506	495	474	473	438

8. INDUSTRY

A diverse economy and labour community exists in Golden, with the strength of industrial heritage behind it and an evolving tourism destination before it. Its key industries provide employment to every sector of the community, which in turn offers increasing opportunities for new business ventures.

The area is experiencing an abundance of new businesses emerging across all sectors. Golden boasts several fine dining restaurants, 2 law firms and 3 accounting firms.

Forestry, transportation and mining are the leading industries in Golden, but the service industry employs the largest number of people at 35%. This figure is anticipated to increase as the tourism industry continues to rapidly develop and as more people move to the area.

The Canadian Pacific Railway (CPR) has been a cornerstone of Golden's industry since 1884. At the turn of the century CPR was both a railway and tourism operator and brought goods and tourists to the region.

Today, approximately 35-40 trains run through the Town of Golden daily and the CPR has 4 primary operations; rail yards, repair and maintenance, engineering services, and signals and communications. The coal car repair and maintenance shop is a 24-hour operation, maintaining more than 6,000 rail cars per year. The rail yards are also operational 24-hours per day and process some 1,600 cars daily. The CPR Golden Yard employs approximately 200 part-time, full-time and temporary staff with significant expansion plans anticipated.

Louisiana Pacific (LP), headquartered in Nashville, Tennessee, is a leading manufacturer and distributor of building materials. LP's Golden facility manufactures plywood, veneer and chips, engineered wood products, and is the largest producer of Laminated Veneer Lumber (LVL) in the company's Engineered Wood Division. The Golden operation is one of only three LVL

manufacturers in Canada and the only one in British Columbia. LVL is a value-added product made by gluing veneer together. In 2005, LP installed a new dryer at a cost of \$9 million and has just recently installed a new wet electrostatic precipitator, which significantly reduces the plant's pollution output. LP's Golden facility, one of 44 in the United States of America (USA) and Canada, has 400 hourly and 50 salaried employees, as well as a contractor force of approximately 200 and a part-time work force of 50. This equates to an annual payroll of \$30 million. Both steam and electricity for the operations are produced by an LP owned and operated power plant using wood waste as fuel.

Kicking Horse Mountain Resort is the first new four-season resort to be built in B.C. in the last 25 years. The resort is entering the 7th year of a 10-15 year plan with a value of more than \$100 million invested to date. The resort employs more than 120 staff during the summer season and 235 in the winter. They now have 40 full-time staff and project the winter work force to reach 300 within the next 3 years.

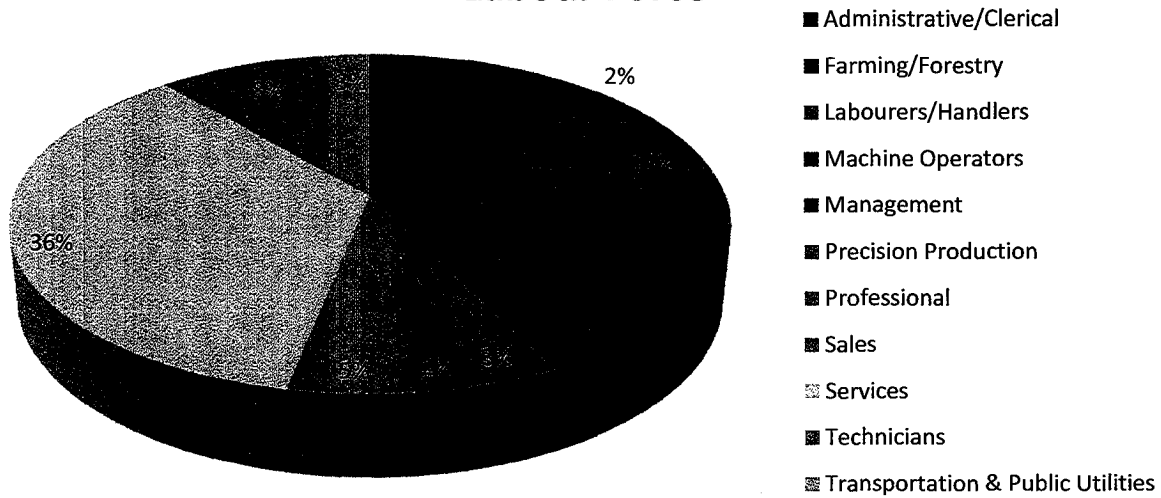
The Golden Golf Club currently employs 5 full-time and 20 seasonal employees. The course is successful, rated as one of the best-value courses in B.C. The facilities are actively updated on a regular basis and there is a current feasibility project looking to expand the current 18-hole course to 36-holes. If the plan proceeds, it is anticipated that the first 9-holes of the new course will open in 2009. An additional course is expected to have a positive impact on tourism in Golden.

Trans-Canada Highway Project involves upgrading 25 kilometres of the Trans-Canada Highway from the junction of Highway 95 in Golden to the western boundary of Yoho National Park. This stretch of highway will be upgraded into a modern four-lane standard, including bridge replacements. This project is being undertaken in four or more phases:

- Phase One – Replacement of the Yoho Bridge (completed 2006);
- Phase Two – Replacement of Park Bridge (completed in 2007, 2 years in advance of the 2009 projection due in part to Golden's supply of quality labour); and
- Phase Three – Is still in planning stages and may be broken down into sections for budgeting reasons. The goal is to address the required improvements to the balance of the corridor including the Golden section of the Trans-Canada Highway.

The workforce relating to Phase Two of this project was approximately 100 hourly paid workers and 20-25 staff. Approximately 50% of the workforce is established residents of Golden and Area, while the other 50% are workers who relocated to work on the highway project, most of whom rent housing in Golden.

Labour Force



9. CULTURE

Golden has a rich and diverse cultural base with a variety of clubs and associations such as Kicking Horse Culture (the local arts council), the Golden Players Drama Club, a community choir and community orchestra. There are frequent musical, theatrical and arts events. A lively community of working artisans operate studios in Town and the surrounding rural area, and there are 3 galleries that exhibit the work of local artisans as well as touring exhibitions. The Golden and District Museum, operated by the Golden & District Historical Society, began operating year round in 2007.

In 2006, a Cultural Scan of Golden was completed. The report outlined Golden's inventory of cultural assets, embodied the wishes and visions of the cultural and artistic community, defined the cultural community, and brought a cultural element to establishing a community brand. This report is the framework for the development of a Cultural Plan for the community.

Culture does not simply refer to arts and music; there is a strong outdoor culture amongst the residents of Golden. Most people actively partake in outdoor recreation activities in the area, such as hiking, biking, skiing and skating. There is a strong social element with regard to all the outdoor activities providing opportunities for the community to meet, share stories and trade tips.

If something needs to be done in Golden, volunteers get together and do it. There have been many notable volunteer-led projects in and around Golden: Keith King Baseball diamonds, Golden Curling Club, Golden Golf Club, Mount 7 Mountain Bike Trails, Mount 7 Hang/Paraglide Launch Site, Rotary Trails, Whitetooth Ski Hill, timber frame Pedestrian Bridge, Dawn Mountain Nordic Trails, to name but a few. In addition, Abbeyfield House, Durand Manor, Golden and District Museum, Golden Civic Centre, Mount 7 Rec Plex and the Golden Seniors' Centre were all developed on volunteer passion. Volunteers have created all these facilities and the aim is to preserve and maintain this volunteer attitude in Golden.

Dwelling/Household Statistics					
<u>Dwellings</u>	<u>Year – 1996</u>	<u>Dwellings</u>	<u>Year – 2001</u>	<u>Dwellings</u>	<u>Year – 2006</u>
Private occupied dwellings	1,495	Private occupied dwellings	1,550	Private occupied dwellings	1,742
Private owned occupied dwellings	1,020	Private owned occupied dwellings	1,120	Private owned occupied dwellings	1145
Private rented occupied dwellings	475	Private rented occupied dwellings	435	Private rented occupied dwellings	450
Average persons per household	2.6	Average persons per household	2.5	Average persons per household	2.4

<i>Family Characteristics</i>					
<u>Families</u>	<u># Per Year – 1996</u>	<u>Families</u>	<u># Per Year – 2001</u>	<u>Families</u>	<u># Per Year – 2006</u>
Two-parent family	935	Two-parent family	895	Two-parent family	920
One-parent family	165	One-parent family	155	One-parent family	110
Children per family	1.2	Children per family	1.2	Children per family	2.9
Total families	1,100	Total families	1,050	Total families	1030

11. ECONOMY

Golden has historically been a resource-based community, which in the last century was supported mainly by industries in the forest sector. The forest industry is still the most important industrial sector, but silica mining and transportation also play key roles, and in recent years tourism has been growing and having a strong impact. Other important economic sectors today include retail/service, the public sector and construction, offering a surprisingly diverse economy for such a rural area.

David Thompson, the famous mapmaker and members of his crew were the first non-indigenous people to explore the area in the early 1800s. The Columbia Valley evolved into a series of settlements, trading posts and eventually communities that we recognize today – Golden being at the northernmost point of the lush Columbia Wetlands.

By the mid 1900s, most of the area's mining activity faded, with the exception of silica mining. Transportation increased substantially in importance to the Golden economy in the 1980s with the establishment of Canadian Pacific Railway's (CPR) Rail Car Maintenance Division. An investment worth millions of dollars and more than 100 jobs to the economy, the CPR continues to be an economic mainstay. Hundreds of trucks pass through Golden on the Trans-Canada Highway daily and adds to Golden's economic activity by stopping for refuelling and meal stops estimated to equal \$1 billion in trade annually.

In the late 1900s however, the boom and bust cycle of the forest industry finally dealt a decisive blow to the area. Combined with a provincial government commitment to achieving 'sustainable harvest' goals for British Columbia – meaning a sizable reduction in annual allowable cut levels for the Golden area, a collapse in markets for wood products (brought on by a number of influences) plunged the community into serious economic crisis.

Today, Golden is one of the more stable forest-based communities in the province, but it took more than 5 years and a comprehensive effort to recover from the dramatic negative impacts of the mid 1990s. Determined never to experience an economic crisis of this magnitude again, leaders in Golden set out to stabilize and diversify the economy in a serious way. An aggressive economic diversification and development plan was implemented and by 2000, more than \$100 million in new investments were attracted into a variety of sectors, but primarily tourism, stimulating a substantial increase in both visitor and investment interest in Golden and surrounding area.

Surrounded by the most astonishing natural amenities, Golden is now becoming a mecca for outdoor enthusiasts and for those making a "lifestyle" decision on where they want to live. Especially considering today's era of "doing business from anywhere," an increasing number of professionals, early retirees and their families are relocating to rural areas like Golden. They are looking for communities that provide them with attractive, safe and uncrowded environments; especially those who wish to raise a family.

Moreover, many recreationists are venturing to or through Golden each year for a wide variety of activities at a broad range of skill levels from beginner to extreme. What makes Golden so appealing in comparison to other similar destinations is that it offers such an impressively diverse range of high quality activities. From climbing (rock and ice), hiking, biking, backcountry touring, skiing, snowboarding, snowmobiling of all types, hangliding/paragliding, golfing, canoeing, whitewater rafting, kayaking, fishing, hunting, sightseeing, to wildlife viewing, the list goes on and on.

These are positive changes that have invigorated Golden's economic state, but which nevertheless present elements of risk requiring conscious management. For example, Golden is a truly authentic Canadian mountain community, whose distinct identity is based largely upon this characteristic feature. This in itself presents a terrific opportunity for Golden to sell itself in a marketplace of world travellers searching for 'authentic' and integrated travel experiences. Golden's challenge will be to preserve this authenticity over time as new people, new demands, new investors and new agendas place pressure on the community to change in ways that could compromise this special quality.

Protecting natural environment features, wildlife habitat and biological diversity, all of which attract people to recreate in the backcountry surrounding Golden, is imperative to managing Golden's image and reputation in the eyes of travellers.

The future of Golden's economy lies as much in small business as it does in maintaining its existing industry and supporting its leading employers. Developing a healthy small business culture is imperative, if existing businesses are to thrive and new businesses are to be started.

Golden continues to demonstrate excellent stability at its core/traditional sectors, including rail operations and maintenance, value-added lumber production and regional services. Strong growth is projected and planned for in tourism operations and services, speciality timber frame construction and green building products. Light manufacturing processes that are "green" are actively encouraged and supported.

12. TOURISM

Over the past 5 years, tourism, in the Town of Golden and the Columbia Shuswap Regional District (CSR) Area A, has experienced unparalleled growth with the development of British Columbia's newest four-season ski resort, Kicking Horse Mountain Resort. This amazing rugged mountain welcomes visitors from all over the world to experience one of North America's highest vertical terrains, while waist deep in powder.

Golden, known for many firsts, also boasts North America's longest single track mountain bike race, Mount 7 Psychosis, and is home to North America's largest wetlands migration path for more than 265 species of birds. At the heart of the community are the unsurpassed adventure activities that are available year round.

Golden has recently completed a new visitor information centre called the British Columbia Visitor Centre @ Golden, located at the intersection of the Trans-Canada Highway and Golden Donald Upper Road. Kicking Horse Country Chamber of Commerce office offers additional visitor information services located in downtown Golden.

Historically, no one organization had sole responsibility for marketing the region. Three organizations were involved in tourism to varying degrees, including Golden Area Initiatives (GAI), the Chamber of Commerce and the Golden Tourism Association. Due to budget constraints all three organizations struggled to effectively market the region.

Following the exceptional growth in tourism, the former Golden Tourism Association (GTA) advocated for the creation of a single entity responsible for the marketing and promotion of Golden. In November 2004, the GTA formed the Tourism Action Group (TAG), to champion the development of a destination marketing organization for Golden. It was clear that in order to develop a sustainable marketing organization, a long-term funding mechanism had to be realized. The Additional Hotel Room Tax (AHRT) was identified as the only sustainable funding opportunity to date.

In February 2005, the GTA asked the local tourism industry through a questionnaire to consider the implementation of a 2% AHRT as the mechanism to support Tourism Golden. As a result, 87.5% of those surveyed offered their support. In September 2006 the AHRT began to be collected and from 2007 and beyond, Tourism Golden will now see the revenue stream returned from the province, within a five-year agreement time frame. A dedicated marketing director has joined Tourism Golden and become the driving force for the organization with the responsibility of marketing Golden and the surrounding area.

With the economic benefits of tourism come social and environmental impacts. Golden has seen a sharp increase in housing prices, a shortage in rental housing supply, a lack of human resources and pressures on the carrying capacity of the community. Tourism must be managed in Golden to ensure long-term sustainability of the industry.

13. BECOMING A RESORT COMMUNITY/MUNICIPALITY

The Province of British Columbia, through the Resort Municipality Revenue Sharing Program, has committed to providing qualified resort-based municipalities with new resources to assist in the financing of new or improved resort amenities and services in their community in order to encourage private investment, attract visitors and contribute to the overall development of the economy of resort-based communities. Golden has met the qualifications of a resort municipality under this program. Both resort and independent based tourism now play pivotal roles in the economic environment of Golden.

Notwithstanding the significant positive impacts offered by an economy now well-grounded in the resort tourism sector, the Town is incurring great challenges in providing the adequate and demanded infrastructure associated with this status. The Town and surrounding areas badly require additional tourism-related infrastructure to be able to meet the needs of the expected tourists.

A resort development strategy has been developed by the Town and approved by the Province, outlining 6 programs worth more than \$2.25 million over 5 years to include:

- Improving the aesthetics of the area;
- Creating signage and directions to visitor attractions;
- Improving basic facilities to develop recreational hubs;
- Significantly enhancing the cultural tourism presence;
- Creating a central town square with a community stage for performances; and
- Increasing and improving green spaces and pathways.

These programs will have a demonstrable and measurable impact on the tourism economy of Golden.

14. PARKS, TRAILS AND OPEN SPACES

Currently, there are several parks and facilities located throughout the Town of Golden. See Figure 3 (Town of Golden Parks and Facilities). The parks include the following:

- Dogwood Park is located on the 500 block between 5th and 6th Street South, which provides use for all ages with a new playground, gazebo, informal play area, walking path and a hard surface for basketball or outdoor rink.
- Kinsmen Park is located on the 800 block between 10th and 11th Street South, which includes a playground, picnic area and informal play area.
- Confluence Park is located at the confluence of the Kicking Horse and Columbia Rivers, and provides a picnic and rest area within the trail system.
- Kumsheen Park is located along the Highway 95 on the edge of the Kicking Horse River and provides a picnic and rest area adjacent to Rotary trails.
- Alexander Park is located behind Alexander subdivision, and provides a grassy area, playground, picnic area, and possible outdoor rink adjacent to trail system.
- Keith King Memorial Park is located on the Selkirk Highlands and has 4 softball fields, 2 soccer fields, a playground, concession with toilets and possible outdoor rink.
- The Freeride Park is the local skateboard and cycle park located near the Mount 7 Rec Plex on 9th Street South.
- The Sports Courts have 3 tennis courts with a practice wall, a 3-on-3 basketball court, bocci boxes and an outdoor rink located near the Mount 7 Rec Plex on 9th Street South.

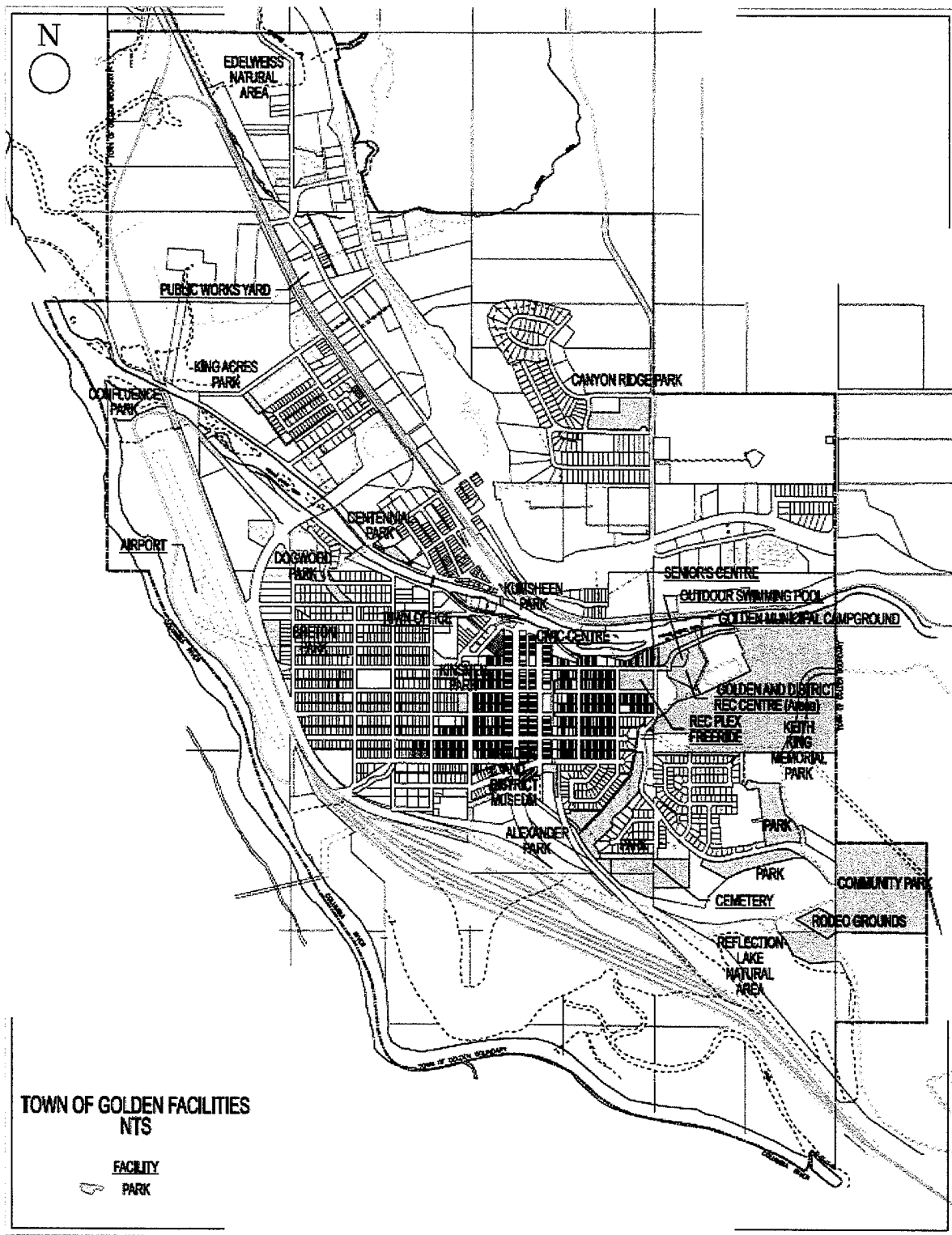
- Reflection Lake Natural Area is located at Reflection Lake, provides a picnic area and wildlife viewing of the Columbia Wetlands with interpretive signs.
- Rodeo Grounds are adjacent to Reflection Lake, and includes the rodeo grounds, cycling trails for Mount 7 and a BMX bicycle track.
- Canyon Ridge Park is located near Pine Drive and provides use for all ages with a hard surface for basketball or outdoor rink and a playground.
- Rotary Trail system provides a trail along the Kicking Horse River and weaves throughout the Town of Golden.
- Edelweiss Natural Area is located at the end of 11th Avenue North and provides wildlife viewing for Wildsight educational programming and enthusiasts.
- King Acres Park is located behind King Acres Trailer Park and is an undeveloped park. The park could include a hard surface for basketball or outdoor rink and playground equipment.
- Breton Park is located behind 5th Avenue South, and is an undeveloped area, which provides a natural area along the Rotary Trails.
- Alexander Park Elementary School has 2 playgrounds, basketball hoops, a softball field and picnic tables and is located adjacent to the Rotary Trails.
- Lady Grey Elementary School has a soccer field/softball field, a playground, a basketball court and picnic tables.
- Golden Secondary School has a running track, football field, basketball court and a soccer field.
- Horseshoe pits are located along 9th Avenue South beside the Golden Seniors' Centre.

The Town of Golden facilities (See Figure 1) include the following:

- Mount 7 Rec Plex located on 9th Street South, primarily a gymnasium hosting sporting events, but is also used for larger gatherings, such as conventions or performances.
- The Golden Civic Centre located on 10th Avenue South is a multi-use facility used primarily for meetings, performances and various other functions.
- The Golden Municipal Outdoor Swimming Pool is located on 9th Street South and is generally open for operation beginning on the May long weekend until Labour Day.
- The Town of Golden Office is located at 810 - 9th Avenue South and provides the necessary office and meeting space for all of the Town of Golden's administration.

- The Town of Golden's Public Works Yard is located at 1215 - 11th Avenue North, which includes a main two-bay mechanical shop, a one-bay wood shop and office areas for staff.
- The Golden and District Recreation Centre is the local arena. The Town operates the arena and the Columbia Shuswap Regional District (CSRD) owns the facility. The ice surface is in use from mid-August to mid-April. Other large events are held on the dry floor in off-season months.
- The Town of Golden Airport has a small terminal building that currently houses the Emergency Coordinator and weather office. The runway is 4,500 feet in length at an elevation of 2,574 feet.
- The Golden Municipal Campground has 70 camping sites. Amenities include power, water, public showers, pull-through sites and a sanitary dump. Normal months of operation are from mid-May to mid-October.
- The Town Cemetery is located near the Selkirk subdivision and is operated by the Town of Golden.

FIGURE 3: TOWN OF GOLDEN PARKS AND FACILITIES



“PHYSICAL CONTEXT”

1. LAND USE PATTERNS AND THE BUILT FORM

Perhaps the most basic influence on current land use planning is the character and distribution of existing land uses and the interaction with the physical environment.

Residential land uses in Golden include single-family dwellings, and multi-family residential developments, including duplexes, townhouses and apartments. The community also has mobile home parks in addition to subsidized housing and assisted living services. Resort condominiums are evident in the Kicking Horse Mountain Resort area and there is a definite need for affordable housing in the area.

Highway commercial uses are concentrated along the Trans-Canada Highway. The commercial core of the Town is physically split into two areas, on opposite sides of the Kicking Horse River. There are distinct differences in jurisdiction of commercial land uses within the area, in terms of the provincially controlled Trans-Canada Highway sections and the community of Golden holding the jurisdiction over the commercial areas within the Town’s boundaries.

The industrial land base is dominated by railway and forestry uses, with less emphasis on mining initiatives. Golden has a strong industrial tax base with the potential to diversify into value-added wood product manufacturing. The Town of Golden also contains numerous “brownfield” sites, which could be used for alternate purposes if reclaimed by their current owners, mainly large oil and gas companies. There are 21 known active contaminated properties within the Town of Golden with status as under review or under remediation. Many past contaminated sites have been remediated or have no further action to be taken.

Golden’s emphasis on revitalizing its commercial area is restricted by physical and geographic constraints, however, a commercial retail core, combined with the facilitation of pedestrian corridors and access, would provide for a healthier commercial centre. There are also potential infill development areas that would encourage further commercial development and a variety of land uses. Mixed residential/commercial development may be encouraged in order to create a “living area.” Golden may need to define or *redefine* its intended commercial core area. The relationship between land uses within the Columbia Shuswap Regional District (Area A) and the Town of Golden is very important to the future development and land use direction the community follows.

The erratic mixture of older unrelated land uses (industrial, commercial and residential) and historically uncoordinated development spell out the need for a rational distribution of compatible land uses and the necessity for developing design guidelines for buildings through new Development Permit Area Guidelines. Developing safe pedestrian linkages and trails to promote enhancement of the natural environment and quality of the built environment complimentary to the unique natural setting of Golden are also important.

2. WATER INFRASTRUCTURE

Water System

The Town of Golden draws its water supply from 5 groundwater wells, with two north of the Kicking Horse River and three to the south. There are approximately 39 kilometres of watermains and 150 fire hydrants in the Town of Golden. The Town presently has 5 water reservoirs. Water characteristics vary from well to well, but all parameters are within the Canadian drinking water guidelines. There are 4 pressure zones throughout the distribution system. The water supply is distributed throughout the system before reaching the storage reservoirs. In 2003, a review of Golden's water infrastructure was completed through the Town of Golden Water Distribution System Study. The study identified a combination of upgrades, including stand-by power for booster pumps and wells, future expansion of water storage facilities and the construction of an additional well.

Water Well Volumes and Storage Capacity

There are 5 wells in total in the Town of Golden, including

- Well number 2 is located on 9th Street and 14th Avenue South.
- Well number 3 is located on 11th Street and 14th Avenue South and has a stand-by generator.
- Well number 4 is located on 1200 block and 11th Avenue North.
- Well number 5 is located on 800 block and 10th Street South.
- Well number 6 is located on Easement Frontage Road North and has a stand-by generator.

The total pumping capacity for all 5 wells is as follows:

- 24 hours – 2,548,800 imperial gallons (11,357 m³).

The Town of Golden has 5 reservoirs, including:

- South East Gunite Reservoir (Selkirk Hill) with storage capacity for 300,000 imperial gallons (1,364 m³).
- South East Hypalon Reservoir (Selkirk Hill) with storage capacity for 500,000 imperial gallons (2,273 m³).
- Bear's Paw Reservoir (Selkirk Hill) with a storage capacity of 250,000 imperial gallons (1137 m³)

- The storage capacity of the North East Reservoirs (Lafontaine Road) with 2 tanks for storage capacity of 467,000 imperial gallons (2,122 m³).

The storage capacity of all reservoirs equates to 1,517,000 imperial gallons (6,896 m³).

Currently, Golden is not operating either its water or sewerage system to capacity. It is also important to note that there could be an increased level of capacity if more active steps were taken to conserve water.

3. WASTEWATER COLLECTION, TREATMENT AND DISPOSAL

Sanitary Sewer System

Golden's sanitary sewer system consists of a combination of a sanitary collection system and associated lift stations. The sewage treatment plant is located adjacent to the Columbia River, south of the Town airport. The treatment process includes macerators, primary aeration ponds, a Sequencing Batch Reactor process, aerobic digesters, dewatering facility and Ultraviolet disinfection. The system was commissioned in 2004.

Wastewater

The Town of Golden currently operates and maintains 7 lift stations within the sanitary collection system. A secondary treatment plant was constructed in 2004. Up to 3,150 m³ per day of municipal domestic sewage can be treated. The plant now includes UV disinfection prior to discharge to the Columbia River and includes a dewatering facility to treat the biosolids produced.

The 12th Street lift is the final station transporting to the sanitary treatment plant. The facility has 3 pumps, stand-by power and 2 macerators. The most recent upgrade was the addition of a new pump in 2004. The 7th Street lift station is located on 7th Street North and receives all wastewater north of the Kicking Horse River. This facility has 2 pumps and a stand-by generator and upgrades to pumps, generator and storage were conducted in 2000. The 14th Street lift station is located on 14th Street and 9th Avenue South and services the Selkirk Heights, Mount 7, Bear's Paw and Alexander Park area. This lift station was installed in 1972 and the most recent upgrade was conducted in 1992, upsizing the forcemain. The Edelweiss lift station is located on the north end of 11th Avenue North and is a duplex submersible lift station, with the most recent upgrades conducted in 1988. The Alison & Thomson (A&T) lift station is located on the South end of 11th Avenue North and is a duplex submersible station, with no upgrades conducted since the installation of the lift station in 1985. The airport lift station is located at the airport and is a simplex station. Canyon Ridge lift station services the newest subdivision on the northeast Bench and is a duplex submersible station.

There are 2 portable generators currently used at the Edelweiss and 14th Street lift station during extended power failures.

Supervisory Control And Data Acquisition (SCADA)

Both water and wastewater systems are continually monitored through the SCADA. Any alarms requiring immediate attention will page "on call" staff. The sanitary treatment plant also has a SCADA in place and also page staff as required. The SCADA tracks and records all flows, volumes, temperatures, levels and associated parameters on the systems.

4. STORMWATER COLLECTION AND DISCHARGE

Storm Drainage

Presently, Golden's drainage consists of open ditches, drywells and conventional storm drains. A Master Drainage Plan was completed in March 2000, which identified 13 "problem areas" within the community. The majority of the issues were "nuisance flooding" along with more serious issues, such as erosion. The Master Drainage Plan includes recommendations regarding improved drainage systems and stormwater management.

There are currently two Ministry of Transportation stormwater systems on Highway 95 that primarily catch all runoff water associated within the highway system, both north and south of the Kicking Horse River. Drywells and catch basins are used in other areas throughout the Town of Golden to manage runoff and storm events.

5. TRANSPORTATION

Roads

The condition of roads in Golden is relatively good due to the community's diligence in repairing roads and associated street improvement programs. To continue this program, a further investment in Golden's roads of \$18 million is planned over the coming years. The majority of roads in need of repair or upgrading are located in older residential areas of Town.

The Town of Golden is at a crossroads of transportation mediums, with links from the region to the rest of the world by road, rail and air. The Trans-Canada Highway is at Golden's doorstep, with well-established links to the east and west. Highway 95 runs south through Golden providing linkages to other East Kootenay communities, such as Radium Hot Springs and Invermere, linking to Highway 3 at Cranbrook, which links Golden to Fernie and points east, Creston and points west and the Canada/USA border.

The following systems of transportation are available in the Town of Golden:

- Kicking Horse Country Transit Service (established late 2007);
- Greyhound Bus Lines;

- Mount 7 Taxi;
- Snow shuttle – Kicking Mountain Resort; and
- Health Connections bus service twice a week to Cranbrook.

One of B.C.'s largest transportation projects is now partially complete on The Trans-Canada Highway in the Kicking Horse Canyon near Golden. Over the next decade, 16 kilometres of bridges and winding highway will become a four-lane thoroughfare. In a series of partnership phases that could see \$1 billion in provincial and federal government investments, the project will be an engineering showcase featuring massive rock cuts, areas of split highway, high level spans and tunnels. The impact of the highway improvement will be dramatically significant, reducing the travel time to Calgary, thereby improving the drive to Golden making it more appealing and safe.

Highway 95 travels through the Town of Golden and connects to the Trans-Canada Highway. At the centre of Town, Highway 95 crosses the Kicking Horse River and the road bridge has approximately 7 years of life left before an upgrade shall be required. There are plans from the Ministry of Transportation to reroute the bridge and straighten the road in order to improve safety for motorists and pedestrians.

Distances from Golden to:

- Cranbrook 250 kilometres south;
- Calgary 262 kilometres east;
- Edmonton 559 kilometres northeast;
- Vancouver 682 kilometres west;
- Spokane 563 kilometres south;
- Seattle 1,007 southwest; and
- Portland 1,132 southwest.

Airport

The airport is municipally owned, with an elevation of 785 metres or 2,574 feet, a runway 1,441 metres long and eight current lease-hold tenants. Mainly helicopter services are available from the airport, allowing guests to access the backcountry lodges around this area. In addition, flight sight-seeing trips and the BC Forest Fire Service operate from the airport. The advantageous location of Golden's airport within the Town boundaries allows convenient access to Town services, facilities and accommodations. Newly appointed by Town Council in the fall of 2007, and composed of tenants and other aviation savvy individuals, the Airport Advisory Committee will be

contemplating and recommending a number of improvements and upgrades to the technical, managerial, and operational frameworks of the facility.

Railway

Canadian Pacific Railways (CPR) Special Operations Division in Golden carries out the transportation of industrial products. Even though restructuring and rationalization programs have been instituted, the CPR continues to add to the stability of Golden's employment source through the car repair shop and Special Operations Division, which opened in October 1987.

6. SOLID WASTE MANAGEMENT

The Columbia Shuswap Regional District (CSRD) manages the regional landfill. The landfill site on the Golden Upper Donald Road has a manager contracted by the CSRD. Most residential garbage pick-up is contacted out by the Town of Golden. Strata developments and private businesses coordinate refuse removal service.

7. RECYCLING

Recycling is currently a function of the CSRD Solid Waste Management Plan which is currently under review. A private business also provides recycling services.

There are two public recycling stations in Golden. There is a paper/newspaper/bottles/cans site at the Town refuse disposal site located on the Upper Donald Road and another on 10th Avenue South.

The CSRD and volunteers host 3 recycling events per year, when residents can recycle plastics, milk containers, paints, batteries, electronics and other materials not regularly accepted for recycling. There are also "clean-up" days at the landfill, so residents can bring organic yard waste and scrap metal to the landfill free of charge. These events are extremely popular and, in the case of the recycling events, more material comes in than can be processed, identifying a need to improve recycling services. In addition, there is a private operator who offers weekly pick up service of recyclable materials such as paper, plastics, glass and tin cans.

8. POLICE SERVICE

Policing for the Town of Golden and Area A is provided by a Royal Canadian Mounted Police detachment, located in Golden, with 19 full-time officers (which includes a division between those assigned to general duty or traffic services), 4 office staff, 1 victims services, 10 guards and matrons, 8 auxiliary staff and casual staffing.

9. FIRE SERVICE

Fire protection in Golden is under the direction of a full-time, paid, fire chief. Golden Fire Rescue Service has 29 active volunteers who are paid when called out. Currently the fire department has 3 engines and a range of support vehicles. In 2006, the department responded to 95 calls. Calls are estimated to be up in 2007.

Golden Fire Rescue Service has a mutual aid agreement with the Nicholson Volunteer Fire Department. Many parts of the CSRD do not currently have adequate or any fire protection.

10. GOLDEN AND DISTRICT SEARCH AND RESCUE

Golden and District Search and Rescue (GADSAR) provides rescue services within Golden and surrounding Area A. GADSAR is made up of roughly 30 volunteers who provide mountain, swift water and medical rescue. They also provide automobile extrication on major highways. In 2006, GADSAR responded to 92 calls. Funding is primarily provided through the Provincial Emergency Program, donations, fundraising and Golden and Area Emergency Management Program. The GADSAR fleet includes 1 road rescue truck, a command centre, 2 mountain rescue trucks, a jet boat and other rescue-related equipment.

11. GOLDEN AND AREA EMERGENCY MANAGEMENT PROGRAM

The Town of Golden and the CSRD Area A have congruent emergency planning and response programs. Municipalities have long had a legal requirement under the Emergency Program Act of British Columbia to administer an emergency response program. In the past, this was done by a volunteer and supported by the Town's administration. After the 2003 fire season and the resulting Filman report, several recommendations were made to the province. One recommendation was that regional districts should have the same requirements for emergency planning and preparedness as municipalities. This responsibility was recently mandated to all regional districts.

The Golden and Area Emergency Management Program is administrated by the emergency program coordinator, a part time contract position who reports directly to the Town of Golden's CAO and is directed by a committee made up of representatives from the Town of Golden and Area A. Golden and Area A had a contractor rewrite the emergency response plans and guide for the community in 2005. The update of the community plan was necessary to bring them in line with the British Columbia Emergency Response Management System (BCERMS).

The focus of the emergency management program over the short-term includes: increasing public awareness of the importance of personal and family preparedness for at least the first 72 hours of an emergency; training a sufficient number of staff and volunteers to manage an emergency operations centre in the community for an extended period of time; equipping an emergency operation centre so it can run as a standalone operation separate from the Town administration or other emergency operations; completing hazard-specific plans for the major threats to the community; testing of the community's emergency management program through annual

exercises; and continue to support local volunteer emergency programs and improve volunteer retention.

Long-term objectives for the program include the development of an interagency fixed emergency operations centre and increased financial support for emergency response in the community.

12. BRITISH COLUMBIA AMBULANCE SERVICE (GOLDEN STATION)

The British Columbia Ambulance Service (BCAS) provides pre-hospital care and inter-facility transfer for patients. Presently, 13 part-time employees, including a part-time paramedic unit chief, staff the Golden Station. In 2006, the station provided services to 884 responses with an approximate equal split between motor vehicle incidences, transfers and medical calls. Since May of 2005, Golden has had one crew of two paramedics at the station on a stand-by shift on a stipend wage. Once this crew is dispatched all other crews are on a call-out basis and respond from their homes. The BCAS is a provincial service, so when the community requires additional resources, units from other communities within the area are called upon. The Golden BCAS also reciprocate and cover other communities as required.

“SOCIAL CONTEXT”

1. HOUSING

Golden offers the ultimate living experience where a mountain playground is the backdrop to quality community living, but access to housing is a challenge for many residents. The area caters to a wide variety of lifestyles, ranging from modest single-family dwellings to newer, upscale developments at nearby Kicking Horse Mountain Resort. The community includes affordable and government subsidized housing, in addition to trailer parks, multi-family residential and condominiums.

Demand for all types of real estate in Golden and the surrounding area continues to accelerate. There have been price increases over the past few years as the Town has been discovered by all types of buyers, including recreationalists, investors, retirees, and new permanent citizens from all over the world and other areas of Canada.

<i>Golden and Area A Average Home Selling Prices</i>		
<u>Home</u>	<u>New</u>	<u>Existing</u>
Single-family 3 bedroom 3,500 ft. ²	\$550,000	\$450,000
Single-family 3 bedroom 2,500 ft. ²	\$400,000	\$300,000
Townhouse, 2 bedroom 1,500 ft. ²	\$300,000	\$210,000
Condominium, 2 bedroom 1,200 ft. ²	\$270,000	\$200,000

In Golden there is a flourishing real estate market, not only for property to purchase, but also rental property. An average 2 bedroom apartment rents for approximately \$700 per month and an executive style 3,000 square foot 2 bedroom home rents for approximately \$1,500 per month.

Subsidized housing is available for families at Molnar Gardens, a 30 unit affordable housing complex located on Fisher Road. The housing development features spacious living, children's play areas, laundry service and covered parking. A range of apartment sizes are available and rent is based on need and level of income.

Options are also available for seniors living in the community. Two non-profit housing societies offer apartments for seniors: Abbeyfield House provides residents with companionship and practical support; Purcell View Apartments offers 16 units for seniors on a fixed income requiring low cost rental housing. In addition, an 8 bed assisted living facility opened in the spring of 2007 by B.C. Housing and Interior Health providing a subsidized housing option for seniors who can live independently, but require hospitality and personal assistance services. Golden Community Resources Society is under contract via a mentoring program to operate the services.

As the Town of Golden and CSRD grows, especially Kicking Horse Mountain Resort, there is, and will continue to be, increasing pressure for housing. At this time there is no staff housing provided by Kicking Horse Mountain Resort, which makes it difficult to attract and retain new employees from outside the Town in order to fill the necessary and growing number of positions created by the resort. This strains the already constricted Golden housing and rental supply.

Additionally, hotels, restaurants and other high staff oriented businesses are not currently required to provide staff housing.

2. EDUCATION

The education community in Golden is vibrant and alive; the motto of the Rocky Mountain School District #6 is "Quest for Quality." The Golden Zone of the Rocky Mountain School District is home to 4 primary and intermediate schools. Unique to the Golden Zone is a K-12 French Immersion Program.

Two elementary schools feed into Golden Secondary School and in 2006, 438 enrolled into Golden Secondary School. The full range of provincial curriculum is offered at the secondary school level, including French Immersion.

According to the Ministry of Education statistics, Golden students ranked either above or well within the B.C. provincial exam standards in all subjects.

The College of the Rockies (COTR) provides post-secondary education in Golden. Programs at the Golden campus include a wide range of first and second year academic offerings, as well as programs in business administration, customer service, tourism and hospitality, adventure tourism, business management operations, international expedition and leadership, resident care/home support and adult basic education. COTR also offers distance education in a number of subjects.

3. EARLY CHILDHOOD DEVELOPMENT

The Golden Early Childhood Development Coalition (GECDC) and its community partners strive to meet the diverse early childhood needs of children and families in Golden and surrounding areas. The GECDC was formalized in 2004, and now has a coordinator and approximately 30 members representing early childhood development (ECD) professional areas. The GECDC supports the community driven Early Childhood Development Strategic Plan and has been working towards meeting four primary objectives:

- Sustainable childcare space;
- Improved parks;
- Public transportation; and
- Outreach programs.

The Golden Early Childhood Development Coalition values and supports its collaborative partnership with the Town of Golden in promoting healthy children and families. The GECDC will continue to look for opportunities to sustain initiatives and to close the gap in early childhood development services. GECDC mission includes helping children and families access educational information, programs, resources and parent workshops. In addition, the GECDC continues to work towards building quality, universally inclusive and accessible childcare space within the community.

As early childhood experts agree, everyone benefits when families, schools, community institutions and GECDC partners collectively agree upon goals and how best to achieve them. Families experience many opportunities to contribute to children's social and educational needs, schools enjoy the informed support of families and community members, and communities look forward to an educated, responsible workforce based on collaborative efforts that net results. The Golden Early Childhood Development Coalition's motto is "we support the future because children are our future."

4. HEALTHCARE

The Golden & District General Hospital (GDGH) is a Level 1 Community Hospital with 8 acute care beds and a 7-bed emergency room. The hospital offers 24-hour care with a physician on call for emergencies, an operating room, and a labour and delivery room. Basic obstetric and delivery services are available for normal deliveries (36 weeks or later) including caesarean sections with emergency services for special cases standing by in Cranbrook and Calgary.

The hospital operating room is used for both scheduled and emergency surgeries. The hospital also has an onsite laboratory and x-ray facilities, including ultrasound. Emergency services include general orthopaedics and trauma. Injuries serious enough to require tertiary care are stabilized and transferred by air and ground transport to East Kootenay Regional Hospital in Cranbrook or to Alberta. GDGH's Home & Community Care Wing provides outpatient services in a range of disciplines, including home support, home care nursing, physiotherapy, occupational therapy, clinical pharmacy, mental health and community development.

Durand Manor, adjacent to the GDGH, provides 28 residential care beds for patients requiring long-term care.

Public health nurses provide services that prevent illness and injuries. Vaccinations, parenting programs and consultations, as well as home visits to families with newborns are provided.

There is a 5,000 square foot medical clinic, renovated in 2000, which includes a retail pharmacy onsite. In 2007, the clinic employs 9 physicians, including 8 general practitioners and 1 part-time paediatrician. Among the medical clinic staff, 5 include obstetrics in their practice, 3 general practitioners are also anaesthetists and another 3 are surgeons. The clinic offers comprehensive, high quality medical services to the residents of Golden and Area A.

In addition to the hospital, Golden offers the following health-related services provided by a range of non-profit societies, volunteers and private companies including the following:

- Two dental clinics;
- Golden Family Chiropractic;
- Golden Sports Injury Clinic;
- Naturopath;
- Optometrist;
- Golden Physiotherapy and Sports Injury Clinic;
- Purcell Physiotherapy Clinic;
- Relaxation and Registered Massage;
- Columbia Valley Natural Health Centre;

- Golden Hospice Group;
- Home Emergency Response System;
- Columbia Valley Veterinary Services;
- Grief and wellness support services;
- Police based victim services;
- Drug and alcohol counselling;
- A range of qualified massage therapists;
- Chronic Disease Self Management Program; and
- East Kootenay Senior Caregiver’s Network.

5. PUBLIC, INSTITUTIONAL AND SOCIAL SERVICES

Golden offers a variety of public and private services to local residents and visitors. Golden is serviced by the following:

Canada Post Office	Ministry for Children and Families
Provincial Government Agent	Royal Canadian Mounted Police
Provincial Court Services	Interior Health Authority
Golden Family Center	Golden Women’s Centre
Golden Food Bank	Ministry of Employment Resource & Assistance
Golden Community Resources Society	Golden Seniors’ Centre

6. VOLUNTARY, NON-PROFIT CLUBS AND ORGANIZATIONS

Golden has an exceptionally high rate of volunteerism. It is very much a “can-do” community that prides itself on its independence.

More than 100 organizations, clubs, and associations service every facet of community life. Rotary is very active, as are the Knights of Columbus, Lions, Shriners, Kinsmen and Kinettes, as well as a variety of other service clubs. The Welcome Wagon is on hand to greet newcomers to the community and help is available from local support groups.

Golden has a wide range of churches and places of worship representing the diverse cultural mix that makes up Golden’s community.

“REGIONAL ENVIRONMENT”

The rural area surrounding Golden is governed by the Columbia Shuswap Regional District (CSRD). Area A covers the following:

- North Bench;
- Blaeberry Valley;
- Donald;
- Nicholson;
- Parson; and
- Field.

Area A of the Columbia Shuswap Regional District (CSRD) comprises of approximately 3,097 people and is continually growing. There has been an increase in the number of subdivisions in recent years as well as an increasing number of people purchasing property as recreation, vacation or retirement homes in the area.

Members of the Area A community work in Golden and commute to utilize the Town of Golden’s recreation, shopping, schools, and health care services and therefore are an active part of, and have a significant impact upon Golden’s community.

At this time, the CSRD does not have a Regional Growth Strategy or Official Community Plan, Zoning Bylaw, building inspection, or planning rules to help govern the region (Area A). There is a Highway Planning District, which covers 800 metres on each side of the two major highways that pass through Golden. As Golden continues to grow there may very well be a need for consistency or congruency between the Town of Golden and the Columbia Shuswap Regional District in matters relating to planning and growth.

1. NATIONAL PARKS

Golden is surrounded by 6 National Parks including Yoho, Glacier, Banff, Jasper, Kootenay, and Mount Revelstoke.

National Parks are a country-wide system of representative natural areas of Canadian significance. Legally, they are protected for public understanding, appreciation and enjoyment, while maintained in an unimpaired state for future generations. National Parks have existed in Canada for more than a century.

Yoho National Park

Established in 1886 and spanning 1,310 square kilometres, Yoho represents the western slopes of the Rocky Mountains region and borders Banff National Park to the east and Kootenay National Park to the south. Yoho is a Cree expression of awe and wonder for a place of rock walls, waterfalls, glacial lakes and snow-topped mountain peaks. It's a park of roaring rivers and silent forests and its history is bound up with a railroad, spiral tunnels inside mountains and stories of runaway trains.

Yoho's peaks and steep rock faces posed an enormous challenge for Canada's early explorers. The mountains that were the curse of railway builders are responsible for the park's many waterfalls including Laughing Falls, Twin Falls, Wapta Falls and Takakkaw Falls. Silt carried by streams from melting glaciers high on the mountains is responsible for the deep, rich turquoise colour of Emerald Lake and Lake O'Hara. Water is responsible for creating a natural rock bridge over the Kicking Horse River, where torrents have worn through a solid rock bed leaving a flat rock bridge. Water erosion has also formed another Yoho marvel, balanced boulders on tall pillars of glacial till called Hoodoos, found in the western end of the park.

One of the world's most important fossil finds, the Burgess Shale, is located in Yoho. Designated a World Heritage Site in 1981, the Burgess Shale formation contains the fossilized remains of more than 120 marine animal species dating back 515 million years. Many of British Columbia's plants and animals reach their eastern extension in Yoho. The high peaks of the Continental Divide wring out the precipitation remaining in clouds moving eastward from the Pacific Ocean. This creates pockets of wet belt forest where coastal species, such as devil's club, western red cedar and western hemlock thrive.

Yoho boasts 28 mountain peaks more than 3,000 metres in height, over 400 kilometres of hiking trails, Takakkaw, the third highest waterfall in Canada with a free fall of 254 metres, and is home to many large mammals, predominantly the mountain goat. Yoho National Park is open year round with the peak season being during July and August.

Glacier National Park

Mount Revelstoke and Glacier National Park represent the natural wonders and cultural heritage of the Columbia Mountains natural region. Rogers Pass National Historic Site, located in the heart of Glacier National Park, commemorates the story of Rogers Pass and its role as the most significant mountain pass in Canadian history. Glacier National Park protects a portion of the Columbia Mountains natural region, in the interior wet belt of British Columbia. The steep, rugged mountains, warm climate and wide variety of plant and animal life are typical of this region. The park protects unique stands of old growth cedar and hemlock and critical habitat for threatened and endangered wildlife species, such as the mountain caribou, mountain goat and grizzly bear. The Rogers Pass Discovery Centre is open year round, except for Christmas Day, and all of the month of November.

Banff National Park

In the fall of 1883, 3 Canadian Pacific Railway construction workers stumbled across a cave containing hot springs on the eastern slopes of Alberta's Rocky Mountains. From that humble

beginning was born Banff National Park, Canada's first National Park and the world's third. Spanning 6,641 square kilometres of valleys, mountains, glaciers, forests, meadows and rivers, Banff National Park is one of the world's premiere destinations. Banff National Park is open year round, and the peak season of the park is in July and August.

Jasper National Park

Jasper is the largest and most northerly Canadian Rocky Mountain National Park, and part of a spectacular UNESCO World Heritage Site. Jasper spans 10,878 square kilometres of broad valleys, rugged mountains, glaciers, forests, alpine meadows and wild rivers along the eastern slopes of the Rockies in western Alberta. Jasper joins Banff National Park to the south via the Icefields Parkway. The Columbia Ice Field borders the parkway in the southern end of the park.

Large numbers of elk, bighorn sheep, mule deer and other large animals, as well as their predators, make Jasper National Park one of the great protected ecosystems remaining in the Rocky Mountains. This vast wilderness is one of the few remaining places in southern Canada that is home to a full range of carnivores, including grizzly bears, mountain lions, wolves and wolverines. Jasper National Park is open year round, with the peak season during July and August.

Kootenay National Park

Established in 1920 as part of an agreement between the provincial and federal governments to build the Banff-Windermere Highway, the first motor road to cross the Canadian Rockies. A strip of land 8 kilometres wide on each side of the 94 kilometre highway was set aside as a national park. This resulted in the long, narrow shape of the park. The completion of the highway in 1922 expanded the new age of motor tourism in the Canadian Rockies. Today, the highway is known as the Kootenay Parkway.

Kootenay National Park represents the south western region of the Canadian Rocky Mountains. Kootenay National Park is 1,406 square kilometres in area. For thousands of years the Kootenay National Park area was part of the traditional lands of the Ktunaxa (Kootenay) and Shuswap First Nations people. Archaeological evidence suggests the mountains were used primarily as seasonal hunting grounds. Groups also travelled across the mountains periodically to hunt bison on the plains east of the Rockies. Some sites have spiritual significance.

Kootenay National Park contains unique examples of the natural features characteristic of the Rocky Mountains including sedimentary rocks and thrust-faulted mountains, landscapes sculptured by glaciers and water and plants and animals typical of alpine, subalpine and montane ecological areas. Kootenay National Park is open year round, with the peak season during July and August.

Mount Revelstoke National Park

Encompasses a variety of geographical zones, from dense old growth rainforest of giant cedar, pine, and hemlock as well as the subalpine, alpine and tundra. The Monashee Mountains and the Selkirk Mountains are visible in the park. The park protects a small herd of the threatened mountain caribou, and provides habitat for the grizzly bears and mountain goats.

Ecologically and geographically, the area is distinct from the Rocky Mountains to the east and the Coast Mountains to the west. The park is famous for summer wildflower displays on the summit of Mount Revelstoke. It was the beauty of these, so near to the Town, that inspired a group of people in Revelstoke to lobby for the creation of the National Park in 1914. At the same time, skiing was booming as a popular activity. Mount Revelstoke's ski jump was one of the first in Canada and was internationally renowned as one of the finest natural jumps in the world. Several world ski jump records were set here. The Meadows-in-the-Sky Parkway is open in the spring, summer and fall.

2. PROVINCIAL PARKS

British Columbia (B.C.) Parks are responsible for the designation, management and conservation of a system of ecological reserves, provincial parks and recreation areas located throughout the province. These contain many of the best representative elements and special features of British Columbia's natural heritage.

Marl Creek, Burgess and James Gadsden Provincial Parks are all in relatively close proximity of the Town of Golden.

Marl Creek Provincial Park

Encompasses 169 hectares and protects remnant old growth forest and ecologically important wetland habitat along the western shores of the Columbia River. The park is located in the southern Mountain Trench, approximately 25 kilometres north of Golden on the Trans-Canada Highway. The park is located immediately adjacent to the confluence of Waitabit Creek and the Columbia River and is one of the last remaining natural stretches of the Columbia River. The Columbia River Wildlife Management Area is within close vicinity to the park and reinforces the park's role in complementing and buffering this globally significant wetland. There is no public access and the park is not developed for visitor use.

Burgess and James Gadsden Provincial Park

Burgess and James Gadsden, a pioneer couple of the Columbia Valley, donated the original portion of the land for this Provincial Park to the people of the Province of British Columbia (B.C.) in 1965 to be protected perpetually. The park encompasses 401 hectares and is situated 11 kilometres west of Golden between the Trans-Canada Highway and the Columbia River Burgess and encompasses most of the Moberly Marshes.

This area is also a Ducks Unlimited Conservation project that protects the northern portion of the Columbia River Wetlands, which stretch 185 kilometres between Canal Flats and Golden. The Columbia Wetlands are recognized by scientists and naturalists worldwide for its remarkable variety and abundance of amphibians, reptiles, mammals, birds, fish and invertebrates. These remaining wetlands of the Pacific Flyway are critical resting and feeding areas for resident and migratory birds.

3. AMENITY MIGRATION

Small communities across the world have been experiencing an increase in visitors. They come to enjoy the natural beauty, cultural experiences, and leisure opportunities of a destination. With an

aging population with disposable incomes, the visitors are becoming full-time or part-time residents of these communities. Mountain communities in British Columbia and Alberta have been feeling the effects of these new migrants for some time. Golden is starting to experience the effects of becoming popular with amenity migrants.

Alberta Effect

The Town of Golden is located in close proximity to the provincial border between British Columbia and Alberta. Whilst the British Columbia economy is strong and experiencing positive economic growth, the Alberta economy is booming.

Golden is observing Albertans taking advantage of relatively low housing prices in Golden in comparison to the Calgary/Canmore area. Albertans are purchasing second homes in the Town of Golden, as well as in Area A of the Columbia Shuswap Regional District. For example, at Canyon Ridge in Golden, 80% of buyers thus far have been Albertans. Local realtors state there are a significant number of buyers from Alberta looking to take advantage of prices in Golden. There is a perspective that Golden could eventually become the next “resort town” in the area.

Additionally, the highway improvements to the Trans-Canada Highway will only strengthen the “Alberta Effect,” as the journey from Calgary to Golden becomes shorter and safer. Golden’s challenge will be to maintain its character while going through this change.

PART II “THE VISION AND GUIDING PRINCIPLES”

1. THE VISION

TOWN OF GOLDEN COUNCIL VISION

“Golden provides the opportunity for all to live in a healthy, vibrant community.”

STEERING COMMITTEE VISION

“The people of Golden take great pride in this spectacular mountain community. Through sustainable environmental practices and careful development, Golden will continue to utilize its many natural resources to maintain a community based on a strong and diverse economy, a healthy environment and active lifestyles.”

2. GUIDING PRINCIPLES

This Official Community Plan (OCP) is designed to help realize the community’s vision and goals by describing principles and tools that can be used in directing growth and community initiatives. The OCP is based on the principles that seek to lessen human impact on the Earth and to manage natural, economic and social systems and resources in a fashion that enhances quality of life, yet does not diminish the ability of future generations to also meet their needs. The Steering Committee developed the following principles to use as a guide when recommending goals, objectives and policies to implement the future vision for Golden.

PRESERVING AND ENHANCING GOLDEN’S UNIQUE CHARACTER

A community, and the way its residents perceive it, is called its “sense of place.” Golden has evolved over its history to become a vibrant community, rich in culture and heritage. Golden’s unique character undoubtedly means something different to everyone; nevertheless, what is special to people about this place should be nurtured.

Golden will aim to preserve and enhance its unique character through the following:

1. Provide opportunity for all “to live” in a healthy, vibrant community.
2. Enable social diversity through a range of housing for all generations, including affordable housing, attainable housing, seniors, special needs and staff housing.
3. Encourage design that promotes small town safety.
4. Strive to preserve heritage buildings through government initiatives and special considerations.
5. Encourage view corridors to Golden’s characteristic natural features, including the Kicking Horse and Columbia Rivers.
6. Foster multicultural heritage.

7. Promote the diversification of economy through support of historical industrial land uses as well as tourism.
8. Reinvent the definition “resort town” by maintaining history and culture through land use.
9. Promote Golden’s brand: “Authentic. Community. Adventure.”

REGIONAL COLLABORATION

Golden will strive to work in collaboration with all regional public and private area stakeholders to meet the goals of the community through partnerships and strategic alliances.

SOCIAL SUSTAINABILITY

Golden will aim to achieve social sustainability through the following:

1. Support the provision of health care, social services, education and daily living requirements.
2. Protect environmental quality, including air and water.
3. Offer and provide protection from natural hazards.
4. Support a wide range of recreational, social and cultural opportunities.
5. Promote “sustainable” transportation.
6. Allow people to “age in place.”
7. Support and nurture Golden’s multicultural environment.
8. Provide opportunities for social support networks.
9. Support community-centred health, such as childcare and social services, youth services and activities (recreational and sports programs) through public private partnerships.
10. Utilize the social determinants of health as benchmarks to gauge success in achieving good health outcomes for community members.

ECONOMIC SUSTAINABILITY

Golden will strive to enable the development of a healthy, diversified economy through the following:

1. Provide affordable and staff housing options.
2. Encourage a strong, diversified workforce.
3. Provide efficient and effective Town/municipal services.
4. Encourage revitalization of commercial areas.
5. Improve the community’s overall visual appearance.
6. Ensure that Golden is a great place to visit.

7. Strengthen the tourism industry.
8. Encourage private investment from inside and outside the Town.
9. Provide the basic and technological infrastructure to support growth.
10. Attract new industry, while nurturing existing industry.
11. Promote Golden as an event and conference destination.
12. Streamline municipal business procedures.
13. Maintain competitive fee rates.

ENVIRONMENTAL SUSTAINABILITY

Golden will aim to achieve environmental sustainability through the following:

1. Permit and encourage growth only where it improves efficiency and does not degrade critical environment values.
2. Encourage growth in existing developed areas.
3. Allow mixed land uses.
4. Build compact neighbourhoods.
5. Encourage green technologies.
6. Preserve environmentally significant areas, including environmentally sensitive areas, vistas and agricultural lands.
7. Protect wildlife habitats and corridors.
8. Preserve, enhance, rehabilitate and/or restore existing landscape, including trees.
9. Encourage existing industry, residents and the municipality to become more environmentally sustainable.
10. Mandate leading edge environmental management practices.
11. Initiate planning while keeping the effects of climate change and other environmental changes in mind and adapting where necessary.

PART III “THE OFFICIAL COMMUNITY PLAN”

INTRODUCTION

The vision of Golden as presented in Part II of the Official Community Plan is further articulated in Part III (this section) for the purpose of guiding the future development of the community. Part III encompasses development strategies in terms of growth management, economic development and social development, followed by a series of detailed development policies arranged in the following subject areas:

1. Land Use and Growth Management:
 - a. Land Use Planning and Community Design (All Designations);
 - b. Residential Development;
 - c. Multi-Family Development;
 - d. Commercial Areas (Mixed-Use);
 - Figure 2: Downtown Redesign Concept;
 - e. “The Corridor” Highway Commercial;
 - f. Service and Industrial Development;
 - g. Comprehensive Development;
 - h. Recreational/Educational/Cultural;
 - i. Revitalization and Brownfields; and
 - j. Environmentally Sensitive Areas.
2. Community Economic Development.
3. Transportation:
 - a. Airport
4. Infrastructure.
5. Environment.
6. Sustainability:
 - a. Golden Smart Growth;
 - b. Leadership in Energy and Environmental Design (LEED);
 - c. LEED Neighbourhood Development (LEED-ND);

- d. Additional Green Building;
 - e. Climate Change;
 - f. Energy; and
 - g. The Natural Step (Planning).
7. Housing.
 8. Health and Quality of Life.

These development strategies and policies form the backbone of the Official Community Plan (OCP) and are an integral part of its implementation process.

As a guide to future development, it is important the OCP be flexible. The future cannot be predicted with certainty. This flexibility can allow incorporation of innovative ways to achieve the vision as opposed to following a set of precise regulations. Flexibility will allow the OCP to be a “living,” evolving document.

Although the OCP should be flexible, it should also be direction-oriented in terms of Town Council. This will provide the Town with an appropriate course to pursue in the management of land use and development.

GOLDEN AS A SUSTAINABLE COMMUNITY

Many of the elements identified by the community can be related to the concept of “sustainable development,” meaning development that does not sacrifice long-term environmental quality for short-term benefits, while preserving resources and the environment for future generations. Sustainable development involves the balanced integration of the environment and economy on a continual basis, while enhancing the social equity or fabric of the community. This requires the decisions made by Golden Council, industry and individuals to consider all biological, social and economic consequences. This OCP embraces the principle of sustainable development and provides a vision for Golden’s future in which environmental, economic, social and cultural objectives are integrated and never sacrificed.

1. LAND USE AND GROWTH MANAGEMENT

LAND USE PLANNING AND COMMUNITY DESIGN (ALL DESIGNATIONS)

Refer to Schedule B Land Use Designations. The appropriate location, amount and type of present and future commercial, industrial, institutional, recreational and public utility uses are identified in this bylaw and its Schedules.

GOAL

Golden’s growth strengthens and diversifies the economy and the community, and the Town of Golden strives to ensure growth is environmentally responsible, protects and enhances community liveability and supports efficient infrastructure.

OBJECTIVES

1. To promote development that creates a reduced “ecological footprint.”
2. Promote development expansion in a compact fashion using mixed development.
3. To encourage:
 - a) growth and development as infill in existing developed areas;
 - b) steady, balanced and higher-density growth to maximize current infrastructure;
 - c) capacity through additional infrastructure;
 - d) mixed land uses through zoning and comprehensive development;
 - e) non-profit and/or volunteer groups to become and/or remain involved by organizing and operating cultural, social and sporting events to help develop Golden’s recreational infrastructure, including parks and trails, and by attracting external funding for those purposes; and
 - f) beautification of streetscapes, alleys and/or laneways.
4. To develop and create:
 - a) buffer and transition areas between different land uses;
 - b) mechanisms to manage underdeveloped/vacant properties in high use areas; and
 - c) a variety of parks, recreation and trail opportunities available for disabled access, including neighbourhood playgrounds, playing fields, indoor recreation and cultural facilities, historic sites, scenic walkways and ornamental areas.

POLICIES

1. The Town of Golden will trade density for parkland and/or amenities and implement policies through Density Bonusing and/or a Phased Development Agreement Legislation.
2. Developments and redevelopments will provide amenities, trails and/or parkland that is complimentary to existing recreational infrastructure.
3. Golden will aim to reduce its ecological footprint through higher floor area ratios, lower allowable lot coverage and mixed use.
4. Golden may consider boundary expansion if conditions are the right fit and feel for the Town (Small footprint, green, enticing, ecological, controlled).
5. Dedicate specific land for long-term for food security purposes within the Town boundary (community gardens) and encourage the dedication of lands for agricultural purposes outside the Town boundary (CSR).

6. Implement “community gardens” for sense of place and as food security in multi-family developments and redevelopments as well as other areas. Identify locations for a community garden and secure Town support for it.
7. Encourage the use of permeable hard surface designs (Sustainable Urban Drainage Systems (SUDS)) in the context of local climatic conditions.
8. Consider heritage designation bylaws, including a historic building management bylaw, and require a heritage conservation management plan regarding heritage building development.
9. New development and redevelopment will evaluate and aim to protect viewscales.
10. All developments will strive to minimize light pollution by installing low level downcast lighting fixtures.
11. Large developments should provide bike parking and incorporate these areas into the site design.
12. Parkland shall generally be acquired through Density Bonusing, land dedication or cash-in-lieu of land payment at subdivision and rezoning based on a minimum 5%-40% range for dedication.
13. All public access trails, especially along river fronts, shall be secured, maintained and enhanced.
14. Facilitate the “bench program” and other amenities especially along trails.
15. Require that any dedication of land for parks will be used to acquire land that complements the existing parks and pathway system.
16. The Town will attempt to ensure sufficient land is available for present and future park use, ensure trails are legally protected where they trespass onto private property and make every effort to complete the trail system to provide pedestrian connections between different areas of the community.
17. The management and maintenance of parks, trails and protected areas will strive to be in line with environmental best practices.
18. Institution uses will be allowed and are existing in all Land Use Designations. Institutional uses will be directed to appropriate locations.
19. Small commercial neighbourhood shopping nodes will be considered in residential areas.
20. Create development buffer areas and try to guarantee they are left treed or suitably landscaped to provide visual and noise screening.
21. Encourage the donation from privately owned lands, which supports the objectives of the Town’s park, open space and trail system.

22. Public access will be developed, maintained and protected along all waterways within the Town of Golden.
23. Encourage housing types and styles, which can serve to increase density and promote a sense of neighbourhood and of belonging to the Town of Golden, reflecting and reinforcing the existing Town character.
24. Monitor the community's needs through ongoing evaluations, surveys and needs assessments to gauge the level of satisfaction and areas of suggested improvement.
25. Agricultural uses will be supported in the Agricultural Land Reserve.

ACTION ITEMS

- ✓ Create a community bike program.
- ✓ Incorporate LEED guidelines into new development.
- ✓ Create a "revitalization program bylaw" for Council's consideration to encourage revitalization in the municipality and provide tax incentives for land or improvements.
- ✓ Create a youth centre in a strategic location of Town.
- ✓ Implement a CP pedestrian trail.
- ✓ Create a crossing to the airport and along the existing CP bridge over the Kicking Horse River.
- ✓ Golden shall undertake the process to review the present development cost charge bylaw and determine appropriate levels of developer contributions to water, sewer, drainage, parks and roads per section 933 (2) of LGA.
- ✓ Investigate the use and feasibility of a tree cutting and preservation bylaw.
- ✓ Evaluate the feasibility study for the creation of a swimming pool/aquatic centre and move forward according to the referendum decision.
- ✓ Partner with Ministry of Transportation to create a new civic park as a result of the Hwy 95 bridge relocation project.
- ✓ Create a user-friendly document regarding sustainability guidelines to be distributed when applicants or developers apply for development permits. Include information such as energy efficient design, sustainable building materials, xeriscaping, environmentally friendly lighting, etc.
- ✓ Aim to more strongly enforce existing bylaws, including dog poop and leash bylaws.
- ✓ Provide more dog poop bags and bear resistant garbage cans within the Town and trail systems.

- ✓ Work with other agencies and community groups to promote and implement a community greenway concept in and around Golden, including a comprehensive integrated trail system.
- ✓ Beautify and develop the small alleyways in between buildings in the Historical Downtown to encourage pedestrian connectivity between the main street and the river.
- ✓ Support the establishment of the kayak river park.
- ✓ To establish a design review committee in Golden to review development applications.

RESIDENTIAL DEVELOPMENT

The OCP will guide, encourage and regulate the development of housing that is anticipated to meet the housing needs of the community over the next 5 years. Existing housing developments such as Bear's Paw and Canyon Ridge subdivisions have been taken into account. The location, type and densities of housing are discussed in this bylaw and its Schedules.

GOAL

A range of housing types, tenures and densities, which meet the diverse needs of individuals and families of varying needs, income levels and age groups are provided within the Town of Golden.

OBJECTIVES

1. To provide affordable, seasonal and attainable housing opportunities.
2. To provide the most efficient use of land and existing physical infrastructure in terms of infill/densification.
3. To allow safe pedestrian access to services from all residential areas.
4. To allow mixed density residential uses in areas designated for comprehensive development.
5. To preserve the character of existing neighbourhoods.
6. To encourage the creation of childcare facilities in residential areas.

POLICIES

1. Encourage the Columbia Shuswap Regional District (CSRD) to explore the introduction of planning tools that address affordable housing.
2. Prohibit "vacation rentals" in new and existing residential areas and encourage "vacation rentals" in commercial areas. Canyon Ridge subdivision will be the only residential area where "vacation rentals" will be considered, subject to, design considerations which lessen the potential impact on adjacent existing neighbourhoods.
3. Provide incentives for the provision of underground or concealed parking and amenities.
4. Encourage the development of multi-family residential units where appropriate.

ACTION ITEMS

- ✓ Secure 15% of multi-family units and single-family residential lots through new multi-family and subdivision development and redevelopment as “affordable residential housing” as defined by Golden through Phased Development Agreements or through the use of “Density Bonusing.”
- ✓ Set limits on quantity of curb-side waste allowed per residential dwelling.
- ✓ Create residential zoning for a variety of lot sizes.

MULTI-FAMILY DEVELOPMENT

GOAL

Golden provides for a variety of types of higher density residential development with emphasis on infill development.

OBJECTIVES

1. To encourage the development of multi-family residential units where appropriate.
2. To create incentives for increasing density in multi-family designated areas.
3. To create mechanisms for the Town of Golden to receive amenities through higher density developments.

POLICIES

1. Offer Density Bonusing for the provision of affordable housing units in multi-family and comprehensive developments.
2. Require 15% of all new units proposed through multi-family or condominium developments to be dedicated to affordable housing, as defined by Golden.
3. Designated areas located south of the Kicking Horse River and King Acres area north of the river to be promoted for higher density, multi-family land use or small lot, residential use.
4. Support higher density residential infill development.
5. Undeveloped lands within the vicinity of existing higher density residential areas will be encouraged to be used for the same use.
6. Recreation and play areas should be provided within each project and should be sensitive to the needs of all groups likely to reside within the development. Where possible, recreation and play areas should be sited such that all units within a development may view them.

7. Community garden areas will be provided in multi-family developments, including maintenance agreements, where feasible.
8. Require Bear Proof Garbage Bins in new developments.

ACTION ITEMS

- ✓ Create density bonusing provisions in the zoning bylaw, either site specific or area wide.
- ✓ Conduct needs assessment for affordable housing.
- ✓ Create an inventory of all undeveloped properties targeted for multi-family development.
- ✓ Create an amenity reserve fund.
- ✓ Establish a housing committee.

(MIXED-USE) COMMERCIAL DOWNTOWNS

Two distinct commercial areas make up Golden's Downtown:

1. Historical Downtown (triangle defined by the Kicking Horse River, CP mainline and 7th Street North).
2. South Town (everything commercial south of the Kicking Horse River).

GOAL

Golden possesses an identifiable focal point and "centre" for the community; a place where people live, work and meet, that attracts residents and visitors into the Historical Downtown and South Town Areas.

OBJECTIVES

1. To create a higher density downtown core by allowing for smaller lots and higher buildings.
2. To encourage improvements to rear facades and entrances of all downtown buildings, in particular those buildings along the Kicking Horse River and Main Street.
3. To strengthen the vitality of the downtown areas by encouraging high density, mixed land use, including retail, office and residential.
4. To enhance the Kicking Horse River experience within the downtown area.
5. To upgrade and install sufficient infrastructure services for all downtown properties in conjunction with the private sector.

6. To strive to ensure pedestrian safety and encourage pedestrian traffic throughout Commercial Areas.
7. Remove the possibility of a Hwy 95 bypass in town and allow the relocation of Hwy 95, beside CP mainline where current parking lot is located, to be a phased project, not contingent upon a new bridge over the Kicking Horse River.

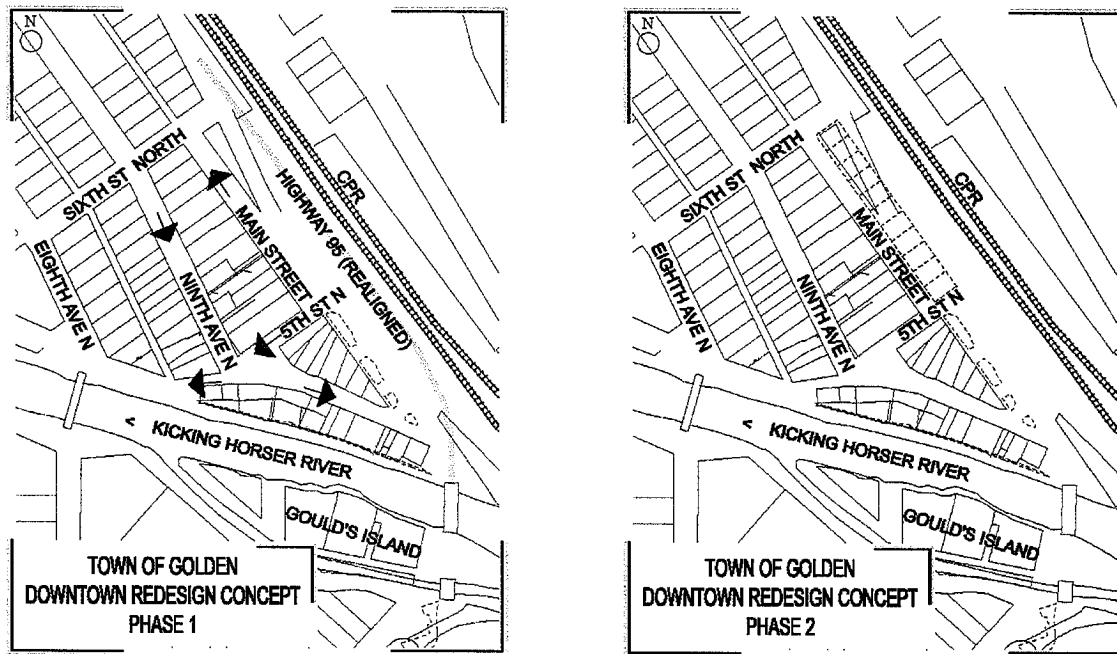


Figure 4: Downtown Redesign Concept

POLICIES

1. Design height requirements in terms of acquiring maximum natural lighting to the street for all new and existing development and renovations.
2. Ensure the future Hwy 95/Trans-Canada interchange allows for clear and easy access to downtown Golden, including attractive lighting and signage.
3. Require new and existing businesses in the historical downtown to provide double storefronts in order to celebrate the potential of the river front where feasible.
4. Provide incentive(s) and payment program(s) for river front development and redevelopment.
5. High density, mixed commercial residential land uses will be promoted in both downtown areas.

6. Lands along Kicking Horse Trail to be dedicated mixed residential, small scale commercial, up to the railway crossing.
7. Control and restrict the development of “big box” retail.
8. Require businesses to provide accessory residential housing in commercial and institutional developments as a minimum of 35% of any proposed commercial floor space where feasible.

ACTION ITEMS

- ✓ Implement angle parking on 9th Avenue North and investigate possibility of one-way traffic.
- ✓ Create a “Spirit Square” gathering place at the north end of the pedestrian bridge.
- ✓ Establish a bridge-to-bridge river walk that incorporates underground hydro and raising the dike, while maintaining limited vehicular access to buildings along the river.
- ✓ Review Golden’s sign polices with regard to commercial downtown areas in order to provide clear signage and directional flow to the downtown core from all areas of the community, including pedestrian traffic.
- ✓ Investigate and implement tax incentives for owners who improve and beautify businesses and/or commercial properties.
- ✓ 10th Avenue from 12th Street South towards the north to be designated for mixed commercial use combined with explicit design guidelines that reflect the character of the adjacent area.
- ✓ Develop a mechanism to deal with unfinished construction, including building time limits for all developments.
- ✓ Create a user-friendly document regarding sustainability guidelines to be distributed when applicants or developers apply for development permits. Include information on energy efficient design, sustainable building materials, xeriscaping, environmentally friendly lighting, etc.
- ✓ Create a mechanism for distributing annual local design awards.
- ✓ Engage in regular and meaningful dialogue with Ministry of Transportation representatives regarding the relocation of the Kicking Horse River Bridge.

“THE CORRIDOR” HIGHWAY COMMERCIAL

The Town’s corridor highway commercial development area on the Trans-Canada Highway is unique and represents challenges, which are separate from downtown commercial uses.

GOAL

The Corridor presents a full range of aesthetically pleasing commercial facilities and services for the convenience of residents and visitors and for the economic vitality of the Town.

OBJECTIVES

1. To provide for a variety of services and facilities for the enjoyment and use of residents and visitors.
2. To enhance the economic vitality of the Town through the accommodation of new businesses and the creation of employment.
3. To improve the appearance of commercial areas.
4. To discourage obtrusive strip development.
5. To promote pedestrian activity.
6. To provide public open space and rest areas in order to improve Golden's sense of place and the experience for residents and visitors.
7. Provide inviting gateway and entrance experience for visitors, tourists and people passing through.

POLICIES

1. Control the development of "big box" retail.
2. Oppose any extension of commercial development along the Trans-Canada Highway beyond which is provided for in this plan.
3. Ensure design compatibility with surrounding development through the development permit process.
4. Create high quality designed and inviting picnic and rest stop areas that will provide a sense of safety and are aesthetically pleasing taking advantage of Golden's scenery.
5. Partner with Ministry of Transportation (MoT) in rebranding the "corridor" to bring attention to beautification efforts, maintenance of viewsapes, attraction to the downtown area.
6. Address the recurring truck storage issues during highway closures.
7. Require businesses to provide accessory residential housing in commercial and institutional developments as a minimum of 35% of any proposed commercial floor space where feasible.

SERVICE AND INDUSTRIAL DEVELOPMENT

GOAL

Golden will have greater economic viability, achieved through the diversification of the local economy and provision of employment opportunities.

OBJECTIVES:

1. To ensure a diversified local economic base.
2. To provide additional employment opportunities.
3. To minimize detrimental effects of industrial development on the natural environment and surrounding areas.
4. To support and encourage diverse industrial activities.
5. To attract a strong work force.

POLICIES

1. Encourage and promote:
 - a. reliable alternate energy supply for industrial area and a second source of energy for back-up supply.
 - b. an alternative heat source in the form of Natural Gas.
 - c. the development of high paying and labour intensive industries.
 - d. environmentally friendly industries.
 - e. the southern end of the LP property to be accessible for an eco-industrial park.
 - f. office and commercial uses in industrial areas, which complement industrial redevelopment.
 - g. the inclusion of accessory residential use in existing industrial areas.
2. Require high quality site design, including extensive landscaping and visual buffers from non-industrial uses.
3. Industrial development will be managed progressively to support environmental, community and lifestyle goals of Golden.
4. Require industrial use areas, such as gravel pits, to be appropriately reclaimed and "greened up" by the operator after works are complete.

COMPREHENSIVE DEVELOPMENT

GOAL

Golden will have larger parcels of land designated as comprehensive development areas to be developed according to a comprehensive development plan providing for mixed-uses and housing types to provide flexibility to developers.

OBJECTIVES

1. To encourage development of diverse neighbourhoods that employ compact building design, while creating a range of housing opportunities and choices through a mix of land uses. Distinctive, attractive neighbourhoods with a strong sense of place shall be fostered.
2. To enhance the quality of the community by improving the character of the built environment, including visually appealing architectural elements and streetscapes that encourage pedestrian travel, facilitate community interaction and promote public safety.
3. To preserve and enhance the distinct identities and historic character of existing neighbourhoods and structures, and encourage the development of new neighbourhoods that possess their own special sense of place, through attractive design of public places, proximity to schools, parks and other services and community festivals and events.
4. To minimize adverse impacts of vehicular circulation to existing neighbourhoods and to the surrounding physical environment.

POLICIES

1. Promote neighbourhood scale commercial and residential facilities.
2. Town staff shall use Density Bonusing either on a site specific basis or through the creation of a Density Bonusing chart for the following land uses: Residential (subdivision and multi-family), resort condominiums and commercial and industrial floor space.
3. The Town of Golden shall create and implement Phased Development Agreements (PDAs) through a bylaw in order to create an additional tool to acquire amenities, land or housing concessions.
4. Comprehensive development areas shall:
 - a. Capitalize on the natural amenities of the site;
 - b. Comfortably integrate new street patterns into the existing network of the Town;
 - c. Demonstrate that the design of lots, houses and related facilities is appropriate in form and scale to both the Town and the immediate neighbourhood;
 - d. Promote the protection of environmental and scenic land values;
 - e. Provide for the placement of green infrastructure, where applicable;

- f. Provide for the development and evolution of mixed-use neighbourhoods that allow for a variety of small scale service activities;
- g. When mixed-use is proposed, demonstrate that the development and its features are of a form, scale, character and use that fosters a sense of neighbourhood focus;
- h. Encompass Crime Prevention Through Environmental Design (CPTED).
- i. Organize new development into compact groupings or clusters as a way of reducing sprawl, consolidating natural areas of protection where appropriate, reducing municipal servicing costs and creating additional amenities for homeowners;
- j. Reduce the need for reliance upon automobiles in neighbourhoods through the adoption of lanes and rear loading techniques, among others, while providing for the inclusion of landscaped pedestrian spaces, walkways and amenities. Small scale commercial will be promoted in neighbourhoods;
- k. Maximize the use of permeable ground cover in the design of street ways, alleys, laneways and public areas; and
- l. Enhance the neighbourhood's unique sense of place by employing visual cues that may include, but are not limited to, unique light posts, street signs, street trees, complementary awnings, or various paving treatments.

RECREATIONAL/EDUCATIONAL/CULTURAL

GOAL

The Town of Golden and its partners coordinate and consolidate the necessary indoor and outdoor recreational and cultural facilities, parks and trails to serve Golden's resident community through safe, inviting venues that promote and enhance social and cultural life. Such amenities act as catalysts for the community's physical and mental well-being and are affordable and available to all users.

OBJECTIVES

1. To develop and maintain all facilities in line with best environmental practices where possible.
2. To work with all pertinent local stakeholders/organizations to ensure efficient and effective use of community assets, for example Golden Civic Centre, Golden Seniors' Centre, School District 6, and the College of the Rockies (as listed in Part I).
3. To acknowledge that parks are not for human use only, but for preservation as well.
4. To provide quality services, which recognize the varied interests and needs of the community.

5. To provide comprehensive parks, recreation and culture services, which are supported by the entire community.
6. To ensure parks and facilities are centres of activity and interest in the community.
7. To work closely with community organizations and to assist the public in becoming self-sustaining in their leisure pursuits.
8. To develop and maintain parks and recreation facilities and landscaped areas to a high degree of excellence.
9. To acknowledge the heritage significance of the "old mill site" and the historical uses of the Columbia River in Golden.
10. To acknowledge the value of artistic and cultural expression as a contribution to community life and economic growth.
11. To support the development of arts and cultural organizations and activities as a means to promote cultural development in Golden.
12. To explore the feasibility and compatibility of developing a seniors' housing complex located in close proximity of the existing Seniors' Centre.
13. To encourage the continued high standard of current education facilities and services and provide adequate locations for new facilities in the community.
14. To engage in joint facility planning initiatives with the School District to develop and use schools, community centres and parks on shared sites and as community facilities.

POLICIES

1. Provide a comprehensive parks and open space system that meets the requirements of present and future generations and preserves the natural environment.
2. The lands presently dedicated for Hwy 95 bypass use will be dedicated to community use south of the Kicking Horse River. North of the Kicking Horse River, the bypass lands will be developed compatibly in conjunction with adjoining lands and contain mixed-uses.
3. Reflection Lake pit (now urban reserve) to be dedicated for preservation and park use.
4. Parks, open space and facilities for recreation and culture shall be provided to serve all residents of the community.
5. The Town shall endeavour to establish new neighbourhood and community parks on the basis of future development and increases in population.
6. When applications for subdivision are circulated for comment, the Leisure Services Department shall be consulted in regards to satisfying parks and open space requirements.
7. The Town will continue to work cooperatively with agencies to monitor the effectiveness of social programs and community health.

8. The Town will continue to support public safety programs of community policing, crime prevention programs (e.g. Citizens on Patrol), community safety initiatives (e.g. Safer Communities Program), law enforcement and adequate policing levels for the population.
9. Create criteria for trail standards in order to improve and maintain trail surfaces, including lighting and CPTED (Crime Prevention Through Environmental Design).

REVITALIZATION AND BROWNFIELDS

While complicated by the presence or potential presence of hazardous substances, pollutants, or contaminants, cleaning up, reinvesting in and redeveloping these types of properties shifts development pressures away from undeveloped land and improves and protects the environment. Moreover, brownfield and derelict property redevelopment returns non-productive real estate assets to a higher and better use, promoting economic development.

GOAL

A significant proportion of brownfields and derelict properties will be redeveloped or reused within the Town of Golden.

OBJECTIVES

To encourage underutilized real estate to be developed or redeveloped.

POLICIES

1. Mandate specific areas as revitalization areas, as a means of achieving focused and integrated redevelopment of the economic base for the Town of Golden.
2. Brownfield sites will be redeveloped for either commercial, residential, industrial, mixed-use or park use, depending on location of sites.
3. Promote partnerships with the Federation of Canadian Municipalities in order to build capacity and provide access to grant funding.
4. Create incentives for the development of vacant land.
5. Work towards rebranding of the downtown strip.

ACTION ITEMS

- ✓ Develop a Corridor revitalization plan along the Trans-Canada Highway.
- ✓ Create a revitalization program bylaw and an associated tax exemption program in order to assist in the redevelopment of brownfield sites.

ENVIRONMENTALLY SENSITIVE AREAS

GOAL

Golden will have identified, protected, and where possible, enhanced environmentally sensitive and aquatic natural resources for the long-term benefit of wildlife, natural ecosystems and the enjoyment of the present and future population and visitors to the Town of Golden.

OBJECTIVES

1. To protect and enhance natural land forms and ecosystems.
2. To aim for the enhanced health and safety of the residents and visitors, and minimize the risk of damage to property and life resulting from hazardous natural conditions.
3. To harmonize existing development and the natural environment.

POLICIES

1. Aim to identify, protect and enhance environmentally sensitive areas (ESAs). These include natural watercourses, riparian areas and steep slope challenged areas.
2. Require environmental impact assessments within riparian areas as identified in Development Permit Areas.
3. Identify natural watercourses, including tributaries, and maintain them in a natural state, through designation as ESAs.
4. Protect valuable existing green space/open space and foliage by appropriate regulations and guidelines on both private and public lands.
5. Require tree planting and landscaping in all new subdivisions, developments and redevelopments.
6. Limit or prohibit development within ESAs with guidelines and bylaws to protect the environment.
7. Adopt the principle of minimal impact to the aquatic environment by adhering to the documents titled "Land Development Guidelines for the Protection of Aquatic Habitat" (Ministry of Environment, Lands and Parks) and "Water Land and Air Protection Stormwater Management Guidebook."
8. All Stormwater discharges should be designed based on best management practices as recommended in the publication titled "Urban Runoff Quality Control Guidelines for B.C. (Ministry of Environment, Lands and Parks)."

SAND AND GRAVEL EXTRACTION

Two areas are highlighted in Schedule B as appropriate locations and areas where sand and gravel deposits are appropriate for current and future extraction. Extraction must be conducted in line with best practices.

2. COMMUNITY ECONOMIC DEVELOPMENT

GOAL

Golden's community economic environment encourages proactive, collaborative and diverse economic development, which is strategic in nature, responsive to community needs and seeks to ensure economic growth, while achieving environmental and social balance.

OBJECTIVES

1. To maintain support for and involvement with the Golden and Area Community Economic Development Society/Golden Area Initiatives (GAI) as the lead agency and facilitator of community economic development.
2. To advocate for sustainable and community appropriate growth, including employment opportunities, small business retention/expansion, population increases and expansion of the taxation base.
3. To ensure collaboration with all stakeholders, including Columbia Shuswap Regional District (CSRD) Area "A," Kicking Horse Mountain Resort (KHMR), Kicking Horse Country Chamber of Commerce and Tourism Golden in economic development initiatives.
4. To improve the development process and fees structure to ensure a more efficient, flexible and progressive approach, with a greater role for public involvement in decision making.
5. To improve infrastructure that will attract and maintain economic development in Golden and Area A, including high speed Internet for residences and businesses and three-phase power for industrial areas.
6. To continue to support the traditional economic base of the resource and service sectors as the core of the local economy.
7. To build on a business-friendly environment through streamlined approval processes, open and responsive governance, and efficient use of taxation resources and timely delivery of services.
8. To explore partnership opportunities with local private and public sector and other organizations to achieve community improvements, local business support, external investment, joint marketing initiatives and to position Golden to support economic growth.

9. To continue to invest in the downtown through preservation and restoration of the heritage building resource and through improvements to the downtown streetscape.
10. To support Tourism Golden as the main agency for tourism promotion and marketing for Golden and Area.
11. To explore opportunities and locations for an eco-industrial park.
12. To support the establishment of a kayak park in the Kicking Horse River.
13. To foster the Community Farmers' market.

POLICIES

1. Strengthen local business with support initiatives to identify programs, external funding sources for business and labour force training, serve as a resource for business information, and partner in economic development activities with local business organizations and regional agencies.
2. Industrial development is directed to appropriately designated and zoned areas in Golden.
3. Commercial development is directed principally to the downtown core areas, revitalization areas as well as "the corridor."
4. The downtown will be the focus of activity and development related to the promotion of the commerce and the cultural tourism sector, which includes arts and culture, film and heritage buildings.

3. TRANSPORTATION

The Town of Golden has expressed commitment to ensuring that safety considerations hold paramount importance in land use and transportation planning by adopting of Safety Conscious Planning, which includes the following: separating travel modes such as bicycle, bus, and other vehicles; reducing the exposure of a crash by minimizing the need to travel by car; reducing operating speeds using techniques such as traffic calming; achieving compatibility between a road's use, and its form and function; providing for local access and mobility of through traffic; and accommodating pedestrians, cyclists and public transit on the transportation network and desired crossings. Golden has also committed to upgrading many of the poor roads over the next 5 years. Schedule E outlines the major road systems.

GOALS

1. Golden provides adequate transportation infrastructure and services that promote pleasant, safe pedestrian travel and other forms of alternative transportation methods as primary means of movement and an important quality of life attribute.

OBJECTIVES

1. To promote downtown parking and safe and efficient pedestrian and vehicle movement to ensure that the downtown remains a vibrant commercial district while promoting Smart Growth planning principles by integrating transportation and land use decision making,

- including the exploration and adoption of alternative road standards, bicycle lanes, pedestrian movement and mixed-use, so that residents can work and shop close to home.
2. To explore alternative forms of downtown parking, including off-street parking facilities.
 3. To complete a downtown parking management study that includes public consultation with downtown businesses and the general public.
 4. To explore parking management techniques, including incentives through pricing.
 5. To monitor downtown parking to develop creative and appropriate parking solutions.
 6. To promote Golden as a transportation hub for rail, road, air and trail infrastructure.
 7. To develop supportive land use and transit policies, including pedestrian friendly streets, identification of appropriate transit routes and bus stops and transit friendly land use patterns.
 8. To establish the Kicking Horse Country Transit Service in partnership with BC Transit, the CSRD, and KHMR.
 9. To promote Golden's linkage with the Columbia Shuswap Regional District (CSRD) transit systems.
 10. To explore the possibility of passenger rail service to and from Golden.
 11. To encourage neighbourhood-scale mixed-use commercial nodes.
 12. To promote multi-modal transportation systems.
 13. To develop connectivity between existing sidewalks and trail systems to schools, parks and commercial areas including along the river, rail and highway crossings.
 14. To create human scale development that encourages walking.
 15. To continue to promote the downtown as pedestrian friendly.
 16. To promote safe, efficient and economical operation for all users of the existing and future road networks, including regional transportation links.

POLICIES

1. Golden will establish criteria for identifying improvements to existing transportation links.
2. The Functional Classification of Roads will be implemented through the subdivision development review process and through completion of capital road projects and operations program, which shall be associated to the implementation of a new Development Cost Charge (DCC) bylaw.
3. The Town will ensure that appropriate transportation planning and design standards are met, including the exploration of Alternative Development Standards for colder climates.
4. The Town will continue to keep downtown roads to a minimum width and provide angle parking and parallel parking on streets.
5. The Town will initiate a study to identify parking management strategies.
6. Future accessibility issues in and to the downtown will be studied to ensure that the downtown remains a vibrant commercial district.
7. The Town will continue to promote Safety Conscious Planning Principles, including all modes of transportation such as vehicle, transit, pedestrian and bike travel.
8. The Town will explore the potential for, and location of, a transportation focal point or hub for rail, road, transit, cycle and pedestrian movement.
9. The Town will encourage VIA Rail to reinitiate a passenger friendly train station and stop in Golden.

10. The Town will continue to promote Golden as a pedestrian friendly community in which pedestrian facilities are established and integrated with planning for transit service.
11. Street lighting will be required to ensure that lighting is sufficient to not only illuminate an area, but also promote a feeling of safety without being polluting or intrusive.
12. Develop Alternative Road Design Standards for colder climates.
13. To adopt a Functional Classification of Roads for Golden's road network to include the following road classes:
 - a. Downtown;
 - b. Urban collector;
 - c. Rural/industrial collector;
 - d. Urban local;
 - e. Rural/industrial local;
 - f. Lane;
 - g. Urban cul-de-sac; and
 - h. Rural/industrial cul-de-sac.

AIRPORT

Golden is in an advantageous position by having an airport. Moreover, its convenient location within the Town boundaries allows easy access to Town services, facilities and accommodations. The goal for the airport shall be developed by the Airport Committee.

OBJECTIVES

1. To maintain the airport service as an important transport function in the area.
2. To improve facilities, aesthetics and customer services at the airport for both airport and Columbia River users.
3. To improve the financial viability of the airport.
4. To acknowledge and foster the importance of Golden's air transportation delivery system.
5. To ensure allowed uses at the airport do not conflict.

POLICIES

The Town of Golden will consider undertaking a review of the airport facility and lands with a view to the following:

1. Improve the financial viability of the airport and accompanying lands and services.
2. Support the Airport Committee.
3. Improve transportation and customer services at the airport.
4. Explore the use of land surplus to the needs of the air transport service for other economic development or community purposes.

5. Explore alternative management options for the facility.

4. INFRASTRUCTURE

GOAL

Golden will plan infrastructure services, so that ecological, economic, physical and social factors are integrated in design and provision of the service. Efficient and environmentally sensitive infrastructure servicing will be encouraged and practiced with sensitivity to balancing the capacity of the natural environment with the demands of growth. Golden will ensure sufficient infrastructure services are provided in a timely manner to support community growth.

OBJECTIVES

1. To promote water demand management and conservation as a component of a sustainable wastewater treatment system.
2. To ensure an adequate water supply through conservative expansion of the water supply system, water demand management and water quality protection to serve both the current and future population of Golden.
3. To provide adequate wastewater treatment to achieve goals for growth management and aim to meet standards for environment protection.
4. To adapt an integrated stormwater management strategy that is technically sound, environmentally sensitive, feasible and fiscally responsible in servicing property.
5. To minimize stormwater infiltration to the sanitary sewer system.
6. To improve electrical and communications services to Golden and Area.

POLICIES

1. Golden will examine alternative wastewater treatment systems through partnerships with the private and public sector to provide for increased capacity.
2. Through direct provision by the development industry, and through application of Development Cost Charges, require new development to provide for the extension of municipal infrastructure services and to share in the costs of new growth.
3. As solid waste management is a regional function, continue to partner with the CSRSD to ensure effective solid waste management services for Golden that would include recycling options and green technologies.
4. Implement principles of sustainable development through consideration of alternative technologies for infrastructure.
5. Explore the possibility of community energy systems.
6. Encourage alternative development standards to lessen the impact on Town services.

ACTION ITEMS

- ✓ Conduct a review of the water supply and distribution system and implement the recommendations for water system upgrades as a result.
- ✓ Explore installation and operation of water metering as a conservation measure to reduce demand on the Town's water supply.

- ✓ Continue and expand an education program for Town residents toward the objective of overall reduced water consumption.
- ✓ Commission an Infrastructure Comprehensive Development Plan based on the desired vision and objectives in this plan.

5. ENVIRONMENT

Environment refers to the natural attributes of Golden. Attention to environmental features shall extend beyond Golden's Town boundaries. Preservation of environmental attributes requires participation of stakeholders from the community in addition to those in the surrounding areas. Environmental responsibility implies individual and collective respect and sound decision making that results from awareness and appreciation of the "broad fortune," which these attributes bring to the Golden area and to individual lives.

GOAL

Take responsibility for a sustainable, positive community future by ensuring the ongoing health of the natural environment, both within and surrounding Golden.

OBJECTIVES

1. To continue to collaborate with the Golden and Town Air Quality Committee for continuation of air quality monitoring and to investigate additional possible measures for air quality improvement (i.e. policies, fines, alternate energy, enhanced education, etc.).
2. Work with appropriate non-profit stakeholders, such as Columbia Basin Trust, to better understand the local effects of climate change and discuss realistic adaptation measures, taking into consideration a balance between environment, social, economic and human safety.
3. To protect the quality and quantity of the Town of Golden's vital water resources. Provide leadership to promote water conservation and further educational programs.
4. To work with the CSRD to acknowledge and support protection measures in the Columbia River Wetlands Management Plan.
5. To protect sensitive natural areas, wildlife habitat and areas of special beauty and/or historic importance in and around Golden.
6. To promote leading edge best management practices in new development and Town-owned parks.
7. To increase efforts to reduce waste, beginning with additional recycling options.
8. To support educational programs that will create public awareness regarding the Town of Golden's collective environmental responsibility.
9. To initiate and implement practices to preserve and improve topsoil.
10. To support options to mitigate both noise and light pollution.

11. To ensure that land within the Agricultural Land Reserve (ALR) can be used for farm use as defined in the *Agricultural Land Commission Act* and as provided for under Part 2.2 of the *Agricultural Land Reserve Use, Subdivision and Procedure Regulation*.

POLICIES

1. Continue the wood stove rebate program and impose a reasonable deadline for requirement to upgrade from non-certified wood burning appliances to EPA/CSA certified wood burning appliances within Town boundaries.
2. Encourage crime prevention through environmental design (CPTED).
3. Reduce road dust, particularly in March, on the Hwy 95 and Trans-Canada corridors, and in areas where commercial trucks park: Legends parking lot, Husky parking lot, and gravel pit near Humpty's Restaurant. Partner with or garner Ministry of Transportation support and assistance with this initiative.
4. Capitalize on federal programs to support alternative and renewable energy sources, such as solar and run of the river hydro projects.
5. Support idling reduction education through signage and policy and expand the program to include CP Rail and commercial vehicles and create a no-idling zone throughout the community.
6. Create public awareness regarding energy and water conservation methods such as the following:
 - a. Xeriscaping (landscaping with dry land plants);
 - b. Drip watering instead of sprinklers for irrigation;
 - c. Setting mowers to 2" minimum to save water;
 - d. Spot watering by hand rather than using sprinklers;
 - e. Use of barrels to capture rain water for hand watering; and
 - f. Fixing leaky faucets and toilets in households and public areas.
7. Raise awareness amongst individual homeowners and residents regarding beneficial landscaping, gardening and mowing practices that have the potential for considerable water savings and for minimizing chemical pollutants in the environment including:
 - a. Training sessions for Town staff and residents;
 - b. Demonstration areas for xeriscaping, proper mowing practices, etc. (possibly on Town property);
 - c. Printed information booklets, brochures, sheets, etc.;

- d. Developing handouts for homeowners, providing guidance regarding landscaping in Golden, including hardy species, preferred native species, plants to avoid, etc.;
 - e. Seminars regarding landscaping open to Town staff and residents; and
 - f. Use existing BC Hydro resources for planting around power lines.
8. Strive to eliminate the use of cosmetic/non-essential pesticides on all lands in and around Golden, starting with municipal lands and educate the public regarding “green” alternatives to conventional pesticides.
9. Work in conjunction with the CSRD to develop an invasive species management and removal plan within the town boundaries.
10. Increase enforcement of watering restrictions.
11. Commit to protection and restoration of riparian areas along waterways in Golden and Area A on private and public lands in accordance with the B.C. government’s Riparian Area Regulations (RAR).
12. Support the Columbia Wetlands Wildlife Management Plan.
13. Strive towards Bear Smart Designation/Status through Town support of the Bear Aware program, and increase efforts to implement Bear Aware recommendations and reduce bear/human conflict.
14. Encourage passive and active energy saving measures in construction through the provision of Density Bonusing in exchange for LEED, LEED-ND and CMHC EQUilibrium Housing as incentive for developers.
15. Encourage and promote the elimination of plastic bag use in the Town of Golden and replace with the use of 100% biodegradable shopping bags.
16. Increase existing recycling options, including plastics (numbers 1-7) and cardboard.
17. New developments and redevelopments of property shall follow, benchmark and/or adhere to the Environmental Best Management Practices for Urban and Rural Land Development (Ministry of Water, Land and Air Protection) and Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia where applicable.
18. Require practices that improve and/or save Golden’s minimal topsoil such as:
 - a. Stripping and piling aside topsoil safely before disturbing the subsoil (digging trenches, etc.); and
 - b. Developing subdivisions and/or during any other development work, topsoil be set aside temporarily and either reused onsite or composted and preserved in a Bear Aware friendly manner.

ACTION ITEMS

- ✓ Initiate water metering for industrial, commercial and new residential areas of Golden.
- ✓ Create a Town rebate program for inefficient gas and oil furnaces.
- ✓ The Town of Golden to initiate low/dual flush toilet rebate program and implement joining the provincial low flow program.
- ✓ Create a sensitive habitat inventory of Golden through environmental impact assessments and wildlife assessments on all new development exceeding five acres in size.
- ✓ Investigate creating and implementing a recycling, blue box program.
- ✓ Develop a composting facility and construction waste recycling component at the landfill.
- ✓ Develop a Bear Smart Garbage Bylaw.

6. SUSTAINABILITY

GOLDEN SMART GROWTH

Golden shall endorse and promote Smart Growth principles/objectives in new development and redevelopment of existing properties. These principles/objectives include the following:

1. Create "compact communities."
2. Balance economic development with social and environmental considerations in order to achieve a sustainable community.
3. Create a well designed, complete community through accessible transportation initiatives.
4. Promote a variety of townhouses, apartments and "secondary suites."
5. Promote Alternative Development Standards (ADS).
6. Increasing public participation, which results in improved development processes.
7. Integrating green/open space into daily living.
8. Encourage the use of ADS in new and redeveloping subdivisions, which are compatible with the local climate.

LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)

LEED is a system for implementing sustainable development ethics and practices throughout North America and the world. The Canada Green Building Council developed a Canadian version of the LEED rating system. The Canada Green Building Council is a broad-based inclusive coalition of representatives from different segments of the design and building industry. The council was formed to accelerate the design and construction of green buildings across Canada. The LEED system is designed on a consultation basis for voluntary parties interested in incorporating green design principles in new and renovation projects. The program is designed on a four-tiered scale

ranging from certified, silver and gold to platinum. The tiers are defined in terms of allocating points based on achieved green design standards in developments. The points are defined by LEED in correspondence to specific development attributes related to site development, water efficiency, energy efficiency, material selection and indoor environmental quality. The five general categories and applications of LEED guidelines are as follows:

1. **Site Development:** Management and control of stormwater runoff to reduce pollution, encourage and promote pedestrian and bicycle friendly transportation in terms of sidewalks and trails, provide sufficient green space and encourage higher densities to minimize urban sprawl.
2. **Water Efficiency:** Eliminate the need for landscape irrigation, reduce water consumption levels, reduce and/or treat wastewater onsite.
3. **Energy Efficiency:** Lower energy consumption, utilize renewable sources of energy and eliminate ozone depletion chemicals.
4. **Material Selection:** Reuse construction materials either existing or salvaged, use recycled and/or renewable building materials and reduce overall construction waste.
5. **Indoor Environmental Quality:** Utilization of daylight interiors, materials that release minimal or no gases, good air ventilation and windows that open and can be controlled by individuals in the indoor environment.

POLICIES

1. As part of a Development Cost Charges (DCC) bylaw review, consider an incentive program for LEED and LEED-ND designed guidelines for new construction or renovation as approved by the Town of Golden or under the accreditation of LEED Canada or International.
2. Development projects incorporating LEED principals will be considered for Density Bonusing.

LEED NEIGHBOURHOOD DEVELOPMENT (LEED-ND)

The LEED for Neighbourhood Development is a new rating system that integrates the principles of smart growth, urbanism and green building into the first national standard for neighbourhood design. LEED certification provides independent, third-party verification that a development's location and design meet accepted high standards for environmentally responsible, sustainable development. LEED-ND is collaboration between the U.S. Green Building Council, the Congress for the New Urbanism, and the Natural Resources Defence Council. LEED-ND places emphasis on the design and construction elements that bring buildings together in a neighbourhood, and relate the neighbourhood to its larger region and landscape. LEED-ND serves as an incentive for better location, design, and construction of new residential, commercial, and mixed-use developments encouraging developers to revitalize existing urban areas, reduce land consumption, reduce automobile dependence, promote pedestrian activity, improve air quality, decrease polluted

stormwater runoff and build more liveable, sustainable, communities for people of all income levels.

ADDITIONAL GREEN BUILDING

At this time LEED and LEED-ND are not requirements for developers, but instead are optional. Accreditation with LEED and applying LEED standards can be a lengthy and expensive process. There are numerous additional opportunities for developers and individuals in the community to implement sustainability into development plans, on individual terms. Green Building initiatives will be supported. Below are some basic and affordable options for implementing sustainable and green design elements into a new or renovation project.

Site Selection and Design:

- a. Limit tree removal by at least 25% in order to maintain aesthetics and local character and to disturb the site as little as possible;
- b. Assess the site slope and make considerations to reduce need for cutting and filling dirt and groundcover;
- c. Provide convenient transportation (bike path, pedestrian trails, close proximity to bus system or other public transport and car share programs) as part of the site design process;
- d. Underground parking in order to reduce amount of pavement, heat island, stormwater runoff and site disturbance; and
- e. Treat stormwater onsite before it is released into a storm or sewer system.

Water Efficiency:

- a. Installation of low flow plumbing fixtures (faucets, showerheads, toilets), waterless urinals, efficient appliances that use substantially less water (front-loading washing machines, dishwashers, i.e. Energy Star);
- b. Eliminate the need for landscape irrigation, install low flow irrigation systems or use grey water for irrigating; and
- c. Plant native species and apply xeriscaping strategies.

Energy Efficiency:

- a. Install energy efficient lighting (compact fluorescent light bulbs);
- b. Install energy efficient appliances (frontloading clothes washers and dryers, dishwashers, gas cooking stoves and refrigerators that use substantially less energy, i.e. Energy Star); and

- c. Maximize insulation and caulking in walls, attics, crawl spaces, hot water tanks, around windows and doors to keep out unwanted warm or hot outside air, while maintaining desired and controlled temperatures within.

Construction Materials:

- a. Reuse materials in renovations by deconstructing a building as opposed to demolishing in order to reduce waste that has to be hauled away, substantially reducing transportation and disposal costs;
- b. Purchase reused or recycled materials. There are numerous durable materials available on the market such as recycled glass tile, carpet, bamboo wood, salvaged wood, etc.;
- c. Use materials that are renewable;
- d. Use wood that is low in formaldehyde and other toxic preservatives and vapours (can create toxic indoor environments);
- e. Recycle construction by-products to reduce costs and impacts on the environment. Wood, carpet, drywall, asphalt and masonry can all be recycled, however, it is wise to consider the remoteness of Golden and recycling transportation costs can be substantial, therefore, try to reduce construction materials in the design phase and throughout construction and figure out ways to reduce, reuse and recycle locally; and
- f. Provide recycling and composting facilities onsite for all types of development. In Golden there is a lack of topsoil for landscaping and therefore composting is a necessity and also reduces costs from having to purchase soil.

CLIMATE CHANGE

Climate change is considered by the Intergovernmental Panel on Climate Change and a vast majority of the general public to be a serious threat facing the world today. Golden is in the position of making an important contribution to assist in climate protection. The Town of Golden acknowledges the importance of the British Columbia Climate Action Charter in September of 2007. By 2012, Golden could cut greenhouse gas (GHG) emissions significantly from Town/community operations and community-wide initiatives with investments in environmental infrastructure and sustainable transportation infrastructure.

GOAL

Take responsibility for a sustainable, positive community future by ensuring the ongoing health of the social, economic and natural environment through climate protection, both within and surrounding Golden. Golden will aim to plan a livable, sustainable community, encouraging green developments and transit-oriented developments, and implementing innovative infrastructure technologies including landfill gas recapture and production of clean energy.

OBJECTIVES

The Town of Golden will strive to reduce GHG emissions through the following:

1. Land use, energy and transportation planning.
2. Infrastructure design.
3. Green procurement.
4. Building retrofits.
5. Water conservation.
6. Solid waste diversion.
7. Renewable energy.

POLICIES

The first step in connecting communities, energy and sustainability involves setting direction. Specific actions in setting direction include the following:

1. Encourage and support Canada Mortgage and Housing Corporation (CMHC) Net Zero Energy Healthy Housing initiative - EQUilibrium Housing. EQUilibrium Housing is a design and development approach that addresses and integrates the following five key principles for sustainable design:
 - a. Health;
 - b. Energy;
 - c. Resources;
 - d. Environment; and
 - e. Affordability.
2. Work with appropriate non-profit stakeholders, such as Columbia Basin Trust, to better understand the local effects of climate change and discuss realistic adaptation measures, taking into consideration a balance between environment, social, economic and human safety.

ACTION ITEMS

- ✓ Investigate the formation of a Climate Change Committee to include local government officials and community members.
- ✓ Set targets to reduce global warming.
- ✓ Join Federation of Canadian Municipalities Partners for Climate Change Protection.

- ✓ Create an integrated community sustainability plan, air quality management plan, greenhouse gas action plan or community energy plan.
- ✓ Implement carbon trading/carbon offsetting/carbon neutral/zero foot printing, etc. incentives program(s).
- ✓ Develop a low carbon diet information brochure for the general public.
- ✓ To become a BC Hydro Power Smart Partner.

ENERGY

GOAL

To integrate energy strategies into land use planning.

POLICIES

1. Create “contiguous” development (avoiding gaps of undeveloped properties).
2. Promote mixed-use and comprehensive development zoning to allow complementary land uses to exist in the same area.
3. Promote the creation of Town “energy zones” within Golden, which set standards for density, rate of growth and infrastructure connections to provide for cost effective and environmentally friendly energy choices.
4. Promote the creation of “solar energy zones,” which specify standards for roof pitches, solar access provisions and street orientations in order to preserve solar energy options.
5. Create and implement energy supply and efficiency covenants.
6. Explore the possibility of creating a community energy and heating system.

THE NATURAL STEP (PLANNING)

The Natural Step (TNS) Canada is a non-profit organization providing results-oriented advisory and training services to help community and business leaders integrate environmental and economic decision making into their operations with a holistic, proven and scientifically rigorous framework.

GOAL

To effectively and strategically operate within the new paradigm of sustainability that promotes economic, social and environmental opportunities.

OBJECTIVE

1. To implement a practical strategic planning framework to help make smart economic decisions, while moving toward the ultimate goal of sustainability.

POLICIES

1. Enlist the support of The Natural Step (TNS) Canada as a resource to educate the Town of Golden of the intricacies in achieving the ultimate goal of sustainability.
2. Utilize upstream and systems-based approach to planning.
3. Develop sustainable form(s) of local transportation.
4. Support E-waste program(s).
5. The Town of Golden to support biodiesel, propane and hybrid fleets, etc.
6. In addition to Smart Growth, LEED and LEED-ND certification, Golden shall support, incorporate and implement green building criteria specific to the Town of Golden.

ACTION ITEMS

- ✓ Develop an Integrated Community Sustainability Plan (ICSP).
- ✓ Identify local and global trends facing Golden, including a sustainability strengths, weaknesses, opportunities and threats analysis.
- ✓ Develop administrative procedures for procurement in association with a Golden sustainable purchasing policy/guide.

7. HOUSING

GOAL

Golden provides a variety of housing options and densities for a diverse population.

OBJECTIVES

1. To ensure the provision of a range of housing types, tenures and densities, which meet the diverse needs of individuals and families of varying needs, income levels and age groups.
2. To provide affordable and attainable housing opportunities.
3. To provide adequate housing resources, which take into account seasonal fluctuations.
4. Lobby the province, the CSRD and Kicking Horse Mountain Resort to provide and take responsibility for staff accommodations for seasonal employees in town or on the mountain.

POLICIES

1. Encourage larger employers to provide "staff housing" as defined through a housing agreement with the Town of Golden.
2. Acquire 15% of multi-family units and single-family residential lots through new multi-family and subdivision development and redevelopment as "affordable residential

housing” as defined by Golden through Phased Development Agreements or through the use of “Density Bonusing.”

3. Golden will promote and preserve the development of rental accommodations in appropriate areas and secure land and/or redevelopment properties in order to create or preserve affordable housing.
4. The Town of Golden will strongly discourage stratification of existing residential rental properties.
5. Staff housing will be made a development requirement of all new resort developments and will become a business license requirement for all existing resorts.

ACTION ITEMS

- ✓ Work with the Health Cooperative to expand the completed housing “needs assessment” to determine the type and parameters of new affordable, attainable, seasonal, special needs and local housing.
- ✓ Establish a “Golden Housing Corporation” in order to create a governing body for created housing beyond only seniors housing.

8. HEALTH AND QUALITY OF LIFE

Strong and growing evidence indicates that socioeconomic factors, such as living and working conditions are crucially important for a healthy population. The Public Health Agency of Canada defines the key factors which influence population health as: income and social status, social support networks, education, employment/working conditions, social environments, physical environments, personal health practices and coping skills, healthy child development, biology and genetic endowment, health services, gender, and culture. These ‘social determinants of health’ point to strategies to address improved health outcomes and provide benchmarks to measure local successes.

GOAL

To promote physical, mental and social well-being as determined through socioeconomic, environmental and biological factors.

OBJECTIVES/POLICIES

1. Promote sustainable community economic development, which supports employment opportunities and the retention and expansion of small business.
2. Promote issues relating to health whenever they fall within the Town Council’s jurisdiction.
3. Encourage early childhood education services and facilities within existing and new developments and neighbourhoods.

4. Promote local career training opportunities at the high school, post secondary and continuing education through the community college system.
5. The Town of Golden will work with and support the College of the Rockies.
6. Respond to diverse community needs for affordable and appropriate recreation, leisure and cultural activities, programs and facilities.
7. Support community development as a model to define, shape and deliver services in the community and to explore ways to work with citizens to improve their sense of belonging, empowerment and quality of life.
8. Provide opportunities for citizens to contribute positively to the community through volunteering, the provision of leadership development and support, and the empowerment of community members to identify needs, set priorities and develop a common vision.
9. Collaborate with other levels of government, with non-governmental agencies and with health care providers to ensure the best use of resources to support a wide range of services that meet the needs of the community.
10. Attempt to ensure the ongoing health of the natural environment (air, water and soil) and promote healthy built environments (housing, roads and pathways) in order to increase the opportunities for local residents and visitors to make healthy choices.
11. Support and participate in collaborative networks of community service providers to meet, share information and facilitate access to services such as childcare, health care, education, public safety, social services, culture and heritage.
12. Encourage through policy "quality of life indicators" including SMART (Specific, Measurable, Achievable, Reachable, Trackable) monitoring strategies.
13. Encourage a "child friendly" atmosphere in Golden and support the Golden Early Childhood Development Coalition (GECCDC).
14. To provide for public safety through effective police, fire protection, rescue and emergency services to the community.
15. To encourage the involvement of residents in community-based safety and prevention programs related to fire, flooding, crime, traffic, emergency preparedness and community design.
16. Support Community Economic Development initiatives.

9. NOTABLE PLACES

Through extensive public consultation, the community of Golden identified special places, places needing care and view points as shown in Schedule F. Special places and viewpoints should be maintained, preserved, protected and enhanced in order for the community of Golden and visitors

to continue to enjoy, as well as for future generations to come. Golden will strive to encourage and implement the improvement of areas identified as needing care.

10. POTENTIAL HAZARDS

Through research and existing data, the Town of Golden identified potential hazardous areas vulnerable to fire, slope and flooding. These maps can be viewed for informational purposes in Schedule G. Further investigation must be undertaken by landowners in order to realize the actual extent of the hazards.

PART IV “IMPLEMENTATION”

1. INTRODUCTION

The simple act of stating community goals, objectives and policies never assures their realization. Rather, it is necessary to utilize a variety of methods to confirm that aspirations of the community are consciously and actively engaged. In order to fulfill the vision expressed in Part II of this Official Community Plan (OCP), the policies contained in the previous section should be implemented. A program of implementation facilitates the orderly development and control of land in the best interests of the community. The process of implementation includes many different elements, which reflect legislative authority, municipal procedures and Council policies. The following is a brief summary of the key components in the OCP implementation program.

MAP SCHEDULES

The following maps are included in the OCP to graphically depict the Town’s policies on future land use, transportation network and Development Permit Areas:

Schedule “B” Land Use Designations

Schedule “C” Development Permit Areas

Schedule “D” Architectural Guidelines

Schedule “E” Parks, Trails and Transportation

Schedule “F” Notable Places

Schedule “G” Potential Hazards

ADDITIONAL PLANS AND DOCUMENTS

Additional plans, programs or bylaws intended to implement the OCP include the following:

1. Development Cost Charge Bylaw.
2. Zoning Bylaw.
3. Downtown Strategic Revitalization Program Bylaw.
 - a. Tax incentives; and
 - b. Parking incentives.
4. Heritage Conservation Management Plan
5. Feasibility of Community Energy Program (LP Heat Reclamation).

6. Climate Change Plan.
7. Integrated Community Sustainability Plan (The Natural Step Framework).
 - a. Practical Strategic Planning Framework.
8. Aquifer Protection Plan.
9. Community Art Program.
10. Airport Facility and Lands Review.
11. Housing Needs Assessment.
12. Town of Golden Rebate/Exchange Programs.
 - a. Woodstoves, oil furnaces, etc. (in progress);
 - b. Toilet, water fixtures, etc.;
 - c. Hot water tanks;
 - d. Sprinkler Systems; and
 - e. Appliances.

Plans that exist, when in line with the vision of the OCP, should be supported and implanted within the OCP, including the Golden Tourism Plan and the Resort Municipality Fund Sharing Program Plan.

COMMITTEES

Council will strive to involve interested, dedicated citizens in local government decision making. Committees and a Corporation to be formed as a result of this Official Community Plan include the following, but are not limited to:

1. Golden Housing Corporation.
2. Downtown Revitalization Committee.
3. Official Community Plan Implementation and Monitoring Committee.
4. Aquifer Protection Committee.

DEVELOPMENT PERMIT AREA GUIDELINES

Refer to Schedule D for Architectural Guidelines. Development Permit Area (DPA) Guidelines are focused toward development within specific areas of Golden and are designated in the Official Community Plan (OCP). Normal zoning regulations do not always provide reasonable flexibility or control over the positive innovative developments to be facilitated. Development Permit Areas (DPAs) are a method of providing greater flexibility and uniform enforcement of specific development guidelines. These guidelines reflect the policies of the OCP and assist Town Council and staff in evaluating development proposals.

ZONING BYLAW

This bylaw controls the use of land within the Town of Golden. The Zoning Bylaw shall be rewritten to implement land use policies updated and contained in this OCP by the end of 2008 or shortly thereafter.

FISCAL PROGRAM

Due to Golden having limited financial and administrative resources, Council will need to carefully review and prioritize the policies outlined in this OCP. Implementation of many of the policies contained in this OCP depends on the expenditure of Town funds. Council must review the sources of funds and ensure the costs of implementing the policies are within the financial capacity of the town. The Capital Works Program, in particular, must reflect the policies of the Official Community Plan with regard to physical infrastructure. There are, however, opportunities such as the Gas Tax, the Canada BC Infrastructure programs, Provincial Grant programs and the Resort Municipality Funding Program that will also be instrumental in achieving the implementation of the OCP. There are other factors that come to bear that Council will have to take into account in implementation. We have statements in the OCP: "to Improve the Development Process and fees Structure": a "Greater Role for public involvement in decision making"; a "Streamlined Approval Process"; "Open and Responsive Governance"; "Efficient use of Taxation Resources" and "Timely Delivery of Services" In order to be able to accommodate all of these, the Town of Golden likely will require more resources. The question for council is "WHO PAYS?" the general taxpayer or the development community? Care will have to be taken as amendments are made to the fees and charges bylaws to be consistent.

COUNCIL POLICIES

Town Council may, by resolution, adopt policies in various subject areas affecting the implementation of the Official Community Plan.

2. DESIGN GUIDELINES

Refer to Schedule D for Architectural Design Guidelines.

GOAL

Golden will have garnered appreciation for and an expression of, through development and re-development of the urban landscape, the importance of efficient, quality building and sustainable site design, and balance between creative individual expression and prevention of unsustainable sprawl and insensitive development.

OBJECTIVES

1. To raise local awareness of the importance of creative, sustainable building design and landscape/streetscape design.
2. To develop holistic design guidelines, which pertains to buildings as well as the relationship between buildings and their natural, physical and social environment.
3. To establish an efficient high design quality for all Town buildings and public spaces.
4. To provide incentives for developers to build high quality, efficient and sustainable developments.
5. To conduct a comprehensive study that addresses vehicular and pedestrian flow, which also recommends a user friendly signage system.
6. To bring underutilized land and buildings back into use, in order to increase the efficiency of the developed land use base, and to improve the visual appeal of the community.
7. To create a positive sense of arrival or gateway experience at all entrances to Town, and to create a pleasant experience for passers through.

3. DEVELOPMENT PERMIT AREAS

Refer to Schedule C for Development Permit Areas Map. Section 919.1 of the *Local Government Act* allows the Town of Golden to designate Development Permit Areas (DPAs) for one or more of the following purposes:

1. Protection of the natural environment, its ecosystems and biological diversity.
2. Protection of development from hazardous conditions.
3. Protection of farming.
4. Revitalization of an area in which a commercial use is permitted.
5. Establishment of objectives for the form and character of intensive residential development.

6. Establishment of objectives for the form and character of commercial, industrial or multi-family residential development.
7. Subdividing land.
8. Construction of, addition to, and/or alteration of a building structure.
9. Altering land.

By requiring a development permit for a project, the Town of Golden can require a greater level of detail and analysis for a development proposed for lands that are considered to have special or sensitive conditions. The community is thus better able to assess the impact the project might have.

The Development Permit Areas established in this OCP are complemented by the development guidelines listed below.

GENERAL POLICIES

Development Permit Areas have been designated in accordance with the Schedule C, Development Permit Area Map.

Note: There are no exemptions for development in Riparian Development Permit Areas. All development will require a permit following the Provincial Riparian Area Regulations.

A Development Permit **WILL NOT** be required for:

1. The addition or alteration of a principle or accessory building, provided the following:
 - a. The construction is for the purposes of a single-family dwelling unit or duplex within a residential area.
 - b. The value of the proposed construction is less than \$75,000 as long as it adheres to all policies in the OCP. Only one of these exemptions will be granted to one property in a 2 year period.
 - c. The value of the proposed construction visible from 10th Avenue North is less than \$150,000 as long as it adheres to all policies in the OCP on the Louisiana Pacific site only. Developments that are less than 25% of the existing floor area located or facing the rear of the Louisiana Pacific site will not require a form and character development permit.
2. Planting or replanting of native trees, shrubs or ground cover for slope and soil stabilization, habitat improvement, erosion control and beautification.
3. Structural alteration of legal or legal nonconforming buildings and structures within the existing footprint.
4. Construction within a building that does not require exterior alterations.

5. Replacement of exterior finishes using the same or similar materials and colours.
6. Replacement of signage with no change in location, size, or type of signage.
7. Emergency procedures to prevent, control or reduce erosion or other immediate threats to life and property including:
 - a. Emergency actions for flood protection and erosion protection;
 - b. Removal of hazard trees (as determined by a professional Arborist);
 - c. Clearing of an obstruction from bridge, culvert or drainage flow; and
 - d. Repairs to bridges and safety fences in accordance with the Water Act.
8. Construction of a single public or common use trail subject to the following:
 - a. The trail provides the most direct route of feasible passage through the Development Permit Area;
 - b. Sensitive habitat and/or wildlife corridors will not be impacted by the presence of the trail;
 - c. The ground must be stable, i.e., erodible stream banks or other erosion prone areas must be avoided; and
 - d. Provided it adheres to the Riparian Area Regulations.
9. The use of land is for airside uses or an aircraft marshalling area and does not include buildings and structures airside uses, refers to uses involving the care and operation of airport infrastructure and aircrafts.
10. The use of land is for outdoor recreational purposes and does not include buildings and structures other than fencing or nets.
11. The Town of Golden as long as the development adheres to all policies in the OCP.
12. Agricultural uses within the Agricultural Land Reserve.

The following requirements and details pertain to **ALL** the Development Permit Areas:

1. All developments shall use the architectural guidelines in Schedule "D" as a guide during the design phase.
2. Where land is subject to more than one DPA designation, a single development permit is required, however, the application is subject to the requirements of all applicable DPAs.
3. An Environmental Scan is required for subdivisions over 12,000 metres squared.
4. Prominent access driveways designed with clear visibility of entrances and retail signage.
5. All utilities will be placed underground.

6. Multi-modal transportation.
7. Quality of exterior building materials, surfaces, and textures.
8. Building locations that provide pedestrian courtyards and common gathering areas with coordinated site furniture and lighting.
9. Visual compatibility with development on adjacent sites.
10. Visual connections between entrances and associated pedestrian areas of individual buildings to encourage visual and physical integration into a strengthened "sense of place."
11. Step-down of building scale adjacent to pedestrian routes and building entrances.
12. Pedestrian-oriented ornamentation and detail at ground level.
13. Multi-planed, pitched roofs with meaningful overhangs and arcades.
14. Articulated building forms and massing with significant wall articulation (e.g. insets, canopies, wing-walls, trellises). Buildings shall be designed so as to avoid presenting an overly massive structure using rooflines, depth and landscaping to break up their bulk and soften appearance.
15. Preservation or enhancement of natural site features.
16. Preservation of view corridors to open areas and mountain vistas.
17. Buildings should represent a high quality design theme reflecting Golden's unique history.
18. Exterior finishes should emphasize the use of local indigenous wood, metal, bricks and stone.
19. All landscaping plans submitted must adhere and conform to the Town of Golden's landscaping requirements. All open areas not covered by buildings or pedestrian or vehicular access ways shall be landscaped or treated in some manner.
20. Building and site design shall take into account CPTED (Crime Prevention Through Environmental Design) principles.
21. Development required to minimize noise and light pollution.
22. New developments and redevelopment of property shall follow, benchmark and adhere to the Environmental Best Management Practices for Urban and Rural Land Development (Ministry of Water, Land and Air Protection) and Develop with Care: Environmental Guidelines for Urban and Rural Land Development in British Columbia where applicable.

DEVELOPMENT PERMIT AREA #1 – HISTORICAL DOWNTOWN

Qualifying Categories

1. Form and character establishment of objectives for commercial and accessory residential development.
2. Revitalization of an area in which a commercial use is permitted.
3. Construction of, addition to, and/or alteration of a building structure.

Justification

The revitalization of an area in which a commercial use is permitted. The downtown area has been identified as the core Town centre site. The form and character of the structures within the historical downtown area shall reflect the heritage of Golden.

Guidelines

1. Safe pedestrian path networks should be provided throughout the downtown area providing maximum connectivity to outlying residential areas.
2. Architectural features should include the use of double-facing fronts in terms of buildings along the river.
3. Structures located on the south side of roads should reflect a lower height to allow for increased solar heating and lighting on the street in the winter.
4. Buildings should include “broken roof lines” and a pedestrian-oriented streetscape design contiguous with adjacent development.
5. Public and private uses should be blended at street level.
6. Off-street parking areas should be concealed within structures, where possible, or screened from view from the streets.
7. Buildings should strive to provide a “style” of design that creates a memorable experience.
8. Vegetation should be used to screen off-street parking and service areas and generally enhance the appearance of the area.
9. Landscaped pedestrian walkways to and from buildings, parking areas and the riverfront should be provided.

DEVELOPMENT PERMIT AREA #2 – SOUTH TOWN

Qualifying Categories

1. Form and character establishment of objectives for commercial and accessory residential development.
2. Revitalization of an area in which a commercial use is permitted.
3. Construction of, addition to, and/or alteration of a building structure.

Justification

This area is identified as Development Permit Area #2 on Schedule C.

Guidelines

1. Safe pedestrian path networks in terms of wider sidewalks should be provided throughout any new development or redevelopment with maximum connectivity to outlying residential areas.
2. Architectural features should encompass specific details to streetscape as well as the relationship between the building and the street.
3. Buildings should include “broken roof lines” and a pedestrian-oriented streetscape design contiguous with adjacent development and scaled appropriately for larger commercial operations.
4. Off-street parking areas should be concealed within structures, where possible, or screened from view from the streets.
5. Vegetation should be used to screen off-street parking and service areas and generally enhance the appearance of the area.
6. Landscaped pedestrian walkways to and from buildings and parking areas should be provided.

DEVELOPMENT PERMIT AREA #3 – CREATIVE RESIDENTIAL

Qualifying Categories

1. Establishment of objectives for the form and character of intensive residential development.
2. Establishment of objectives for the form and character of commercial, industrial or multi-family residential development.
3. Subdividing land.

4. Form and character establishment of objectives for commercial and accessory residential development.

Justification

This area is identified as Development Permit Area #3 on Schedule C. The development permit designation is warranted to promote a high standard of design in multi-family projects and to guide the integration of new housing into the residential neighbourhoods for which they are proposed.

Guidelines

1. The design and siting of buildings and individual units should take advantage of views, natural amenities and adjacent open spaces, and should provide the maximum number of units with good sun exposure to enhance the liveability of units.
2. Development permits will be required for subdivisions of land over 12,000 metres squared.
3. Buildings shall be sited so as to ensure that any adjacent single-family residential properties have visual privacy, as well as protection from site illumination and noise.
4. All portions of a lot used for multi-family dwellings, exclusive of parking areas, driveways or sidewalks, located between the principal building or buildings and a fronting street or access road; and/or an adjoining commercial, industrial or residential building, and/or an accessory building shall be landscaped with an indigenous balance of grass, shrub beds and trees to create a pleasant liveable environment by providing an appropriate amount of usable open space, screening and shading.
5. All multi-family developments should front or appear to front onto adjacent roadways. This may be achieved through appropriate treatment of the building exteriors and through the provision of pedestrian entranceways and walkways to the street.
6. No more than four townhouse units should be linked in a row unless warranted by special design treatment.
7. The use of rear-lane access garages is encouraged.
8. Where individual townhouse or multi-family units have vehicular access via a public street, combined driveway access points are encouraged in order to minimize interruptions of landscaping along the boulevard.
9. Appropriate acoustical design shall be utilized to minimize noise levels between residential units particularly where a townhouse or apartment development is adjacent to residential dwellings.
10. The design of a new project or addition to an existing development shall be based on a comprehensive design concept and should give adequate attention to general architectural style, detailing, scale, materials, character and material of roofs, treatment of entrances, gradations of heights, relationship of indoor and outdoor spaces, design and

placement of play areas, community gardens, access, parking arrangement and circulation and landscape character and design.

DEVELOPMENT PERMIT AREA #4 – CORRIDOR

Qualifying Categories

Establishment of objectives for the form and character of commercial, industrial or multi-family residential development.

Justification

This area is identified as Development Permit Area #4 on Schedule C.

Guidelines

1. The design and siting of buildings and individual units should take into account the need to create pedestrian connectivity.
2. Buildings shall be sited so as to ensure parking is located beside or behind the proposed development site, in order to reduce visual blight of parking areas.
3. All portions of a lot used for multi-family dwellings, inclusive of parking areas, driveways or sidewalks, located between the principal building or buildings and a fronting street or access road; and/or an adjoining commercial, industrial or residential building, and/or an accessory building shall be landscaped with a balance of indigenous grasses, low maintenance shrubs and mature trees and/or well developed foliage to create a scenic environment along Golden's transportation corridor.
4. Rest stops and picnic areas shall be encouraged.
5. Cut slope areas shall be revitalized as part of any development.
6. The design of a new project or an addition to an existing development shall be based on a comprehensive design concept and should give adequate attention to the general architectural style, detailing, scale, materials, character and material of roofs, treatment of entrances and gradations of heights. Special attention shall be given to avoiding overly massive structures.

DEVELOPMENT PERMIT AREA #5 – SERVICE COMMERCIAL/INDUSTRIAL

Qualifying Categories

1. Form and character of industrial and commercial development.

Justification

This area is identified as Development Permit Area #5 on Schedule C.

Guidelines

1. Buildings shall be sited so as to ensure parking is located beside or behind the proposed development site, in order to reduce visual blight of parking areas.
2. The design of a new project or an addition to an existing development shall be based on a comprehensive design concept and should give adequate attention to the general architectural style, detailing, scale, materials, character and material of roofs, treatment of entrances and gradations of heights. Special attention shall be given to scale and scope of landscaping in relation to the size of the proposed structure as well as finishing materials.
3. The use, scale, form and character of the project should be compatible and lend continuity to the surrounding neighbourhood. Infill developments shall incorporate and promote connections between sidewalks, parking areas and entranceways.

DEVELOPMENT PERMIT AREA #6 – WORKING TOWN INDUSTRIAL

Qualifying Categories

1. Form and character of industrial and commercial development.

Justification

This area is identified as Development Permit Area #6 on Schedule C. These areas are the “working Town” areas of Golden, which includes industrial uses. It is imperative that industrial businesses in this area become more aesthetically pleasing.

Guidelines

1. Buildings shall be sited to ensure parking is located beside or behind the proposed development site, in order to reduce visual blight of industrial structures and parking areas.
2. The design of a new project or an addition to an existing development should give adequate attention to the general architectural style, detailing, scale, materials, character and material of roofs, treatment of entrances and gradations of heights. Special attention shall be given to scale and scope of landscaping in relation to the size of the proposed structure as well as finishing materials.
3. The use, scale, form and character of the project should be compatible and lend continuity to the surrounding neighbourhood. Infill developments shall incorporate and promote connections between sidewalks, parking areas and entranceways.
4. Design strategies and buffers will be used to minimize impact to surrounding areas.
5. Any proposed storage areas shall be landscaped with mature vegetation in order to reduce their negative aesthetic appearance.
6. Require high quality site design, including extensive landscaping and visual buffers from non-industrial uses.

7. All portions of a lot used for industrial purposes, inclusive of parking areas, driveways or sidewalks, adjoining commercial or residential structures, shall be landscaped with mature trees and/or well developed foliage.

DEVELOPMENT PERMIT AREA #7 – GOLDEN LANDING (AIRPORT)

Qualifying Categories

1. Protection of the natural environment, its ecosystems and biological diversity.
2. Form and character of industrial and commercial development.

Justification

This area is identified as Development Permit Area #7 on Schedule C. This Official Community Plan recognizes existing and future airport operational uses, as designated with the Golden Airport Lands designation, and provides for the consideration of new related uses within those areas, such as river users, and is designated as Aviation-Related lands.

The importance of the airport to Golden for the transportation of people and goods, the support of business and economic development is also an important component to this Official Community Plan. Where future commercial and industrial development supports this function, Development Permit Area Guidelines are considered necessary to maintain the sustainability of these lands for airport and river related uses. In addition, the impact of this type of development is of concern as the airport is in close proximity to the Trans-Canada Highway and surrounding residential and rural land uses.

Guidelines (Airport Lands and Aviation-Related Lands, including the Columbia River)

1. Where land use activities involve the use, handling, storage or manufacture of potential contaminants, provision shall be made that will prevent seepage of such contaminants. All provisions shall be approved by the appropriate provincial agency prior to issuance of any permit.
2. The entrance to the development shall be landscaped and parking and loading areas clearly marked and defined by landscaped buffers where practical. All outdoor storage areas are to be screened from the view of residential areas, the river and/or public areas.
3. All new structures shall consider lighting and noise abatement measures in all development applications, illustrating the airport's intent to lessen the impact of aircraft activity on surrounding residential areas.
4. Future development proposals to establish airport and river-related uses adjacent to the airport are required to provide landscape works within the buffer area to enhance the visual appearance of the airport.

DEVELOPMENT PERMIT AREA #8 – RIPARIAN

Qualifying Categories

1. Protection of the natural environment, its ecosystems and biological diversity.
2. Protection of development from hazardous conditions.

Justification

This area is identified as Development Permit Area #8 on Schedule C. This area requires unique attention to address the existence of riparian areas.

Guidelines

Not all streams may be shown on Schedule C, regardless, any development adjacent to a stream must conform to Riparian Area Regulations.

1. Developments in this area shall follow the Provincial Riparian Area Regulations.
2. An “Environmental Impact Assessment” shall be required for all properties affected by the riparian areas specified in Development Permit Area #8 in order to evaluate the impacts of a proposed development on the natural environment.
3. Environmental Impact Assessment shall include the following information:
 - a. Information regarding potential impacts of the proposed development, mitigation options and design alternatives;
 - b. Evidence that the development will not result in Harmful Alteration, Disruption, or Destruction (HADD) of riparian areas;
 - c. Indicate that the slope stability will not be jeopardized if the area has a slope of 30% or more; and
 - d. Identifies measures that will be required to maintain the integrity of the riparian area.
4. A drainage plan must be completed and include recommendations for implementation with the proposed development. The drainage plan should aim to minimize to the fullest extent the impact the development may have on the riparian area, while developing and when built. The drainage plan must include recommendations that address the following factors:
 - a. Water quality;
 - b. Water quantity;
 - c. Erosion control;
 - d. Impact on fish and wildlife habitat; and

- e. Physical riparian functions.
5. Existing trees and native vegetation within the riparian assessment area are to be retained to the fullest extent. Therefore, a landscape architect is required to complete a viewscape plan prior to any clearing or land alteration.
 6. A Qualified Environmental Professional (QEP), in conjunction with a landscape architect, is required to provide a re-vegetation plan if the proposed area to be developed was previously cleared of native vegetation, or is cleared during the process of development. Conditions and requirements respecting implementation of the vegetation management may be specified in a development permit. The chosen vegetation should be native to the Town of Golden, and be selected for erosion control and/or fish habitat and animal habitat values as needed. Vegetation species used in replanting, restoration and enhancement shall be selected to suit the soil, light and groundwater conditions of the site.

APPENDIX I: DEFINITION OF TERMS

AFFORDABLE HOUSING	Means housing that sells or rents at a rate that is affordable (costs no more than 30% of annual income) to households in the lower two income quartiles in Golden. CMHC
AGRICULTURE	Means an area for the growing, rearing, producing, harvesting and processing of agricultural products, including livestock, and the storage and repair of implements and machinery used for farming purposes, but does not include intensive agriculture.
AGRICULTURAL LAND RESERVE (ALR)	Means lands designated by the provincial government to be preserved for agricultural use or uses compatible with agricultural purposes. The Land Commission decides on requests for exclusion, subdivision and non-farm use of land in the ALR.
ALTERNATIVE DEVELOPMENT STANDARDS (ADS)	Means development standards that allow for more flexible requirements for road widths, building specifications, zoning uses and densities, and rainwater management that support Smart Growth objectives. Development standards are the regulations, requirements and bylaws by which developments must abide. Development standards are often antiquated, over-prescriptive and cost prohibitive.
AMENITY	Means an item of benefit to the community that is determined through the development approvals process, and may include parkland, infrastructure, special housing, parking areas, streetscape improvements, community facilities and cash in lieu.
AQUATIC ECOSYSTEM	Means an ecosystem that exists underwater. Aquatic ecosystems can exist in a range of sizes from a drop of water or a puddle, to rivers and lakes and the entire ocean.

ARBORIST	Means a professional in the practice of arboriculture, the management and maintenance of trees. Work may also include care of shrubs, vines and other perennial woody plants. An arborist is distinct from a forester, or from a logger. Those professions may have much in common, but the scope of work is different. Arborists frequently focus on health and safety of individual trees, or wooded landscapes, rather than managing forests or harvesting wood.
ATTAINABLE HOUSING	Means the gap in houses and services for people who do not fall into provincially or federally defined affordable housing and don't make enough to purchase a market rate home.
BIODEGRADABLE	Means any organic material that can be broken down by microorganisms into simpler, more stable compounds. Most organic waste such as foods, paper, etc. are biodegradable. Breakdown products can often be reused by other organisms as food and energy sources.
BIG BOX	A term in the retail trade that refers to a style of physically large chain store, and by extension to the company behind the store. The terms superstore, megastore, and supercentre also refer to these retail establishments. Big box is descriptive of the physical characteristics of the building. A big box store is a large, free standing, rectangular, generally single floor store built on a concrete slab. The flat roof and ceiling trusses are generally made of steel, the walls are concrete block clad in metal or masonry siding. The interior can be either relatively luxurious, or starkly utilitarian, depending on the market niche of the firm and how it wishes to communicate that market position to its customers. Floor space several times greater than traditional retailers in the sector, in North America generally more than 50,000 square feet, sometimes approaching 200,000 square feet, though varying by sector and market.
BIOACCUMULATION	Means an increase in the concentration of a chemical in a biological organism over time, compared to the chemical's concentration in the environment. Compounds accumulate in living things any time they are taken up and stored faster than they are broken down (metabolized) or excreted.
BROWNFIELD	Means lands that are abandoned, idled, or under used industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived environmental contaminations. In municipal planning, brownfield land, or simply a brownfield, is land previously used for industrial purposes, or certain commercial uses, and that may be contaminated by low concentrations of hazardous waste or pollution and has the potential to be reused once it is cleaned up.

BUFFER	Means an area typically within a lot, adjacent to and parallel with a property line, consisting of either existing vegetation or created by use of planted trees, shrubs, berms and fencing, and designed to obscure views from adjacent lots or public roads by at least 50% of the see through visibility.
CARBON NEUTRAL	Means emitting no carbon dioxide into the atmosphere. A plant is said to be carbon neutral if the carbon dioxide (CO ²) that it absorbs while alive is the same as the CO ² it emits when burned as a fuel. For people and organizations, becoming carbon neutral is usually achieved by implementing renewable energy projects such as planting trees, which absorb CO ² that offset the amount of carbon dioxide emissions.
CLIMATE CHANGE	Means a change in climate. Which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and that is in addition to natural climate variability over comparable time periods. Climate change can be caused by an increase in the atmospheric concentration of greenhouse gases, which inhibits the transmission of some of the sun's energy from the earth's surface to outer space. The increased concentrations of greenhouse gases result in part from human activity including deforestation, the burning of fossil fuels such as gasoline, oil, coal, and natural gas and the release of CFCs from refrigerators, air conditioners, etc.
COMPREHENSIVE DEVELOPMENT (CD)	Means provisions for a mix of land uses within a specific area permitted through and implementing comprehensive development "CD" zoning category in the Zoning Bylaw.
COMPREHENSIVE DEVELOPMENT AGREEMENT	Means a formal binding registered agreement between the Town and the development proponent with respect to development within a specific land use designation. Agreements will typically encompass the complete range of design and performance issues that are integral to the character of Golden. The subject of the Agreements will include, but will not be limited to, design and development issues such as; residential, commercial and industrial densities; site design; site and neighbourhood servicing; walkability and pedestrian integration with the remainder of the Town; building character and mass; environmental and landscape design including the amount and type of pervious surfaces; the nature of the commercial and industrial enterprises to be accommodated where appropriate; and road and parking standards, as defined by Council in accordance with this Plan.
COUNCIL	Means the Council of the Town of Golden.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)	Means a proactive crime prevention strategy utilized by planners, architects, police services, security professionals and everyday users of space. CPTED surmises that proper design and effective use of the built environment can lead to a reduction in crime and improve the quality of life.
DENSITY	Means a measure of the total number of dwelling units or total floor area on a parcel of land. Expressed as units per metres and/or floor area ratio (FAR).
DENSITY BONUS	Means an increase in the allowable number of dwelling units or floor area on a parcel of land in exchange for an amenity provided by the developer for the community. Typically implemented through density bonusing provisions in the Zoning Bylaw.
DEVELOPMENT	Means (a) removal, alteration, etc. of vegetation; (b) disturbance of soils; (c) construction of buildings and structures; (d) creation of non-structural impervious or semi-impervious surfaces; (e) flood protection works; (f) construction of roads, trails, docks, wharves, and bridges; (g) provision and maintenance of sewer and water services; (h) development of drainage systems; (i) development of utility corridors; (j) subdivision as defined in section 872 of the <i>Local Government Act</i> .
DEVELOPMENT COST CHARGES (DCCs)	Means monies that municipalities and regional districts collect from land developers to offset that portion of the costs related to these services that are incurred as a direct result of this new development. The demand created does not always relate to works that are located adjacent to the property being developed. For example, new development may require a local government to increase the size of its water storage reservoir. Developers pay DCCs instead of the existing taxpayers who are not creating the demand and are not benefiting from the new infrastructure.
DEVELOPMENT PERMIT AREAS	Means an area in which development and/or land alteration must follow specific guidelines and regulations as stated in a Development Permit.
DOWNSTREAM APPROACH	Means some compounds like plastics cannot be directly recycled, but only downcycled, which means that the recovered materials can only be remade into lower quality applications and they will eventually end up in the landfill.
ECO-INDUSTRIAL PARK	An eco-industrial park (EIP) is a type of industrial park in which businesses cooperate with each other and with the local community in an attempt to reduce waste, efficiently share resources (such as information, materials, water, energy, infrastructure, and natural resources), and produce sustainable development, with the intention of increasing economic gains and improving environmental quality. EIPs incorporate

	residential uses as well.
ECOSYSTEM	Means the basic functional unit in ecology, the interacting system of a biological community and its non-living environmental surrounds. These are inseparable and act upon each other.
ENVIRONMENTAL RESOURCE	Means an area specifically designated to manage development and preserve the ecological integrity within an environmentally sensitive area such as the headwaters of a river, creek, a watershed or a designated wetland.
ENVIRONMENTAL SCAN	A site survey to identify potential environmentally sensitive areas (as defined in this document) and environmental features of interest will be performed by an environmental practitioner who is acceptable to the Town. Data from other reports/tests required by this or other agencies may assist in this process (for example: hydrological, geological, soil analysis, etc.). A map will be provided identifying environmentally sensitive areas and environmental features, such as, but not limited to: rare plant communities, significant wildlife habitat, water bodies, existing wildlife trails and old growth trees/patches.
ENVIRONMENTALLY SENSITIVE AREAS (ESAs)	Means those areas identified by the Town and contained with Development Permit Area # 9. ESA's contain significant natural environmental features and their associated lands that require a level of protection to ensure their preservation. Natural environmental features may include land or land and water that contain fish or wildlife habitat, watercourses, estuaries, riparian areas, woodland vegetation, rock outcrops, and lands with steep slopes.
EQUILIBRIUM HOUSING	Means the Canada Mortgage and Housing Corporation's (CMHC) net zero energy healthy housing initiative that has been officially branded EQUilibrium Housing. It reflects the objective of balancing Canada's housing requirements with the need to preserve and protect the natural environment.
FLOOR AREA RATIO (FAR)	Means the ratio between the gross floor area of a structure and the gross area of the lot on which it is situated. FAR = Gross Floor Area.
GOLDEN SMART GROWTH	Environmentally-sensitive land development with the goals of minimizing dependence on auto transportation, reducing air pollution, and making infrastructure investments more efficient.
GREEN BUILDING	The practice of increasing the efficiency of buildings and their use of energy, water, and materials, and reducing building impacts on human health and the environment, through better siting, design, construction, operation, maintenance, and removal — the

	complete building life cycle.
GREENHOUSE GASES	Means any gas that absorbs infrared radiation in the atmosphere contributing to problems such as climate change. Greenhouse gases include water vapour, carbon dioxide (CO ²), nitrous oxide (N ² O), halogenated fluorocarbons (HCFCs), ozone (O ³), perfluorinated carbons (PFCs) and hydrofluorocarbons (HFCs).
GREEN INFRASTRUCTURE	Means an interconnected system of public and private natural areas, parks, greenways, and open space within Golden that protects ecosystems and provides recreational opportunities. Green infrastructure also includes maintaining and designing natural landscapes within developed areas that utilize the capabilities of soil and vegetation to absorb and filter stormwater and provide other benefits such as reducing the urban heat island effect.
GREENWAYS	Means a system of continuous multi-modal trail corridors that link existing parks, forest lands, environmentally sensitive lands, engineered wetlands and other green spaces, including recreational trails, throughout the whole of the Town.
HABITAT	Means the place where population (human, animal, plant or microorganism) lives and its surroundings, both living and non-living.
HIGH WATER MARK	Means the visible high water mark of a river or stream where the presence and action of the water are so common and usual and so long continued in all ordinary years, as to mark the soil of the bed of the river or stream a character distinct from that of its banks, in vegetation, as well as in the nature of the soil itself, and includes the active floodplain.
HERITAGE	The set of all things, places, and ideas inherited from the past which are of special significance to the collective life of a community, including both natural and human-built elements.
HUMAN SCALE	Means building elements bearing a definite relationship to the human in dimension. In general, building features would not extend more than two stories on a face or façade without architectural relief or change to the building footprint.
INDUSTRIAL DEVELOPMENT	Means any land development activity in the Town, including but not limited to, non-offensive types of industry, processing and manufacturing activities, but not including development activity intended solely for residential, retail and or office use. Industrial development also includes any addition, remodeling, relocation or construction requiring an amendment to an approved Industrial Comprehensive Development Zone.

INSTITUTIONAL	Means an area specifically designated to encourage and contain new public and private Institutional development within the Town. Typical of such development might be health care services complementary to those already in existence such as extended care and assisted living facilities. Institutional also refers to Public Utility lands.
INTEGRATED COMMUNITY SUSTAINABILITY PLAN	Means a long-term plan, developed in consultation with community members that provides direction for the community to realize sustainability objectives it has for the environmental, cultural, social and economic dimensions of its identity.
INTEGRATED DECISION MAKING	For purposes of the Official Community Plan, implies a review of the range of ecological, economic, social, and physical development regarding the Town's land base.
LANDSCAPE COVERAGE	Means land that is undeveloped or developed that can support plant materials; or has decorative landscape treatment; or that may be used by customers for recreation, circulation, or may be viewed by them. Paved parking lot areas used for auto circulation or parking do not qualify as landscape coverage.
LANDSCAPING	Means landscaping that provides sufficient quantity and quality of plant materials to screen parking, building, or hardscape areas of a project and provides colour and viewing interest.
LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN (LEED)	Means Leadership in Energy and Environmental Design (LEED), which is a Green Building Rating System nationally accepted as a benchmark for the design, construction and operation of high performance green buildings.
LEADERSHIP IN ENERGY AND ENVIRONMENTAL DESIGN	Means Leadership in Energy and Environmental Design for Neighbourhood Development, which is a rating system that integrates the principles of Smart Growth, urbanism and green building into the first national standard for neighbourhood design.
LEED NEIGHBOURHOOD DESIGN (LEED-ND)	A LEED rating system being developed through the Canada Green Building Council that combines elements of smart growth, urbanism, and green building.
LIVABLE WAGE	Means a wage that ensures employees are able to afford food, shelter and clothing in their local area.
MIXED USE	Means any development that contains at least two different land use categories (e.g. residential and retail).
MULTIPLE FAMILY RESIDENTIAL	Residential development of three units or more on the same parcel of land that must respect the character of surrounding neighbourhoods. Type of units can include Apartments, Condominiums, Townhouses, 6,5,4,3 unit complexes.
MUNICIPALITY	Means the Town of Golden incorporated under the <i>Local Government Act</i> and amendments thereto.

NATIVE PLANTS	Means a plant that lives or grows naturally in a particular region without direct or indirect human intervention. These plants are adapted to the local climatic and soil conditions and therefore should be less dependent on inputs such as fertilizer and pesticides than many introduced species are.
NATURAL BOUNDARY	Means the visible high watermark of any lake, river, stream, or other body of water where the presence and action of the water are so common and usual and so long continued in all ordinary years as to mark upon the soil of the bed of the lake, river, stream, or other body of water a character distinct from that of the banks, in vegetation, as well as in the nature of the soil itself and includes the active floodplain.
OPEN SPACE	Means land that is undeveloped or developed that can support plant materials; or has decorative landscape treatment; or that may be used by customers for recreation, circulation or may be viewed by them. Walkways, plant beds, lawns and terraces within an open space area may be included as part of such open space area. Paved parking lot areas used for auto circulation or parking do not qualify as open space.
ORIENTATION	Means the visually perceived direction of the front, rear and side facades of a building.
PARCEL	Means the minimum amount that a single user may occupy. In many cases, more than one parcel will be combined for development of a single building or cluster of buildings to be used by a single user.
PARKLAND	An area of land preserved in its natural state or modified dedicated for public use.
PEDESTRIANIZATION	Means to convert an area for pedestrians only by excluding through traffic and establishing pedestrian pathways.
PEDESTRIAN SCALE	Means the relationship between the dimensions of a building, street, outdoor space or streetscape element to the average dimensions of the human body.
PERFORMANCE BONDING	Means a security given to ensure performance of an obligation arising under a permit, contract or similar obligation, and includes the terms under which the security may be realized.
PERMEABLE PAVING	A term used to describe paving methods for roads, parking lots and walkways that allow the movement of water and air through the paving material. Although some porous paving materials appear nearly indistinguishable from non-porous materials, their environmental effects are qualitatively different. Their effects are important because pavements are two-thirds of the potentially impervious surface cover in urban areas. Porous pavements have been called "the holy grail of environmental site design" and "potentially the most important development in urban watersheds since the invention of the automobile."

PESTICIDES	Means both chemical and biological substances designed to kill, repel, control or manage unwanted plants, animals, insects or microorganisms that damage, or interfere with the growth of crops, timber trees and other desired vegetation. Many chemical pesticides are persistent and bio-accumulative.
PHASED DEVELOPMENT AGREEMENT	Means an agreement that gives a developer certainty that after development commences, the municipality cannot downzone the lands for up to 10 years. The agreement must be established by bylaw. Terms and conditions agreed to by the Municipality and the developer can include but is not limited to: the inclusion of specific features in the development, the provision of amenities, the phasing and timing of the development and of other matters covered by the agreement, and the registration of covenants under section 219 of the <i>Land Title Act</i> .
PROCUREMENT	Means the acquisition of goods and/or services at the best possible total cost of ownership, in the right quantity and quality, at the right time, in the right place for the direct benefit or use of governments, corporations or individuals, generally via a contract.
PUBLIC SPACE	Means any of a variety of spaces that are accessible and usable by the general public, including but not limited to: plazas, parkland, courtyards, forecourts, sitting areas, widened sidewalks, stormwater rain gardens and art or water features.
PUBLIC	Means what belongs to the people; relating to, or affecting, a nation, province, state or community; opposed to private; as, the public treasury, a road or lake. Public is also defined as the people of a nation not affiliated with the government of that nation. Public also refers to the general body of mankind, or of a nation, province, state or community. Aggens (1983), in the paper titled "Identifying different levels of public interest in participation" states: "There is no single public, but different levels of public based on differing levels of interest and ability."
QUALIFIED ENVIRONMENTAL PROFESSIONAL	Means "an applied scientist or technologist as defined in section 1(1) of the Riparian Areas Regulation, enabled by the Fish Protection Act, and amendments thereto."
RESORT ACCOMMODATION	Means hotel style accommodations that have amenities such as restaurants, lounges, and pools that can be used by guests and the public.
RIPARIAN AREAS	Means a streamside protection and enhancement area (SPEAs).
RIPARIAN ASSESSMENT AREA	Means (a) for a stream, the 30 m strip on both sides of the stream; (b) for a ravine less than 60 m wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 m beyond the top of the ravine bank; and (c) for a ravine 60 m wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 m beyond the top of the ravine bank.

SAFETY PLANNING	Means an approach whose objective is to ensure that safety becomes an explicit consideration in all areas of land use and transportation planning. Safety planning aims to reduce the risk, exposure, and consequences associated with an accident, and to achieve compatibility between a road's use, form and intended function.
SEASONAL HOUSING	Means housing used by seasonal or transient workers that do not live in the community year round.
SECONDARY SUITE	Means a form of dwelling unit contained within a principal single family dwelling and subject to guidelines and regulations within the Zoning Bylaw.
SEWERAGE SYSTEM	Means a system of waste collection, treatment and disposal serving two or more dwelling units that has been approved and permitted by the agency having jurisdiction.
SMART GROWTH	Means a strategy for designing and building livable and sustainable communities and cities: communities are 'smart' when they work for people, give them the widest range of opportunities and ensure their health in social, economic and environmental terms.
SPECIAL NEEDS HOUSING	Means housing that incorporates physical design features and/or support services to meet the needs of persons with varying abilities.
STEEP SLOPE	Means lands in their natural state that have a slope angle of 30% or greater for a minimum horizontal distance of 10 metres.
STREAM	Means any of the following that provides fish habitat: (a) a watercourse, whether it usually contains water or not, (b) a pond, lake, river, creek, or brook, or (c) a ditch, spring, or wetland that is connected by surface flow to something referred to in (a) or (b).
STREAMSIDE PROTECTION REGULATION	Means part of the <i>Fish Protection Act</i> , these regulations were brought into effect to protect streamside protection and enhancement areas from residential, commercial, and industrial development so that the areas can provide natural features, functions and conditions that support fish life processes.
STREAMSIDE PROTECTION & ENHANCEMENT AREA	Means an area adjacent to a stream that links aquatic to terrestrial ecosystems and includes both the existing and potential riparian vegetation and the existing and potential adjacent upland vegetation that exerts an influence on the stream, and the size of which is determined according to the basis of an assessment report provided by a Qualified Environmental Professional.
STREETSCAPE	Means the interrelationship of development, landscape and open space in a street. Also means an urban roadway design and conditions as they impact street users and nearby residents. Streetscapes are an important component of the public realm (public spaces where people often interact), which help define a community's transport conditions, activities, aesthetic quality and

	identity. Streetscaping (programs to improve streetscape conditions) can include changes to the road cross section, traffic management, sidewalk conditions, landscaping, street furniture (utility poles, benches, garbage cans, etc.), building fronts and materials specifications. It also involves improving signage.
STRIP MALL	Means a retail or commercial development, one store deep, sited a distance back from the fronting road typically with a parking area provided between the fronting road and the development.
STYLE AND DESIGN	Means the creative and aesthetic expression of the designer.
SUSTAINABLE DEVELOPMENT	Means development that meets the needs of the present without compromising the ability of future generations to meet their own needs (Brundtland Commission 1987). Principles of sustainable development are applied to the goal of creating a 'sustainable community' that has healthy natural areas, uses land efficiently, has vibrant, safe and accessible neighbourhoods, is designed for efficient resource use, transportation and servicing, and is equitable, affordable and fiscally responsible.
SUSTAINABLE URBAN DRAINAGE SYSTEM (SUDS)	Means drainage systems designed to reduce the potential of flooding on new and existing urban developments. Unlike traditional urban stormwater drainage systems, they also help to protect and enhance groundwater quality. SUDS includes source control, permeable paving, stormwater detention, stormwater infiltration and evapo-transpiration (eg. A green roof).
SUSTAINABILITY	Means that environmental and social systems continue to function long into the future. Economic systems must be healthy to help achieve the sustainability of environmental and social systems.
THE NATURAL STEP	Means a non-profit organization providing results-orientated advisory and training services to help community and business leaders integrate social, environmental and economic decision making into operations with a holistic, proven and scientifically-rigorous framework.
TOWN	Means the whole of Golden as defined by the legal municipal boundaries.
TREE COVER	Means the area of a residential and recreational development that is covered by the combined canopy of all resident trees. Total canopy area is measured or estimated for all trees at maturity.
URBAN	Means an area with an increased density of human created structures in comparison to the areas surrounding it. This term is at one end of the spectrum of suburban and rural areas. An urban area is more frequently called a city or town. Urban areas are created and further developed by the process of urbanization. Measuring the extent of an urbanized area helps in analyzing population density and urban sprawl, and in determining urban and rural populations.

VACATION RENTAL	Means the use of an otherwise residential dwelling unit for the temporary accommodation of paying guests, transient motorists, tourists or vacationers for any period shorter than 4 consecutive weeks.
VIEWSCAPE	Means a physiographic area composed of land, water, biotic, and cultural elements which may be viewed and mapped from one or more viewpoints and which has inherent scenic qualities and/or aesthetic values.
WATER	Means the measure, by type (e.g. rainfall, surface water runoff, groundwater flow etc.) of all water falling or flowing upon and leaving a site.
WATERCOURSE	Means any natural or man-made depression with well defined banks and a bed 0.6 metres or more below the surrounding land serving to give directions to a current of water at least six (6) months of the year of having a drainage area of 2 square kilometers or more upstream of the point of consideration.
XERISCAPING	Means landscaping in ways that do not require supplemental irrigation. It is promoted in areas that do not have easily accessible supplies of fresh water. Plants whose natural requirements are appropriate to the local climate are emphasized, and care is taken to avoid losing water to evaporation and run off.
ZONING BYLAW	Means an implementation tool for the Official Community Plan, the Zoning Bylaw regulates land use, density, and development for specific areas or parcels of land in the community.

APPENDIX II: PUBLIC INPUT

Total Number of Respondents	273
Town Respondents	169
Area A Respondents	104

Respondent's Information:

2) Do you own or rent your home?

	Total		Town		Area A	
	#	%	#	%	#	%

Own	202	74.0	115	68.0	87	29.6
Rent	63	23.1	50	83.7	13	12.5
Other	3	1.1	2	1.2	1	1.0

3) How long have you lived in Golden?

	Total		Town		Area A	
	#	%	#	%	#	%
<1 year	18	6.6	15	8.9	3	2.9
1-5 years	59	21.6	39	23.1	20	19.2
6-10 years	34	12.5	22	13.0	12	11.5
11-15 years	30	11.0	17	10.1	13	12.5
>15 years	129	47.3	75	44.4	54	51.9

4) What best describes your residence?

	Total		Town		Area A	
	#	%	#	%	#	%
Single family	208	76.2	123	72.8	85	81.7
Duplex/triplex	5	1.8	4	2.4	1	1.0
Townhouse	3	1.1	3	1.8		
Apartment/suite	28	10.3	27	16.0	1	1.0
Mobile home	17	6.2	7	4.1	10	9.6
Condo	2	0.7	2	1.2		
Cabin	3	1.1			3	2.9

5) Is this your primary residence?

	Total		Town		Area A	
	#	%	#	%	#	%
Primary residence	256	93.8	160	94.7	96	92.3

Vacation home	5	1.8	3	1.8	2	1.9
Seasonal	6	2.2	4	2.4	2	1.9
House with suite	2	0.3	2	1.2		

6) Please indicate your age

	Total		Town		Area A	
	#	%	#	%	#	%
Under 18	7	2.6	4	2.4	3	2.9
18-24	17	6.2	12	7.1	5	4.8
25-34	65	23.8	47	27.8	18	17.3
35-44	42	15.4	30	17.8	12	11.5
45-54	58	21.2	28	16.6	30	28.8
55-64	47	17.2	24	14.2	23	22.1
65-74	27	9.9	17	10.1	10	9.6
75-84	7	2.6	6	3.6	1	1.0
85+						

Growth

7) Should Golden grow and if so, how and how much? Where should we concentrate growth? Should we encourage compact development?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	181	66.3	109	64.5	72	69.2
No	22	8.1	12	7.1	10	9.6

Comments:

	Total		Town		Area A	
	#	%	#	%	#	%

Compact development	109	39.9	68	40.2	41	39.4
Sustainable growth	24	8.8	15	8.9	9	8.7
Environmental ethic	19	7.0	8	4.7	11	10.6
With a plan/guidelines	19	7.0	11	6.5	8	7.7
Slowly	15	5.5	15	8.9		
With in city limits	6	2.2			6	5.8

8) Do you think the town of Golden should expand it's boundaries to include more land?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	118	45	80	47.3	38	36.5
No	81	29.7	40	23.7	41	39.4
Don't know	62	22.7	40	23.7	22	21.1

9) If yes – would you like this land to be used for?

	Total		Town		Area A	
	#	%	#	%	#	%
Mixed development	83	30.4	57	33.7	26	25
Residential development	53	19.4	37	21.9	16	15.4
Industrial development	21	7.7	20	11.8	1	1.0
Commercial development	21	7.7	15	8.9	6	5.8
Other	17	6.2	15	8.9	2	1.9
Park land	11	4.0	11	6.5		

Housing

10) How should we make housing more affordable in Golden?

	Total	Town	Area A
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	#	%	#	%	#	%
New developments to include affordable housing	181	66.3	112	66.3	69	66.3
Encourage co-op housing	109	39.9	55	32.5	54	51.9
Encourage more rental units	78	28.6	56	33.1	32	30.8
Other	29	10.6	28	16.6	1	1.0
Vacation home tax	5	1.8	5	3.0		

- 11) Should developers be required to include a certain percentage of affordable housing in all new developments?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	190	70.0	118	69.8	72	69.2
No	47	17.2	31	18.3	16	15.4
Don't know	17	6.2	15	8.9	2	1.9

- 12) Would you be interested in rezoning all residential areas to include rental suites?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	125	45.8	75	44.4	50	48.1
No	88	32.2	59	34.9	29	27.9
Don't know	44	16.1	28	16.6	16	15.4

- 13) Would you be interested in allowing residential units in all commercial and industrial areas?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	135	49.5	86	50.9	49	47.1
No	82	30.0	50	29.6	32	30.1

Don't know	40	14.7	22	13.0	18	17.3
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14) Would you support building higher housing developments (4-6 stories)?

	Total		Town		Area A	
	#	%	#	%	#	%
Strongly support	55	20.1	29	17.2	26	25
Somewhat support	98	35.9	60	35.5	38	36.5
Neutral	24	8.8	12	7.1	12	11.5
Somewhat Opposed	31	11.4	23	13.6	8	7.7
Strongly opposed	44	16.1	29	17.2	15	14.4

15) What housing options are lacking in Golden?

	Total		Town		Area A	
	#	%	#	%	#	%
Affordable	92	33.7	56	33.1	36	34.6
Apartments/condos/townhouses	64	23.4	35	10.7	29	27.9
Affordable rentals	36	13.2	24	14.2	12	11.5
Low income	32	11.7	20	11.8	12	11.5
Seasonal staff housing	22	8.1	7	4.1	15	14.4
Family Housing	16	5.9	13	7.7	3	2.9
Energy efficient	5	1.8	2	1.2	3	2.9
Co-ops	5	1.8	3	1.8	2	1.9

16) What sort of special needs housing should be addressed in Golden?

	Total		Town		Area A	
	#	%	#	%	#	%
Senior housing	72	26.4	47	27.8	25	24.0
Handicap	30	11.0	16	9.5	14	13.5

Assisted living	15	5.5	6	3.6	9	8.7
Group homes (youth)	6	2.2	2	1.2	4	3.8
Shelters/detox	5	1.8			5	4.8

Parks & Recreation

- 17) How satisfied are you with the condition of the following? Please put a checkmark in the box that best fits your answer.

		Total		Town		Area A	
		#	%	#	%	#	%
Parks	Very satisfied	51	18.7	38	22.5	13	12.5
	Somewhat satisfied	130	47.6	82	48.5	48	46.2
	Somewhat dissatisfied	54	19.8	30	17.8	24	23.1
	Very dissatisfied	13	4.8	6	3.6	7	6.7
	Don't know	8	2.9	4	2.4	4	3.8
Playgrounds	Very satisfied	45	16.5	32	18.9	13	12.5
	Somewhat satisfied	139	50.9	90	53.3	49	47.1
	Somewhat dissatisfied	26	9.5	14	8.3	12	11.5
	Very dissatisfied	8	2.9	4	2.4	4	3.8
	Don't know	32	11.7	18	10.7	14	13.5
Trails	Very satisfied	67	24.5	46	27.2	21	20.2
	Somewhat satisfied	117	42.9	72	42.6	45	43.3
	Somewhat dissatisfied	47	17.2	28	16.6	19	18.3
	Very dissatisfied	20	7.3	11	6.5	9	8.7
	Don't know	7	2.6	4	2.4	3	2.9
Sports Fields	Very satisfied	79	28.9	51	30.2	28	26.9
	Somewhat satisfied	108	39.6	75	44.4	33	31.7
	Somewhat dissatisfied	26	9.5	19	11.2	7	6.7
	Very dissatisfied	5	1.8	1	0.6	4	3.8

	Don't know	35	12.8	19	11.2	16	15.4
Freeride Park	Very satisfied	87	31.9	50	29.6	37	35.6
	Somewhat satisfied	96	35.2	64	37.9	32	30.8
	Somewhat dissatisfied	9	3.3	9	5.3		
	Very dissatisfied	6	2.2	4	2.4	2	1.9
	Don't know	44	16.1	27	16.0	17	16.3
Picnic Areas	Very satisfied	35	12.8	26	15.4	9	8.7
	Somewhat satisfied	97	35.5	60	35.5	37	35.6
	Somewhat dissatisfied	77	28.2	49	29.0	28	26.9
	Very dissatisfied	16	5.9	9	5.3	7	6.7
	Don't know	24	8.8	10	5.9	14	13.5
Natural Areas	Very satisfied	50	18.3	35	20.7	15	14.4
	Somewhat satisfied	84	30.8	56	33.1	28	26.9
	Somewhat dissatisfied	70	25.6	35	20.7	35	33.7
	Very dissatisfied	33	12.1	17	10.1	16	15.4
	Don't know	4	1.5	4	2.4		0.0
Arena	Very satisfied	75	27.5	51	30.2	24	23.1
	Somewhat satisfied	108	39.6	71	42.0	37	35.6
	Somewhat dissatisfied	22	8.1	10	5.9	12	11.5
	Very dissatisfied	5	1.8	3	1.8	2	1.9
	Don't know	33	12.1	17	10.1	16	15.4
Pool	Very satisfied	38	13.9	28	16.6	10	9.6
	Somewhat satisfied	72	26.4	51	30.2	21	20.2
	Somewhat dissatisfied	69	25.3	40	23.7	29	27.9
	Very dissatisfied	50	18.3	23	13.6	27	26.0
	Don't know	20	7.3	15	8.9	5	4.8
Mt 7 Rec Plex	Very satisfied	56	20.5	41	24.3	15	14.4

	Somewhat satisfied	117	42.9	79	46.7	38	36.5
	Somewhat dissatisfied	34	12.5	13	7.7	21	20.2
	Very dissatisfied	9	3.3	4	2.4	5	4.8
	Don't know	31	11.4	18	10.7	13	12.5
Availability of Rec Programs	Very satisfied	38	13.9	32	18.9	6	5.8
	Somewhat satisfied	109	39.9	69	40.8	40	38.5
	Somewhat dissatisfied	44	16.1	23	13.6	21	20.2
	Very dissatisfied	14	5.1	5	3.0	9	8.7
	Don't know	32	11.7	22	13.0	10	9.6

18) In general terms, what do you like best about the parks/playgrounds, trails and recreation areas?

	Total		Town		Area A	
	#	%	#	%	#	%
Natural areas	32	11.7	16	9.5	16	15.4
Good to have/variety	49	17.9	36	21.3	13	12.5
Accessibility	46	16.8	26	15.4	20	19.2
Maintenance/cleanliness	24	8.8	19	11.2	5	4.8
Trail system	21	7.7	18	10.7	3	2.9
Trails along the river	16	5.9	4	2.4	12	11.5

19) Which of the following factors might prevent you from using the parks/playgrounds, trails and recreation areas?

	Total		Town		Area A	
	#	%	#	%	#	%
Not aware	51	18.7	29	17.2	22	21.2
Lack of trails	44	16.1	26	15.4	18	17.3
Lack of connectivity	91	33.3	48	28.4	43	41.3
Condition/ Maintenance	62	22.7	41	24.3	21	20.2

Safety Concerns		45	16.5	37	21.9	8	7.7
None of the above		58	21.2	43	25.4	15	14.4
Other		12	4.4	10	5.9	2	1.9
Safety Concerns	Loose Dogs	9	3.3	9	5.3		
	Wildlife	8	2.9	6	3.6	2	1.9
	Lighting	5	1.8	4	2.4	1	1.0
	Garbage	5	1.8	5	3.0		
Other	Dog Poo	4	1.5	4	2.4		
	No bathrooms	2	0.7	2	1.2		

- 20) With regard to Golden's parks and trails system, please put the following in order of priority, with 1 being the highest priority.

	Priority		
	Total	Town	Area A
Larger 'linked' system of trails	1	1	1
Develop more trails	2	3	2
More public washrooms	3	4	3
Repairs/Maintenance to existing networks/areas	4	2	6
Upgrade outdoor pool	5	5	4
Aesthetic improvements to existing networks/areas (scenic landscaping)	6	6	5
More benches/seating in 'passive' recreation areas	7	7	9
Development of maps & interpretive signs	8	8	7
Improve signage	9	9	8
Next phase of Freeride park	10	10	10

- 21) Rate the order of importance these facilities/upgrades would be to you, with 1 being the highest priority.

	Priority		
	Total	Town	Area A
Indoor Swimming Pool	1	1	1
Hiking/walking trails	2	2	2
Civic Centre	3	3	3
Develop bike trails	4	6	4
Public Parks	5	4	5
Youth Centre	6	5	7
Develop Nordic skiing trails	7	7	6
Dog park	8	8	8
Outdoor boarded skating rink	9	9	9
Mount 7 Rec Plex	10	10	10
Bike Park	11	11	11
Arena	12	12	12

22) Please provide comments on Town sponsored recreation programs.

	Total		Town		Area A	
	#	%	#	%	#	%
Programs are good	42	15.4	28	16.6	14	13.5
More youth programs	20	7.3	13	7.7	7	6.7
More fitness programs	15	5.5	11	6.5	4	3.8
Need better advertising	12	4.4	4	2.4	8	7.7
Need more recreation programs	8	2.9	3	1.8	5	4.8

23) What improvements would you support to Town parks/playgrounds, trails, facilities and recreation that you feel would best serve the community?

	Total		Town		Area A	
	#	%	#	%	#	%

Indoor pool/aquatic centre	66	24.2	51	30.2	15	14.4
Trail connectivity/more	52	19.0	26	15.4	26	25.0
Public washrooms	25	9.2	17	10.1	8	7.7
More parks/playground	17	6.2	13	7.7	4	3.8
More garbage cans/bear proof	17	6.2	14	8.3	3	2.9
Beach area @ river confluence	14	5.1	4	2.4	10	9.6
Dog park	10	3.7	9	5.3	1	1.0
Better signage	13	4.8	10	5.9	3	2.9
Water park	10	3.7	4	2.4	6	5.8
W.W water park	9	3.3	7	4.1	2	1.9
Picnic areas	7	2.6	5	3.0	2	1.9
Multi-use trails (paved)	7	2.6	2	1.2	5	4.8
Lighted trails	6	2.2	5	3.0	1	1.0
x-country trails	5	1.8	1	0.6	4	3.8
Upgrade playgrounds	5	1.8	5	3.0		

24) Do you have any comments or concerns that may not have been addressed in the questions about parks/playgrounds, trails, facilities and recreation?

	Total		Town		Area A	
	#	%	#	%	#	%
Stop destroying natural areas	21	7.7	13	7.7	8	7.7
Maintenance	20	7.3	19	11.2	1	1.0
More green spaces/trees	15	5.5	6	3.6	9	8.7
Pesticide free	6	2.2	4	2.4	2	1.9
Dog poop stations	5	1.8	5	3.0		0.0

Social and Culture

25-28) How satisfied are you with the following?

		Total		Town		Area A	
		#	%	#	%	#	%
Social Support Organizations	Very satisfied	46	16.8	30	17.8	16	15.4
	Somewhat satisfied	102	37.4	63	37.3	39	37.5
	Somewhat dissatisfied	19	7.0	7	4.1	12	11.5
	Very dissatisfied	2	0.7	1	0.6	1	1.0
	Don't know	70	25.6	46	27.2	24	23.1
Opportunity for Youth Leisure Activities	Very satisfied	16	5.9	14	8.3	2	1.9
	Somewhat satisfied	71	26.0	48	28.4	23	22.1
	Somewhat dissatisfied	49	17.9	25	14.8	24	23.1
	Very dissatisfied	34	12.5	20	11.8	14	13.5
	Don't know	73	26.7	44	26.0	29	27.9
Community Arts Programs	Very satisfied	68	24.9	45	26.6	23	22.1
	Somewhat satisfied	106	38.8	57	33.7	49	47.1
	Somewhat dissatisfied	22	8.1	17	10.1	5	4.8
	Very dissatisfied	5	1.8	3	1.8	2	1.9
	Don't know	41	15.0	27	16.0	14	13.5
Cultural Events	Very satisfied	69	25.3	43	25.4	26	25.0
	Somewhat satisfied	113	41.4	73	43.2	40	38.5
	Somewhat dissatisfied	17	6.2	11	6.5	6	5.8
	Very dissatisfied	7	2.6	5	3.0	2	1.9
	Don't know	24	8.8	16	9.5	8	7.7

29) Do you think the community would benefit from a youth centre?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	162	59.3	104	61.5	58	55.8

No	22	8.1	10	5.9	12	11.5
Don't know	40	14.7	31	18.3	9	8.7

- 30) Do you have any comments on how the social and cultural aspects of the community could be improved?

	Total		Town		Area A	
	#	%	#	%	#	%
More town events/festivals/markets	26	9.5	16	9.5	10	9.6
More community/youth programs	20	7.3	15	8.9	5	4.8
Civic centre needs improve	17	6.2	10	5.9	7	6.7
Golden arts council/KHC good	11	4.0	3	1.8	8	7.7
Events that attract diverse crowd	10	3.7	2	1.2	8	7.7
Volunteers done good job	5	1.8	5	3.0		

Commercial Areas: Downtown and the Highways

- 31) How important is the revitalization of downtown Golden to you?

	Total		Town		Area A	
	#	%	#	%	#	%
Very important	158	57.9	97	57.4	61	58.7
Somewhat important	83	30.4	48	28.4	35	33.7
I'm not concerned	19	7.0	16	9.5	3	2.9

- 32) How should the downtown revitalization be funded?

	Total		Town		Area A	
	#	%	#	%	#	%
Increase taxes	129	47.3	82	48.5	47	45.2
Businesses pay	174	63.7	110	65.1	64	61.5

Other	Fundraising/grants	48	17.6	25	14.8	23	22.1
	Provincial money	5	1.8	5	3.0		
	Town	3	1.1	2	1.2	1	1.0
	Parking fees	2	0.7	1	0.6	1	1.0

33) How important is developing the river front through the downtown?

	Total		Town		Area A	
	#	%	#	%	#	%
Very important	156	57.1	89	52.7	67	64.4
Somewhat important	63	23.1	45	26.6	18	17.3
I'm not concerned	24	8.8	19	11.2	5	4.8

34) What do you think should be done about vehicle parking in the downtown area?

	Total		Town		Area A	
	#	%	#	%	#	%
CPR parking lot	67	24.5	39	23.1	28	26.9
Parkade/centralized parking	38	13.9	26	15.4	12	11.5
Nothing	30	11.0	23	13.6	7	6.7
Safer cross-walk (CPR)	29	10.6	15	8.9	14	13.5
Short-term parking	12	4.4	6	3.6	6	5.8
Bylaw enforcement	11	4.0	7	4.1	4	3.8
Need more parking	10	3.7	7	4.1	3	2.9
One way main street	8	2.9	4	2.4	4	3.8
No patios in parking spots	6	2.2	6	3.6		
Encourage biking/walking	5	1.8	5	3.0		

35) What other initiatives would you like to see downtown?

	Total	Town	Area A
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	#	%	#	%	#	%
Downtown pedestrian only 9th Ave/river	50	18.3	29	17.2	21	20.2
Riverfront development	23	8.4	13	7.7	10	9.6
Improve building appearance	19	7.0	17	10.1	2	1.9
Town square	14	5.1	7	4.1	7	6.7
More green space/flowers	12	4.4	6	3.6	6	5.8
Biking/walking friendly	11	4.0	5	3.0	6	5.8
More stores	7	2.6	3	1.8	4	3.8
Art murals	6	2.2	5	3.0	1	1.0
Bike racks	6	2.2	6	3.6		
Markets	5	1.8	5	3.0		
Dog poop stations	5	1.8	5	3.0		
Benches/lighting	5	1.8	4	2.4	1	1.0

36) How important is the revitalization of the Highway Corridors in Golden to you?

	Total		Town		Area A	
	#	%	#	%	#	%
Very important	111	40.7	66	39.1	45	43.3
Somewhat important	86	31.5	57	33.7	29	27.9
I'm not concerned	53	19.4	36	21.3	17	16.3

37) Do you think street landscaping and beautification in these areas is important?

	Total		Town		Area A	
	#	%	#	%	#	%
Very important	82	30.0	67	39.6	15	14.4
Somewhat important	88	32.2	72	42.6	16	15.4
I'm not concerned	63	23.1	16	9.5	47	45.2

38) What other initiatives would you like to see on the Highway Corridors?

	Total		Town		Area A	
	#	%	#	%	#	%
Signage	32	11.7	20	11.8	12	11.5
Green spaces/trees/landscaping	20	7.3	10	5.9	10	9.6
Bike/pedestrian crossings	11	4.0	2	1.2	9	8.7
New bridge	9	3.3	2	1.2	7	6.7
Safety speed control	9	3.3	9	5.3		
Clean up garbage/keep clean	7	2.6	2	1.2	5	4.8
Bicycle paths	7	2.6	4	2.4	3	2.9
Lighting	7	2.6	5	3.0	2	1.9

39) Would you support a community signage program?

	Total		Town		Area A	
	#	%	#	%	#	%
Strongly support	94	34.4	52	30.8	42	40.4
Somewhat support	96	35.2	67	39.6	29	27.9
I'm not concerned	48	17.6	33	19.5	15	14.4

Industrial Development

40) Where do you think the best place for future industrial is; where it exists now or new areas?

	Total		Town		Area A	
	#	%	#	%	#	%
Current Location	124	45.4	78	46.2	46	44.2
New Areas	51	18.7	28	16.6	23	22.1
Out of site	21	7.7	7	4.1	14	13.5

West of town	11	4.0	2	1.2	9	8.7
South of town	10	3.7	9	5.3	1	1.0
Near LP	9	3.3	8	4.7	1	1.0
North of town	9	3.3	6	3.6	3	2.9
Out of Town	8	2.9	5	3.0	3	2.9
Concentrate	5	1.8	5	3.0		
Away from river	4	1.5	3	1.8	1	1.0

41) Should industrial developments be given architectural guidelines to follow?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	202	74.0	127	75.1	75	72.1
No	28	10.3	18	10.7	10	9.6
Landscaping/trees	19	7.0	11	6.5	8	7.7
Theme	15	5.5	7	4.1	8	7.7
Aesthetically pleasing	10	3.7	4	2.4	6	5.8
Environmental guidelines	6	2.2	4	2.4	2	1.9
Architectural guidelines	3	1.1			3	2.9

Economic Development

42) Do you have any suggestions or comments on future community economic development?

	Total		Town		Area A	
	#	%	#	%	#	%
Tourism/eco tourism	17	6.2	11	6.5	6	5.8
Beautification	14	5.1	9	5.3	5	4.8
Leader in environmental initiatives	13	4.8	8	4.7	5	4.8
No box stores	12	4.4	9	5.3	3	2.9

Diverse industries	10	3.7	10	5.9		0.0
Funnel tourism through town	10	3.7	7	4.1	3	2.9
Support local businesses	8	2.9	7	4.1	1	1.0
Careful planning	5	1.8	5	3.0		
Fill vacant properties	4	1.5	4	2.4		
Business owner penalized for run down buildings	4	1.5			4	3.8

Environmental Vision

43) Do you think Golden should be actively planning for Climate Change?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	185	67.8	101	59.8	84	80.8
No	37	13.6	27	16.0	10	9.6

44) Should Golden be a leader in encouraging environmental management practices?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	212	77.7	125	74.0	87	83.7
No	23	8.4	17	10.1	6	5.8

43-44) If yes, how?

	Total		Town		Area A	
	#	%	#	%	#	%
Improve recycling/reduce	90	33.0	57	33.7	33	31.7
Energy conservation	47	17.2	38	22.5	9	8.7
Air quality control	42	15.4	31	18.3	11	10.6
Natural disaster (flood, fire)	32	11.7	15	8.9	17	16.3

Habitat & Natural Area Protection	Very satisfied	21	7.7	17	10.1	4	3.8
	Somewhat satisfied	124	45.4	79	46.7	45	43.3
	Somewhat dissatisfied	64	23.4	37	21.9	27	26.0
	Very dissatisfied	32	11.7	16	9.5	16	15.4
	Don't know	25	9.2	12	7.1	13	12.5
Heritage Preservation	Very satisfied	21	7.7	17	10.1	4	3.8
	Somewhat satisfied	109	39.9	73	43.2	36	34.6
	Somewhat dissatisfied	50	18.3	27	16.0	23	22.1
	Very dissatisfied	24	8.8	10	5.9	14	13.5
	Don't know	38	13.9	32	18.9	6	5.8
Garbage Removal Program	Very satisfied	71	26.0	59	34.9	12	11.5
	Somewhat satisfied	93	34.1	66	39.1	27	26.0
	Somewhat dissatisfied	29	10.6	15	8.9	14	13.5
	Very dissatisfied	25	9.2	10	5.9	15	14.4
	Don't know	28	10.3	10	5.9	18	17.3

49) Do you feel a wild animal protection policy is needed in Golden?

	Total		Town		Area A	
	#	%	#	%	#	%
Yes	166	60.8	96	56.8	70	67.3
No	48	17.6	30	17.8	18	17.3
I'm not concerned	32	11.7	26	15.4	6	5.8

50) How important is it to you that Golden be environmentally sustainable?

51) How important is the Bear Aware Program in Golden?

		Total		- Town		Area A	
		#	%	#	%	#	%
Environmentally	Very important	178	65.2	118	69.8	60	57.7

Sustainable	Somewhat important	40	14.7	29	17.2	11	10.6
	I'm not concerned	11	4.0	8	4.7	3	2.9
Bear Aware Program	Very important	153	56.0	89	52.7	64	61.5
	Somewhat important	64	23.4	43	25.4	21	20.2
	I'm not concerned	38	13.9	27	16.0	11	10.6

52) Rate in order of importance of Golden's environmental vision to you, with 1 being the priority:

	Priority		
	Total	Town	Area A
Continuing measurable action to improve air quality	1	1	1
Reducing the Golden community energy consumption	2	2	4
Protecting natural areas	3	4	2
Creating more green space	4	3	5
Protecting and preserving local flora/fauna	5	6	3
Encouraging compact development	6	5	6
Using environmental design on roadways	7	7	7

53) What is your special place in Golden?

	Total		Town		Area A	
	#	%	#	%	#	%
River/river trails/confluence	101	37.0	57	33.7	44	42.3
Trails	25	9.2	20	11.8	5	4.8
Pedestrian bridge	24	8.8	13	7.7	11	10.6
Mt. 7	10	3.7	8	4.7	2	1.9
Reflection lake	8	2.9	3	1.8	5	4.8
Golden	6	2.2	6	3.6		
Other Lakes (Gorman, Cedar, Holt)	6	2.2	6	3.6		

Roads & Transportation:

54) What principle mode of transport do you use?

	Total		Town		Area A	
	#	%	#	%	#	%
Motor vehicle driver	208	76.2	123	72.8	85	81.7
Motor vehicle passenger	33	12.1	21	12.4	12	11.5
Bicycle	81	29.7	58	34.3	23	22.1
Walk	66	24.2	59	34.9	7	6.7
Skateboard	3	1.1	2	1.2	1	1.0

55) Do you feel that money would be better spent on?

	Total		Town		Area A	
	#	%	#	%	#	%
Improving roads	131	48.0	86	50.9	45	43.3
Adding pedestrian walkways/underpasses	148	54.2	85	50.3	63	60.6

56) Where is the best location for future industrial development?

	Total		Town		Area A	
	#	%	#	%	#	%
Current location	100	36.6	59	34.9	41	39.4
Outskirts of town	73	26.7	48	28.4	25	24.0
Near rail yards south of town	80	29.3	56	33.1	24	23.1

57) What sort of transportation method would you like to see encouraged?

	Total		Town		Area A	
	#	%	#	%	#	%
Bicycle	121	44.3	73	43.2	48	46.2

Walking	97	35.5	61	36.1	36	34.6
Public transit	52	19.0	38	22.5	14	13.5
Train	7	2.6	5	3.0	2	1.9

58-59) Are you satisfied with the condition of the roads?

		Total		Town		Area A	
		#	%	#	%	#	%
Roads	Yes	64	23.4	38	22.5	26	25.0
	No	163	59.7	114	67.5	49	47.1
Sidewalks	Yes	87	31.9	51	30.2	36	34.6
	No	75	27.5	44	26.0	31	29.8

Comments on Roads

	Total		Town		Area A	
	#	%	#	%	#	%
Too many potholes	89	32.6	73	43.2	16	15.4
Need work	27	9.9	13	7.7	14	13.5
Need bike lanes	7	2.6	4	2.4	3	2.9
Pave all roads	5	1.8	5	3.0		
Unsafe	4	1.5	4	2.4		

Comments on Sidewalks

	Total		Town		Area A	
	#	%	#	%	#	%
More are needed	94	34.4	64	37.9	30	28.8
Maintenance is needed	18	6.6	10	5.9	8	7.7
Connect Pine Dr. to town	9	3.3	2	1.2	7	6.7
Winter: poorly	9	3.3	4	2.4	5	4.8

maintained						
Unsafe	4	1.5	2	1.2	2	1.9

Infrastructure

60) How satisfied are you with the following

		Total		Town		Area A	
		#	%	#	%	#	%
Water Service	Very satisfied	125	45.8	104	61.5	21	20.2
	Somewhat satisfied	60	22.0	45	26.6	15	14.4
	Somewhat dissatisfied	4	1.5	2	1.2	2	1.9
	Very dissatisfied	1	0.4		0.0	1	1.0
	Don't know	20	7.3	10	5.9	10	9.6
Water Quality	Very satisfied	123	45.1	99	58.6	24	23.1
	Somewhat satisfied	57	20.9	45	26.6	12	11.5
	Somewhat dissatisfied	10	3.7	6	3.6	4	3.8
	Very dissatisfied	5	1.8	3	1.8	2	1.9
	Don't know	23	8.4	14	8.3	9	8.7
Water Rates	Very satisfied	90	33.0	79	46.7	11	10.6
	Somewhat satisfied	61	22.3	48	28.4	13	12.5
	Somewhat dissatisfied	12	4.4	10	5.9	2	1.9
	Very dissatisfied	3	1.1	2	1.2	1	1.0
	Don't know	42	15.4	25	14.8	17	16.3
Sewer Service	Very satisfied	93	34.1	83	49.1	10	9.6
	Somewhat satisfied	59	21.6	46	27.2	13	12.5
	Somewhat dissatisfied	5	1.8	2	1.2	3	2.9
	Very dissatisfied	6	2.2	3	1.8	3	2.9
	Don't know	35	12.8	18	10.7	17	16.3

Sewer Quality	Very satisfied	81	29.7	72	42.6	9	8.7
	Somewhat satisfied	54	19.8	41	24.3	13	12.5
	Somewhat dissatisfied	9	3.3	6	3.6	3	2.9
	Very dissatisfied	14	5.1	11	6.5	3	2.9
	Don't know	38	13.9	21	12.4	17	16.3
Sewer Rates	Very satisfied	70	25.6	62	36.7	8	7.7
	Somewhat satisfied	56	20.5	42	24.9	14	13.5
	Somewhat dissatisfied	14	5.1	12	7.1	2	1.9
	Very dissatisfied	5	1.8	3	1.8	2	1.9
	Don't know	47	17.2	29	17.2	18	17.3
Snow Clearing	Very satisfied	108	39.6	83	49.1	25	24.0
	Somewhat satisfied	62	22.7	48	28.4	14	13.5
	Somewhat dissatisfied	31	11.4	20	11.8	11	10.6
	Very dissatisfied	9	3.3	7	4.1	2	1.9
	Don't know	5	1.8	3	1.8	2	1.9
Sanding	Very satisfied	89	32.6	68	40.2	21	20.2
	Somewhat satisfied	81	29.7	63	37.3	18	17.3
	Somewhat dissatisfied	22	8.1	15	8.9	7	6.7
	Very dissatisfied	12	4.4	6	3.6	6	5.8
	Don't know	9	3.3	6	3.6	3	2.9
Street Sweeping	Very satisfied	86	31.5	73	43.2	13	12.5
	Somewhat satisfied	84	30.8	58	34.3	26	25.0
	Somewhat dissatisfied	24	8.8	16	9.5	6	5.8
	Very dissatisfied	13	4.8	9	5.3	4	3.8
	Don't know	5	1.8	3	1.8	2	1.9
Dust Control	Very satisfied	58	21.2	47	27.8	11	10.6
	Somewhat satisfied	69	25.3	50	29.6	19	18.3

	Somewhat dissatisfied	49	17.9	38	22.5	11	10.6
	Very dissatisfied	21	7.7	14	8.3	7	6.7
	Don't know	12	4.4	8	4.7	4	3.8

61) Would you support water conservation efforts?

	Total		Town		Area A	
	#	%	#	%	#	%
Strongly support	102	37.4	80	47.3	22	21.2
Somewhat support	54	19.8	50	29.6	4	3.8
Somewhat Opposed	12	4.4	12	7.1		
Strongly Opposed	6	2.2	2	1.2	4	3.8
Don't know	11	4.0	11	6.5		

Setting Priorities

62) Rank where would you prefer to see the City spend more?

	Priority		
	Total	Town	Area A
Roads & Sidewalks	1	1	4
Parks & Recreation	2	2	3
Community enhancement	3	3	2
Trails	4	4	1
Community Economic Development	5	6	5
Sewage Treatment	6	5	7
Arts & Culture	7	7	6
Water Service	8	8	8

63) Overall, are you satisfied with the level of service you receive from the Town?

	Total		Town		Area A	
	#	%	#	%	#	%
Very Satisfied	71	26.0	55	32.5	16	15.4
Somewhat Satisfied	112	41.0	66	39.1	46	44.2
Somewhat Dissatisfied	16	5.9	4	2.4	12	11.5
Very Dissatisfied	2	0.7	1	0.6	1	1.0
Don't know	7	2.6	1	0.6	6	5.8

Comments:

	Total		Town		Area A	
	#	%	#	%	#	%
Golden needs more comprehensive recycling program	32	11.7	27	16.0	5	4.8
Make vacant lot owners clean up/deal with property/junkyards	16	5.9	11	6.5	5	4.8
Keep encouraging community input	16	5.9	16	9.5		
Road repairs should include bike lanes	8	2.9	4	2.4	4	3.8

Youth Survey Responses

Total Number of Surveys: 303

Total Town: 190

Total Area A: 113

How long have you lived in Golden?

Comments	Total	
	#	%

<1 year	18	5.9
1-5 years	39	12.9
6-10 years	82	27
11-15 years	102	33.7
>15 years	55	18.2

What kind of house do you live in?

Comments	Total	
	#	%
Single family dwelling	194	64
Duplex/triplex	15	5
Townhouse	23	7.6
Apartment/suite	13	4.3
Mobile home	45	14.9
Other	3	

How old are you?

Comments	Total	
	#	%
<14	147	48.5
15-18	57	18.9
19+	10	3.3

I think the best place in my neighbourhood is/my favourite place to go in my community is:

Comments	Total	
	#	%
My home	80	26.4
Local parks	46	15.2

Ski hill	35	11.6
Swimming pool	34	11.2
Skateboard park	29	9.6
Arena	26	8.9
Rivers	24	7.9
Sports fields	23	7.6
Candy store	17	5.6
Stores	16	5.3
Downtown	14	4.6
School	11	3.6
Mt.7	9	3
Everywhere	9	3
Basketball courts	9	3
Forest	8	2.6
No where	7	2.3
Tennis courts	5	1.7
Theatre	5	1.7
Hospital creek	5	1.7
Dirt bike track	4	1.3
Blaeberry	4	1.3
Surrounding forests	3	1
Pedestrian bridge	3	1
Mt. 7 Rec-centre	3	1
Pet store	2	1
The library	2	1
The pond	2	1
Fast food restaurants	2	1

Wolf centre	2	1
Cemetery	2	1
Rays museum	1	1
Rope swing	1	1
Volleyball courts	1	1
Golf course	1	1
River confluence	1	1
Darkside	1	1
DQ	1	1
Kinbasket lake	1	1
Selkirk	1	1

I think the worst place in my neighbourhood is:

Comments	Total	
	#	%
The neighbours	24	7.9
Nowhere	21	6.9
Roads	17	5.6
Forests	14	4.6
The dumpsters	14	4.6
School	11	3.6
Where druggies hang out	7	2.3
School	5	1.7
Trailer parks	4	1.3
Park	4	1.3
Sewage plant	4	1.3
Train tracks/rail roads	4	1.3
Everything	3	1

Back alleys	3	1
Construction zones	3	1
Downtown	2	1
Highway	1	1
Jack Wong buildings	1	1
My house	1	1
Too many cars on roads	1	1
Empty lot on fisher road	1	1
The hospital	1	1

If I were mayor, the first thing I would do to make my community a better place for younger people is:

Comments	Total	
	#	%
Indoor swimming pool	68	22.4
Build a mall	41	13.5
Have a youth/place centre	29	9.6
Finish addition skate park	22	7.3
Keep the town and cleaner	19	6.3
Build more parks	17	5.6
Reduce drug intake w/ youth	18	5.9
Upgrade to parks	17	5.6
Water park	15	5
Provide more weekend activities	14	4.6
Wal-Mart	13	4.3
More places for teens to hang-out	12	4
Amusement park	11	3.6
Have more sport teams	10	3.3
Build more trails through town	7	2.3

Improvements to reek centre	7	2.3
Affordable housing	5	1.7
More recreation	5	1.7
Arcade	5	1.7
Paintball field	5	1.7
More retail stores	5	1.7
Fix roads	4	1.3
Reptile zoo	4	1.3
Build bigger and better arena	4	1.3
Legalize/lower drinking age	3	1
Build a water park	3	1
Recycling	3	1
Stop pollution	3	1
Police/bylaw enforcement	3	1
Improve current pool	3	1
Improve downtown areas	2	1
Fix Mt. 7 trails	2	1
More sidewalks	2	1
Costco	1	1
Better schools	1	1
Provide education on discrimination	1	1
Music festivals	1	1
Fix basketball courts	1	1
Fix track at school	1	1
Lower speed limit	1	1
Public transit	1	1
Public gardens	1	1

What are three most important problems facing my community:

Comments	Total	
	#	%
Drugs	113	37.3
Litter	69	22.8
Vandalism	40	13.2
Alcohol	29	9.6
Pollution (air)	33	10.9
Crime (theft, violence)	24	7.9
Roads	25	8.3
Nothing to do	23	7.6
Smoking	19	6.3
Traffic/speeding	14	4.6
Global warming	8	2.6
Police social responsibility	8	2.6
No movie theatre	7	2.3
Dog poop	7	2.3
Cutting down too many trees	6	2
Need more trails	6	2
Nowhere to hang out	6	2
Recycling/reusing	5	1.7
Tourists	5	1.7
No transportation	5	1.7
Not enough public washrooms	4	1.3
The mill	4	1.3
No mall	4	1.3
Unfinished buildings/construction	3	1
Guns	3	1

Need more recreation	3	1
Not enough water fountains	3	1
Sewage smell	3	1
Dark alleys	3	1
No dog park	3	1
Ice dams	2	1
Lack of restaurants	2	1
Not enough garbage bins	2	1
Not enough pedestrian crossings	2	1
Cost of living	2	1
No indoor pool	2	1
Empty lots	1	1
Bumpy soccer fields	1	1
Not enough benches	1	1
Alternative school	1	1
discrimination	1	1
Need more attractions	1	1
Need more parking	1	1
Gas prices	1	1
Dirty facilities (arena, pool)	1	1

Are there any things that you don't like about in Golden?

Comments	Total	
	#	%
Yes	189	62.4
No	58	19.1

If yes, list the three most important changes you would make:

Comments	Total	
	#	%
Pave the roads	23	7.6
More places for youth to hang out	16	5.3
Enforce drug laws	11	3.6
More/better retail stores	8	2.6
Upgrade to parks	7	2.3
Garbage/littering program	7	2.3
Nicer/more police	6	2
More skating rinks	5	1.7
Finish construction/empty buildings	5	1.7
Make town size bigger	4	1.3
Allowed to ride on sidewalks	4	1.3
Clean up dog poop	4	1.3
More visually appealing town	4	1.3
Improve arena	3	1
More enforcement on vandalism	3	1
More benches in Cumsheen park	2	1
Winter maintenance on basketball courts	2	1
Have an amusement park come	2	1
Halt construction on selkirk hill	2	1
Add lighting to trails	2	1
More activities/events	2	1
No more smoking areas	2	1
More bike jumps	2	1
Reduce air pollution	2	1
Soccer field maintenance	1	1

Timber frame theme shops	1	1
Reduce dust	1	1
Improve Mt.7 road	1	1
Alternative method of de-dusting to roads	1	1
Pedestrian bridge only	1	1
Beach spot	1	1
Enlarge library	1	1
More trails/bridges	1	1
Plant trees	1	1

What things in your neighbourhood should stay as they are? Why?

Comments	Total	
	#	%
Natural areas	45	14.9
Parks	26	8.6
Everything	25	8.3
Pool	13	4.3
Sports courts	11	3.6
Soccer field	9	3
Schools	8	2.6
Friendly people	6	2
Small size	5	1.7
Amount of houses	5	1.7
Ski hill	5	1.7
Quiet	5	1.7
Nothing	5	1.7
Arena	4	1.3

River confluence	3	1
River walkway path	3	1
Skate park	3	1
Pedestrian bridge	2	1
Mt. 7	2	1
Campground	2	1
Bike trails	2	1
The pond	2	1
Mountains	2	1
Safety	1	1
Tim Horton's	1	1
Selkirk hill	1	1
Rural lifestyle	1	1
Clean streets	1	1
Church	1	1

Is there a park in your neighbourhood? If yes, how do you use it?

Comments	Total	
	#	%
Yes	187	61.7
No	107	35.3
Play	50	16.5
I don't use it	43	14.2
Play sports	32	10.6
Hanging out in	20	6.6
Take children too	13	4.3
Bike/skateboard/rollerblade	10	3.3
Walking	6	2

Drinking/getting stoned	5	1.7
With respect/safely	5	1.7
Everyday	3	1
Picnics	3	1

Are their places in your neighbourhood where you feel frightened or nervous? If yes, describe them:

Comments	Total	
	#	%
Yes	92	30.4
No	197	65
The alley ways	19	6.3
Animals/wildlife	15	5
Druggie hang-out	10	3.3
Neighbourhood/loose dogs	8	2.6
Forest	7	2.3
Downtown at night	6	2
Park/forest	3	1
Speeders	2	1
The school	2	1
Behind the library	1	1
The bushes	1	1
Parks	1	1
Roads	1	1
River	1	1
House fires	1	1

Would you like to live elsewhere in Golden?

Where and Why?

Comments	Total	
	#	%
Yes	74	24.4
No	196	64.7
In town	22	7.3
Selkirk hill	19	6.3
Outta town	11	3.6
Different city	6	2
In a nicer house	5	1.7
Ski hill	2	1
Pine Drv	1	1

What makes Golden a great place to grow up in?

Comments	Total	
	#	%
Small town atmosphere/the people	156	51.5
Lots of activities	48	15.8
Scenery/nature	41	13.5
Community culture	26	8.6
Safety	24	7.9
Ski hill	18	5.9
Lots of kids	18	5.9
Outdoor recreation	11	3.6
Good schools	11	3.6
Peaceful/quiet atmosphere	10	3.3
Good traffic	10	3.3
No natural disasters	4	1.3
Candy store	3	1

Weather	3	1
Clean	3	1
Stores	3	1
Good neighbourhoods	2	1
Parks	2	1
No Break in entering	1	1
No gangs	1	1
The mill	1	1
Mt. 7	1	1

How can we help people who cannot afford housing?

Comments	Total	
	#	%
Homeless shelters	42	13.7
Donate/give \$\$	37	12.2
Affordable housing	35	11.6
Low income housing	27	8.9
Lower house pricing	21	6.9
Give them jobs	19	6.3
Give them free houses	18	5.9
More suites/apartments	8	2.6
Fundraise/volunteer	8	2.6
Loans/financing	7	2.3
Raise wages	6	2
Lower taxes	5	1.7
Build smaller houses	4	1.3
Cheaper complexes	3	1
Make it easier to pay rent	1	1

food bank	1	1

Can you travel everywhere in Golden Safely? If no, where are the problems?

Comments	Total	
	#	%
Yes	210	69.3
No	81	26.7
Druggies in parks	13	4.3
Dangerous drivers/speeders	10	3.3
Roads	6	2
Pine drive to town	6	2
Crossing/walking on highway	5	1.7
Pedestrian bridge	4	1.3
Train tracks	4	1.3
In the canyon	3	1
Sidewalks are needed	3	1
Traffic	2	1
Taxis are too expensive	1	1
Around home hardware	1	1

Do our parks need more facilities? If Yes, what?

Comments	Total	
	#	%
Yes	156	51.5
No	124	41
Public washrooms	46	15.2
More for teens to do	18	5.9
Drinking fountains	17	5.6
More options/equipment	15	5
Playground	9	3

A larger park	9	3
Bigger skate park	6	2
Merry-go-round	5	1.7
Jungle gym	5	1.7
Public garbage bins	5	1.7
Paintball	4	1.3
Tennis/basketball court expansion/improvements	4	1.3
More sports arena/fields	3	1
Dirt jumps	3	1
Benches	3	1
Water park	3	1
Anything/everything	2	1
Skate obstacles	2	1
Trees	2	1
Bike trail	1	1
Nicer grass	1	1
More walking trails	1	1
Public BBQ	1	1
Shelters	1	1
Picnic tables	1	1

How can our Rec Centre Improve?

Comments	Total	
	#	%
Pool	44	14.5
Bigger gym/Mt.7 Rec-centre	41	13.5
More activities/sports	33	10.9
Its good now	20	6.6
More/upgrade equipment	13	4.3
Clean under bleachers	11	3.6
More hours of availability	11	3.6
Renovations (paint it, new toilets etc)	14	4.6
More tournaments/competitions etc.	8	2.6
More teen activities	6	2
New flooring	5	1.7
Cafeteria/restaurant	4	1.3
Approve the appearance	3	1
Public family times	3	1
Disco lights	2	1
Add gymnastic building	2	1
Mini golf	2	1
Indoor skate park	1	1

What does your family recycle? Please check:

Comments	Total	
	#	%
Cans	275	91
Plastic Bottles	264	87.1
Glass Bottles	258	85.1

Juice Boxes	216	71.3
Plastic Containers	166	54.8
Milk Jugs	155	51.2
Cardboard Paper	138	45.6
Newspapers	121	40
Egg Cartons	113	37.2
Compost	112	37
Regular Paper	108	35.6
Pizza Boxes	103	34

How should Golden develop along the river front in the future?

Comments	Total	
	#	%
A beach	37	12.2
No development	37	12.2
Businesses/shopping	8	2.6
Stay cleaner	25	8.3
(Covered) benches	12	4
Housing	12	4
Better walkway	13	4.3
Waterfront park	9	3
Flowers/trees/landscaping	8	2.6
Garbage bins	8	2.6
Picnic area/tables	7	2.3
Benches	7	2.3
More parks/trails	7	2.3
Improve bridges	6	2
Places to swim	4	1.3

Lighting	3	1
Flowers	3	1
washrooms	3	1
Water sports/rafting	2	1
Boating	2	1
Restaurants w patios facing river	2	1
White-water park	2	1
Tourist attractions	2	1
More grass	2	1
Water facilities (fountains)	2	1
A lake	1	1
More natural spaces	1	1
Get rid of graffiti	1	1
Boat launches	1	1
Water slide	1	1

Public Participation Event Comment Results

Results from to following events:

Bacchus Books, Overwaitea drop-in table, Jam night, Golden Secondary School Drop-in Table, Senior Soup Day, Free Skate Night, Open House @ the Civic Centre, OGA Drop-in Table, Parents & Tots, Seniors Centre Forum and Jita's Coffee Hour

Total Number of Comments: 102

Comments

**Total
Responses**

Total %

DOWNTOWN:

9 th Street main pedestrian only	4	3.9%
Utilize CPR parking lot	2	2%
Make cross-walk from CPR lot safer to cross (ex: lights)	2	2%
Use Gould Island for community events/festivals/markets	1	1%
Focus downtown business towards riverfront	5	4.9%
Total Comments	14	

PARKS & RECREATION:

Build swimming pool w efficient lanes to allow Regional's to come here	1	%
Community youth centre (w/ dancing, recreation, etc.)	4	3.9%
Indoor pool/aquatic centre	6	5.9%
Build swimming area/sandy beach @ river confluence	4	3.9%
Acquire a trail linkage program	1	1%
Pave some trails for all use of public demographics	1	1%
Build large downtown community park	3	2.9%
Solar power heated pool	2	2%
Combine recycle bins w/ garbage cans	1	1%
Link trail w/ Pine Drive and Downtown	4	3.9%
Allocate free-time for public @ Mt. 7 Rec-centre usage	1	1%
Dredge Columbia river	1	1%
Loose dogs are creating a problem	1	1%
Build a greenway trail that extends to Nicholson	1	1%
Plant more trees in town parks	1	1%
Build white-water park	2	2%
Provide community garden	1	1%
Total Comments	33	

HOUSING:

Use incentives for residents to keep property visually appealing (ex: reduce property taxes)	2	2%
Build senior housing close to town centre	1	1%
Provide more affordable housing	1	1%
Total Comments	4	

TOWN INFRASTRUCTURE:

Plough sidewalks in winter	1	1%
Fix roads	10	9.8%
Signage program	1	1%
Appearance code/bylaw for business buildings	4	3.9%
Build more sidewalks on main streets (ex: 12 th St.)	2	2%
Move Hwy 95 to curve on CPR lot across from the bridge	1	1%
Mix commercial property w/ residential	2	2%
Total Comments	21	

ECONOMIC DEVELOPMENT:

Add more tourism attractions to the town	1	1%
Use college of Rockies more as resource	1	1%
Police have more social responsibility	3	2.9%
Make development a easier/faster process	3	2.9%
Provide more recreation/activities for youth to do	2	2%
More day-car facilities	1	1%
Total Comments	11	

GROWTH:

Don't allow sprawl	1	1%
Total Comments	1	

Transportation:

Provide bus/shuttle transportation seniors & disabilities	1	1%
Add bike lanes to newly paved roads	1	1%
Re-open access from 14 th street to Columbia river	2	2%
Total Comments	4	

ENVIRONMENTAL VISION:

Ban garbage use in stores	2	2%
Better comprehensive recycling program	3	2.9%
Create bylaw against tree removal	4	3.9%
Bottle drop-off bins around town, donate bottle money to food bank	1	1%
New waste removal system (ex: make WM only pick up specific identified garbage bags that have to be purchased by business) to reduce garbage quantity	1	1%
Annual town/business clean up day	1	1%
Have community composting available	1	1%
Encourage alternative transportation program	1	1%
Total Comments	14	

MAIN COMMENTS:**Fix Roads: 9.8%****Build indoor pool/aquatic centre: 5.9%****Focus downtown businesses towards river: 4.9%**

* Disclaimer - The Area A and Town of Golden adult results excel spreadsheet contains all Official Community Planning relevant information and comments made on the OCP surveys handed in by April 16th, 2007.

ADDITIONAL COMMENTS

- Affordable housing - NOT MORE HOUSING but affordable housing for people to buy. The town buys one of the mobile home parks such as Kicking Horse Village Mobile Home Park (owned by an older

couple) and then subdivides it into 25 foot wide lots that people can put a mobile home on with the idea that the lots could be sold at a reasonable price that the people could afford and the town would still make a profit to invest in other projects. And with people owning the lots rather than just renting they would be motivated to improve their property.

- A new Civic Park (this idea is really fun) when the new Hwy 95 goes in with the new bridge the town acquires the old bridge and the approach on the north side and makes it a park. So the bridge itself would form a part of the park. Not sure what we would do with it but there should be a multitude of cool things that could be done with a bridge park! We could then have two cool bridges! John Manuel, Legal Assistant.
- Poking around the Internet, I found the website for the Canada Green Building Council, www.cagbc.org. You may well know about it but if not, you may want to take a look at it. It seems to be something that could fit into the final report of the OCP.
- I would like to see in golden a safe walk way from in town to the top of the golden Hill on the number one highway. This pathway could lead to the new visitors center or into Pine Drive. There has been a need for a safe walk way for years. Some ideas are like the stairs in Kimbeley, which can be accessed even in the heavy winter snow. Perhaps a walkway up to Selkirk hill too but I believe the real needs is up to the North bench from town.
- More pedestrian access and bicycle access to and from town, pedestrian bridge over the Columbia River and Transportation corridors more better planned. He lives outside of town but would like to participate.
- Address light pollution – more efficient street lights.
- More recycling, blue box program, recycling downtown and near the bridge, proceeds to the food bank.
- No sprawl or big box.
- Compact community.
- More nature preserves and parks.
- More small one bedroom apartments.
- More affordable housing for young people that isn't an apartment or a shack.
- Add bathhouses and sparrow houses in parks to eat mosquitoes.
- Finish free ride park.
- More concerts and arts.
- Plant more trees in parks.
- Encourage biking and walking.
- Bikes only day in the downtown.
- More murals but not cheesy.
- Don't sacrifice environment for economic gain.
- More transportation option including shuttles to Calgary.
- A community bike program, paint them all and let anyone use them.
- Growth no more than 20,000.
- Need KHMR staff housing.
- Need a CP crossing to the airport, more trail connectivity.
- Check out Okatoks for ideas on planning and Climate Change.
- Water, the more you use the more you pay.
- Revitalize the downtown riverfront X3.
- Need medium priced housing in Town.
- Do more paving.
- No more subdivisions.

- No annexing rural land, it would change the character of Golden and outside areas.
- Affordable housing should be in walking distances of downtown, then people can live without a car.
- Calgary is getting closer everyday.
- Don't want to be Canmore, and then it is time to move.
- Use buffers between different land uses.
- We should be energy efficient.
- Develop an employment base for more services and shops.
- Create business incentives for beautification.
- Make our town accessible and safe for children.
- Increase indoor activity.
- Make 9th street one way and have angle parking.
- Improve signage.
- Keep industrial on the edge of town.
- Encourage medium to large employers to bring business to Golden.
- Benchmark other successful communities.
- Create a green plan mix uses, reduce cars.

SCHEDULE B – LAND USE DESIGNATIONS

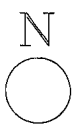
SCHEDULE C – DEVELOPMENT PERMIT AREAS

SCHEDULE D – ARCHITECTURAL GUIDELINES

SCHEDULE E – PARKS, TRAILS AND TRANSPORTATION

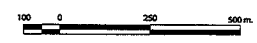
SCHEDULE F – NOTABLE PLACES

SCHEDULE G – POTENTIAL HAZARDS



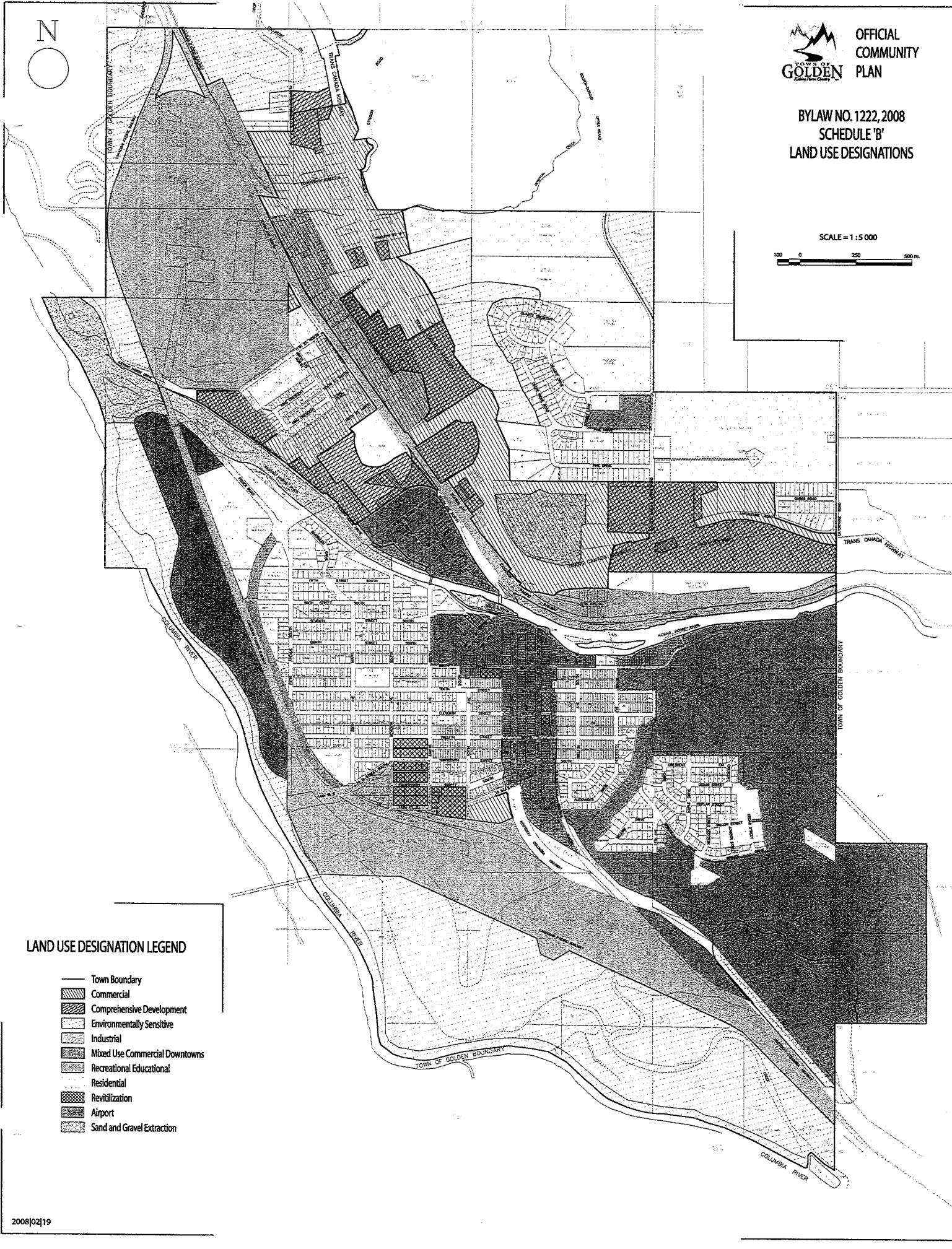
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SCHEDULE 'B'
LAND USE DESIGNATIONS

SCALE = 1:5 000



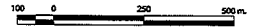
LAND USE DESIGNATION LEGEND

- Town Boundary
- ▨ Commercial
- ▧ Comprehensive Development
- ▤ Environmentally Sensitive
- ▥ Industrial
- ▦ Mixed Use Commercial Downtowns
- ▩ Recreational Educational
- Residential
- Revitalization
- ▬ Airport
- ▭ Sand and Gravel Extraction














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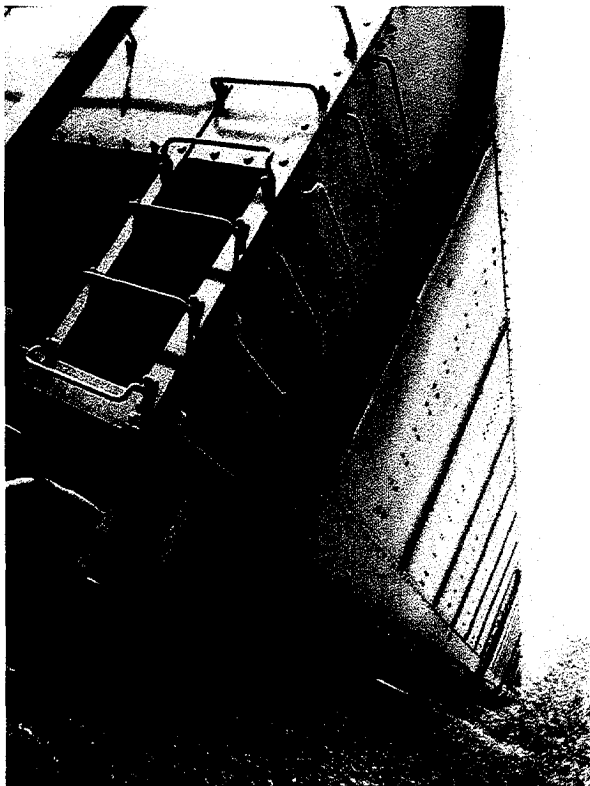


DEVELOPMENT PERMIT LEGEND

-  Town Boundary
-  DP Area 1 Historical Downtown
-  DP Area 2 Downtown South
-  DP Area 3 Creative Residential
-  DP Area 4 The Corridor
-  DP Area 5 Service - Commercial/Industrial
-  DP Area 6 Industrial
-  DP Area 7 The Landing
-  DP Area 8 Riparian

G O L D E N

THE INTENSIFICATION OF THE FOUND



FORM AND CHARACTER GUIDELINES
OFFICIAL COMMUNITY PLAN
2008

AK A

PROJECT TEAM:

Andrew King

Kris Kelly

Matt Knapik

Katie Pearce

Braden Abrams Reid



EXECUTIVE SUMMARY

This document provides a set of architectural form and character guidelines as part of the Official Community Plan for the town of Golden. It identifies and builds on qualitative characteristics found in and around Golden at present and which have appeared through its history. As such, it takes advantage of a nuanced understanding of 'place', embracing Golden's industrial, natural, touristic, and historical identity.

The initial work involved both pragmatic research and a 'poetic' understanding of place. This poetic understanding has manifested itself as a photographic essay of Golden in its current state. We feel this initial work has driven a form and character document that, above all, recognizes Golden as an authentic, real working place with all the complexity implicit in that reality. The layers, spirit, diversity, and various expressions of Golden are captured in this work.

The body of the document responds to the complexity of Golden's district-based development patterns. The existence of seven different Development Permit Areas and the marked diversity between them led to a two-stage system of articulating form and character parameters. The first phase generated the 'instrument', a matrix of three potential development densities (dense, semi-dense, and dispersed), each of which are viewed through the lens of four qualitative parameters at increasingly detailed scales (massing, composition, material, and articulation). In the second phase, the matrix was applied to all seven areas. As such, the areas each have their own particular series of parameters.

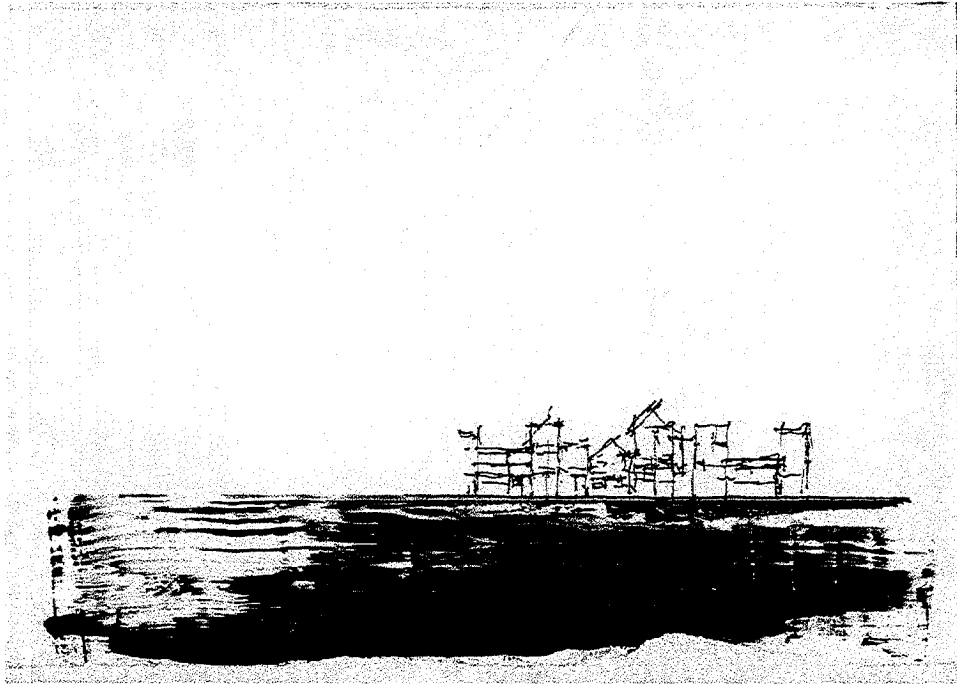
In addition to this level of articulation, our work has identified three areas that demand a higher level of consideration:

- (1) The riverfront area where Golden addresses the Kicking Horse River deserves the attentions of a design masterplan, setting out a highly articulated development strategy for an area that has the potential to become a central urban node and a significant resource as both a tourist district and a public amenity.
- (2) Another area that demands particular attention is the 'corridor': the area along the highway that currently defines most travellers' experience of Golden. An intensive design study for this area

should be implemented, where future development parameters and remedial strategies would be articulated in detail in order to make the Corridor an inclusive part of the Golden experience.

(3) Finally, the area designated 'the landing' is an opportunity for a new way to establish further tourist and visitor interest in Golden. The environmental significance of the area points to the potential for a 'curated' experience of the area where a sensitive interpretive strategy could be a key component to the further development of Golden's touristic identity.

In closing, this document has value at different levels for different users. In aid of this, the document can be engaged in a range of ways, from a pragmatic tool identifying the various implications of potential development to a poetic manifesto for the making of an authentic place.



CONTENTS

1	Principles & Scope
3	Background
6	Methodology
9	Photo Essay
15	Areas
34	Instrument
48	Appendices

PRINCIPLES & SCOPE

a manifesto
a record
an awareness

Place does not impact peoples' experience because of a single defining quality, but rather because is a point of connection between the uncounted moments that make it beautiful. To experience Golden is to accept the positive as well as the less so and to see its current state as one of perpetual evolution.

These Form and Character Guidelines are drawn from qualities already present in the town, rather than from a fabricated notion of what the town should be. They represent a sensitive and progressive understanding of how the directions for clear, beautiful and appropriate design can be found locally. Golden's identity is grounded in the pride of being a working town. This quality is present in the town's honest expression of industry, its uncompromising use of local materials, and in both new and traditional construction techniques currently implemented. The town is a palimpsest, a collage of traces and layers, growing continually but retaining elements from the past. An understanding of this quality must be embodied in development at all levels.

The materials, identities, erasures and accretions that make Golden unique are the same things that will produce subsequent generations of growth. They are a product of the place and the landscape, as well as the people and the activities that thrive in the town. They are interwoven and layered and exists for many reasons. The raw metal siding on a train shed or the timber frame construction of a bridge is both a practical response to climate and cost as well as an expression of the town's identity.

This base understanding forms the substructure upon which rest the new Form and Character Guidelines. Consider the following images and how, taken as a whole, they begin to capture qualities as equally evocative of an identity as of a possible design sensibility. The People of Golden take great pride in their spectacular mountain community. Through sustainable environmental

practices and careful development, Golden will continue to utilize its many resources, natural and human, to maintain a community based on a strong and diverse economy, a healthy environment and active lifestyles, while remaining sensitive to its intricate past.

**It should be noted that although single family residential developments are not subject to the guidelines presented in this document, they are nonetheless encouraged to aspire to any goals set forth throughout.



BACKGROUND

Document Context

The Golden Form and Character Guidelines 2008 were prepared following a series of investigative assessments of the town's current state and historical trends. These investigations also included a review of parallel Form and Character documents that have been implemented in other jurisdictions and an analysis of community responses obtained during a Community Consultation. The summarized conclusions of these are as follows:

History

Understanding the Town of Golden as a site for future development requires an awareness of the underlying patterns and relationships that have emerged on its site over time. Manmade interventions as well as natural processes are dominant factors in this evolution and the town exists as a point of convergence. The town's identity is complex, grounded in industry, and evolving. It took generations for that identity to develop, the same way that it has taken millennia for the great valley to be carved by the river. This understanding can be related to the design process in the following ways:

- 1) Development in the Town of Golden must be conscious of its place at the junction of both manmade and natural forces.
- 2) The history of Golden is not the history of one group, it is the history of a collective response to many forces, primary among which is the landscape.
- 3) Golden is a working town and an evolving place. Care must be taken not to prevent its continued growth through restrictive design theming or applied historicism. It is a question of memory rather than history, and it is possible to honor the contribution of past generations while still looking to the future.

Parallel Documents

An assessment of the town's existing design 2004 guidelines with respect to parallel policies in other jurisdictions was undertaken. The Ucluelet Official Community Plan is used for both its British Columbian genesis and comprehensive treatment of community issues. The Calgary Infill Guidelines are a document that directs development without being overly programmatic. The Banff Design Guidelines demonstrate the alternative approach, clearly outlining design rules and regulations

DOCUMENT: GOLDEN DESIGN GUIDELINES 2004

This document clearly articulates a series of goals for the town with programmatic explanations and implementation options. While the design guidelines are for the large part a sensitive response to the context, the clear "do this not this" reading does not reflect the primary objective outlined at the document's introduction: "to inspire creativity and facilitate alternative design approaches while still providing a basis for formal evaluation." Additionally, many of the photographs included as examples are from climate and urban contexts totally different from those in Golden. Another element not included is some description of the town, some method through which to understand it's identity and existing condition.

DOCUMENT: UCLUELET OFFICIAL COMMUNITY PLAN

The Ucluelet OCP focuses on design for economic reasons and the promotion of the town as a tourist destination. Unless design is also considered a social/political act it will produce the kind of Disney-esque pastiche found in Banff or Canmore that Golden BC wants to avoid. The OCP deals extensively with public facilities, municipal services, transportations, parks and public input, but only superficially integrates design guidelines. Overall, the steps taken by the Ucluelet OCP to encourage responsive, effective design are progressive. It is a matter of taking those issues to their logical conclusion, providing concrete but flexible examples and embracing the area's natural and manmade history.

DOCUMENT: CALGARY INFILL GUIDELINES

The dual purpose of providing tools for evaluation and to inform the design PROCESS gives the document a clear and useful goal. The result are guidelines that are accessible to the builder, the community and to the city. It lays a foundation for discussing a variety of issues, problems and strengths related to each project considered. Again however, there is only passing reference to the existing context, and the potential developer/builder/city is not offered any tools for assessing that context in their design process.

DOCUMENT: TOWN OF BANFF LAND USE BYLAW (BANFF DESIGN GUIDELINES)

The Banff design guidelines must be praised for their rigor and complexity. There are however some inconsistencies between the ideal of building new and sensitive buildings, and maintaining a strict status quo with little or no room for experimentation. The ideal "Banff" is not something that can be transplanted elsewhere. The concept of generating a form and character document so tied to a specific place that it cannot be translated elsewhere is worth considering. Design guidelines in Golden should be unique to that town, and in their specificity could encourage evolution and change.

Community Consultations

The analysis of community consultation responses has been undertaken using a variety of qualitative methods. Combining field notes and user responses generated during a community consultation of Sep 12, 2007, four areas of concern were identified. They are indexed and categorized by document section and then by topic. Environmental considerations (natural), built form considerations (manmade), community topics (collective), and identity topics (social) are accompanied by various user generated examples and commentary. Issues and considerations identified include:

- Placing a high value on environmental impact assessment and increased protection for the riverfront and other adjacent natural areas.
- Encourage density, walkability and redevelopment within the existing town limits. Scale the necessary infrastructure to match.
- Encourage a sense of ownership and community and further foster sense of identity by reestablishing/bolstering connections to the river and landscape.
- Ensure that the OCP and Form and Character Guidelines are accessible and legible to a wide variety of users.

M E T H O D O L O G Y

The development of a series of form and character guidelines for the town of Golden was undertaken using the following methodology:

1. SITE VISIT AND INITIAL IMPRESSIONS

A series of guided and impromptu explorations through the town were made. Design elements, both positive and negative, were catalogued and analyzed. A photographic essay of Golden was generated and formatted as both a set of "Identity Cards" and a video presentation.

2. PARALLELL DOCUMENT REVIEW, HISTORY REVIEW

A review of several related design guidelines documents was prepared. The documents reviewed include the Ucluelet Official Community Plan, the Calgary Infill Guidelines, and the Banff Design Guidelines. An assessment of the strengths and weaknesses of each document and their potential applicability to Golden was made. In addition, research on the history and development of the Columbia River Valley was completed to improve our understanding of the Town's broader context.

3. INVENTORY OF "AREAS" DEFINED BY THE NEW GOLDEN OCP

A series of spatially defined areas identified in the new GOLDEN OCP were visited and catalogued, resulting in a series of strategies, goals and photographs. The Areas are: Historical Downtown, Downtown South, Creative Residential, the Landing, the Corridor, Service Commercial, and Industrial.

4. DEVELOPING AN "INSTRUMENT" FOR DEALING WITH FORM AND CHARACTER ISSUES

An instrument organizing general policies relative to their densities was created. These were respectively: Massing & Composition, Articulation & Materials.

6. DEVELOPING the "GUIDE"

A small printable guide was produced that will lead Developers, Council, Residents and Planners through the new Form and Character Document.

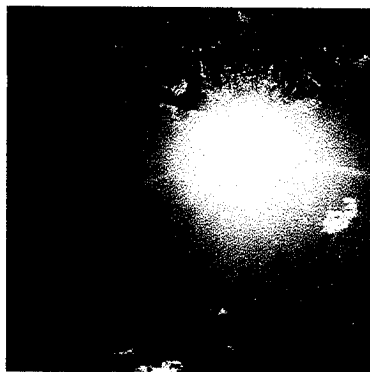
7. COMMUNITY CONSULTATION

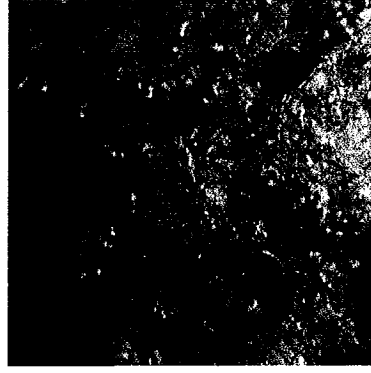
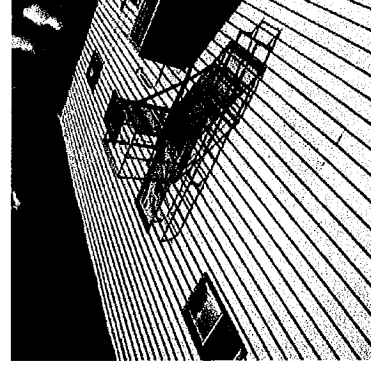
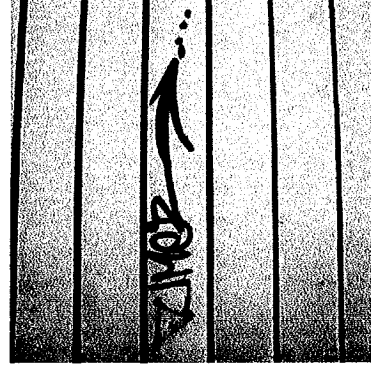
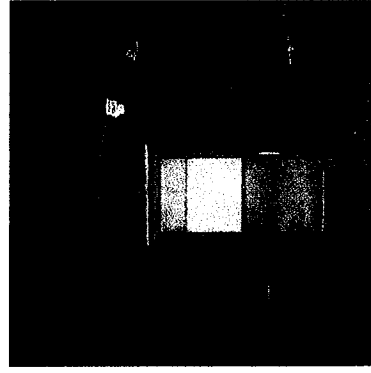
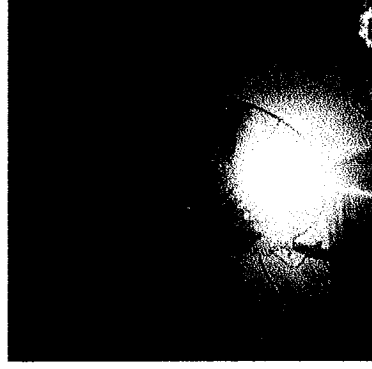
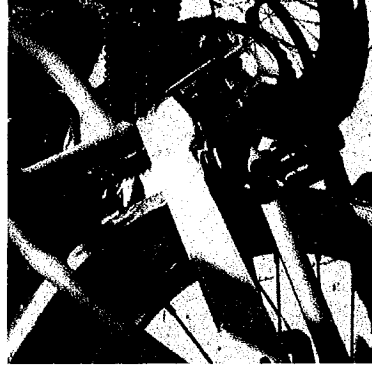
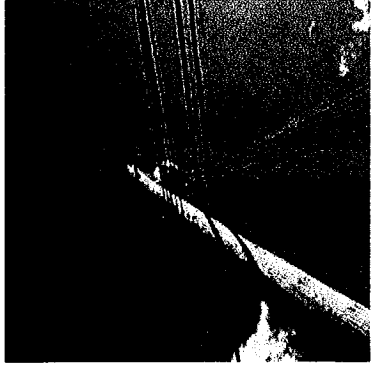
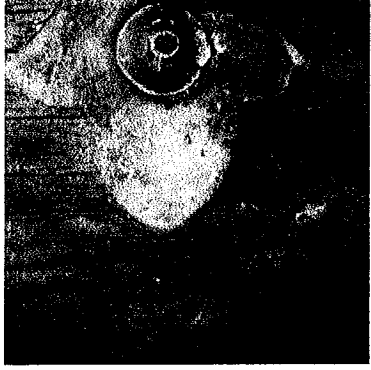
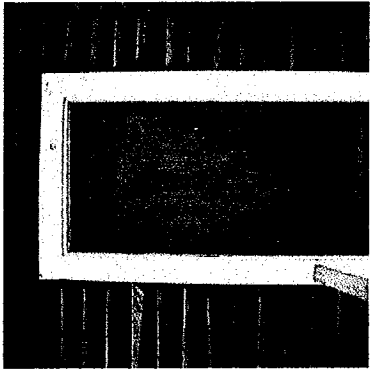
A community consultation involving the presentation of the manifesto and initial design policies was held. During the consultation a variety of stakeholder input strategies were employed to gather feedback and to ensure that the manifesto addressed any new key issues brought up by the community.

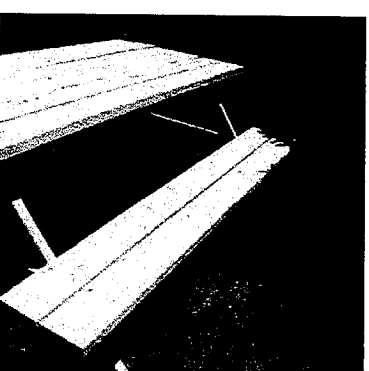
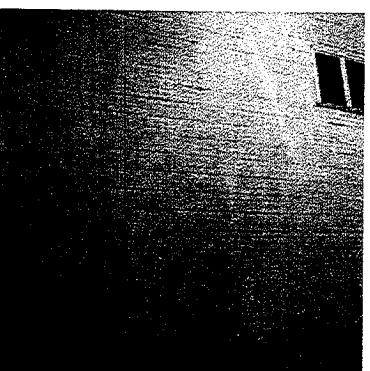
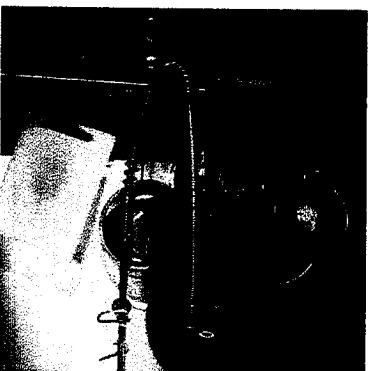
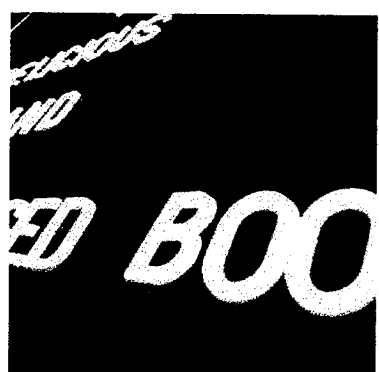
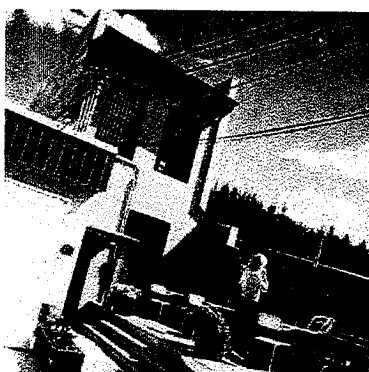
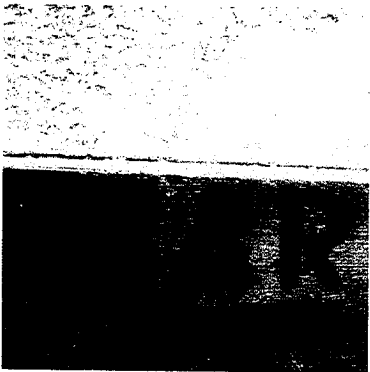
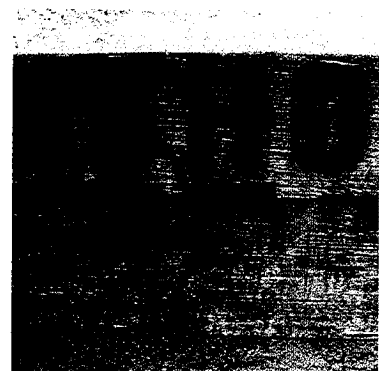
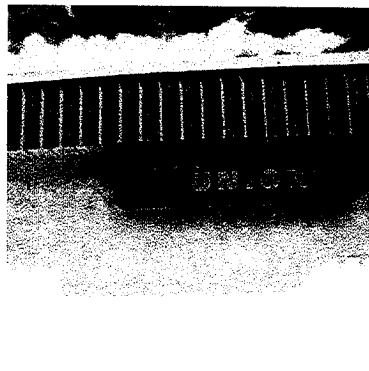
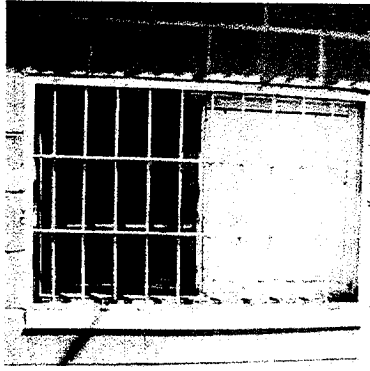
8. FINAL DOCUMENT PREPATION AND REVIEW

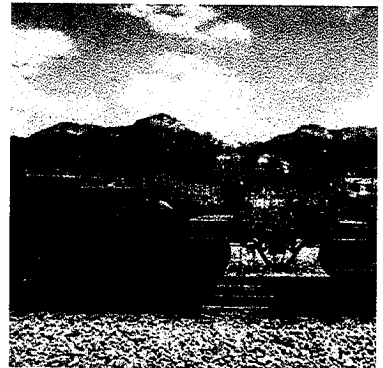
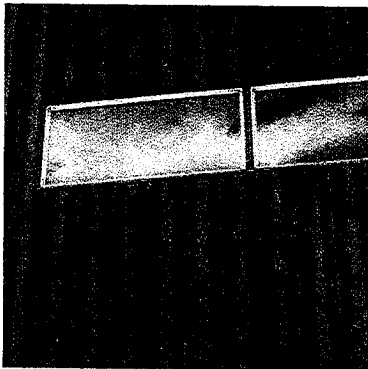
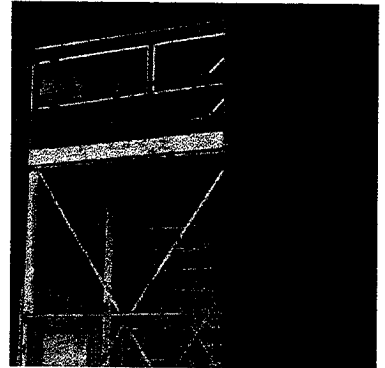
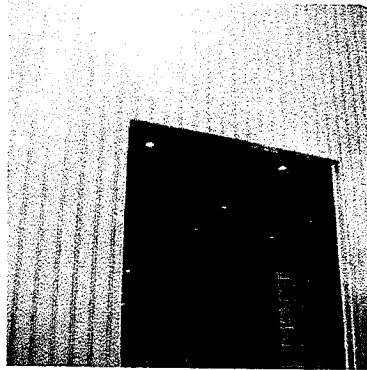
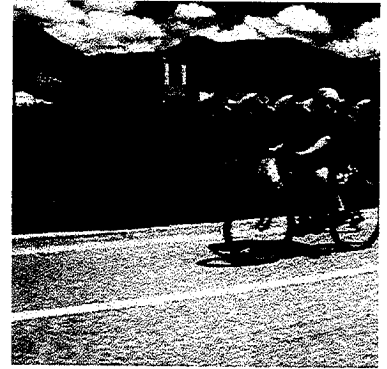
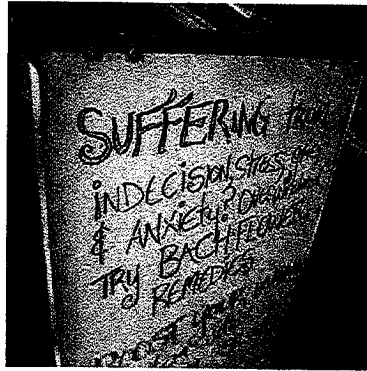
In collaboration with the Town's planning department the final Form and Character document was produced. A series of interim reviews were conducted leading to a final document and its presentation to town council.

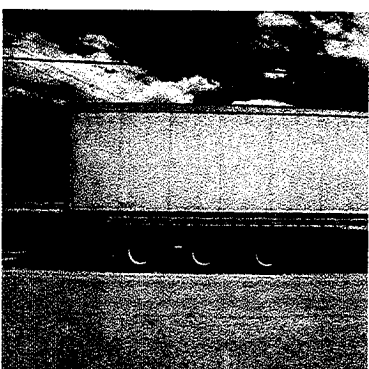
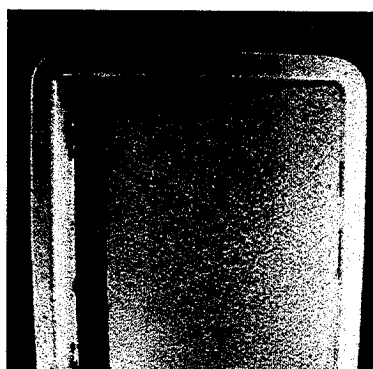
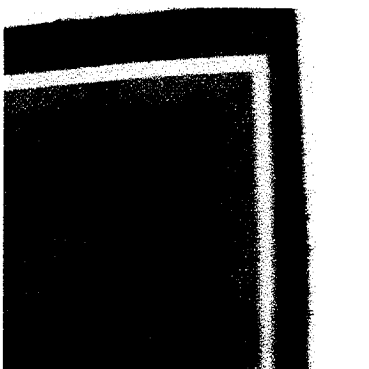
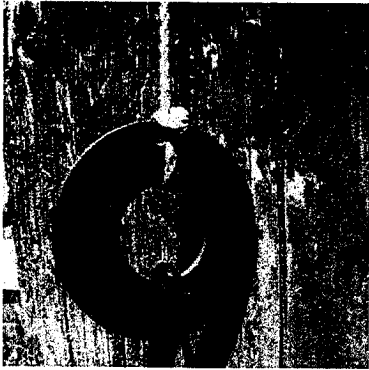
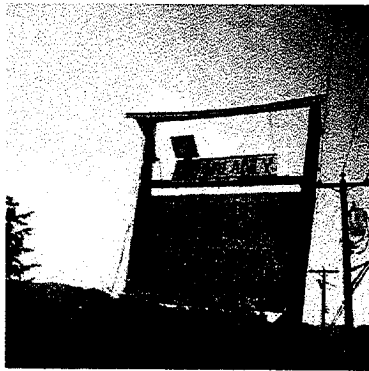
PHOTO ESSAY

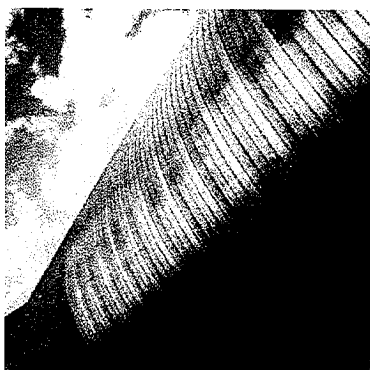
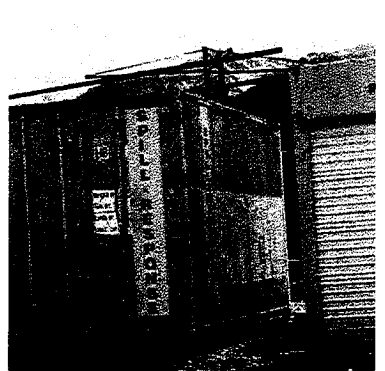
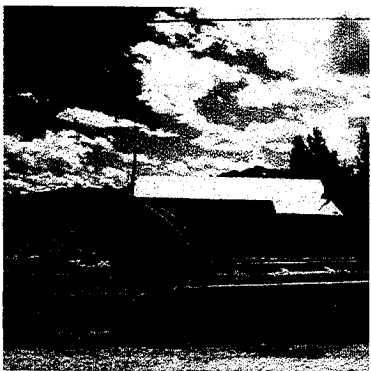
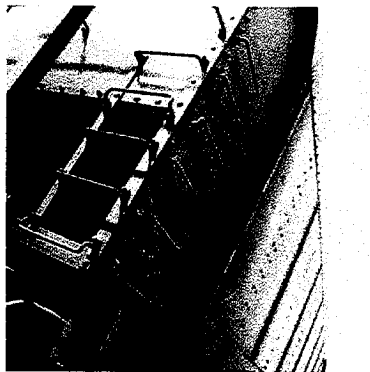
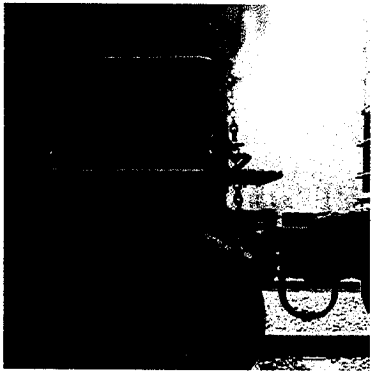




















AREAS



- | | |
|--|---|
|  Historical Downtown |  The Corridor |
|  Riverfront |  Service-Commercial/Industrial |
|  Downtown South |  Industrial |
|  Creative Residential |  The Landing |

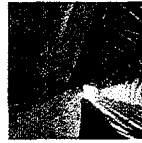
1. Historical Downtown



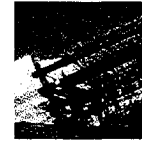
4. The Corridor



1.1 Riverfront



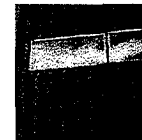
5. Service



2. Downtown South



6. Industrial



3. Creative Residential

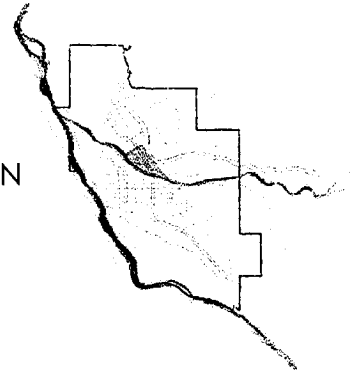


7. The Landing



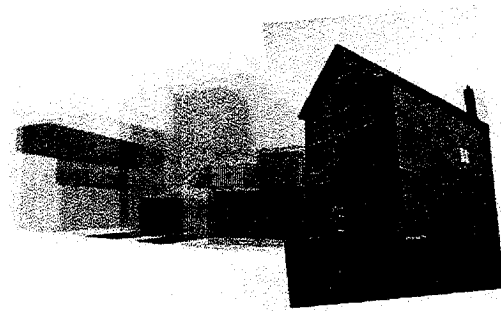
Zone Name	Dense	Semi-Dense	Dispersed
The Corridor			●
Creative Residential		●	
The Landing			●
Historical Downtown	●		
Downtown South		●	
Industrial			●
Riverfront	●		
Service Commercial		●	

1. HISTORICAL DOWNTOWN



Goal

The historical downtown should become focal point for the community, a place where people will live, work, and gather. It should attract residents and visitors into the historical downtown core and encourage economic growth for all businesses in Golden. A cohesive and legible core for Golden that illustrates a historical context is key to the town's identity. Contemporary interpretations of the historic fabric should not be discouraged, because new development can complement the historical downtown program and history while emphasizing the fact that Golden continues to evolve.



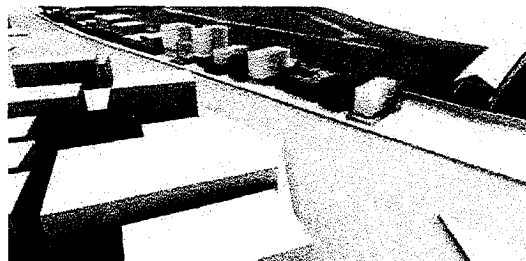
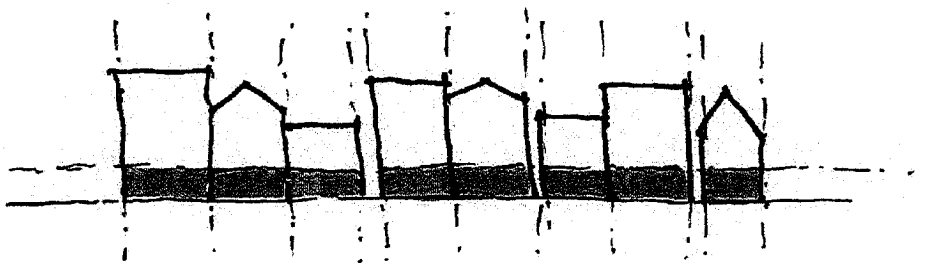
SAMPLE HISTORICAL DOWNTOWN DEVELOPMENT

Limited setback variation along street edge.

Articulate how large buildings are composed of multiple units, through material choice

Continuous streetscape broken up through the use of varied materials in facades and awnings.

Minimum 3 storey development with setback upper levels to limit shadow casting.

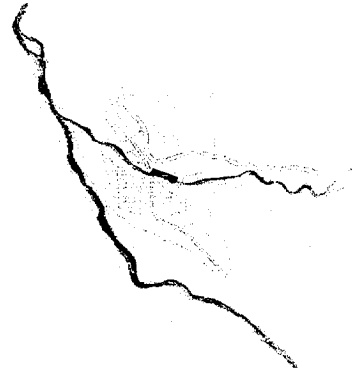


Strategies

- (1) Encourage new development to be sympathetic with the existing scale and material palette present in this area (refer to current policies as outlined in the Golden OCP).
- (2) Create a new focus for the town in and around the interface with the Kicking Horse River, expanding the breadth of the public and service realm to include natural amenities.
- (3) Create a connection between the public pedestrian areas of the historical downtown and the Kicking Horse River, particularly between the two bridges.
- (4) Consolidate hospitality, service and public amenity development in the historical downtown.
- (5) Create a compelling 'destination' bringing short-term visitors from the Corridor to the town centre and riverfront and provide clear signage and directional flow to the historical downtown core from all areas of the community.
- (6) Encourage the development of a clear pathway from the highway corridor to Golden's historical downtown to enhance the town's legibility at a number of scales while bringing business from the highway into the core.
- (7) Institute a strong, legible network of public spaces with both pedestrian and vehicle connectivity to enhance the overall vitality of the historical downtown area. In particular, an improved interface between the town and the river could become a strong asset in the overall perception of Golden as a destination or a stopping point.

	Undermines	Neutral	Supports
character	-1	0	+1
form	-1	0	+1
form	-1	0	+1
character	-1	0	+1
character	-1	0	+1
form	-1	0	+1
character	-1	0	+1
and form	-1	0	+1

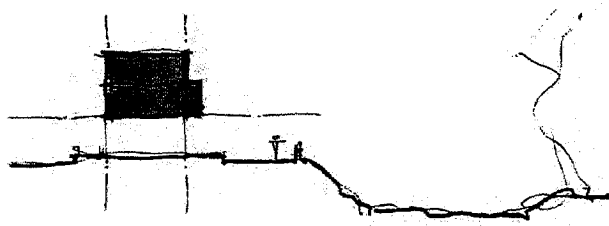
1.1 RIVERFRONT



Goal

The riverfront zone should focus on Golden's interface with the Kicking Horse River, expanding the breadth of the historical downtown to include the natural amenities of the river and the island. This zone should be a high-density area oriented around amenity, service, and hospitality. It should manifest as a three-story environment with minimized setback and high permeability between the historical downtown and the river embankment.





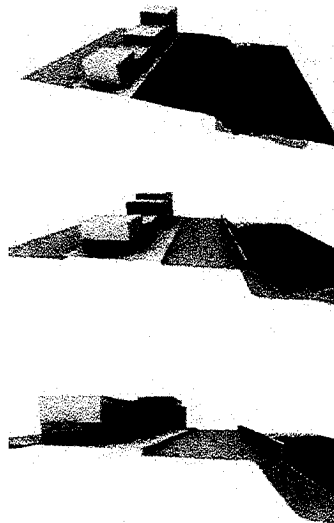
Strategies

- (1) Create a context for pedestrian interaction with the Kicking Horse River, particularly between the two bridges.
- (2) Encourage hospitality, service and public amenity development between the historical downtown and the river.
- (3) Create a compelling 'destination', bringing short-term visitors from the Corridor to the town centre and riverfront.
- (4) Bury service lines and consolidate traffic needs.

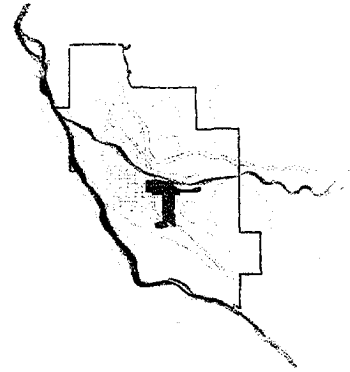
	Undermines	Neutral	Supports
character	-1	0	+1
form	-1	0	+1
character	-1	0	+1
form	-1	0	+1

Master Plan

A design masterplan, either through a juried competition or a commissioned initiative, should be developed for the riverfront area, particularly where it interfaces with the Kicking Horse River. Connectivity in the area would significantly benefit from the development of a boardwalk/embankment from bridge to bridge allowing a 'promenade' with the inclusion of an outdoor performance area (Spirit Square) at the north west near the pedestrian bridge. Further encouraging a permeable laneway condition, particularly between historical downtown and the embankment, will enhance the legibility and function of the area's spatial structure.



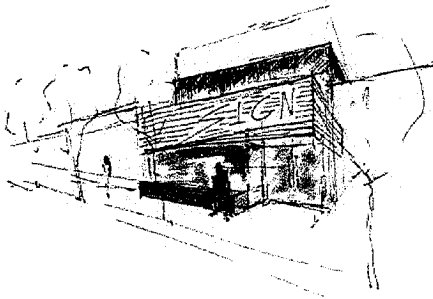
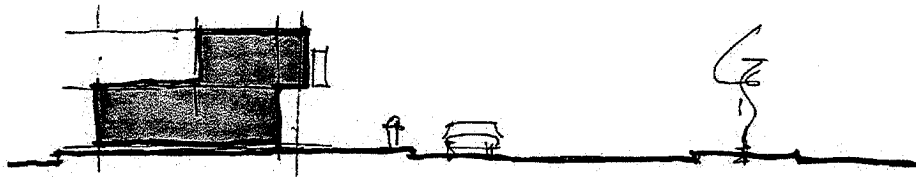
2. DOWNTOWN SOUTH



Goal

Downtown South should be a high-quality destination separate from the other areas of Golden. There should be a dynamic pedestrian transition between the Historical Downtown and Downtown South zones embedded in a clear architectural language defined by wide sidewalks and lower-scale development (i.e., building heights not greater than 3 storeys). A compelling destination should be created by bringing short-term visitors from the Corridor through the Historical Downtown and into Downtown South.





SAMPLE HISTORICAL DOWNTOWN
REDEVELOPMENT

Limited setback variation along street edge.

Use no more than 4 materials on a facade

Make entrances clear and legible.

Upper Floor development/addition should be set back to maximize sun exposure.

Exterior Storefront renovations can generate opportunities for improving the public realm (i.e. benches, tables lighting, planters.)

Strategies

(1) Develop an amenable main street experience.

(2) Define a consistent massing strategy by maintaining a two-story skyline.

(3) Place a clear emphasis on the interrelationship between the pedestrian and automobile realms.

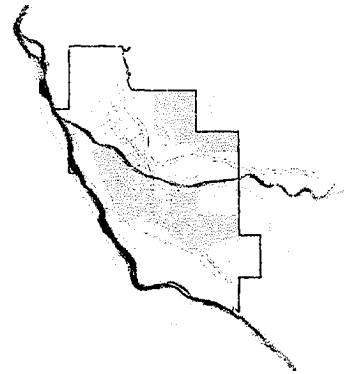
(4) Consolidate Downtown South service area into a cohesive whole by clearly defining the bordering areas and enhancing its identity as a distinctive district, particularly where it borders the 'creative residential' area.

(5) Encourage pedestrian amenities along 10th Avenue South and its adjacent streets.

(6) Implement a tree-planting program.

	Undermines	Neutral	Supports
character	-1	0	+1
form	-1	0	+1
form	-1	0	+1
character	-1	0	+1
and form	-1	0	+1
form	-1	0	+1
character	-1	0	+1

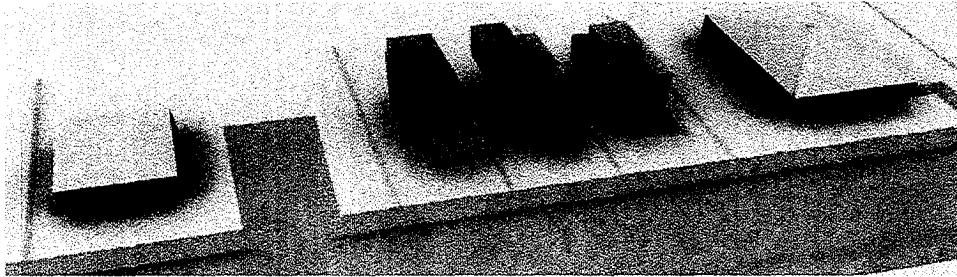
3. CREATIVE RESIDENTIAL



Goal

Creative Residential should be a clearly defined and dense area of mixed housing stock that allows speculative housing opportunities and emphasizes a connection to the two downtown areas. This area will support a variety of housing types and densities and serve a diverse population. It will facilitate multi-purpose uses related in scale or program to residential development. These uses include single family, duplex, semi-detached, co-housing, live/work, and multi-unit models.

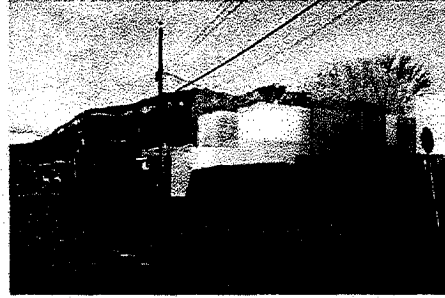




OTHER STREETScape CONSIDERATIONS

Landscaping elements may be used to provide additional privacy and screen property from busy roads and intersections

Upper floor articulation to indicate separation of units and uses. Material choice highlights that separation.



SAMPLE RESIDENTIAL INFILL

Limited shadow casting and overlooks through roof designs (flat or pitched) that fall within maximum building envelope

Articulate how large buildings are broken into multiple units through material choice and facade changes

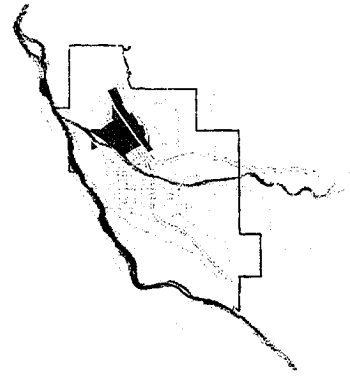
Street setback is minimized to improve pedestrian walkability

Strategies

- (1) Encourage mixed-use development as well as low-income and staff housing.
- (2) Ensure the provision of affordable housing in every development.
- (3) Promote the development of a range of housing types, tenures, and densities that meet the diverse needs of individuals and families of varying income levels and age groups.
- (4) Assist the zone's longevity and ability to meet residents' needs by integrating hospitality, service, and public amenity within the housing fabric.
- (5) Enforce safe and convenient pedestrian/cyclist access through changes to existing pathways, signage and lighting.

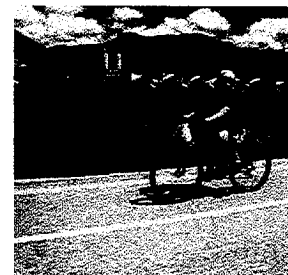
	Undermines	Neutral	Supports
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form	-1	0	+1
character and form	-1	0	+1
character	-1	0	+1
character and form	-1	0	+1

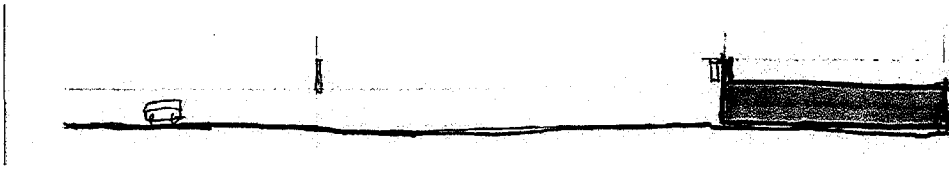
4. SERVICE COMMERCIAL



Goal

Service Commercial should become an environment where a diverse mix of services can occur while maintaining district cohesion and legibility. It should be a neighborhood that is implicitly of and about Golden.



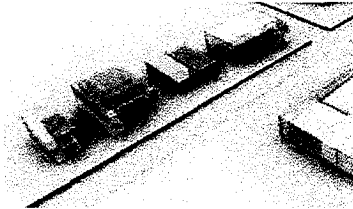


EXMPLE SERVICE COMMERCIAL ISSUES

Buildings are set apart from pedestrian realm by surface parking at entry.

Entrance difficult to identify

Lack of landscaping

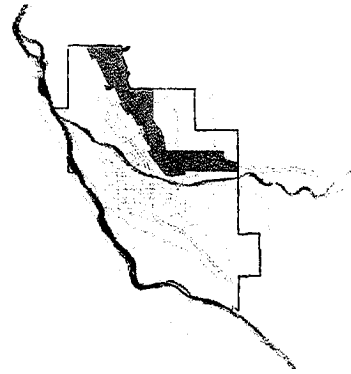


Strategies.

- (1) Establish a clear interface with the train tracks, given that they act as one of the main bounding edges of this region.
- (2) Clearly acknowledge the area's relationship to infrastructure.
- (3) Despite the dominant presence of vehicular traffic, development must address both the street and the pedestrian realm .
- (4) Businesses should have legibly articulated entrances, visible from the street.
- (5) Implement a tree-planting plan, and coordinate landscaping with existing Golden plans.
- (6) As a potential component of the tree-planting plan, develop a method for concealing the utility line.
- (7) Wherever possible, direct surface parking to the rear of buildings and maintain on-street parallel or angle parking.
- (8) Articulate a distinction between customer-oriented services and industrial or manufacturing uses.

	Undermines	Neutral	Supports
character	-1	0	+1
character	-1	0	+1
form	-1	0	+1
form	-1	0	+1
character	-1	0	+1
form	-1	0	+1
form	-1	0	+1
character	-1	0	+1

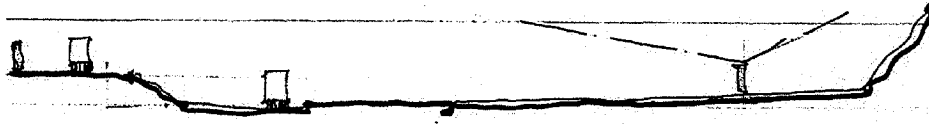
5. THE CORRIDOR



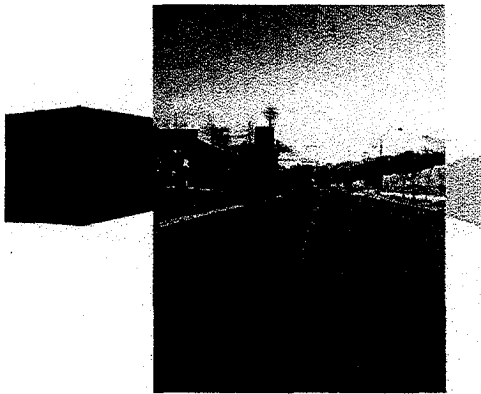
Goal

The Corridor is a complex zone defined at one scale by its large infrastructure – the Trans-Canada Highway – and at another scale by the corporate architectural guidelines of the various service franchises prevalent in the area. The Corridor should create a positive sense of arrival (gateway experience) at the town.





CORRIDOR SAMPLE INTERVENTIONS



This image highlights possible sites for new development or screening elements.

The purple annotation indicates how buildings could be clustered and their facades oriented to the sidewalk.

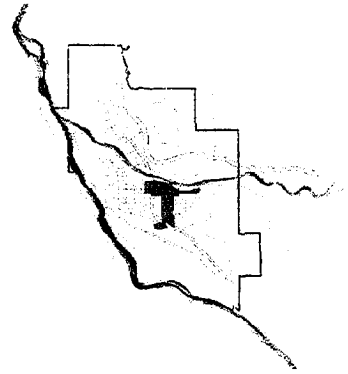
The orange band indicates a site for possible screening/signage elements.

Strategies

- (1) Ensure that the future Hwy 95/TransCanada interchange facilitates clear and easy access to downtown Golden, including appropriate lighting and signage.
- (2) Explore the potential of a timberframe-derived sculptural screen element beside the highway.
- (3) Develop a strategy for creating a functional interface between opposite sides of the highway.
- (4) Encourage the clustering of businesses to increase pedestrian accessibility and utilize shared parking between businesses.
- (5) Develop a strong interface with the natural environment along the edges of this area.
- (6) Identify and maintain a consistency in business signage styles (this could potentially relate to the screen element).
- (7) Manage franchise architecture in terms of its relationship to the landscape, its signage, and how it mediates views of the town (specific design requirements).
- (8) Make the corridor a gateway into the town on the west end.

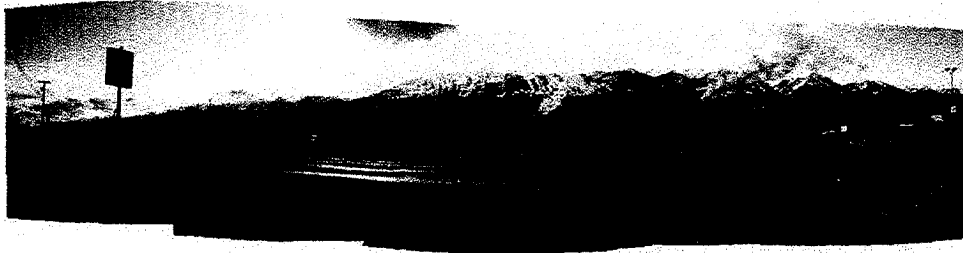
	Undermines	Neutral	Supports
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character	-1	0	+1
form	-1	0	+1
form	-1	0	+1
character	-1	0	+1
character	-1	0	+1
form	-1	0	+1

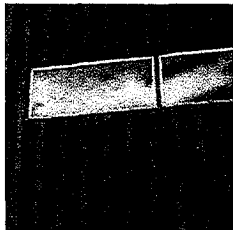
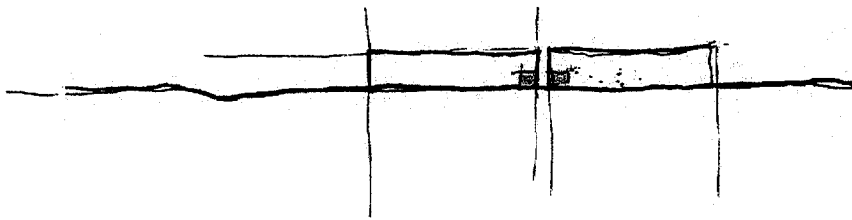
6. INDUSTRIAL



Goal

The Industrial zone should emphasize the industrial identity of Golden as an integral part of the community and the built environment. It should reflect the gritty, hard-working history of Golden, and maintain the dispersed built-form of an industrial pocket while developing a level of walkability and architectural legibility.

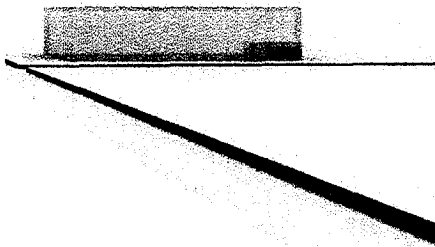




INDUSTRIAL BUILDING DETAILS

The image on the left highlights way in which a single material can be used to articulate the industrial program of the building

The image below shows how the scale of a material plus a clearly defined point of entry can be used to increase the legibility of the building as a site of industrial production.

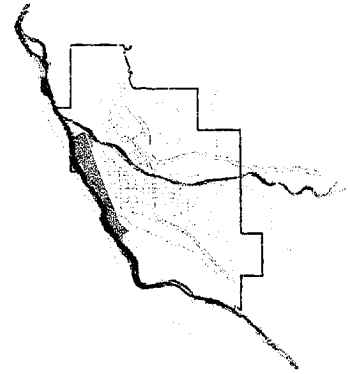


Strategies

- (1) Encourage Golden's industrial sector to create and renovate buildings to interface with the public realm as a means to promote both their products and their role within the community.
- (2) Utilize a material palette that expresses Golden's place-based industrial identity.
- (3) Develop an interpretive approach to heavy industry sites. (signage explaining history/process)
- (4) Maintain consciousness about pedestrian air quality. (positioning of vents)
- (5) Develop a strategy for connecting pedestrian pathways through the area (potentially in the form of paved paths rather than sidewalk blocks).
- (6) The orientation of buildings can facilitate this pedestrian network.
- (7) Wherever possible, building entrances should be clustered.

	Undermines	Neutral	Supports
character	-1	0	+1
character	-1	0	+1
character	-1	0	+1
form	-1	0	+1
character and form	-1	0	+1
form	-1	0	+1
form	-1	0	+1

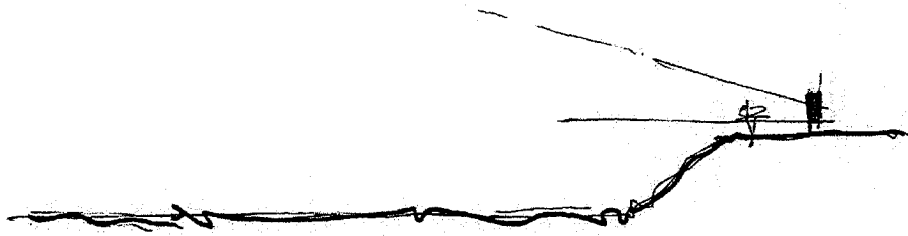
7. THE LANDING



Goal

The landing should become a new interpretive interface between with the Columbia river and the town of Golden, expanding the breadth of the public realm to include natural amenities. The landing also includes the airport, where any further development will recognize the airport as a 'gateway' to the town. A clear point of entry into the town will build upon positive visitor experience.



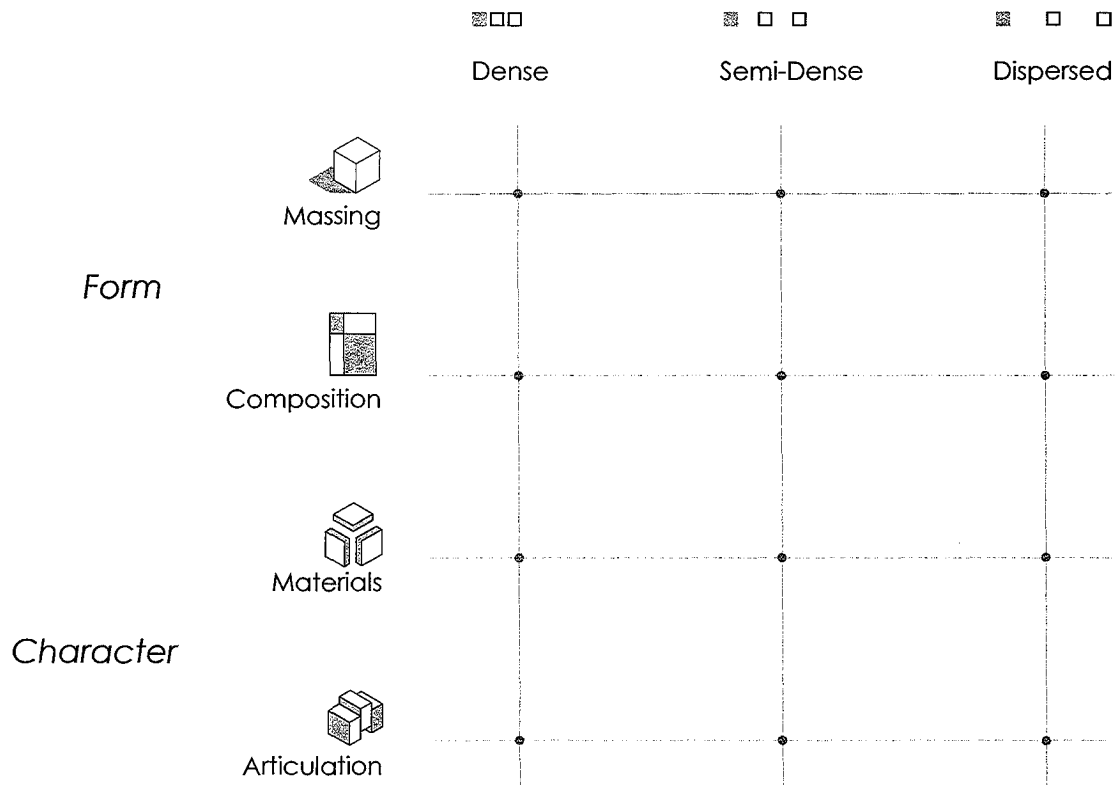


Strategies

		Undermines	Neutral	Supports
(1) This area should possess a clear branding strategy that identifies it as the destination for visitor education about the town.	character	-1	0	+1
(2) In light of its position set apart from the rest of the town, the Landing should develop strong connectivity - both pedestrian and vehicular.	form	-1	0	+1
(3) Legibility and way-finding with the historical downtown core needs to be improved (possibly through clear and consistent signage).	character and form	-1	0	+1
(4) Generate an interpretive interface with the Columbia River as part of the area's ecological identity.	character	-1	0	+1

Zone Name	Dense	Semi-Dense	Dispersed
Corridor			●
Creative Residential		●	
The Landing			●
Historical Downtown	●		
Downtown South		●	
Industrial			●
Riverfront	●		
Service Commercial		●	

INSTRUMENT DIAGRAM



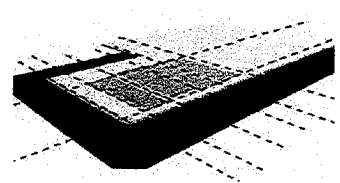
DENSE FORM

The general massing character of dense zones should support user intensity and public interaction while providing natural amenities that augment and expand the urban experience.

I. MASSING

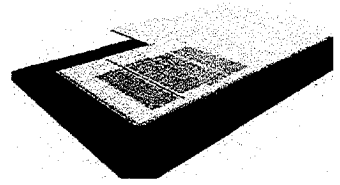
1. SETBACKS

While these form and character guidelines are constrained by existing zoning regulations set out in Bylaw 911, the following principles should be considered both when assessing potential projects and developing new regulations: front setbacks should be minimized (Zero lot line suggested, 3.0 m maximum) and zero lot line side setbacks encouraged. Rear setbacks may be reduced from 7.5m when appropriate. A minimum streetwall articulation of 0.5m is suggested. Accessory buildings should be considered on a per-project basis. Refer to Appendix 4 for a summary of the minimum setback requirements.



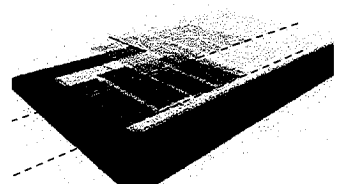
2. LOT COVERAGE

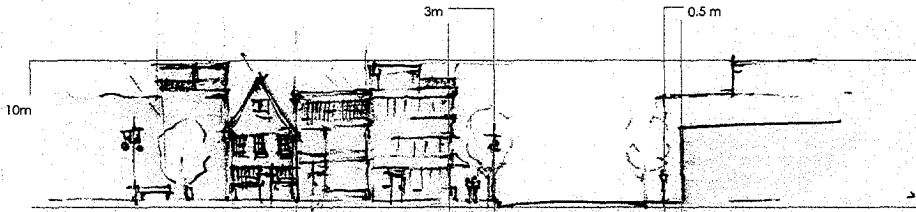
The current zoning bylaw requires a minimum 50% lot coverage, this could be increased on a per-project basis provided there is adequate consideration of potential sun-shading issues, environmental impact and contextual appropriateness. Refer to appendix 4 for a summary of the minimum requirements. Landscaping requirements are outlined in the Golden Zoning Bylaw.



3. BUILDING HEIGHTS

The maximum height allowed within the existing building envelope bylaw for most dense sites is 10.0m. In some cases a maximum 12.0m height with a four story limit is appropriate provided consideration of sun-shading and adjacent built context. Refer to Appendix 4 for a summary of the minimum requirements.



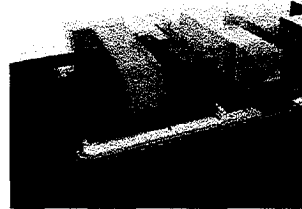


II. COMPOSITION



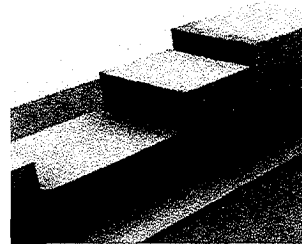
1. BUILDING PROPORTIONS

Verticality should be emphasized in the dense zones, using the composition of facades and building elements to draw attention to the district's urban character. Clear expression of vertical elements (stairways, atriums) will increase legibility.



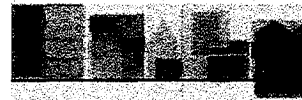
2. GROUND-FLOOR PERMEABILITY

Visual and physical connection along street frontage through the considered use of glass and clearly defined entrances (signs, breaks in the streetwall). Denoting distinct 'addresses' along street frontages and introducing programmatic resiliency will allow for a balance between legibility and flexibility in use over time.



3. PROPORTION AND SCALE OF MATERIALS

The composition of the Historical Downtown area should be of a fine grain made up of elements scaled in a manner sensitive to pedestrian perception. In other words, pedestrians should experience multiple levels of texture and interest on a building facade as they approach it. The use of hand worked details and real materials is highly encouraged.



DENSE CHARACTER

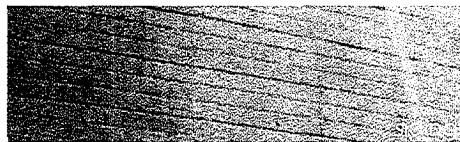
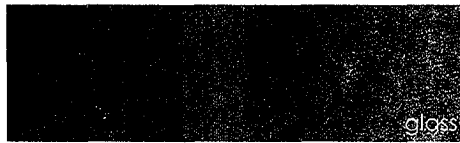
The material strategy for new development within 'dense' zones should be sympathetic with the existing historical downtown material palette. Materials that have a solid and permanent feel, as well as those with a denser texture, should be encouraged.

I. MATERIALS



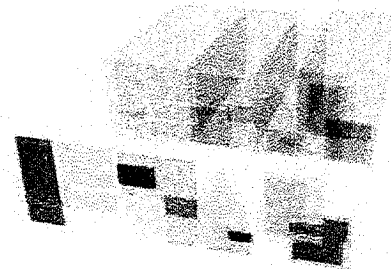
1. MATERIAL CHOICE

Proposed developments must clearly articulate how the choice of materials reflects their role in the building. Examples would included exposed concrete or stone for foundations and load bearing walls, or timber frame elements that remain exposed because they are integral to the structure.

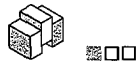


2. MATERIAL DISTRIBUTION

In dense conditions a higher material variety is encouraged so as to provide opportunities for the articulation of individual addresses or units. Up to five sympathetic materials can be used on a façade.



II. ARTICULATION



1. LARGE-SCALE ARTICULATION (building elements, architectural legibility)

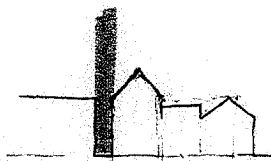
Larger-scale articulation should occur through a considered design vision for architectural elements such as canopies, awnings, and roof overhang design in coordination with the applied material strategies. Consideration for snow loads, snow shedding, sun-shading, and pedestrian weather protection will occur through the careful design of appropriate design elements.

2. SMALL-SCALE ARTICULATION (signage and material connections)

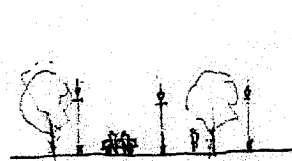
Design proposals should include drafted details showing material connections and tectonic strategies that are sympathetic with local craft and industries. Signage guidelines should be established for individual areas/zones as opposed to generally for the entire town.



Canopies



Pocket Gardens



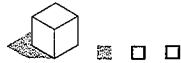
Street Furniture



SEMI-DENSE FORM

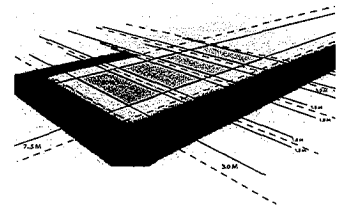
In Golden, semi-dense zones are perceived as a 'service corridor' for the town. A strong street front with a consistent massing and setbacks should be encouraged.

I. MASSING



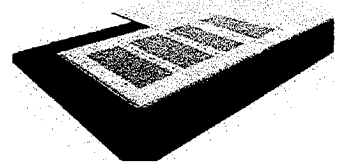
1. SETBACKS

While these form and character guidelines are constrained by existing zoning regulations set out in Bylaw 911, the following general principals should be considered both when assessing potential projects and developing new regulations. Front setbacks should be minimized (3.0 m maximum) and zero lot line side setbacks encouraged. Rear setbacks may be reduced from 7.5m when appropriate. A minimum streetwall articulation of 2.0 m is suggested. Accessory buildings should be considered on a per-project basis. Refer to Appendix 4 for a summary of the minimum setback requirements.



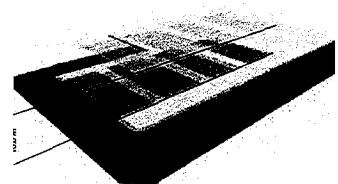
2. LOT COVERAGE

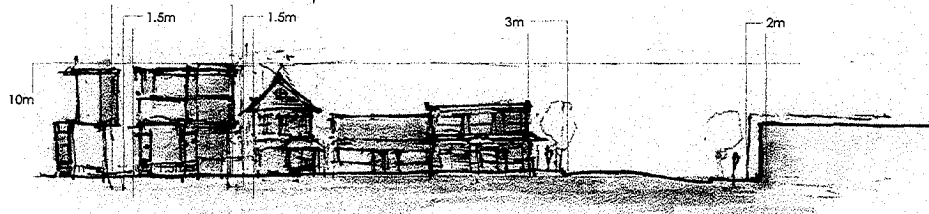
The current zoning bylaw requires a minimum 40% lot coverage, this could be increased on a per-project basis provided there is adequate consideration of potential sun-shading issues, environmental impact and contextual appropriateness. Refer to appendix 4 for a summary of the minimum requirements. Landscaping requirements are outlined in the Golden Zoning Bylaw.



3. BUILDING HEIGHTS

The maximum height allowed within the existing building envelope bylaw for most dense sites is 10.0m. In some cases a maximum 12.0m height with a four story limit is appropriate provided consideration of sun-shading and adjacent built context. Refer to Appendix 4 for a summary of the minimum requirements.



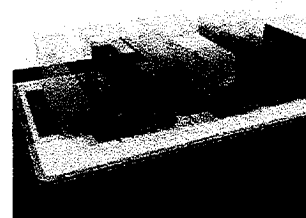


II. COMPOSITION



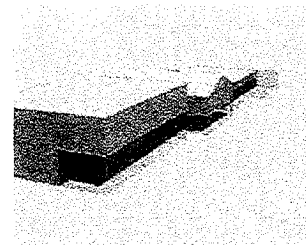
1. BUILDING PROPORTIONS

A strong street front with consistent massing and setbacks should be encouraged. Additionally, a consistent two-story maximum height line should be enforced to highlight the area's role in the town while maintaining views to the mountain ranges beyond. One story buildings should be encouraged to extend their height to be consistent with the two-story standard. Overall this zone should encourage clear articulation of individual units.



2. GROUND-FLOOR PERMEABILITY

For commercial uses, a permeable ground floor condition with public access directly from the street (similar to that seen in 'dense' conditions) with clearly exhibited entrance locations will help establish a better-connected pedestrian realm. Emphasis should be placed on articulating individual units, particularly in multi-unit developments.



3. PROPORTION & SCALE OF MATERIALS

Incorporating human scale materials is encouraged to clarify entrances and assist in wayfinding. The use of contrasting materials (stone vs. wood) to show a separation between public and private spaces will lend a legibility to the street. Periodical vertical elements can denote entry at various separate 'addresses' and help provide neighbourhood-scale legibility by emphasizing important nodes and pathways, but the predominant emphasis should remain focused on a medium-grain, two-story horizontal environment



SEMI-DENSE CHARACTER

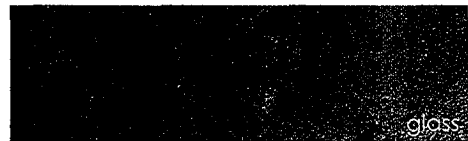
Material strategies for new development within semi-dense zones should attempt to increase the perception of permanence; a notion that is not prevalent in the existing material strategy in the area.

I. MATERIALS



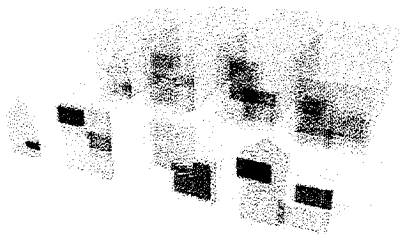
1. MATERIAL CHOICE

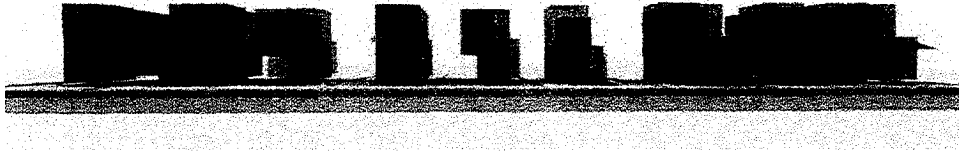
Proposed developments must clearly articulate how the choice of materials reflects their role in the building. examples would included exposed concrete or stone for foundations and load bearing walls, or timber frame elements that remain exposed because they are integral to the structure.



2. MATERIAL VARIETY

In dense conditions a higher material variety is encouraged so as to provide opportunities for the articulation of individual addresses or units. Up to four sympathetic materials can be used on a façade.





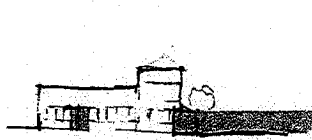
II. ARTICULATION

1. LARGE-SCALE ARTICULATION

Larger-scale articulation will occur through design guidelines for architectural elements such as canopies, awnings, and roof overhang, as well as other façade elements. Semi-dense zones should use articulated elements that emphasize the distinct, lower scale nature of the area. The grain of the semi-dense area will be emphasized with horizontal elements such as signs, canopies, entries, kiosks and commercial displays. Consideration for snow loads, snow shedding, sun-shading, and pedestrian weather protection will occur through the careful design of appropriate design elements.

2. SMALL-SCALE ARTICULATION

Design proposals should include drafted details showing material connections and tectonic strategies that are sympathetic with local craft and industries. Signage guidelines should be established for individual areas/zones as opposed to generally for the entire town.



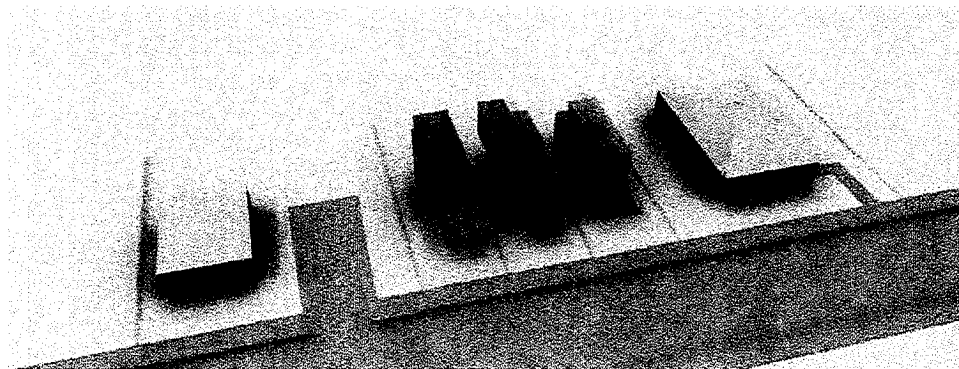
Permeable Ground Floor



Canopies



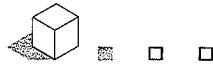
Continuous Streetfront



DISPERSED FORM

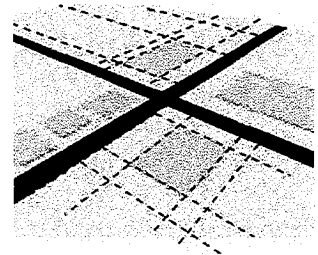
Industrial landscapes and large scale buildings require a built language consistent with that expressed in the rest of the town. Local materials and building techniques should be utilized where possible. Overall massing should be horizontal, and buildings should be oriented so as to minimize blank street frontage and maximize pedestrian access. Buildings should reflect their function through both their scale and articulation.

I. MASSING



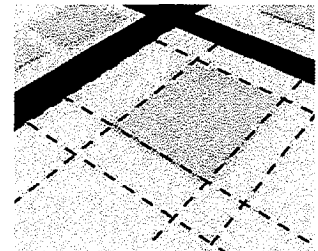
1. SETBACKS

While these form and character guidelines are constrained by existing zoning regulations set out in Bylaw 911, the following general principals should be considered both when assessing potential projects and developing new regulations. Front setbacks should be minimized (6.0 m maximum) and zero lot line side setbacks encouraged. Rear setbacks may be reduced from 7.5m when appropriate. A minimum streetwall articulation of 2.0 m is suggested. Accessory buildings should be considered on a per-project basis. Refer to Appendix 4 for a summary of the minimum setback requirements.



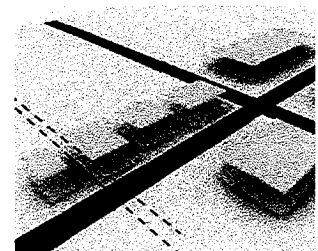
2. LOT COVERAGE

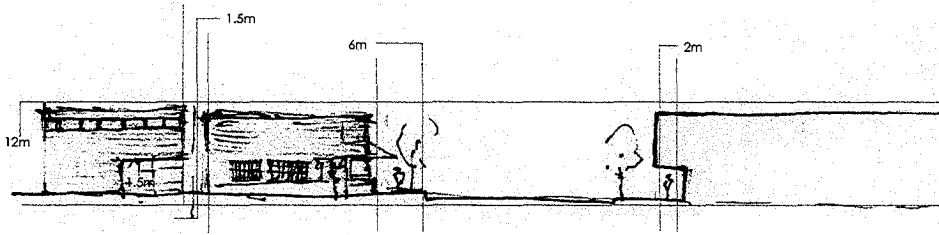
The current zoning bylaw requires a minimum 50% lot coverage, this could be increased on a per-project basis provided there is adequate consideration of potential sun-shading issues, environmental impact and contextual appropriateness. Refer to appendix 4 for a summary of the minimum requirements. Landscaping requirements are outlined in the Golden Zoning Bylaw.



3. BUILDING HEIGHTS

The maximum height allowed within the existing building envelope bylaw for most dense sites is 12.0m. Special consideration may be appropriate provided consideration of sun-shading and adjacent built/environmental context is clear. Refer to Appendix 4 for a summary of the minimum requirements.



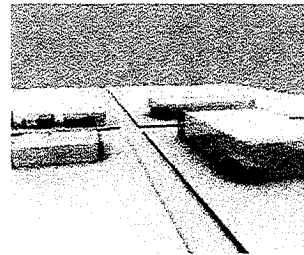


II. COMPOSITION



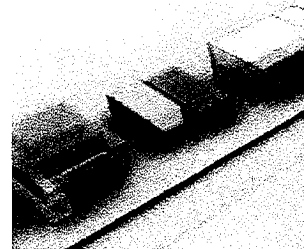
1. BUILDING PROPORTIONS

The composition of facades and building elements should reflect their horizontal emphasis. Buildings with large, multi-use facilities can be broken down programmatically in a way that clarifies public and private functions. Public spaces require materials of a finer grain and consideration of comfort as well as functional needs.



2. GROUND-FLOOR PERMEABILITY

Administrative functions of the building should be expressed through a finer-grained material treatment focused on creating a legible visual understanding of the building's logic. Corners and street frontage provide the best siting opportunities for such elements.



3. PROPORTION & SCALE OF MATERIALS

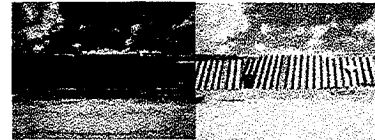
Entrances, offices and other human scale spaces should be expressed on the facades to increase their legibility. Corners and entrances provide opportunities for shifts in scale, and building orientation should be such that they minimize sound and light pollution as well as overall environmental impact. Building orientation should maximize positive site features like solar exposure. Overall, the scale of the materials applied to a building can reflect its size and intensity of use. Industrial functions of the building will necessarily respond to the pragmatic need for large, multi-use spaces.



DISPERSED CHARACTER

Material strategy for new development in dispersed areas should attempt to increase a perception of permanence not currently prevalent in the existing fabric.

I. MATERIALS

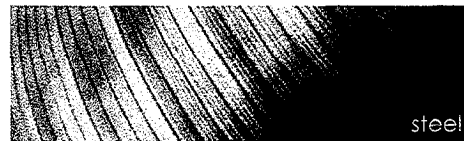


1. MATERIAL CHOICE

Proposed developments must clearly articulate how the choice of materials reflects their role in the building. examples would included exposed concrete or stone for foundations and load bearing walls, or timber frame elements that remain exposed because they are integral to the structure.



timberframe



steel



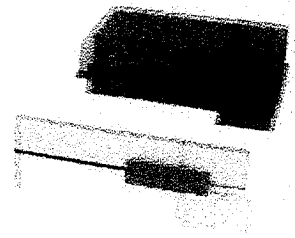
glass

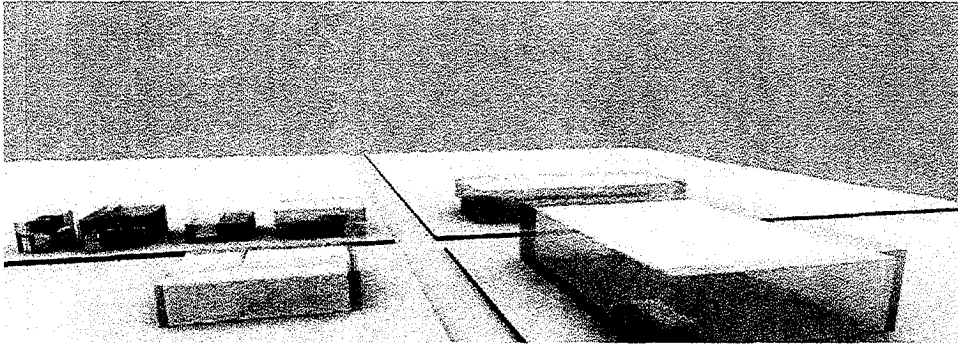


exposed concrete

2. MATERIAL VARIETY

In dense conditions a higher material variety is encouraged so as to provide opportunities for the articulation of individual addresses or units. Up to four sympathetic materials can be used on a façade.





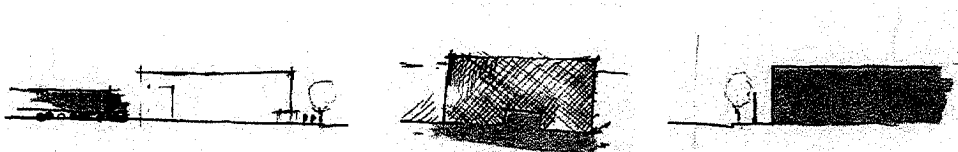
II. ARTICULATION

1. LARGE-SCALE ARTICULATION

Larger-scale articulation will occur through design guidelines for architectural elements such as canopies, awnings, and roof overhang, as well as other façade elements. Consideration for snow loads, snow shedding, sun-shading, and pedestrian weather protection will occur through the careful design of appropriate design elements. Corners, and street front facades can be broken down to provide human scale entrances and visual clarity.

2. SMALL-SCALE ARTICULATION

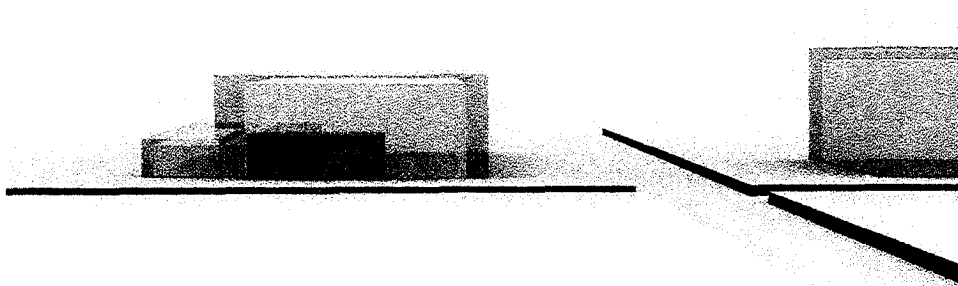
Design proposals should include drafted details showing material connections and tectonic strategies that are sympathetic with local craft and industries. Signage guidelines should be established for individual areas/zones as opposed to generally for the entire town.



Separate Pedestrians and Cars

Plan View Entry

Unified Material Use



APPENDICES

i [Glossary]

ii [History]

iii [Community Consultation]

i. GLOSSARY

Accessory Building A building that is secondary or minor to the principal use of a site and is detached above grade from a principal building.

Accessory Use A use that is subordinate or incidental to the principal use of the site.

Accretion Conditions or forms resulting from the progressive (either catastrophic or gradual) addition/accumulation of new elements.

Additional Dwelling Unit Usually a basement suite put in a house or over a garage.

Adjacent Land Owner The property owner (listed on the Town tax roll) of the land next to the site on which an application is being processed.

Affected Person In the case of the Subdivision & Development Appeal Board, examples of affected persons are those who own property, carry on a business or reside in the vicinity of a proposed development. A person who merely visits the area probably would not qualify as an affected person.

Amenity Space On-site, common or private, indoor or outdoor space, designed for active or passive recreational use.

Area Redevelopment Plan (ARP) A statutory plan that identifies planning goals and objectives of residents, owners and business people in an existing area. The ARP is a basic community planning document that deals with zoning, traffic, parks, social issues, etc.

Area Structure Plan (ASP) A statutory plan that establishes the general planning framework for future subdivision and development of an area of undeveloped land.

Articulation: The arrangement of building mass or façade elements in such a way that one or more is expressed or highlighted

Awning & Canopy Permit Approval required for new canopies or awnings on an existing building.

Block Plan A "bird's eye view" of the outside of building foundations located on sites surrounding the one on which an application is being made.

Bonus To allow an increase in density of development in return for providing public amenities.

Building Envelope The three dimensional space within which a building may be built.

Building Height The height determined by creating a line parallel to grade along each building elevation and separated vertically from grade by the maximum allowable height for the Land Use District. Such line may be exceeded only by: - part of the building, on no more than one building elevation; and - ancillary structures (e.g., elevator housing or chimney).

Building Permit (BP) A permit issued by The Town to erect a new building or structure or to demolish,

relocate, repair, alter or make additions to an existing building or structure.

Built Form The layout (structure and setting on a site), density (height, storeys, and mass) and appearance (materials and details) of a development.

Caliper The diameter of the tree trunk measured at 300 mm above the ground.

Canopy Permit - See Awning & Canopy Permit

Caveat A warning that is registered on the title of a parcel of land (for example - the land is affected by airport noise or owes reserve).

Character The qualitative design elements of a project that express some connection to the identity or nature of the project, context or users.

Charrette A design exercise where community members, planners, architects, designers or artists work together to develop visual solutions for a planning problem or concept.

Composition The arrangement of architectural elements on the exterior of a building and their expression on the façade.

Condominium A building containing units that are individually owned, could be a warehouse, an apartment, townhouse, etc.

Context The setting or surroundings of a site or area; including traffic, use, built form, landscaping, etc.

Density The number of dwelling units per acre or hectare (residential). The ratio of floor space or building area to the site area (commercial).

Development Design Guidelines Design suggestions that supplement the rules of the Land Use By-law.

Development Permit (DP) A document, authorizing a development, issued by the Approving Authority, that includes plans and conditions of approval and establishes form, intensity and appearance. A Building Permit may also be required.

Discretion The term used when the Approving Authority varies any of the rules of the Land Use Bylaw.

Duplex A single building containing two dwelling units, one above the other, each having a separate entrance.

Dwelling Unit Two or more rooms that have kitchen, living, sleeping and sanitary facilities.

Eaveline The line formed by the intersection of the wall and the roof of the building.

Elevation Plan A drawing of the front, side or rear of a building.

Erasure The existing conditions of forms from which a previously existing element (organic or manufactured) has been removed.

Established Communities Older communities that are subject to special rules for some types of residential development. A map and list of the communities are in the Land Use Bylaw.

Façade The exterior/ visible surface of a building.

Floor Area Ratio (FAR) The ratio of the gross floor area of a building to the area of the site.

Floodplain Those lands abutting the floodway, the boundaries of which are indicated by floodwaters of a magnitude likely to occur once in one hundred years.

Floodway The river channel and adjoining lands indicated on the Floodway/Floodplain Maps, that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

Footprint - See Block Plan

Form: The shape, size, and mass of a building or structure.

Geodetic Datum Land surveyor's term for the height above sea level and the latitude and longitude of a particular point on the ground, also known as coordinates.

Glazing Transparent materials (typically glass) used in the façade of a building.

Guidelines - See Development Design Guidelines

Grade The elevation of the finished ground surface (excluding an artificial embankment) at any point immediately adjacent to the building, referenced to the geodetic datum.

Gross Floor Area A total of all the floor area above grade measured from the outside walls.

Historical Resource A site or building designated to be of historical significance by the Historical Sites and Monuments Board of Canada or the Government of British Columbia.

Identity The qualities, generated over time, that make a place or thing unique. The embedded characteristics that inform the future development of a place/thing/town.

Infill Development that occurs on a vacant site after completion of the initial development of the area.

Infill Subdivision A subdivision to create lots for infill development.

Infrastructure The foundation and facilities that are needed to service communities (e.g., roads, utilities).

Instrument The generalized guidelines in this Form and Character Document which will be used to steer design and approval decisions.

Landscaping The change and enhancement of a site by: - soft landscaping consisting of vegetation such as trees, shrubs, hedges, grass and ground cover; - hard landscaping consisting of non-vegetation material such as brick, stone, concrete, tile and wood, excluding monolithic concrete and asphalt; and/or - architectural elements consisting of wing walls, sculptures and the like.

Land Use Designation (Zoning) The legal control on the USE and intensity of development on a parcel of land (not on the design of a project).

Legibility The clarity with which the elements of a building (façade) express their materiality and function. I.E. real timberframe that serves a structural function is more legible than an fake timberframe elements. Or, the clarity with which a building (element) expresses it's function in the overall building program. I.E. clearly defined entrances make a street more legible.

License The municipal (for some businesses, provincial) approval most businesses need to operate.

Location Plan "Birds-eye" drawing of the general location of a site in a community or a bay in a shopping centre, for example, usually accompanied by a more detailed plan, of the site or bay, with dimensions, etc.

Massing The combined effect of the arrangement, size and shape of a building or group of buildings on a site and its visual impact in relation to adjacent buildings. Also called bulk.

Materials The physical building blocks of a structure or façade. Elements that can be manipulated.

Mechanical Site Plan Drawing of underground services.

Natural Area Land that has unusual or representative biological, physical or historical components and has kept or re-established a natural character. It need not be completely undisturbed.

Net Floor Area A total floor area, above grade, measured from the outside of the walls excluding stairways, elevators, mechanical rooms, hallways, lobbies, washrooms, garbage storage and internal parking areas.

Non-Conforming Use A use that does not meet the current rules of the Land Use District for that site; however it met the rules when the use commenced.

Outline Plan initial stage in a major subdivision application which is usually processed at the same time as the land use amendment application.

Permitted Use Uses that are well suited to a particular land use district . Applications relating to permitted uses that fully comply with the Land Use Bylaw must be approved.

Perspective An illustration showing the view from a particular location as the human eye would see it.

Private Maintenance Easement An agreement between two adjacent land owners to allow either owner access to the adjacent property to maintain their own property.

Public or Quasi-Public Building A building available to the public for purposes of assembly, instruction, culture or community activity.

Principal Building A building that accommodates the principal use of a site, and may accommodate one or more accessory uses.

Property Line A legal boundary of an area of land.

Relaxation The term used when a change of one of the rules of the Land Use Bylaw is being con-

sidered - a residential side yard smaller than four feet, for example.

Restrictive Covenant A restriction that is registered on the title of a parcel of land (for example - the properties next to a golf course may be restricted to having green chain link fences only). Call the

Revised Plans Drawings submitted for minor revisions to a Development Permit or a Building Permit

Road Right-Of-Way The land used for the roadway, including the sidewalk and boulevard.

Road Widening Setback Property identified in the Land Use Bylaw required for future road, pedestrian improvements or underground services.

Section A drawing showing a vertical slice through a building or a piece of land that is a mile by a mile in size.

Semi-Detached Dwelling A single building that has two side-by-side dwelling units, separated from each other by a party-wall. This is compared with duplex that has two units, one above the other. Sensitive Decisions made that take into consideration a wide spectrum of external influences (site, context, interest groups, stakeholders etc.).

Setback - See Yard

Side by Side - See Semi-detached Dwelling

Sign or Development Permit for a Sign A sign permit may be issued for less permanent signs while a Development Permit is required for signs that may have a greater and more permanent impact on the surrounding area.

Single-Detached Dwelling A residential building that has one dwelling unit only (not including a mobile home).

Site Plan "Bird's-eye" drawing of the land on which an application is being made. The site plan should include the yards, existing trees, proposed buildings, etc.

Streetscape All the elements that make up the physical environment of a street and define its character. This includes trees, building type, style, setback, etc.

Storey The space between the top of any floor and the top of the next floor above it, and if there is no floor above it, the portion between the top of the floor and the ceiling above it.

Third Party Advertising Sign Usually a billboard.

Variance - See Relaxation

Yard The distance a building must be from the front, side or rear property lines.

Zero Lot Line A lot specifically designed to allow the building to be built on the property line.

ii. HISTORY

History Part 1: Critical Position

Understanding the Town of Golden as a site for future development requires an awareness of the underlying patterns and relationships that have emerged on its site over time. Manmade interventions as well as natural processes are dominant factors in this evolution and the town exists as a point of convergence between these two inseparable streams. Specificities like the age or pedigree of a particular building or the complex geologic history of the Columbia Valley are undoubtedly useful, but their complexity is secondary to the central focus of this document. These Form and Character Guidelines draw on a broader understanding of history to create policies that are sensitive to its past while continuing to adapt as the town grows.

Golden's identity is grounded in the pride of being a working town. This quality is present in the honest expression of industry and its uncompromising use of local materials alongside both new and traditional construction techniques. The town is a palimpsest, a collage of traces and layers, growing continually but retaining elements from the past. It took generations for that identity to develop, the same way that it has taken millennia for the great valley to be carved by the river. This understanding can be related to the design process in the following ways:

- 1) Development in the Town of Golden must be conscious of its place at the junction of both manmade and natural forces.
- 2) The history of Golden is not the history of one group, it is the history of a collective response to many forces, primary among which is the landscape.
- 3) Golden is a working town and an evolving place. Care must be taken not to prevent its continued growth through restrictive design theming or applied historicism. It is a question of memory rather than history, and it is possible to honor the contribution of past generations while still looking to the future.

History Part 2 - The Town and the Land

Shaped by glaciers, natural systems and water, the Columbia valley offered innumerable resources to the first non-indigenous settlers to explore it. When the mapmaker David Thompson¹ and his crew first explored the Columbia valley in 1807 for the Northwest Company he would have been

just as unlikely to call the land "rural" as to label it "urban." For the most part, natural patterns that shape human settlement go unnoticed until they are named. When this happens "the natural and cultural landscapes [begin] to shade into and reshape one another [and] in that mutual reshaping the [town's] history begins."²

In 1858, Sir James Hector, a geologist for the Her Majesty's Imperial Government charged with plotting a rout through the mountains, was kicked by his horse and almost killed.³ The nearby waterway would thus be called the Kicking Horse River, whose rapids and beauty make it a destination for present day daredevils and artists. The naming of the town was similarly happenstance: Major A.B. Rogers used a single building called the "Cache" as a base camp for his survey crew. In a bid to outdo a camp to the east, called "Silver City," the name "Golden City" was chosen. Later this was shortened to "Golden."

Between 1886 and 1914 Golden participated in the short-lived steamboat era. Launched on May 8, 1886 "The Dutchess" captained by Frank Armstrong supplied the emerging mining and forestry industries. The construction of the Canadian Pacific Rail line would render her obsolete and open Golden's forestry products to a broader market. The C.P.R, would indelibly alter the built tradition of this area with the construction of an Edelweiss Village in Golden to encourage Swiss guides and their families to stay in the area permanently.⁴ The rail line became a mainstay of employment during the 1970's with the establishment of Canadian Pacific railway's Rail Car Maintenance Division. All through the last century the mining and forestry industries would suffer cyclic boom and bust periods, but would nevertheless remain the economic foundation on which the town grew.

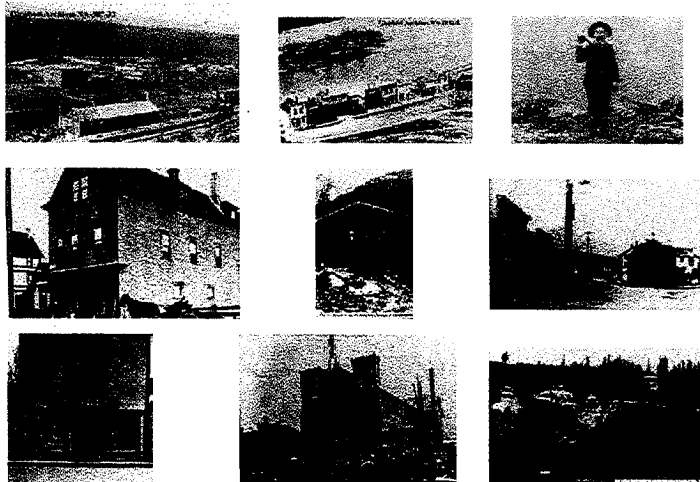
The last decade of the twentieth-century would bring a sizable reduction in the presence of primary forestry operations, but Golden today still remains one of the more stable forestry-based communities in the province. So although much of the town's focus has shifted to promoting tourism and the town as a "lifestyle community" it still undoubtedly persists as a working town. Equally, the natural forces that converge in this valley: the Columbia and Kicking Horse rivers, continue to carve the landscape.

William Cronon, author of Nature's Metropolis, sheds light on the kind of interrelationship that develops between town and it's landscape. For Cronon there are two natures: the first being entirely the product of natural forces, and a "second nature" deeply branded by human influence. Features commonly attributed to the "natural" world are in fact no more native than their "urban" counterparts. How is a farmed countryside any less developed than a suburb? Shifts to regional

geography through direct intervention, such as a canal or rail line or road, mean that the “natural advantage” of an area like the Columbia Valley came to have an even larger human component. As Cronon puts it “A kind of second nature, designed by people and improved towards human ends gradually emerged atop the original landscape.”⁵ Design and development decisions can acknowledge this duality by incorporating the honest expression of local materials, natural features and cultural heritage.

History Part 3 – Images and Evolution

As previously mentioned, it is vital that golden be understood as a place that is changing, evolving and continuing to develop. The following images are taken from 2000 Golden Memories, a document prepared by the Golden and District historical society, and from the Glenbow Archives. There is no single vernacular style or look that is quintessentially ‘Golden.’ Instead, the most profoundly unifying feature is this ability and willingness to embrace new ideas, new forms and to take pride in the continuing evolution of the town.



- 1 2000 Golden Memorie Book Committee. 2000. 2000 Golden Memories. Golden: Golden and District Historical Society p. 9.
- 2 William Cronon. 1991. Nature's Metropolis: Chicago and the Great West. New York: Norton & Company. p. 25.
- 3 2000 Golden Memorie Book Committee. 2000. 2000 Golden Memories. Golden: Golden and District Historical Society p. 11.
- 4 2000 Golden Memorie Book Committee. 2000. 2000 Golden Memories. Golden: Golden and District Historical Society p. 261
- 5 Cronon. 1991. p. 56.

iii. COMMUNITY CONSULTATION

ZONE	Environmental Considerations (natural)	Built Form Considerations (manmade)	Community Topics (collective)	Identity Topics (social)	Submitted Examples and Document review
1/1 DOWNTOWN RIVERFRONT	-Impact on rivers -preserving landscape	-Infrastructure -Walkability -pedestrian orientation -use and function requirements -theming: there is a conflict over whether a theme is appropriate or needed at all -preservation of heritage buildings -“Timber frame elements to be encouraged – is this theming?” <i>This comment seems to indicate some level of uneasiness surrounding issues of theming or the artificial insertion of an imagined history into a landscape. Since it is one of the primary goals of these form and character guidelines to avoid “flying in” a false or faked design style, it becomes apparent that there are issues in how the document is presenting it’s ideas. This means that drawings, collages, examples or any other design information need to be clearly articulated as not style-proscriptive. Are there issues with the language used in the document as currently presented? It also implies a sense of identity that is apart from “fake,” that Golden is a working town, and that it is not Banff or Canmore.</i>	-Connection to rivers -safety -ownership, people feel a connection to the place -regulation: issues of appropriate use -sense of community -“No ‘theme’ please!!” “I agree, not like Kimberly” <i>Again there is a sense that Golden is a working town and as such must have room in its design guidelines to respond to, and to accommodate growth and change. Apparently there is a general feeling that other communities have taken the wrong steps by establishing a cohesive ‘theme’ although what that theme might be is only a matter of conjecture. These comments also make it clear that people have a strong sense of identity and that they are interested in being active participants in at least the perpetuation of that identity.</i>	-Connection to rivers -history and heritage -connection to the landscape -working town identity -theming -preservation of heritage buildings	-document accessibility -language used is too complex and “archispeaky” -“Discourage rowdys in this area at 3 or 4 o’clock in the morning” - <i>Loud or otherwise disruptive behavior has been identified as being problematic along the downtown riverfront by this respondent. This suggests that the user feels some sense of ownership over the area and that they feel that the space is unsafe at night. This suggests some kind of temporal stratification.</i> -“What actually does this say in pedestrian English [?]” <i>Here is a clear articulation of the need for these guidelines to be legible and understandable to as many different people, with as many different viewpoints and ways of engaging design discussions as possible.</i>

1 HISTORIC DOWNTOWN	-climate considerations	-sensitive/selective redevelopment -preservation -climate considerations -pedestrian use -density -urban form -accessibility -age and mobility -material authenticity	-general acceptance of current planning theory -conflicts over density -what will be the development review process, what will be the restrictions -diversity -age and mobility -children	-history and preservations -built identity -authenticity -community pride	-problem area: Central South Town Block -infrastructure consideration: ground surface -infrastructure consideration: children's parks -material example: timberframe
2 DOWNTOWN SOUTH	-landscaping should be seasonal -use environment as a buffer between zones and conflicting uses	-urban form -pedestrian orientation -the fountains are a contested form -"traffic wasteland" foster pedestrian oriented development -willingness to include dense developments -negotiate between pedestrian traffic and vehicular traffic more effectively -contextual sensitivity: consider the existing built form as a material	-make the town more welcoming	-collective identity embodied in buildings, public and commercial areas of the city (fountains) -respond to the history of the place	-problem area: Main St. -problem area: Commercial storefront -problem area: fountains -language is confusing -include a glossary of terms and phrases?
3 CREATIVE RESIDENTIAL	-environmental sensitivity -incorporate "green" building practices in all developments -light pollution considerations -environmental impact assessments	-urban form should encourage density -use local materials -accessibility, particularly sidewalks -there are infrastructure inequalities in parts of the town -lighting as a safety measure -creating pedestrian space through landscaping and trees	-there is a strong sense of ownership over public spaces -development should be historically sensitive -want the town to be diverse	-residents want to feel connected to the town -part of their identity is grounded in the diversity present "golden is diverse in many ways"	-style example: craftsman -material example: wood and stone
4 CORRIDOR		-respond to the directionality of the Trans Canada Highway, deal with flows in all directions -incorporating local material and traditions need not mean the insertion of a "fake" heritage, but instead the revitalization of existing building or the modernization of vernacular forms. -permanence -contextual sensitivity and the sensitive use of existing landscape to lighten the impact of industries on their surroundings -the built form of a place can impact not only a visitor or citizen's impression of a place, but also their ability to form that impression. Preserve views and keep the buildings legible.	-Sense of community -welcome visitors to the town -provide more varied services along the TCH	-create a sense of arrival -sense of place -highlight the built history to develop a connection with the past	-the Trans Canada Highway is ugly -there is a disconnect between the kinds of services presented along the road and those that are actually available in the town -style example: whistler (focal points in public places)

6 INDUSTRY	<p>-noise pollution and it's affect on wildlife -landscaping must use local plants</p>	<p>-scale -there are conflicts between industry and residents/ business that could be improved through contextual sensitivity -sound attenuation</p>	<p>-foster an understanding of the town not as insular, but as connected to a broader system -do not want a fake historicism -sense of ownership and responsibility for impact</p>	<p>-the rail line is central to the town's identity</p>	
7 THE LANDING	<p>-protect the rivers "Columbia Wetlands: Habitat and Recreation Wilderness Trials: Describe the birds, mammals and vegetation that are within the Town limits." "A agree, this is very important, also a brochure given out @ the golden tourism centre with featured birds, vegetation etc so people have some nature to take home with them. <i>The kind of ecological survey described here could be used to inform more site specific design considerations. It is possible that certain built elements could be incorporated that might improve the relationship between environment and town. perhaps a specific type of roof design is more conducive to nest building or one building type has a disproportionately negative effect on a particular species of plant or animal life.</i></p>	<p>-mobility issues and accessibility issues need to be considered when encouraging pedestrian spaces -development can be a way of re-establishing or strengthening connections with the built history</p>		<p>Heritage and history can be incorporated in infrastructure improvements</p>	<p>"Non motorized area along the Columbia River, along with trails to enjoy the natural area." "NO HIGH SPEED MOTOR BOAD TRAFFIC ON K.H.R [Kicking Horse River] or COLUMBIA RIVERS. 10 HP limit – yes yes yes!" <i>Both of these comments support our assertion that the residents of Golden do feel some degree of ownership as well as a sense of stewardship over the rivers. They are a source of identity and pride and people seem excited to be able to connect with them as often as possible</i></p>

GUIDE

GOLDEN OCP FORM AND CHARACTER WORKBOOK

Project Name:

Project Location:

Project Initiator/Design Team:

Project Initiator/Design Team Address and Contact Info:

Stakeholders Consulted (Name and Contact Info):

I N T R O D U C T I O N

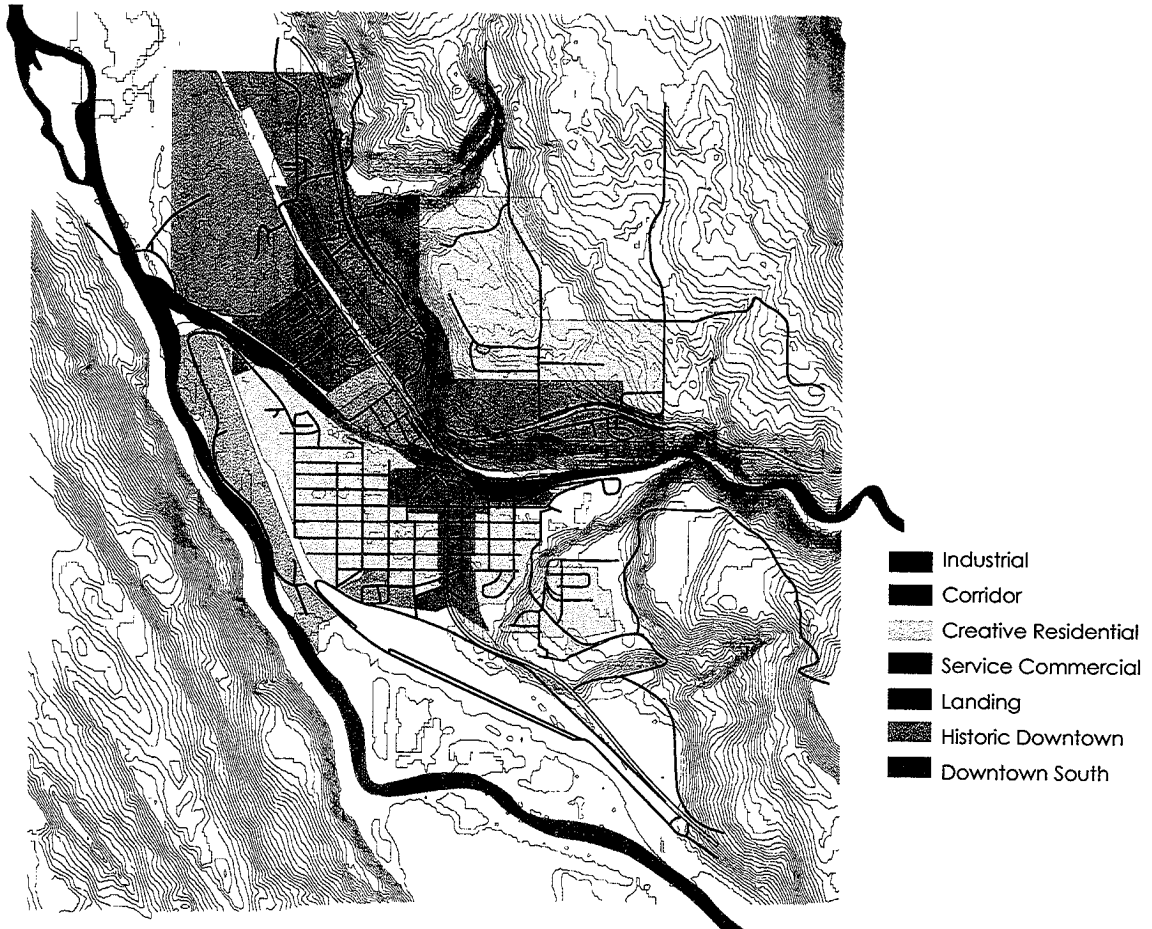
The Golden Form and Character Guidelines provide a set of architectural form and character guidelines as part of the Official Community Plan for the town of Golden. They identify and build on qualitative characteristics found in and around Golden at present and in its history. The guidelines represent a sensitive and progressive understanding of how the directions for clear, beautiful and appropriate design can be found locally.

This guide works in tandem with the Form and Character document and should be engaged as early in the design process as possible. It acts as reference and tool for designers, architects, developers and citizens to be engaged over the life of their projects. Completing the guide results in a two-category scoring of the project in question. The resulting Form/Character Score places the project on a two-axis matrix. From there, clear directives can be applied to shift the project to higher form and character standards. Shortened permit times and other accommodations may be provided to projects that obtain preferential scores. While the guide is not meant to be a substitute for due diligence in design, this project evaluation tool will nevertheless reflect the degree to which the project responds to the instruments outlined in this document.

P R O C E S S

1. Read through principles and scope to familiarize yourself with document intent.
2. Preview the image essay. This can be used as a source of general inspiration or as a colour and materials palette.
3. Identify the area in which your project is located (see map on opposite page).
4. Read through the pages of the document that discuss your area. These pages provide general goals as well as broader strategies into which your project can integrate. Record any points you achieve on the guide scoresheet (next two pages).
5. Turn to the section of the document that corresponds to the density of the area in which your site is located (see chart on opposite page).
6. Evaluate your project using the form and character guidelines listed for your density, recording any points you receive on the guide scoresheet.
7. Using the final section of the guide, located your project on the evaluation grid to identify area of strength and potential for improvement.
8. Refer back to the document often as you try to improve your project's score.



TOWN AREAS





Zone Name	Dense	Semi-Dense	Dispersed
Corridor			•
Creative Residential		•	
Landing			•
Historic Downtown	•		
South Downtown		•	
Industrial			•
Riverfront	•		
Service Commercial		•	

SCORE SHEET


FORM: The form score for a project is related to how well the physical envelope of a proposed development reflects these form and character guidelines. Primarily focused on issues of massing and composition, the minimum requirements are based on the existing zoning bylaw (0 points, 'neutral'). Adjustments to these minimum requirements that support broader goals as outlined in the Official Community Plan (increased densities, mixed use, walkability) receive a higher score (+1 point, 'supports'). Specific point values are listed in the Form & Character document.

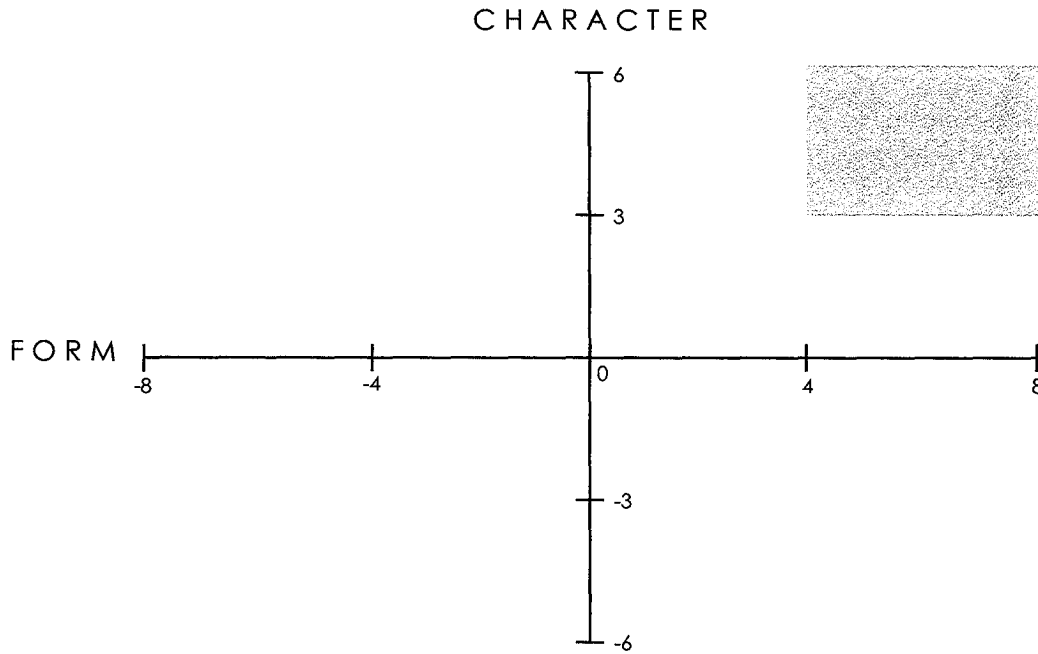
I. AREA STRATEGIES 'FORM' POINTS	
II. MASSING  1. Setbacks (undermines [-1]; neutral [0]; supports [+1]) 2. Lot Coverage (undermines [-1]; neutral [0]; supports [+1]) 3. Building Height (undermines [-1]; neutral [0]; supports [+1])	
III. COMPOSITION  1. Building Proportions (undermines [-1]; neutral [0]; supports [+1]) 2. Ground-floor Permeability (undermines [-1]; neutral [0]; supports [+1]) 3. Proportion & Scale of Materials (undermines [-1]; neutral [0]; supports [+1])	
TOTAL FORM SCORE:	

CHARACTER: The character score for a project is related to how well a proposed project responds to the context and community. Because this document is primarily architectural there is a focus on materials and articulation and how these can reinforce town identity and sense of place. Less tangible than the form score, these minimum requirements will evolve as the community grows. The minimum requirements are in part based on the existing zoning bylaw (0 points, 'neutral') and in the use of material palettes described in these form and character guidelines. Adjustments to these minimum requirements that support broader goals as outlined in the Official Community Plan (real materials, use of local industry, improved pedestrian realm) receive a higher score (1 point, 'supports'). Specific point values are listed in the Form & Character document.

AREA STRATEGIES 'CHARACTER' POINTS	
<p>I. MATERIAL: </p> <p>1. Material Choice (undermines [-1]; neutral [0]; supports [+1])</p> <p>2. Material Variety (undermines [-1]; neutral [0]; supports [+1])</p>	
<p>II. ARTICULATION: </p> <p>1. Large Scale articulation (building elements, architectural legibility) (undermines [-1]; neutral [0]; supports [+1])</p> <p>2. Small scale articulation: signage, and material connections. (undermines [-1]; neutral [0]; supports [+1])</p>	
TOTAL CHARACTER SCORE	

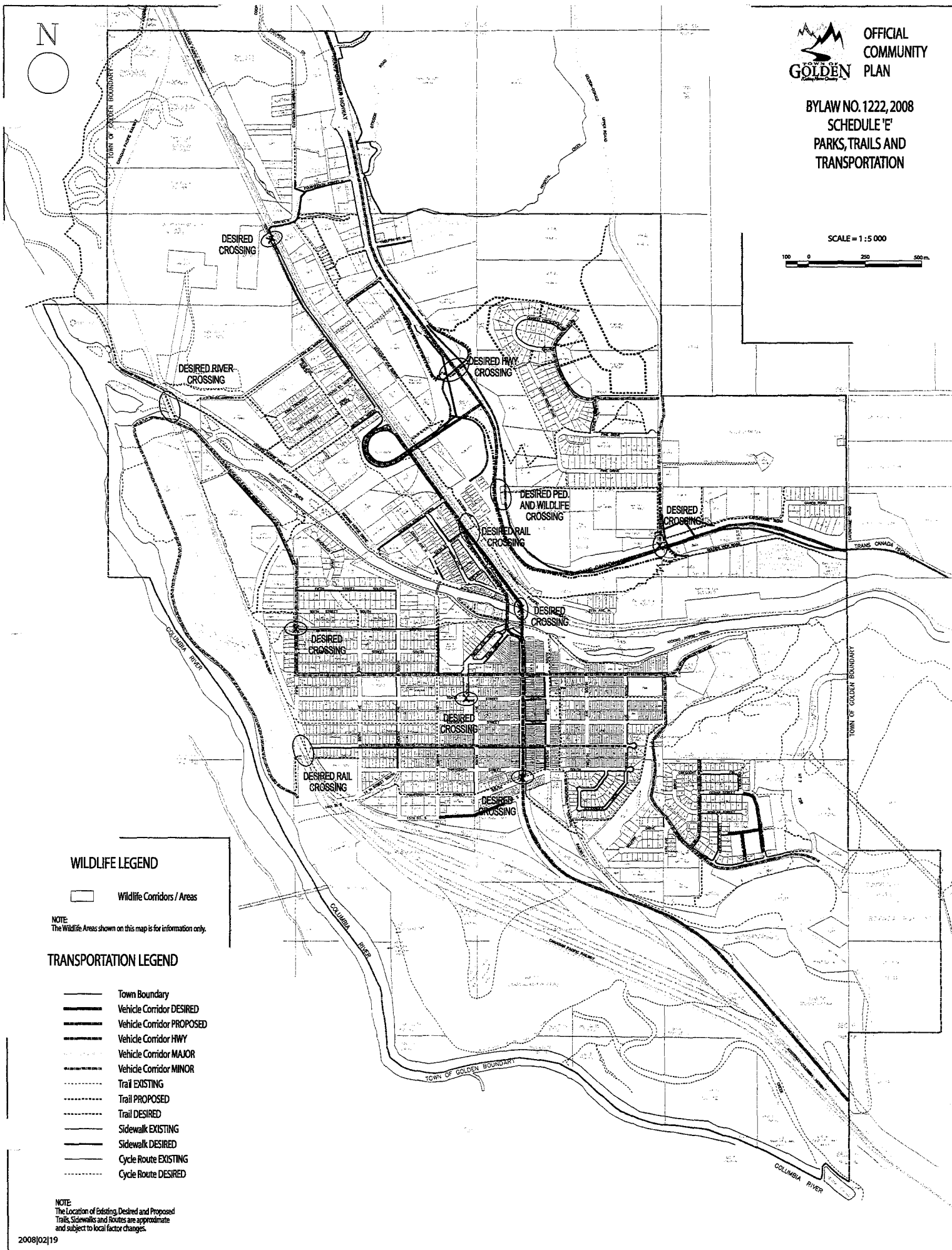
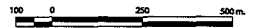
FORM and CHARACTER PROJECT EVALUATION

The  shows the ideal range for projects pending review. Shortened permit times and other accommodations may be provided to projects that obtain preferential scores. The Form and Character guidelines should be consulted for methods and strategies that may be used to improve a project's position on the matrix.



Base on where your project falls on the grid, you can identify where potential improvements can be made. You can go back through the document and use it as a tool to isolate specific project elements that can be improved to better meet both the area strategies and specific form and character guidelines. The town as it exists now can and should be a source of inspiration for all projects.

SCALE = 1:5 000
















WILDLIFE LEGEND

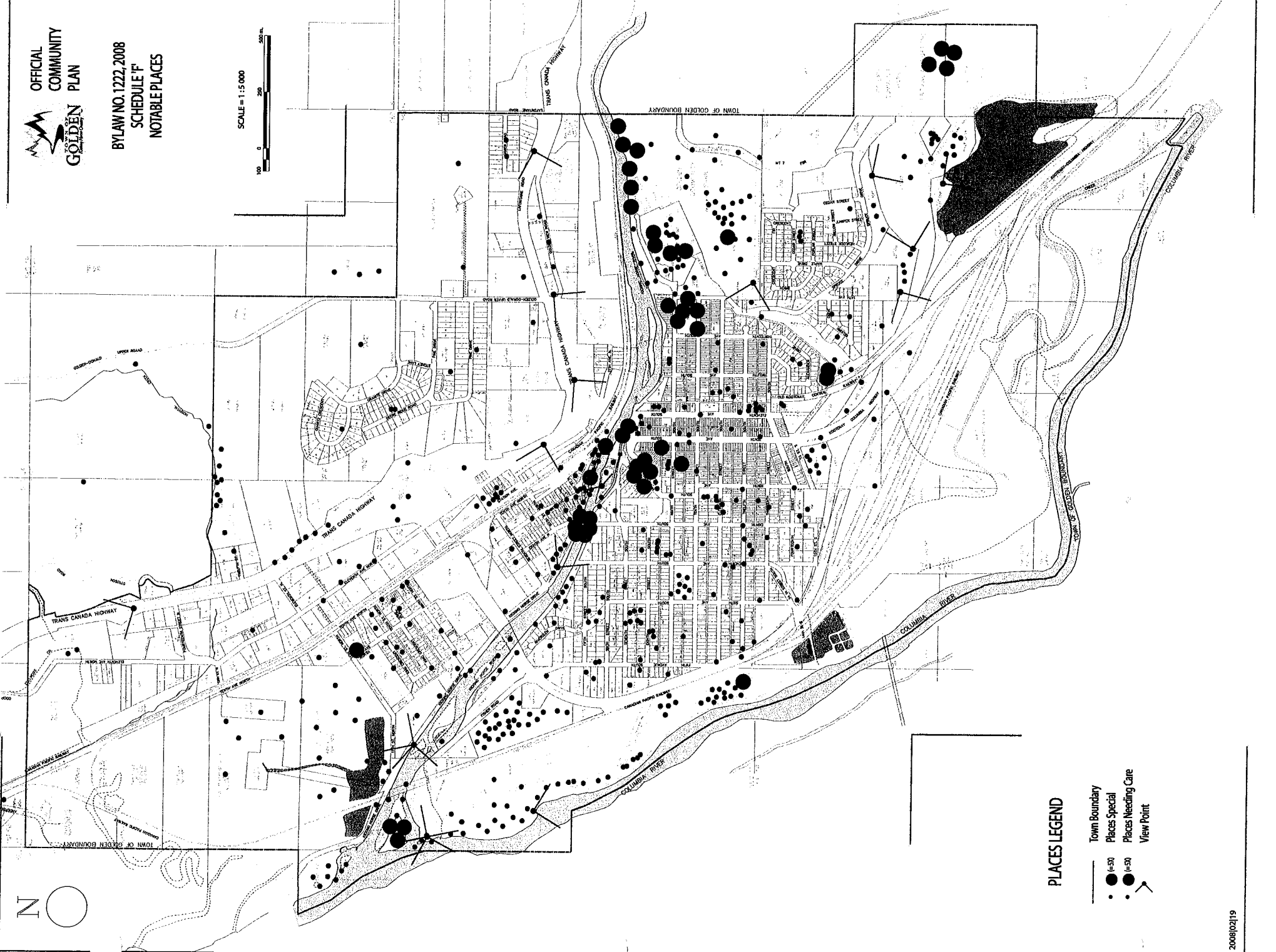
 Wildlife Corridors / Areas

NOTE:
The Wildlife Areas shown on this map is for information only.

TRANSPORTATION LEGEND

-  Town Boundary
-  Vehicle Corridor DESIRED
-  Vehicle Corridor PROPOSED
-  Vehicle Corridor HWY
-  Vehicle Corridor MAJOR
-  Vehicle Corridor MINOR
-  Trail EXISTING
-  Trail PROPOSED
-  Trail DESIRED
-  Sidewalk EXISTING
-  Sidewalk DESIRED
-  Cycle Route EXISTING
-  Cycle Route DESIRED

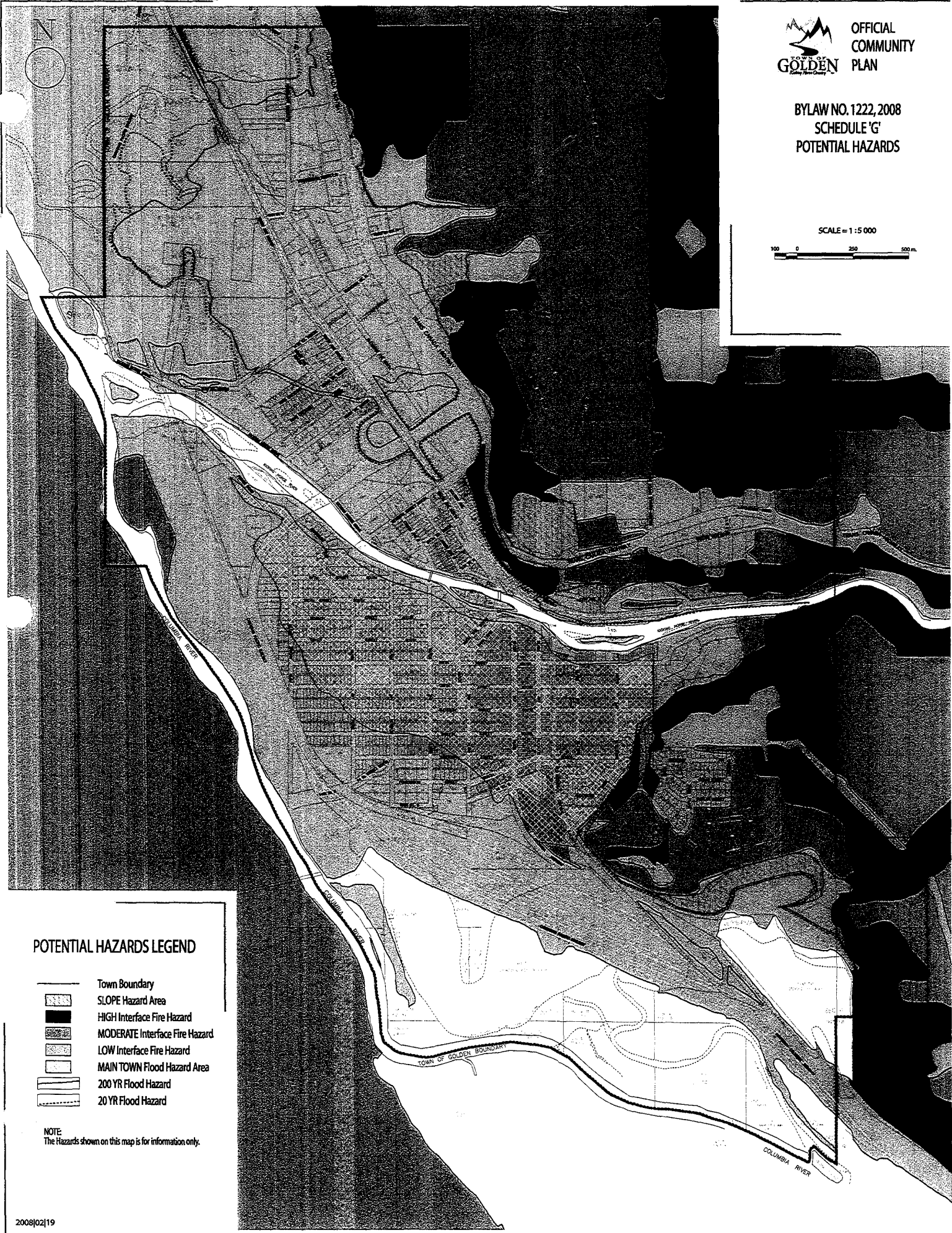
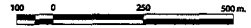
NOTE:
The Location of Existing, Desired and Proposed
Trails, Sidewalks and Routes are approximate
and subject to local factor changes.











PLACES LEGEND

- Town Boundary
- Places Special
- Places Needing Care
- View Point

SCALE = 1 : 5 000



POTENTIAL HAZARDS LEGEND

-  Town Boundary
-  SLOPE Hazard Area
-  HIGH Interface Fire Hazard
-  MODERATE Interface Fire Hazard
-  LOW Interface Fire Hazard
-  MAIN TOWN Flood Hazard Area
-  200 YR Flood Hazard
-  20 YR Flood Hazard

NOTE:
The Hazards shown on this map is for information only.