

Central Coldstream Neighbourhood Plan



BACKGROUND REPORT



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CENTRAL COLDSTREAM NEIGHBOURHOOD PLAN

DISTRICT OF COLDSTREAM

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1.0 INTRODUCTION

The District of Coldstream has done a wide range of planning and improvement projects within the Central Coldstream area. This background report is intended to provide a comprehensive overview of the work completed to date including, but not limited to:

- Town Centre plans, policies and guidelines in the Official Community Plan and Town Centre Plan;
- Vehicular and active transportation plans and policies in the Official Community Plan, Road Network Plan, Kalamalka Road Concept, and Bicycle and Pedestrian Master Plan;
- Infrastructure improvements in the Trunk Sewer Servicing Analysis Report; Sanitary Sewer Pre-design Study of Priority Areas 1 & 2 and Stormwater Master Plan.

The summary of the work listed above is found in Section 2.0 of this background report. In addition, Section 3.0 provides a draft of materials to be used in the Steering Committee meetings and Community Open Houses. The information in section 3.0 is intended to be used for preliminary discussion purposes and will be revised after the initial meetings with Staff and Council and members of the Steering Committee.

1.1 Community Sustainability Planning

Local governments have a wide sphere of influence and play a leading role in coordinating and orchestrating the delivery of sustainable communities. Based on various economic, social and environmental factors, each community can have different priorities with respect to sustainability. In 2008, a Sustainability Primer was prepared for Coldstream outlining some aspects of sustainability. This primer is available on the District's web site.

1.2 Coldstream Sustainability Initiative

The District of Coldstream has received a Provincial grant for an Integrated Community Sustainability Planning (ICSP) project. This project is called the Coldstream Sustainability Initiative. The first phase was designed to establish and identify important categories relating to sustainability in Coldstream. District Council and staff, provided input and ideas for identifying and preparing the categories (listed below) during workshops facilitated by Urban Systems. Additionally, a community survey was conducted from May to August 2009 (see section 1.3).

Sustainability Categories

Agriculture, Food Production and The Local Economy (commercial/industrial)
Natural Environment
Governance, Citizen Engagement and Community (social/cultural)
Transportation and Infrastructure
Form of Development

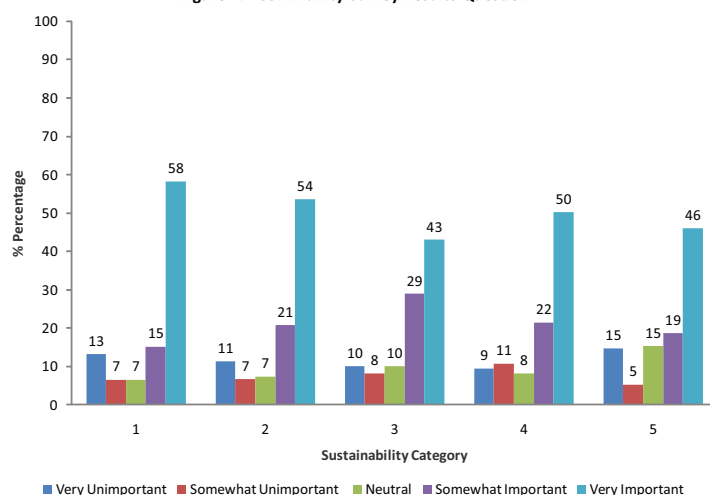
The categories will be used to formulate goals and guiding principles in future stages of the Coldstream Sustainability Initiative.

1.3 Community Survey Results

A total of 154 responses to the community survey were collected. The survey was available online and a paper version was available for those without internet access. The survey consisted of four questions. The following is a brief summary of some major themes and common responses collected from respondents.

Question 1 asked respondents to rank the sustainability categories identified earlier by District Council and staff. Respondents were asked to rank each sustainability category using a scale ranging from Very Unimportant to Very Important (see figure 1.1).

Figure 1.1 Community Survey Results Question 1



The following list of sustainability categories is organized by the number of 'very important' responses only:

1. Agriculture, Food Production and the Local Economy (58.3%)
2. The Natural Environment, its Ecosystems and Biological Diversity (53.7%)
3. Transportation and Infrastructure, such as Roads, Sewer Systems, and Water Systems (50.3%)
4. The Form and Type of New Development, such as New subdivisions, new residential, commercial and industrial buildings (46.0%)
5. Citizen Involvement, A sense of Community, Local Governance (43.0%)

Additionally, respondents were asked to comment on other sustainability categories they thought were important. A number of the responses related to the categories already noted above. The following is a summary of the additional key themes identified by respondents:

- Health and Safety of Citizens - recreation, policing, air, water, food safety, and reducing the use of chemicals and pesticides.
- Diversification of the Tax Base - less reliance on residential property tax
- Air quality
- Greenhouse gas reductions
- Green energy production

Question 2 asked respondents to share their ideas for enhancing sustainability in Coldstream. The key themes that were identified from the responses were:

- Protect water quality, watersheds and lakes (particularly Kalamalka Lake)
- Retain agricultural land and agricultural activities, provide community gardens
- Maintain green spaces, habitat and ecosystems
- Reduce or eliminate the use of chemicals and pesticides
- Reduce water use in residential developments
- Improve the pedestrian and cycling environment - Provide more walking and bicycling paths
- Provide transit throughout Coldstream, with connections to Vernon
- Create more complete neighbourhoods that incorporate greenspaces, services and stores
- Attract employers and industrial growth to diversify the tax base
- Amalgamate with Vernon to enhance efficiency and financial sustainability

- Create a town centre, main street, or commercial area to provide services in Coldstream
- Manage growth, direct growth to specific areas, provide an Urban Containment Boundary
- Infill existing areas before allowing new development
- Attract and keep young people and young families
- Use solar and wind energy
- Agricultural land should focus on food production

The responses included a range of ideas regarding new development. Some respondents wanted to restrict new development altogether while others saw new development, particularly in the form of more commercial, industrial or higher density residential development, as a vehicle to achieve other sustainability goals. Some respondents thought larger lots and a more rural form of development is more sustainable, while others thought higher density and compact development is more sustainable.

The third question asked respondents to envision Coldstream in 50 years. The following list summarizes the key themes:

- Clean water and air
- Extensive pedestrian and cycling connections
- Local shopping opportunities
- Rural character maintained over time
- Rural character along with compact, small scale “urbanized” areas, concentrated higher density
- Strong, viable agriculture
- Citizens consume locally grown food
- Restricted and managed development
- Greenspaces and parkland
- High quality infrastructure - safe drinking water and sanitary sewers
- Good transit service, even light rail
- Renewable energy
- Recycling
- Amalgamation with Vernon
- Young Families
- Safety for residents
- Protection of watershed and Kalamalka Lake

The final question asked respondents to provide ideas from other communities. The responses included:

- Bicycle and pedestrian networks - Red Deer, Europe, Edmonton, Beijing
- Local Shopping - Kaslo, Copenhagen
- Waste services, recycling and yard waste - Kelowna, Edmonton
- Green development - Canmore, Boulder, Portland, Ontario

The open ended questions provided a diverse variety of responses. Overall, after reviewing all of the open ended responses, there are some general impressions as noted below:

- Maintaining the rural character of Coldstream and doing this in a sustainable manner is quite important to Coldstream residents.
- Water quality and air quality are important to residents. Ensuring clean water for the future by changing what we are doing now was mentioned several times.
- The natural environment is very important to residents of Coldstream. Specifically, the responses indicate that protecting watersheds, maintaining ecosystems and maintaining open space is important.
- Agriculture is seen as an important part of the character of Coldstream, and a key factor in sustainable

food production. However, there are concerns about its impact on the natural environment and comments that Coldstream should not rely solely on agriculture as its economic engine.

- Respondents indicated that progress on pedestrian and bicycle networks has been made, however they would like to see much more emphasis on walking and cycling paths.
- Residents would like to have more commercial services available in Coldstream, allowing them to buy some of what they need in their area, rather than having to drive to other communities.
- Some residents would like to see growth directed and managed to support sustainability goals.
- Respondents have differing views as to whether or not new development is a good thing for the sustainability of Coldstream. Some respondents would like to see a town centre and the enhancement of local commercial opportunities while others feel that Coldstream should remain rural in character and that its proximity to Vernon satisfies the urban lifestyle needs of residents.
- There is a concern about the long term financial cost of sustainability. Some respondents are concerned about the added construction costs of green buildings and the impact they might have on affordability. Other respondents indicate that to achieve financial sustainability Coldstream should amalgamate with surrounding communities such as Vernon. This would allow the sharing of services and infrastructure costs.
- There is a sense that the provision of recreational opportunities for residents, particularly young people, should be enhanced.
- The development of future transit connections to surrounding communities, particularly the opportunity to travel to Vernon, is important for residents.
- Some residents would like to see more use of renewable energy such as solar and wind energy, and believe Coldstream as particularly well suited for this type of energy production.

1.4 Central Coldstream Neighbourhood Plan

After completing the work on the sustainability categories, the next stage of work is to apply those categories and principles to a specific area and situation. The District of Coldstream decided to proceed with a neighbourhood plan for the Central Coldstream area surrounding the Town Centre. This area includes the Giles/DeJong Road area, the Municipal Hall, Public Works Yard and Elementary School area. This plan, titled the “Central Coldstream Neighbourhood Plan” will consolidate past work completed by the District that affects the Plan Area (see figure 1.2), including:

- Roadway Network Master Plan
- Bicycle and Pedestrian Master Plan
- Stormwater Management Plan
- Trunk Sewer Servicing Analysis
- Sanitary Sewer Preliminary investigation Stage 2
- Town Centre Plan
- Town Centre Area Kalamalka Road Concept Review
- Official Community Plan Policies and Land Use designations

The plan will also consider the sustainability principles developed in the first phase of the sustainability initiative.

The primary objective of the project is to create a plan that engages the residents, and enhances effective planning and overall sustainability for the Central Coldstream area. The Plan will need to establish appropriate land uses mixes and densities as well as require financially feasible infrastructure upgrades. Further, the District will need to consider offering financial incentives as a method of attracting appropriate investment.

The Central Coldstream Neighbourhood Plan Area (herein referred to as Plan Area) is approximately 54 hectares (133 acres) in size and is located around the intersection of Kalamalka and Aberdeen Road in the District of Coldstream (see figure 1.2). The Plan Area is bounded by Coldstream Creek Road to the east, just north of Wisbey Road in the North, The Whetzell Road subdivision to the west and Coldstream Creek to the south.

The Plan Area contains approximately 200 buildings including the Municipal Hall and works yard, Coldstream Firehall, Women's Institute Hall, Coldstream Elementary, and other commercial, residential and institutional buildings. The Plan Area also includes Cenotaph Park and other parkland.

The Economic Development Committee, which will be augmented by members of the Advisory Planning Committee, local residents, staff, and Council, will act as the steering committee for this project. This Committee will play an integral role in the development of the Central Coldstream Neighbourhood Plan by participating in workshops and providing input at various stages in the planning process. The planning process is outlined below:

- Conduct background analysis and reporting
- Meeting with Steering Committee
- Community Workshop
- Prepare Draft Neighbourhood Plan
- Meeting with Steering Committee
- Community Open House
- Meeting with Steering Committee
- Preparation of Final Neighbourhood Plan

This background report will serve as the key informational piece that will guide the workshops and community open houses. This background study compiles various information sources that touch on a vision for the Town Centre, summarizes the relevant infrastructure and planning that has occurred in the past and provides new information to consider that includes the following:

- Land Inventory and Capacity Analysis,
- Strengths, Weaknesses, Opportunities and Threats/Constraints analysis, and;
- Visual Preferences of density.

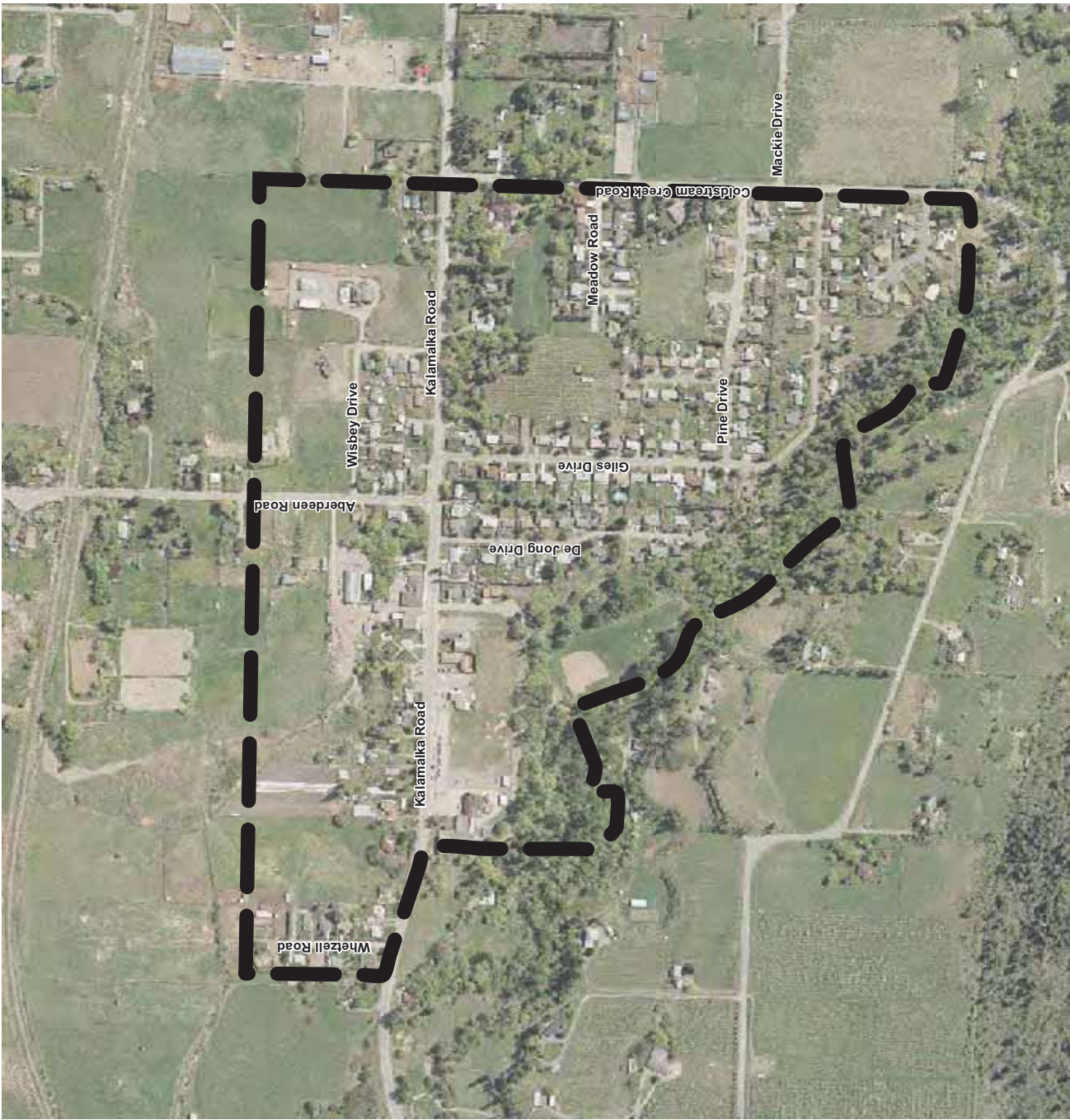
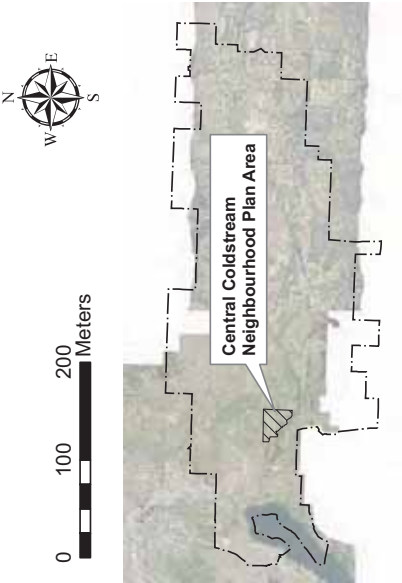


Figure 1.2
Plan Area



2.0 PLANNING CONSIDERATIONS

This section will provide an overview of the various planning and service considerations pertaining to the context of the Plan Area. This includes the following:

- Official Community Plan (OCP)
- Zoning Bylaw
- Transportation
- Water Infrastructure
- Sanitary Infrastructure
- Storm water Infrastructure
- Town Centre Plan
- Town Centre Kalamalka Road Concept Review
- Elementary School Upgrades and Streetscape

2.1 District of Coldstream Official Community Plan

The District identified portions of the Plan Area as the Town Centre for Coldstream in its OCP as early as 1998. The current OCP states that the residents and Council feel the area (see figure 2.1) has the “potential to provide Coldstream with a heart” and a “people place that helps form part of Coldstream’s identity” (District of Coldstream, OCP).

The Town Centre was identified as an area where the community wants to concentrate commercial activities such as small general/convenience stores, pharmacies, gas stations, financial institutions, professional offices, farmers market, or restaurants.

The objectives and policies set out in the OCP regarding the Town Centre are as follows:

Coldstream Town Centre Area

The objectives identified by Council in the OCP also included the following:

5A.2 Council’s objectives are:

- To provide a centre, a heart for the community, in the Coldstream Town Centre area.
- To accommodate a mixture of civic, institutional, cultural, recreational, commercial and residential uses in the Coldstream Town Centre Area.
- To ensure that new development in the Coldstream Town Centre area reflects the rural and agricultural character of the area.

The policies adopted by Council in the OCP to achieve the objectives include the following:

5A.3 Council’s policies are to:

1. Continue working toward making the Coldstream Town Centre Area a place that performs the following functions:
 - Provides a centre and a heart for the community;
 - Enhances the identity of Coldstream;
 - Creates a place for people to gather, interact, celebrate, reflect, learn, play and conduct business;
 - Creates a concentrated area of civic uses for the community;
 - Reflects the rural character of Coldstream.

2. Council's policy is to encourage the following types of commercial, social, cultural, institutional and parks and recreation uses in the area identified as Coldstream Town Centre Area on the Land Use Map:
 - Small-scale commercial uses and services, including:
 - Small general store or convenience store
 - Drug store
 - Gas station
 - Medical, dental, veterinary, and professional offices
 - Banking facilities
 - Farmer's market - indoor/outdoor
 - Agricultural and garden supply stores
 - Cafés and other types of eating establishments
 - Hair salon and other types of personal services
 - Social and cultural uses, including:
 - Museum
 - Outdoor space for farmer's market, music festivals, and other events
 - Outdoor space for gathering
 - Church
 - Theatre/play house
 - Daycare and elder care
 - Meeting facilities
 - Women's Institute Hall
 - School
 - Institutional uses, including:
 - Upgraded or re-developed municipal hall, office, and fire hall
 - Post office or postal services
 - Library
 - Community police office
 - School
 - Community use of the school
 - Park and recreation uses including:
 - Passive open space and natural areas
 - Playgrounds
 - Sports fields
 - Tennis, basketball, volleyball and other sports courts
 - Historical monuments
 - Plazas and public open spaces
 - Picnic areas
 - Paths and trails
3. In some cases the lands will be designated to allow the uses noted above; in other cases, Council will need to redesignate lands to land use designations that will accommodate the specific proposed use noted above. Rezoning will be required where assembly, commercial, special use and other than single family residential uses are contemplated.
4. Allow commercial uses within existing residential homes within the Coldstream Town Centre Area subject to rezoning.

5. Ensure that uses located within the Coldstream Town Centre Area fit with the rural and agricultural character of the area by requiring that all development, except single family residential use, meets the Development Permit Guidelines set out in Section 17.
6. Subject to rezoning where required, consider allowing limited residential uses in the Coldstream Town Centre Area including:
 - Existing single family uses;
 - Housing that provides a range of different levels of care catering to the needs of seniors or others requiring care;
 - Residential uses mixed with commercial uses in the same building.
 - Investigate and undertake measures to slow and calm traffic along Kalamalka Road as it passes through the Coldstream Town Centre Area.
7. Establish pedestrian facilities in the form of walkways, pathways, or sidewalks in the following locations:
 - Between the Cenotaph Park and Coldstream Park (which is located along Coldstream Creek, just below the Coldstream Town Centre area);
 - Along both sides of Kalamalka Road, and including crosswalks, within the Coldstream Town Centre area;
 - From Cenotaph Park east to Aberdeen Road along Skobalski Creek.
8. Continue working towards connecting the Coldstream Town Centre Area to the rest of the community with bicycle routes.
9. Subject to rezoning where required, allow, within the Town Centre Mixed Use (TCM) designation, the following types of uses:
 - Small scale commercial uses and services;
 - Social and cultural uses;
 - Institutional uses;
 - Park and recreation uses;

as described in more detail above.
10. Work to expand and improve the existing parkland in and near the Coldstream Town Centre Area, in order to encourage greater and more varied use of the parkland.
11. Work towards improving the recreational and community function of the space behind the Women's Institute Hall.
12. If the Coldstream Elementary School moves out of the area, the District will examine a wide range of potential uses for the school site and identify the most appropriate use or combination of uses for that site.
13. Expand the community sanitary sewer to the Coldstream Town Centre Area as outlined in the sewer and water services phasing map (Schedule F).
14. Prepare a stormwater management plan for the Coldstream Town Centre area.

Please refer to Appendix A for the complete section of the OCP.

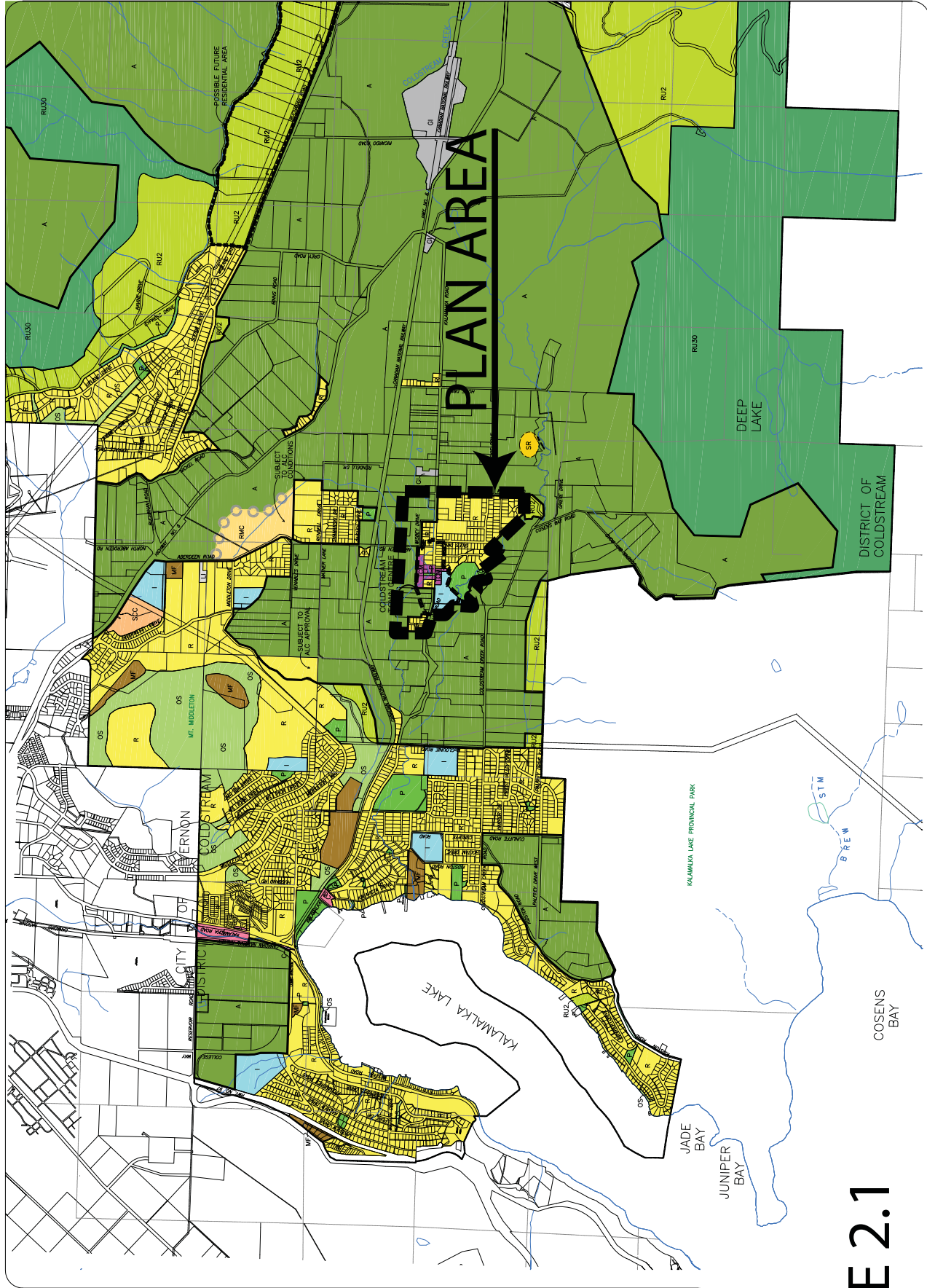


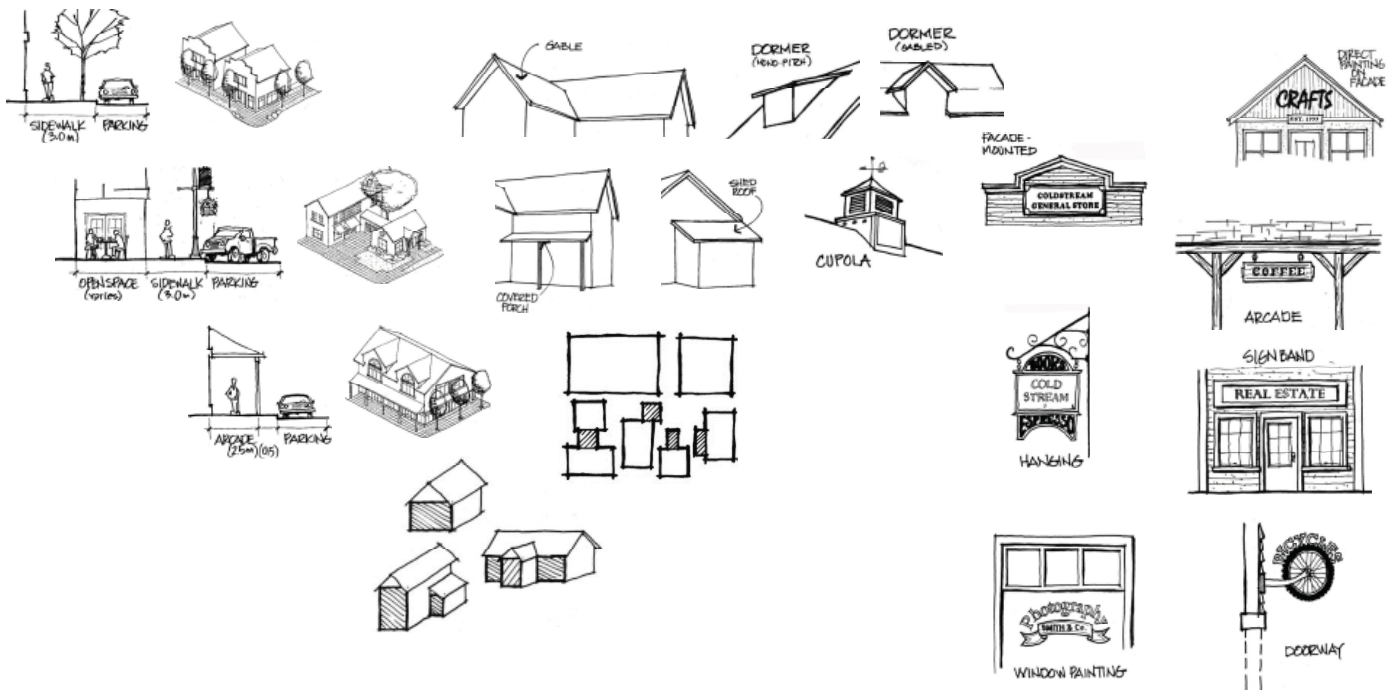
FIGURE 2.1

Development Permit Areas

Development Permit Areas (DPA) are used to provide specific guidelines for development in special areas. The Plan Area is identified as part of the Commercial DPA (see figure 2.2). The goal of this DPA is to ensure that new commercial development maintains and enhances the rural character of Coldstream.

The guidelines for the Commercial DPA are very comprehensive. As such only a summary of the key guidelines and images that pertain specifically to the Plan Area are provided here:

- Buildings should be located close to the street, with the main entrance facing the street and the space between the building and street is landscaped and used by pedestrians and businesses.
- Buildings should generally maintain a square or rectangular shape with a gable-type roof and feature materials and colours that reflect the traditional rural character of Coldstream.
- Buildings should be one or two stories and feature porches, arcades, balconies, chimneys, cupolas, steeples, wind vanes, exposed beams or supports etc. to reflect the traditional rural character of Coldstream.
- Landmarks and natural features should be respected.
- On-street parking is encouraged, as well as parking at the side or rear of the building.



Refer to Appendix B for the complete Commercial DP guidelines as adopted in the OCP.

2.2 Zoning Bylaw

The District of Coldstream Zoning Bylaw identifies the following list of zones in around the Plan Area (see figure 2.3). The development regulations are summarized in figure 2.4.

- RU.2 - Rural Two Zone: allows for single and two family dwellings, parks and playgrounds, bed and breakfasts, community care facilities, and other limited agricultural uses.
- R.1 - Residential Single Family Zone: permits single family dwellings, parks and playgrounds, community care facilities, and some home-based businesses.
- R.2 - Residential Two Zone: allows for single and two family dwellings, parks and playgrounds, community care facilities, boarding houses, and some home-based businesses.

- S.1 - Assembly and Private Hospital Zone: allows for buildings used for assembly, churches, private hospitals, and rest homes and congregate care facilities.
- C.1 - General Commercial Zone: allows for tourist commercial uses (hotels, motels etc.), facilities and uses related to art and cultural industries, facilities and uses related to entertainment and social clubs, restaurants and bakeries, retail commercial, professional offices, service and repair uses (excluding automobile repair) and a limited range of transportation facilities.
- R.B.B. - Residential Bed and Breakfast: allows for single family dwellings, parks and playgrounds, community care facilities, bed and breakfast, and limited home-based businesses.

Figure 2.4

	C1	R1***	R2***	S1***	RU2***	RBB***
Coverage (%)	50%	35%	35%	50%	30%	35%
Max. Storeys	3	2	2	3	3	8
Min. Parcel Size (sq.m.)	835	835	835/1395**	1860	2*	150

*note: RU2 minimum lot size is in hectares

**note: single family / two family dwelling

***note:- regulations based on residential use on a serviced parcel

2.3 Transportation (Vehicular and Active)

The OCP identifies Kalamalka Road and Aberdeen Road as part of the major road network (see figure 2.5). The objective of the major road network is identified as guiding development and providing for safe and efficient circulation of vehicles and other forms of traffic, such as bicycles and pedestrians. The following recommendations that pertain directly to the Plan Area contained in the OCP are:

- Investigate and undertake measures to slow and calm traffic along Kalamalka Road as it passes through the Coldstream Town Centre Area.
- Establish pedestrian facilities in the form of walkways, pathways, or sidewalks, on both sides of Kalamalka Road within the Coldstream Town Centre Area
- Continue working towards connecting the Coldstream Town Centre Area to the rest of the community with bicycle routes.

Both Kalamalka Road and Aberdeen Road are classified as arterials in the OCP and the intersection of the two major roads is within the Plan Area. The policies adopted for arterial roads are summarized below:

- Provide safe and efficient mobility;
- Serve regional traffic;
- Provide adequate bicycle lanes, and;
- Discourage on-street parking outside the town centre.

Please refer to Appendix C for the entire OCP Transportation section.

In addition to the OCP, the Major Roadway Network Plan provides further insight into the purpose and characteristics of the arterial road in the town centre (see figure 2.6 and Appendix D). The Major Roadway Network Plan recommends that direct access to driveways should often be restricted along arterials. Furthermore, the Plan states that arterials are generally transit corridors and therefore traffic calming is not normally a consideration. The speed limit along arterials is identified as being at least 50 km/h.

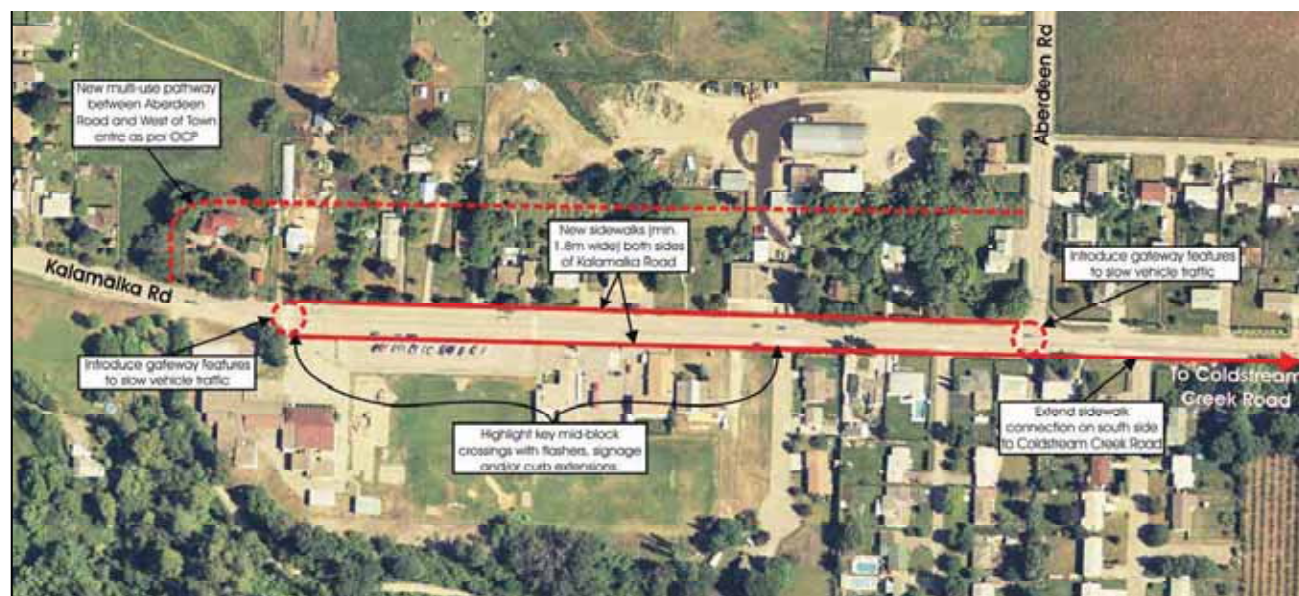
Although Kalamalka Road is identified as an Arterial Road, the character of the roadway will need to be drastically altered as it runs through the Town Centre. Traffic calming techniques as well as enforcement of speed levels

will be of key importance. If the Town Centre concept is to succeed, the area will need to have a mix of land uses, pedestrian and cycling facilities and a safe roadway design. As such, the standard of Kalamalka Road as it passes through the Town Centre will need to move from an Arterial Road to a 'Main Street' type of standard that gives priority to pedestrians and cyclists while still accommodating the traffic function of the road.

The District has adopted a Bicycle and Pedestrian Master Plan that deals specifically with the Plan Area (see figure 2.7 and Appendix E).

The Bicycle and Pedestrian Master Plan's primary recommendation for the Plan Area is to complete sidewalks on both sides of Kalamalka Road. This is due to the fact the Plan Area is identified as a key link in the community. As such, accommodating pedestrians is noted, along with recommendations for sidewalks, street furniture, and separation of the roadway from sidewalks for safety reasons. Additionally, the Plan recommends paved shoulders for use as bicycle lanes.

The Bicycle and Pedestrian Master Plan recommends a multi-use path to the north of the town centre. Given that upgrades to Kalamalka Road (which include bicycle and pedestrian amenities) will continue in the future, Staff have indicated that the development of the multi-use pathway may be in direct competition with street frontage upgrades. As such, a multi-use pathway could be given consideration if and when the existing Municipal Works Yard is relocated and in conjunction with any development of the existing Municipal Works Yard.. This would provide a connection from Aberdeen Road to Whetzell Road. The Bicycle and Pedestrian Master Plan also identified gateway features, for traffic calming purposes, at the entrance to the town centre and flashers, signage and curb extensions at crossings (see image below).



2.4 Water Infrastructure

Water is delivered by the Greater Vernon Water (GVW) distribution network. The OCP states that domestic users in the Central Coldstream area are supplied by a pump station and intake at Kalamalka Lake. Water treatment is limited to chlorination. In early 2002, conceptual sewer system expansion plans were initiated by District Council to address environmental concerns and achieve community objectives, such as the development of the Town Centre.

As a result, the Trunk Sewer Servicing Analysis Report was completed in 2004, which recommended the Greater Vernon Services District construct water main upgrades along Kalamalka Road in conjunction with sanitary sewer trunk construction. Water main upgrades were completed along Kalamalka Road during the construction of the sanitary sewer trunk.

It should be noted that the Aberdeen Fire Hall draws on two separate water systems in order to achieve sufficient water pressure. As a result, any future development in the Plan Area must consider that sufficient pressure to meet Greater Vernon Services fire flow requirements may be challenging to achieve.

2.5 Sanitary Sewer Infrastructure

In early 2002, conceptual sewer system expansion plans were initiated by District Council to address environmental concerns and achieve community objectives, including the development of the Town Centre. As a result, the Trunk Sewer Servicing Analysis Report was completed in 2004, which identified the Plan Area within Priority Area #1.

In 2006, a trunk sewer line was extended along Kalamalka Road to provide community sanitary sewer services to the Town Centre area. Upon completion of this extension, a sewer line was constructed along Aberdeen Road to provide service to the new Fire Hall. The trunk sewer line along Kalamalka Road is designed to accommodate existing development and a significant amount of new development within the Town Centre.

Within the Plan Area, the sanitary sewer line along Kalamalka Road was subsequently extended to the east. As such, the larger underdeveloped parcels (i.e. Plan 320, Lot 36 A, Plan 16651, Lot 3, Plan 1665, Lot 2) are considered to be fairly easy to connect to sanitary sewer. Furthermore, sewer lines also exist along Giles Drive and Pine Drive, extending to Coldstream Creek Road.

Further analysis was completed regarding extensions to the sewer servicing areas in a report entitled: District Of Coldstream Priority Areas #1 and #2 Sanitary Sewer Pre-Design Study: Final Report, completed in 2010. The existing and potential sewer lines are illustrated in figure 2.8 which references the 2010 Priority Areas #1 and #2 Sanitary Sewer Pre-Design Study.

Within the Plan Area, community sewage capacity is not an issue for those properties connected to the community sewer system.

2.6 Storm water Infrastructure

In 2004, a Storm water Management Plan (SWMP) was completed that addressed short and long term requirements for managing and financing storm water drainage infrastructure in Coldstream (see Appendix F). Within the Central Coldstream Plan Area, the SWMP identifies the need for a storm sewer along Giles Drive, with a lateral along Pine Drive. Additionally, when development of vacant parcels along Kalamalka Road occurs, a storm sewer is to be constructed along Birch Drive, Meadows Road, connecting to Kalamalka Road after passing through the future subdivision.



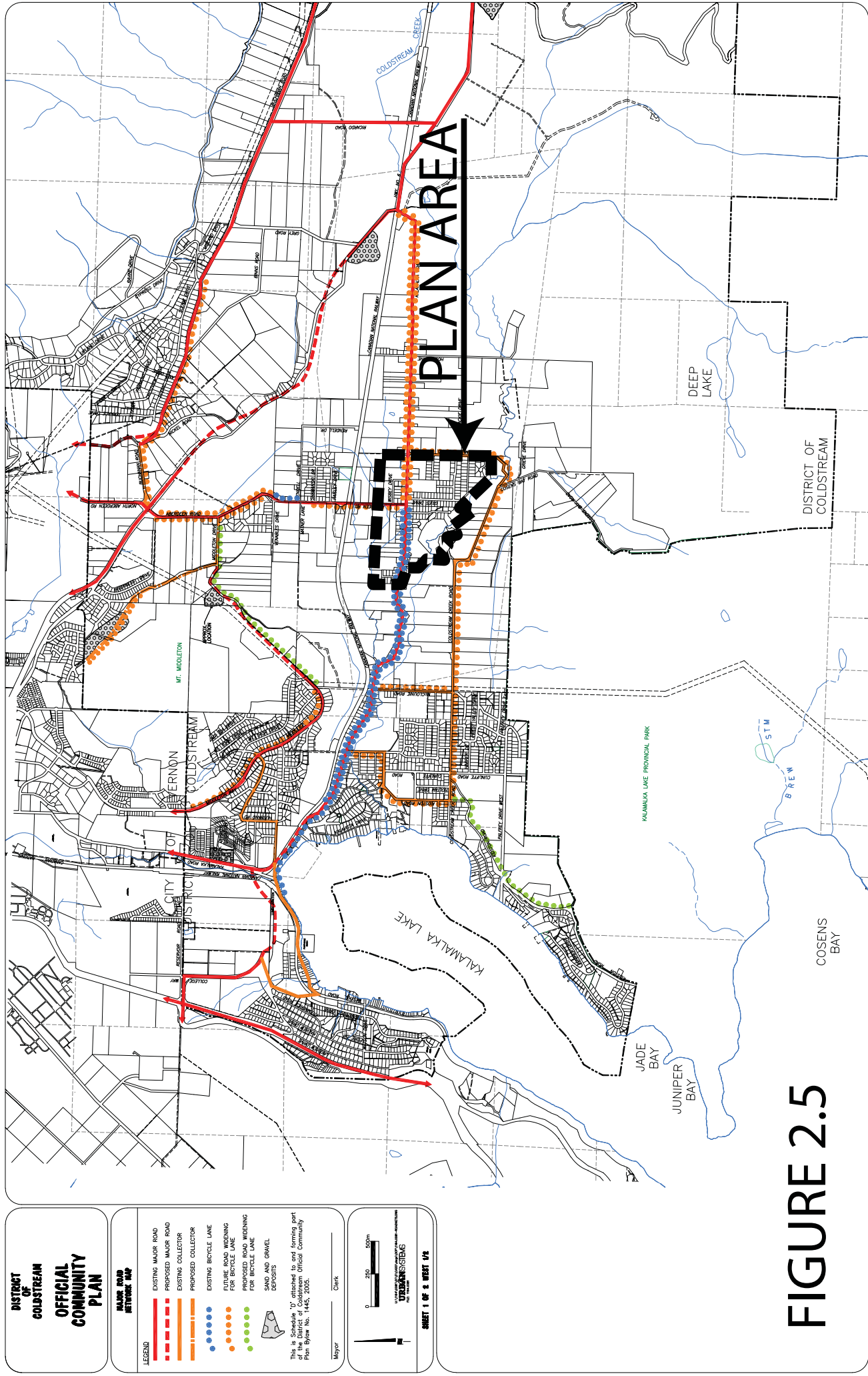
In general, as the Plan Area develops in the future, storm water drainage will need to be considered as the area of impervious surface increases along with residential and commercial development.

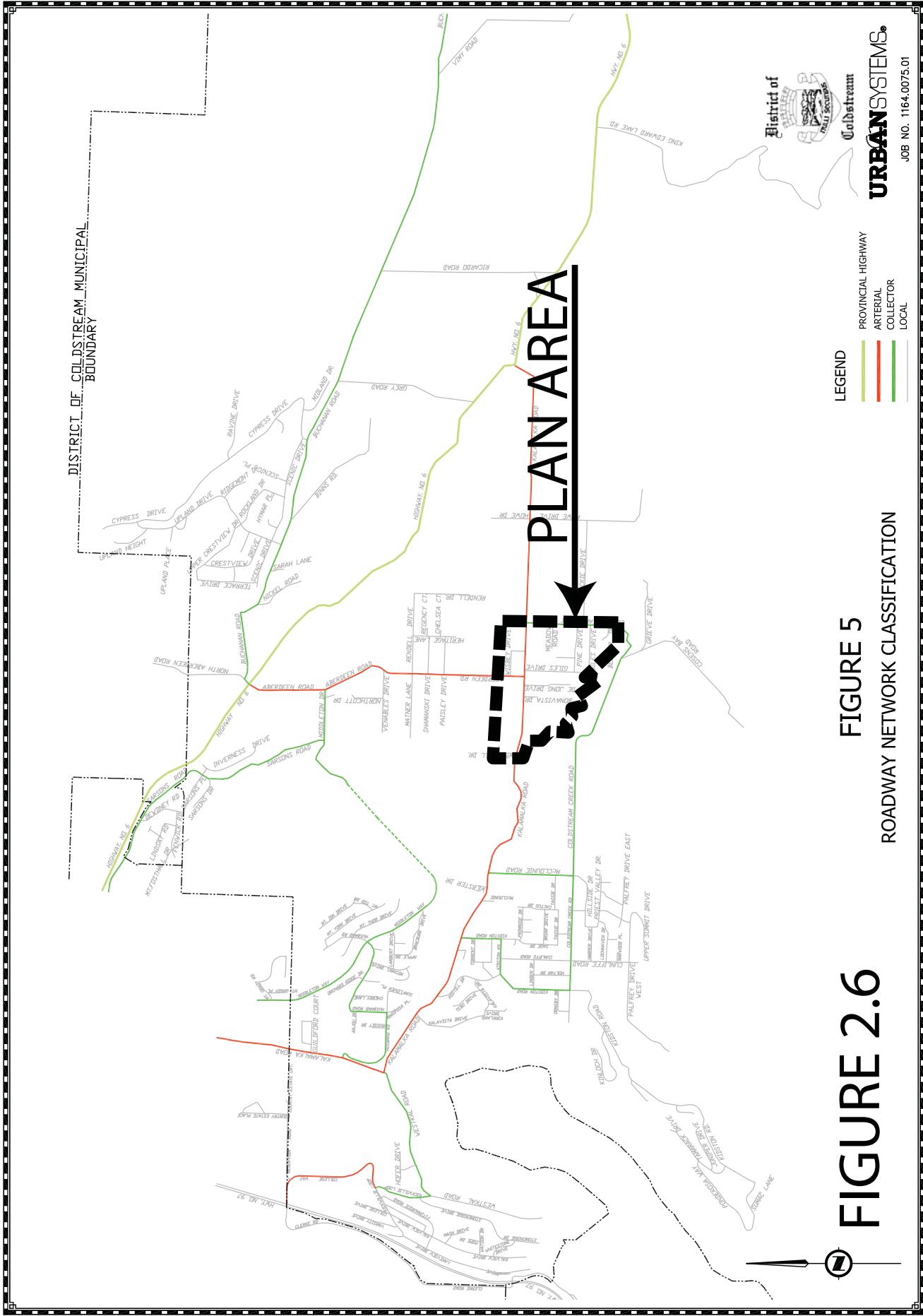
The SWMP also recommends that storm sewer construction along De Jong Drive take place in conjunction with sanitary sewer upgrades. These sanitary sewer upgrades are identified in Priority Area #1 of the Sanitary Sewer Pre-Design Study.

2.7 Town Centre Plan

The Town Centre Plan was the result of the Official Community Plan, adopted in 1998. One of the visions of the OCP was to see the development of a town centre for the community. The preliminary report, submitted to the District in 1998 discussed the key issues including site context, the desired theme, partnership opportunities, infrastructure requirements and market opportunities for commercial land development.

Although this study was of a preliminary nature, it resulted in the adoption of policies in the OCP, specifically the Coldstream Town Centre Area (Section 5A. of the OCP) and design guidelines described in the Coldstream Commercial Development Permit Area (Section 17.8). The Coldstream Town Centre Plan is included in Appendix G of this document.





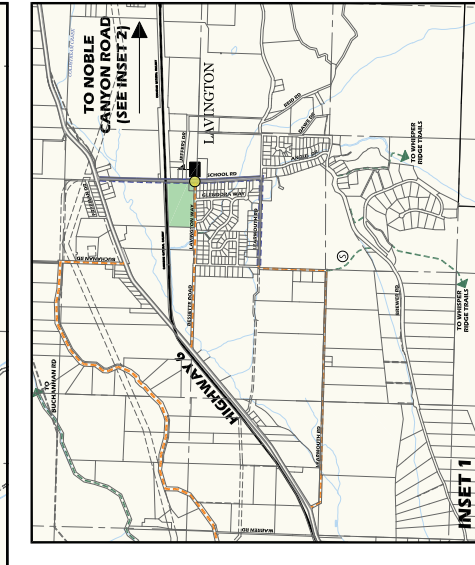
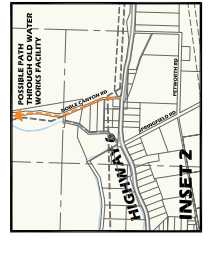


FIGURE 2.7

[illegible]

LEGEND

EXISTING PROPOSED

SIDEWALK

PAVED SHOULDER

MULTI-USE TRAIL

SHARED BICYCLE ROUTE

MARKED WIDE CURB LANE

NEW OR UPGRADED CROSSING

SUBJECT TO DEVELOPMENT/ OWNER ENDORSEMENT

SUBJECT TO RAILWAY APPROVAL

MAJOR ROAD NETWORK

PROPOSED HIGHWAY

TRUCKING HIGHWAY

CANADIAN NATIONAL RAILWAY

BOAT LAUNCH

BEACH ACCESS

PARK

SCHOOL

PROPOSED SCHOOL

Client/Project
DISTRICT OF COLDSTREAM
BICYCLE & PEDESTRIAN MASTER PLAN

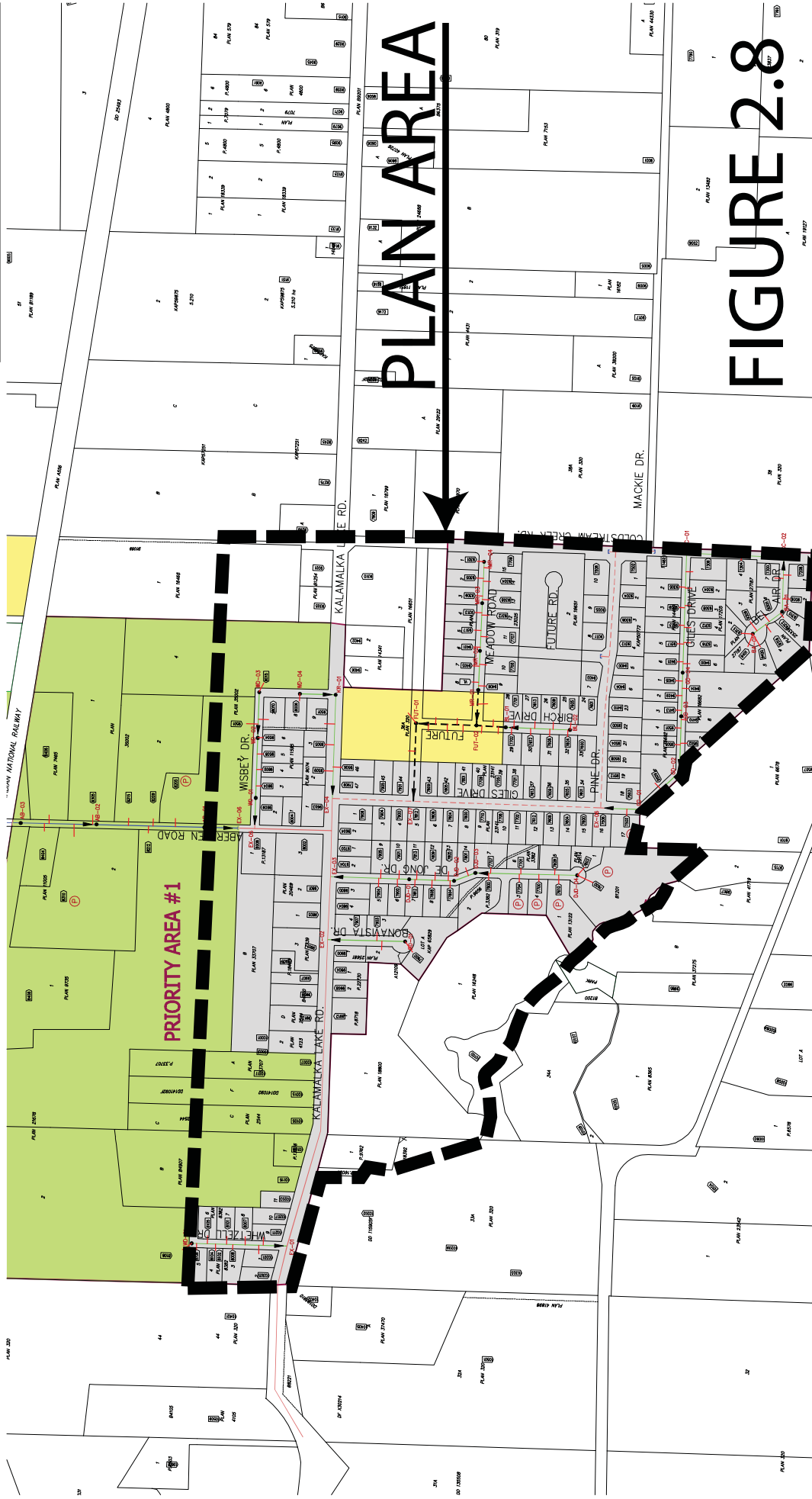
Scale **Date** **Figure**
NTS 2007-01-23 APPENDIX C

Title
1164.0096.01

BICYCLE & PEDESTRIAN ROUTE NETWORK





#500 - 1708 DOLPHIN AVENUE
KELOWNA, BC, CANADA V1Y 9S4
Tel. 250.762.2517
Fax. 250.763.5266
www.urban-systems.com

PRIORITY AREA #1




LEGEND

- PROPOSED GRAVITY TRUNK SEWER MAIN (300mm ϕ)
 PROPOSED GRAVITY TRIBUTARY MAIN (200mm ϕ)
 EXISTING GRAVITY TRUNK SEWER MAIN
 EXISTING GRAVITY TRIBUTARY MAIN
 PROPOSED GRAVITY TRIBUTARY MAIN IN R.O.W

-  PROPOSED MANHOLE
 PROPOSED PUMPED SERVICE
 PROPOSED SERVICE AREA
 AGRICULTURAL LAND (ALR)
 FLOOD PLAIN

PROPERTIES REQUIRING UTILITY R.O.W





PRIORITY AREAS #1 AND #2

DISTRICT OF COLDSTREAM

SEWERY SEWER PREDESIGN STUDY

Client/Project

PRIORITY AREAS #1

PRIORITY AREA #1

COLLECTION SYSTEM

Scale	Date	Figure	Title
1"=500'	10-03-22	3-1	
11164-011.01			

2.8 Town Centre Area Kalamalka Road Concept Review

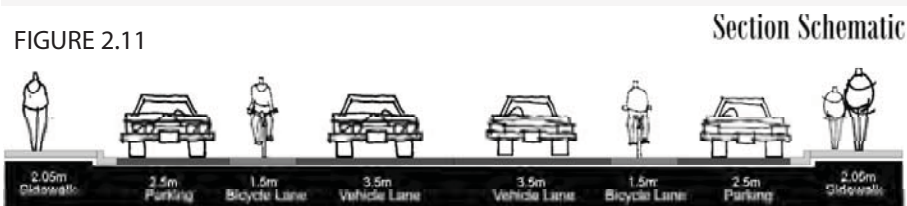
In 2006, a review of the Town Centre Area Kalamalka Road Concept was undertaken. This review resulted from sanitary sewer construction along Kalamalka Road, that would enable intersection upgrades to be undertaken at the intersection of Kalamalka Road and Aberdeen Road (This intersection in turn was identified for improvements in the Road Network Plan). To facilitate the intersection improvements, a road configuration for Kalamalka Road was required. The purpose of the Town Centre Area Kalamalka Road Concept Review was to provide recommendations to Council on this configuration (see figure 2.9). The recommendations were as follows:

- Implementing Concept 4 – Combined enhancement, where parking or landscaping opportunities are provided interchangeably along the corridor.
- Implementing Gateway Features at both ends of the Town Centre Area
- Developing an Access Management Strategy

Concept 4 - Combined Enhancements, as described in the Town Centre Area Kalamalka Road Concept Review is provided below.

Concept 4 allows for on-street parking where it is required, and landscaping where parking is not required, and provides the opportunity to benefit from both enhancements, eliminating the 'either or' potential. The components of the cross-section would be as follows (see figure 2.10 and 2.11):

- 2 x 3.5m Travel Lanes
- 2 x 1.5m Bicycle Lanes
- 2 x 2.5m Parking Lanes, OR 2 x 2.5m Boulevards, OR 1 x 2.5m Parking Lanes and 1 x 2.5m boulevard
- Curb and Gutter
- 2 x 2.05m Sidewalks



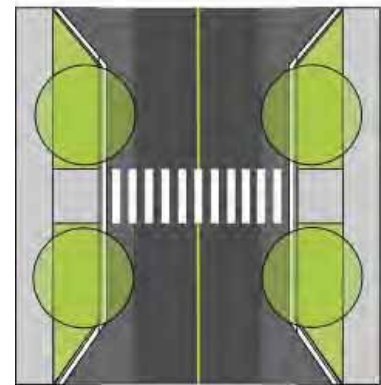
As a result of the uniform sidewalk, travel lane and bicycle lane widths, with the landscaped boulevard and parking lane sharing the same 2.5 metre width, the different configurations can transition seamlessly from one to the other.

A combined approach for the roadway configuration opens up the potential for further enhancements, including:

Enhanced Pedestrian Crossings – Figure 2.12 illustrates enhanced pedestrian crossing opportunities that can be incorporated into the preferred concept as desired. These will provide increased visibility of the crossings, and of pedestrians waiting to cross, as well as highlight the crossing area. They will also help to slow traffic by providing a visible narrowing of the roadway. Amenities such as benches, trash receptacles or bollards can also be used to enhance these areas.

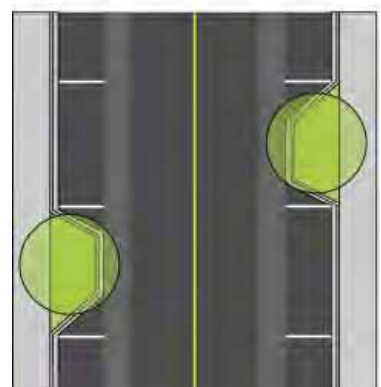
Curb Extensions – Smaller versions of the enhanced pedestrian crossings can be provided as short curb extensions. These would not act as pedestrian crossings, rather they would provide the same traffic calming effects and introduce additional landscaping opportunities. These curb extensions would not necessarily need to mirror each other, but can be placed as appropriate on either side of the road (see Figure 2.13).

FIGURE 2.12



Plan Schematic

FIGURE 2.13



Plan Schematic

2.9 Elementary School Upgrades and Streetscape

School District #22 is currently in the process of upgrading the Coldstream Elementary School. As part of this, the streetscape along Kalamalka Road is being improved. The improvements to the streetscape include a sidewalk constructed of concrete pavers, tree planting, light standards, benches and litter receptacles. The School District is responsible for improvements along their side of the road. These improvements will set the standard for future streetscape work along Kalamalka Road within the Plan Area.

It should be noted that storm water drainage upgrades completed as part of the upgraded streetscape were not analyzed as part of this background report. A comprehensive assessment of infrastructure improvements resulting from the streetscape of the Elementary School property to Aberdeen Road and beyond is outside the scope of this project.

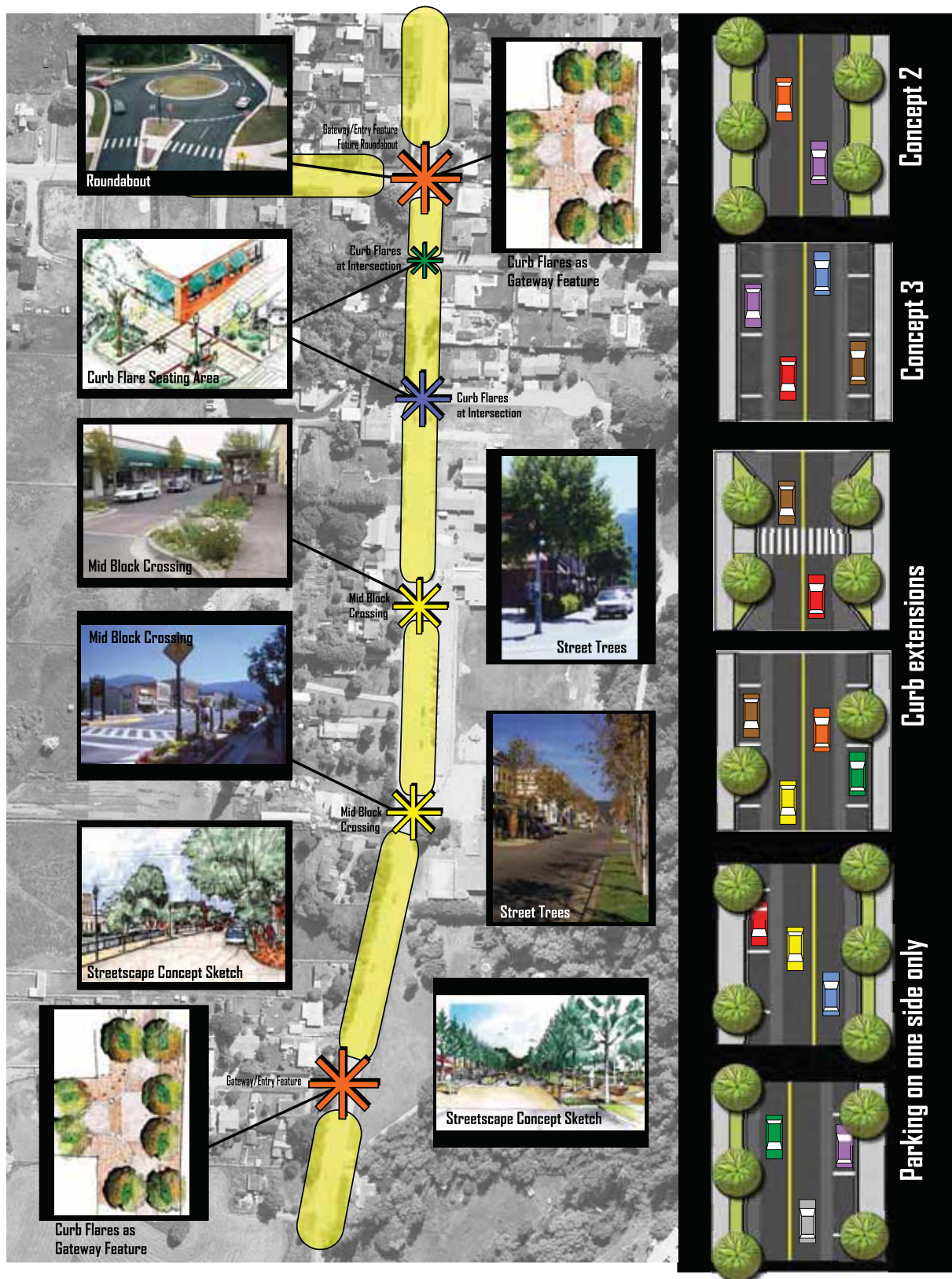
The upgrades to the school itself include parking, playgrounds and sports amenities such as basketball courts and baskets. See figure 2.14 for the layout plan and appendix H for other details.

2.10 Other Considerations

The previous section have summarized the major reports and planning consideration within the context of the Plan Area. Additionally, the District has undertaken a number of other smaller projects that include:

Aberdeen Road Streetscape - The streetscape design was initiated as part of the Coldstream Firehall improvements. However, the design was not implemented due to budget constraints. The streetscape design included lighting, tree planting, sidewalk constructed of concrete pavers, as well as benches and litter receptacles. See Figure 2.15 for the Landscape Concept Plan for Aberdeen Road.

Municipal Works Yard - As part of the improvements to the intersection of Kalamalka Road and Aberdeen Road a proposed reconfiguration of the existing municipal works yard was undertaken. See Figure 2.16 for the proposed layout.



Kalamalka Road

TOWN CENTRE DISTRICT OF COLDSTREAM

Character Images
and
Roadway Options

Figure 2.9





Figure 2.15

Proposed Works Yard Layout



3.0 CENTRAL COLDSTREAM NEIGHBOURHOOD PLAN

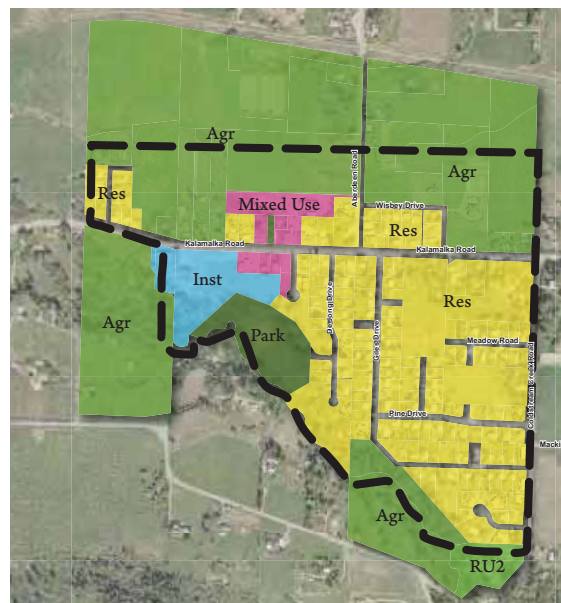
This section will provide a preliminary analysis of the Central Coldstream Neighbourhood Plan area. The information in this section is intended to serve as a starting point for the planning process. The expectation is that Steering Committee members will review the analysis and options provided here and contribute their ideas and feedback during the first steering committee meetings, prior to the community workshop. The analysis here will then be added too and refined further during the community workshop.

3.1 Land Inventory

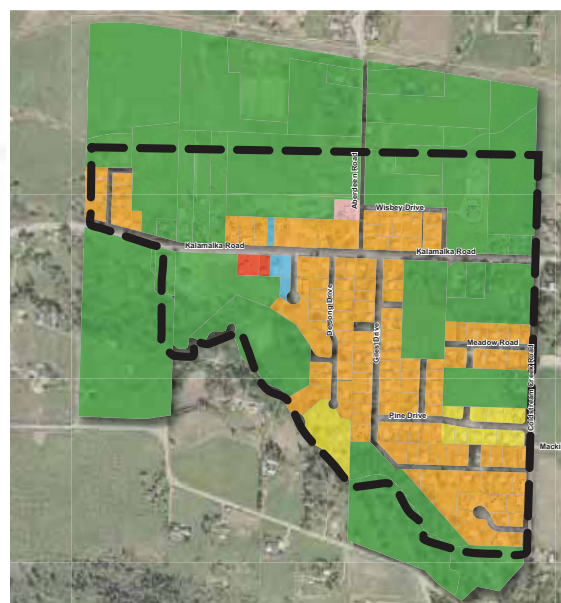
The Plan Area currently has approximately 164 existing dwelling units, made up entirely of single detached dwelling units. The other major land uses are: Municipal Hall; old Fire Hall; Coldstream Women's Institute; Building/ Public Works office; Fire Hall; Real Life Ministries Church; Curves Fitness; former Coldstream Market; and Coldstream Elementary School.

According to the current Land Use Plan (see figure 2.1), Residential land uses comprise 49% of the total Plan Area, followed by Agricultural land use (also ALR) (34%). The remaining area is made up of Institutional (6%), Parkland (5%) and Town Centre Mixed Use (5%).

Land Use Designations



Zoning



3.2 Strengths, weaknesses, opportunities and threats/constraints

A strengths, weaknesses, opportunities and threats/constraints analysis is an effective method of conducting a scan of both internal and external factors that potentially impact the Central Coldstream area. Refer to figures 3.1 to 3.4.

Strengths (see figure 3.1)

- The Plan Area is located close to existing services including Coldstream Elementary.
- Kalamalka Road and Aberdeen Road are designated arterial roadways in the OCP and Road Network Plan. These arterials provide good existing and potential connections to the Plan Area and visa versa.
- The Plan Area contains important civic amenities such as the municipal hall, schools and parkland.
- Parcels exist with Commercial and Mixed Use OCP designations, and Commercial and Institutional Zoning.
- The OCP and other strategic documents have a long history of referencing the Town Centre area.
- Flat topography.
- Simple ownership pattern.
- The Plan Area is located close to Agriculture. This enhances the agricultural character
- The new Elementary School
- Beautiful, natural area
- Triangle bicycle loop runs through the area
- Horse riding clubs are close
- Existing residential population
- History of commercial activity
- Clean slate for commercial redevelopment
- Historical context of area is strong (social)

Weaknesses (see Figure 3.2)

- The Plan Area has no cornerstone development or other recognizable entry feature or the like that visitors or the community can associate with the Central Coldstream Area.
- The municipal works yard can be a source of pollution (noise and air). It is also a large area of underutilized land.
- Town Centres should be pedestrian and bicycle friendly. The lack of a continuous sidewalk and dedicated bike path along Kalamalka Road does not provide this type of environment.
- Cul-de-sacs and dead end streets do not provide a network of interconnected streets, which in turn create a pedestrian friendly environment.
- A secondary east to west connection does not exist through the residential area south of Kalamalka Road.
- Low density commercial currently exists along Kalamalka Road. This does not provide a commercial environment that is conducive to pedestrians, nor does it contribute to making the neighbourhood a place for people to gather.
- Large parcels near Giles Road are currently zoned for lower densities.
- Overhead power lines
- Not the focus of residential development in Coldstream
- Elementary School (drop off and pick up) contributes negatively to traffic volume
- Lack of Transit Service

Opportunities (see figure 3.3)

- Large parcels of land that are identified for residential in the OCP exist within the Plan Area.
- Entry features have been recommended in previous planning assignments
- On the one hand, if the municipal works yard is relocated in the future, the parcel provides a large area of land for redevelopment. On the other hand, the work yard is well hidden and its current location may provide efficiencies as it is located close to the municipal hall. The works yard also provides a critical mass of employees.
- The good connections along Kalamalka Road and Aberdeen Road would facilitate rapid transit connections in the future.
- Existing rail is located near the Plan Area. In the future this rail could be used for rail transit connections for passengers and commodities.
- Currently underutilized parcels can provide opportunities for redevelopment with fewer constraints than well utilized, established commercial properties.
- The location of the elementary school near Coldstream Creek and close to agricultural land may provide the opportunity for partnerships for the provision of programming or formal education around ecology or agriculture.
- Green corridors or trailheads can be provided from existing parkland areas.
- Riparian and ecologically sensitive areas exist within the Plan Area that may provide habitats for birds and other wildlife, and can become focal points for other activities or marketing activities.
- Increased access (vehicular and active modes) resulting from construction of Grid Road support retail and other uses.
- Hand pick amenities, uses (economic survey will provide input)
- Financial tools (in LGA) available to municipalities
- Creation of Town Centre Zone
- Development of Agricultural Plan (10 hectare min. lot size)
- Keeping parents dropping children off at School in the area
- Enhancement of Riding Clubs or Arts/Cultural Community
- Consistent signage / theme promoting area (local economy + agriculture)
- Support the Elementary School (LEED Silver)
- Opportunity to grow Tax Base
- Regional Growth Strategy promotes compact development

Threats / Constraints: (see figure 3.4)

- Riparian and ecologically sensitive areas exist within the Plan Area.
- The conflict between urban and rural will need a clear and definitive strategy.
- Commercial and residential areas exist in other areas of the community and may draw development away from the Central Coldstream Neighbourhood.
- Planning for the Town Centre area has been ongoing for over 10 years. So far not much development interest has occurred which suggests increasing market demand will be a priority in the future.
- Increased vehicular access resulting from construction of Grid Road will require greater attention to traffic calming and bicycle and pedestrian amenities.
- Current municipal fire equipment limits development to a maximum of three storeys.
- Negativity to changing neighbourhood from existing residents
- Values of residents of Central Coldstream vs values of residents outside Central Coldstream (Differing views of "Town Centre" and "Central Coldstream" among residents)
- ALR impact on parcels along Kalamalka
- Existing SDS Bylaw regulations
- Maintaining status quo might lead to areas decline in the future
- Cost of land and real estate in Coldstream
- Tax Base

3.3 Visual Preferences

The images in this section are intended to provide Council, staff and the community a wide range of options for visualizing building type and density of development in the Central Coldstream Neighbourhood Plan Area.

The following list is an overview some of the ideas and concepts regarding density and patterns of development. It is useful to keep these points in mind when thinking about the Visual Preferences that are displayed on the following pages (see figure 3.5 and 3.6).

- A clear and strong edge between urban and rural built form can create a powerful landscape experience as one moves between very different worlds - one dense the other wide open.
- Neighbourhoods offering different building types provide more housing options for different types of people and a wider array of prices for a more diverse housing market.
- It's easier to get oriented when the built environment provides some clues about where you are. Variations in block shape, street width, and building height create a more stimulating visual environment.
- New apartment buildings add a critical mass of population within a small area, which can increase the market for retail and other services. The key is to mix density with a variety of uses in a walk-able pattern.
- The ratio of building size to lot size in a horizontal direction can affect one's perception of density.
- Mass produced housing is common at higher densities and in many cases provides the only affordable way to build. Some measures of variety are necessary to avoid monotony.
- Tree lined streets, parks and green spaces, provide a connection to the natural world. These should be provided in a way that maximizes access.
- Careful design can provide many amenities even in small spaces. For example, carriage houses create buffers for the yard, adding both privacy and density.
- Density is affected by house size, building coverage vs. lot size, and building type.
- Visible boundaries help us divide our surroundings into more understandable components that we can then occupy more comfortably.
- Establishing a canopy of trees cleanses the air and contributes benefits architecture cannot - movement, patterns of light and shade, a habitat for birds and a marker for seasonal change.
- It is possible to improve the pedestrian quality of places by adding more buildings along the streets and calming traffic with trees, crosswalks and sidewalks.

STRENGTHS

SPECIFIC STRENGTHS

1. Kalamalka Road and Aberdeen Road:
 - Arterial roadways in the OCP and Road Network Plan.
 - Provide good existing and potential connections.
2. Important civic amenities exist:
 - the municipal hall.
 - the new elementary school.
 - parkland.
 - etc.
3. Exist range of uses and activities:
 - Commercial and Mixed Use OCP designations.
 - Commercial and Institutional Zoning.
4. Horse riding clubs are in close proximity.

AREA-WIDE STRENGTHS

- The Plan Area is located close to existing infrastructure.

- Long history:
 - In the past the OCP and other documents have referenced the area.
- Flat topography.
- Simple ownership pattern.
- Proximity to Agriculture
 - Promotes and enhances the agricultural/rural character of Coldstream.
- Beautiful, natural area.
- Triangle bicycle loop runs through the area.
- Existing residential population.
- History of commercial activity.
- Clean slate for commercial redevelopment.
- Strong history of social activity in the area.

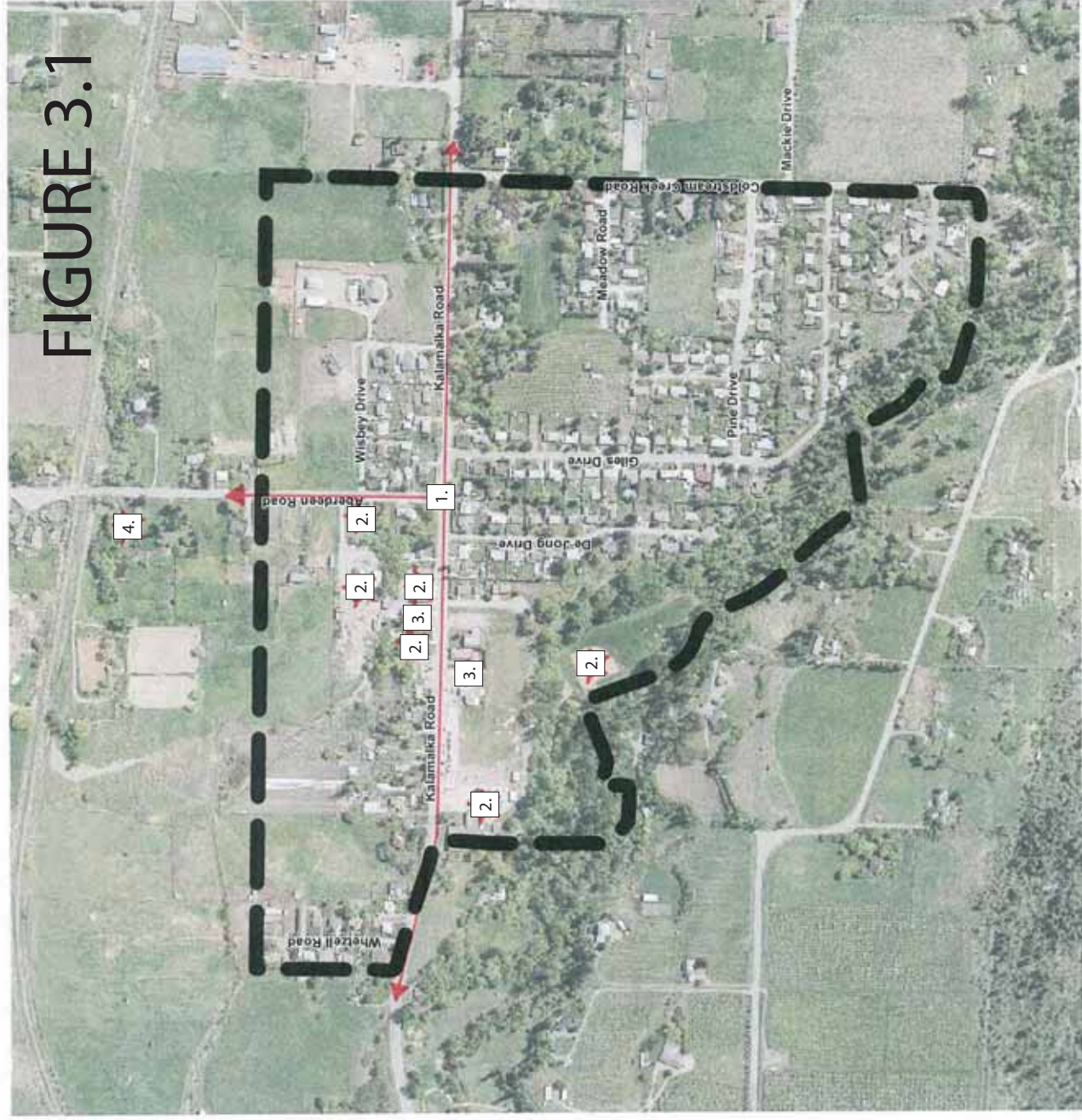
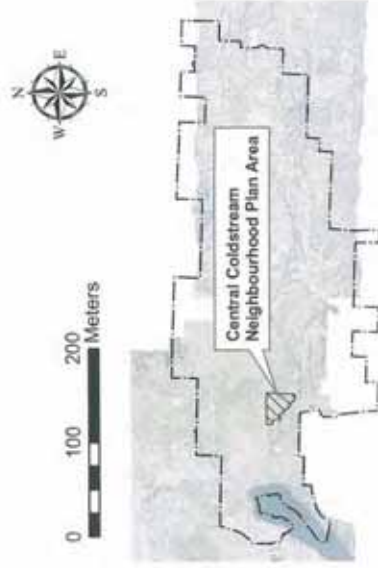


FIGURE 3.1

WEAKNESSES

SPECIFIC WEAKNESSES

1. The municipal works yard:
 - Can be a source of pollution (noise and air).
 - It is also a large area of underutilized land.
2. Cul-de-sacs and dead end streets:
 - Do not provide a network of interconnected streets.
 - Do not produce a pedestrian friendly environment.
3. No secondary east to west connection:
 - An alternative non-vehicular route to Kalamalka Road does not exist.
4. A low concentration of commercial currently exists along Kalamalka Road:
 - Commercial environments can make for an exciting, pedestrian-friendly area.
 - Commercial areas give people a reason to gather.
5. Large vacant parcels near Giles Road:
 - Designated Residential in the OCP.
 - Currently zoned for very low density.

AREA-WIDE WEAKNESSES

- Town Centres should be pedestrian and bicycle friendly.
 - No continuous sidewalk or path along Kalamalka.
 - High speed roadways (Kalamalka and Aberdeen).
- There is nothing that says you are in the heart of Coldstream
 - There is no cornerstone development or other recognizable entry feature.
- Overhead power lines
- The Central Coldstream area is not the focus of residential development
 - The area is not seen as the "ideal" place to develop.
- Traffic volume associated with Elementary School
 - Parents dropping off and picking up children contributes negatively to traffic volume
- Lack of existing transit service

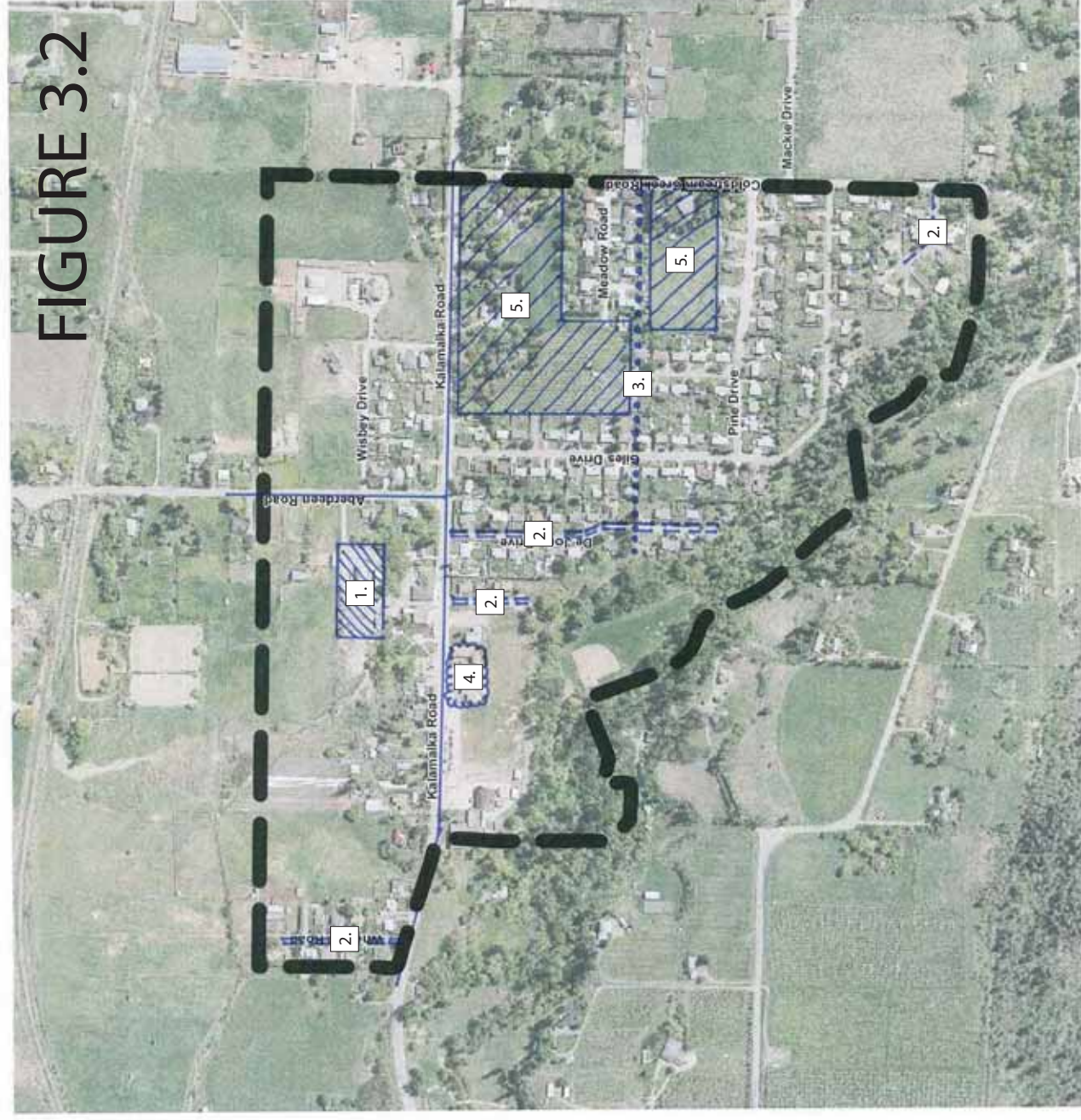
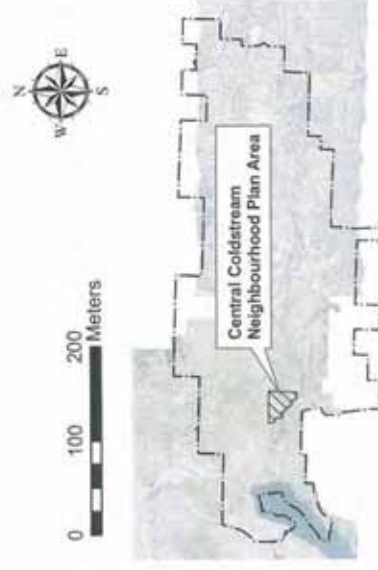


FIGURE 3.2

OPPORTUNITIES

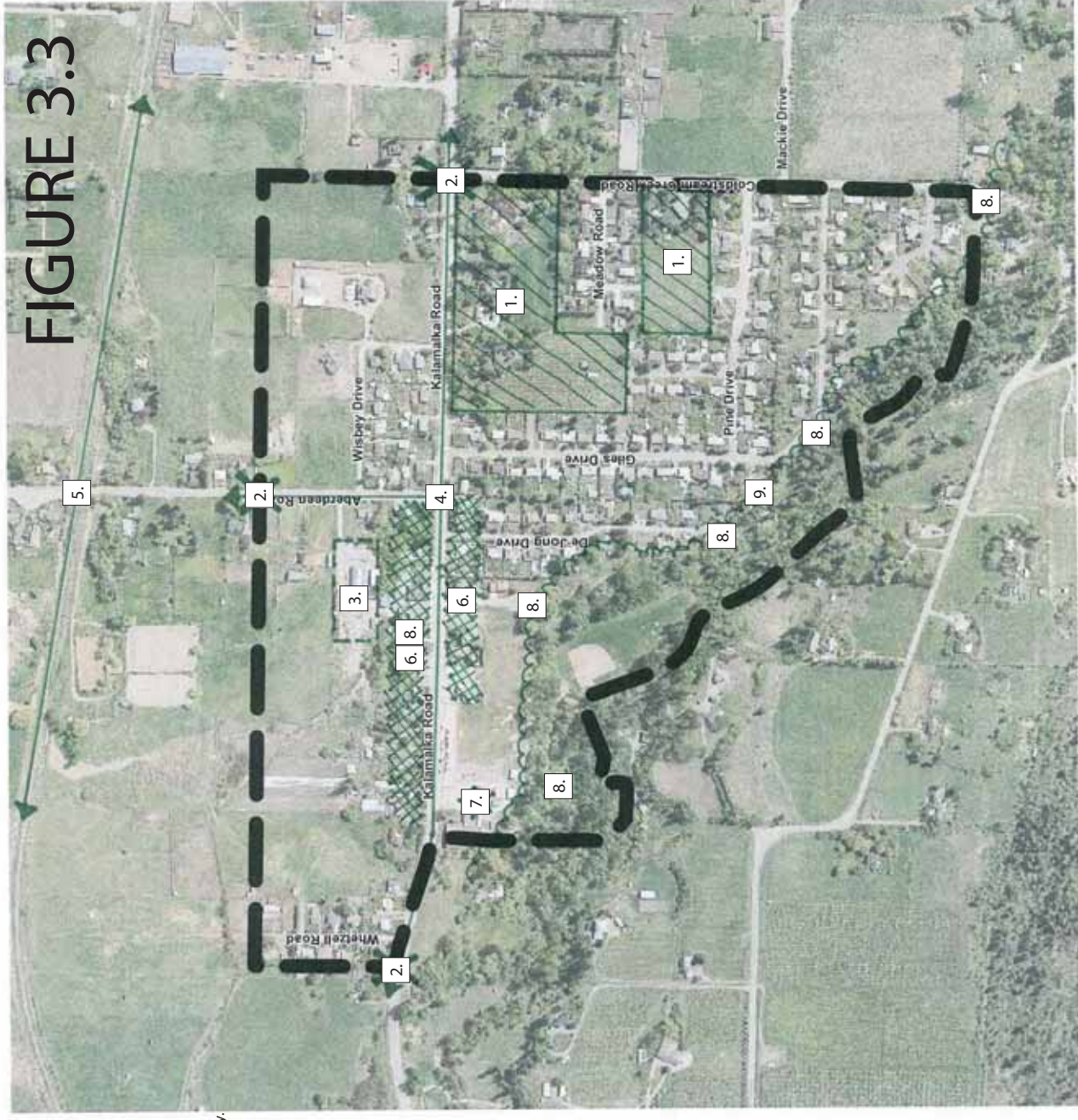
SPECIFIC OPPORTUNITIES

1. Large parcels of vacant land:
-Identified as Residential in the OCP.
2. Entry features:
-Let you know you are in Central Coldstream.
-These have been recommended in previous planning / engineering assignments.
3. Municipal Works Yard:
-Large area of land for development.
-Or, well hidden and may provide efficiencies and activity to the area because of proximity.
4. Good connections along Kalamalka Road and Aberdeen Road:
-Opportunities for rapid transit.
5. Existing rail:
-Could be used for rail connections for passengers and commodities.
6. Currently underutilized parcels:
-Opportunities for redevelopment with fewer constraints.
7. The location of the elementary school:
-Riparian area and agricultural land may provide the opportunity for partnerships for the provision of programming or formal education around ecology or agriculture.
8. Green corridors or trailheads can be provided from existing parkland areas:
9. Riparian and ecologically sensitive areas exist within the Plan Area:
-Provide habitats for birds and other wildlife.
-Can become focal points for other activities or marketing activities.

AREA-WIDE OPPORTUNITIES

- Construction of Grid Road:
Increased access (vehicular and active modes) support retail and other uses.
- We can hand pick amenities and/or uses:
The economic survey will provide input.
- A wide range of financial tools (in LGA) are available to municipalities.
- Possible creation of a Town Centre zoning designation.
- Development of Agricultural Plan
The Agricultural Plan may increase minimum lot size.
This may refocus developer interest to Central Coldstream.
- Keeping people in the area
The parents dropping children off at School.
- Enhancement of existing organizations in the area:
Riding Clubs.
Arts/Cultural Community.
- Consistent signage / theme:
Helps to promote area.
- Support the Elementary School:
The building is LEED Silver!
- Opportunity to grow tax base.
- Regional Growth Strategy promotes compact development.

FIGURE 3.3



THREATS/CONSTRAINTS

SPECIFIC THREATS/CONSTRAINTS

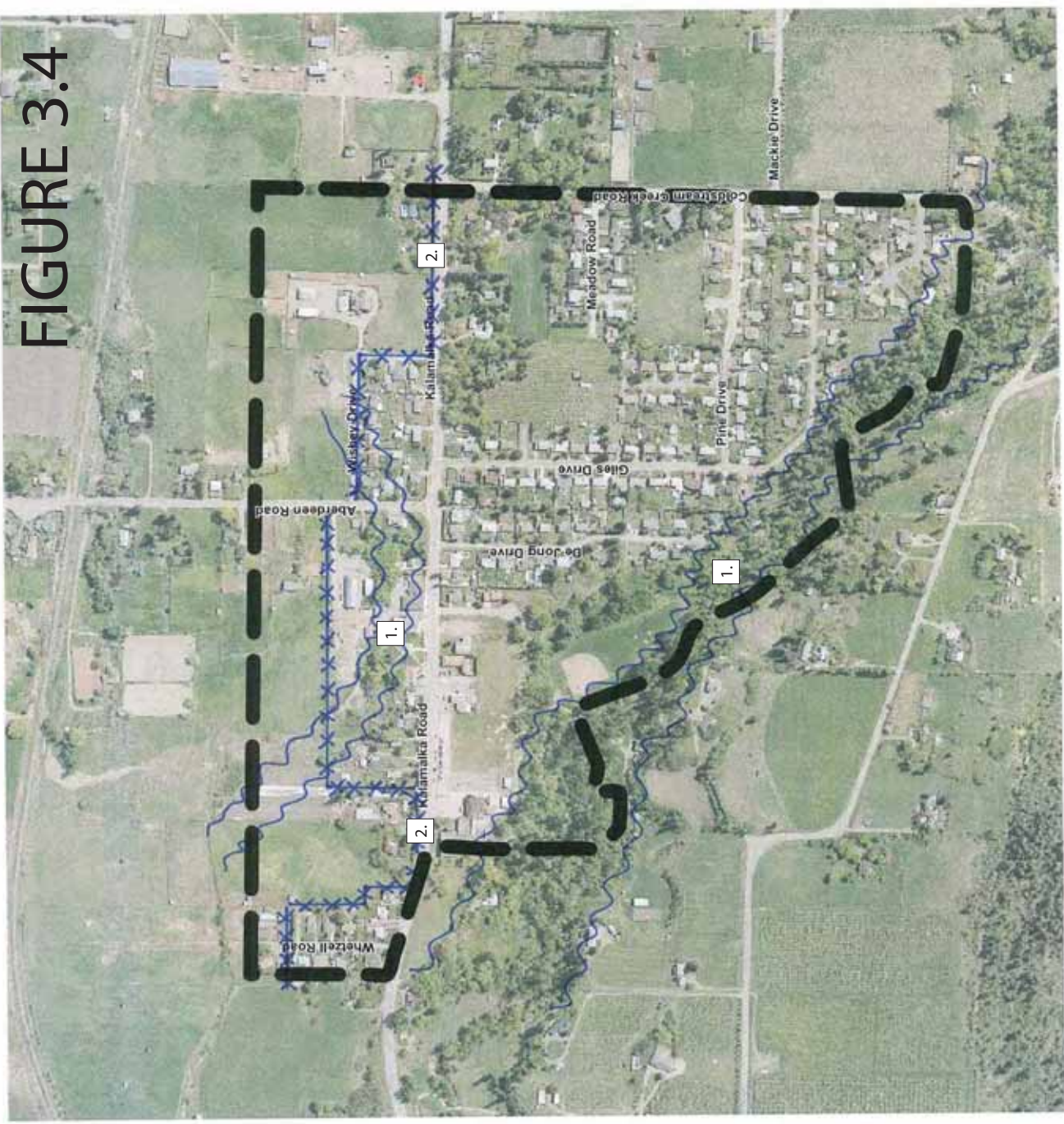
1. Riparian and ecologically sensitive areas exist within the Plan Area.
2. ALR impact on parcels along Kalamalka

AREA-WIDE THREATS/CONSTRAINTS

- Urban and rural conflict.
The boundary between potential urban areas and existing rural areas will need a clear and definitive strategy.
- Commercial and residential areas in other areas of the community.
Established areas may draw development away.
- Planning for the Town Centre area has been ongoing for over 10 years.
So far not much development interest has occurred.
Increasing market demand will be a priority in the future.
- Increased vehicular access resulting from construction of Grid Road
This means greater attention needs to be paid to traffic calming
Bicycle and pedestrian amenities need to be safe.
- Current municipal fire equipment limits development type
Building can only be constructed to a maximum of three storeys.
- What do existing residents think?
Potential for resistance to changing neighbourhood.
- What do residents of Coldstream think?
Differing views and opinions ("Town Centre" versus "Central Coldstream")
- Existing Subdivision Servicing Bylaw regulations constrain opportunities.
- Maintaining status quo might lead to decline in the future.
- Cost of land and real estate in Coldstream.
- Small existing tax base.



FIGURE 3.4



Commercial and Mixed Use

FIGURE 3.5



1



Commercial use of existing single family dwellings



2



Commercial along major streets (1-2 storeys)



3



Mixed use along major streets (2 storeys)



4



Mixed use along major streets (3-4 storeys)

Visual Preferences

Residential

FIGURE 3.6



1



No development



4

Duplex



2

Existing trend – single detached



5

Townhouse



6

Stacked townhouse



5 units



3

Single detached with carriage house



7

Manor house



4 units



Visual Preferences

APPENDIX A

OCP 5A. Coldstream Town Centre Area

5A. COLDSTREAM TOWN CENTRE AREA

Background

- 5A.1 The Coldstream Town Centre area currently accommodates a range of uses including the Municipal offices, a fire hall, the Women's Institute Hall, Cenotaph Park, a gas station and convenience store, a church, an elementary school and associated playground and sports fields, as well as existing homes and other uses.

Through the process of preparing the Official Community Plan, the residents and Council identified this area as having the potential to provide Coldstream with a heart, a people place that helps form part of Coldstream's identity.

A more detailed examination of the area led to identifying measures that could be taken to create this heart. This information is set out in a document entitled "Coldstream Town Centre Plan – A Heart for Our Community – Background Report". Some of the ideas included improvements to Cenotaph Park, and several of these improvements have already occurred. The community expressed a desire to see a centre with primarily civic uses rather than a primarily commercial area. Commercial uses were identified as acceptable if they fit with the scale of the area and the rural and agricultural character of the area. The community and the Council indicated a desire to see clear design guidelines established in order to ensure that future development in the Coldstream Town Centre area fit with the rural character of the area.

This section of the Official Community Plan addresses the variety of objectives, uses and policies that apply to the area identified on the Land Use Map as "Coldstream Town Centre Area".

Objectives

- 5A.2 Council's objectives are:
1. To provide a centre, a heart for the community, in the Coldstream Town Centre area.
 2. To accommodate a mixture of civic, institutional, cultural, recreational, commercial and residential uses in the Coldstream Town Centre Area.
 3. To ensure that new development in the Coldstream Town Centre area reflects the rural and agricultural character of the area.

Policies

- 5A.3 Council's policies are to:
1. Continue working toward making the Coldstream Town Centre Area a place that performs the following functions:
 - Provides a centre and a heart for the community;
 - Enhances the identity of Coldstream;
 - Creates a place for people to gather, interact, celebrate, reflect, learn, play and conduct business;
 - Creates a concentrated area of civic uses for the community;
 - Reflects the rural character of Coldstream.
 2. Council's policy is to encourage the following types of commercial, social, cultural, institutional and parks and recreation uses in the area identified as Coldstream Town Centre Area on the Land Use Map:
 - Small-scale commercial uses and services, including:
 - Small general store or convenience store
 - Drug store
 - Gas station

- Medical, dental, veterinary, and professional offices
 - Banking facilities
 - Farmer's market - indoor/outdoor
 - Agricultural and garden supply stores
 - Cafés and other types of eating establishments
 - Hair salon and other types of personal services
- Social and cultural uses, including:
 - Museum
 - Outdoor space for farmer's market, music festivals, and other events
 - Outdoor space for gathering
 - Church
 - Theatre/play house
 - Daycare and elder care
 - Meeting facilities
 - Women's Institute Hall
 - School
- Institutional uses, including:
 - Upgraded or re-developed municipal hall, office, and fire hall
 - Post office or postal services
 - Library
 - Community police office
 - School
 - Community use of the school
- Park and recreation uses including:
 - Passive open space and natural areas
 - Playgrounds
 - Sports fields
 - Tennis, basketball, volleyball and other sports courts
 - Historical monuments
 - Plazas and public open spaces
 - Picnic areas
 - Paths and trails
3. In some cases the lands will be designated to allow the uses noted above; in other cases, Council will need to redesignate lands to land use designations that will accommodate the specific proposed use noted above. Rezoning will be required where assembly, commercial, special use and other than single family residential uses are contemplated.
 4. Allow commercial uses within existing residential homes within the Coldstream Town Centre Area subject to rezoning.
 5. Ensure that uses located within the Coldstream Town Centre Area fit with the rural and agricultural character of the area by requiring that all development, except single family residential use, meets the Development Permit Guidelines set out in Section 17.
 6. Subject to rezoning where required, consider allowing limited residential uses in the Coldstream Town Centre Area including:
 - Existing single family uses;
 - Housing that provides a range of different levels of care catering to the needs of seniors or others requiring care;
 - Residential uses mixed with commercial uses in the same building.

7. Investigate and undertake measures to slow and calm traffic along Kalamalka Road as it passes through the Coldstream Town Centre Area.
8. Establish pedestrian facilities in the form of walkways, pathways, or sidewalks in the following locations:
 - a. Between the Cenotaph Park and Coldstream Park (which is located along Coldstream Creek, just below the Coldstream Town Centre area);
 - b. Along both sides of Kalamalka Road, and including crosswalks, within the Coldstream Town Centre area;
 - c. From Cenotaph Park east to Aberdeen Road along Skobalski Creek.
10. Continue working towards connecting the Coldstream Town Centre Area to the rest of the community with bicycle routes.
11. Subject to rezoning where required, allow, within the Town Centre Mixed Use (TCM) designation, the following types of uses:
 - Small scale commercial uses and services;
 - Social and cultural uses;
 - Institutional uses;
 - Park and recreation uses;as described in more detail above.
12. Work to expand and improve the existing parkland in and near the Coldstream Town Centre Area, in order to encourage greater and more varied use of the parkland.
13. Work towards improving the recreational and community function of the space behind the Women's Institute Hall.
14. If the Coldstream Elementary School moves out of the area, the District will examine a wide range of potential uses for the school site and identify the most appropriate use or combination of uses for that site.
15. Expand the community sanitary sewer to the Coldstream Town Centre Area as outlined in the sewer and water services phasing map (Schedule F).
16. Prepare a stormwater management plan for the Coldstream Town Centre area.

APPENDIX B

OCP 17.8 Coldstream Commercial DPA

conditions can be reduced. Septic tanks near the creeks may also result in phosphorus being transmitted to the creeks, a condition that should be avoided.

The objective of this designation is to preserve the natural integrity of Creeks in Coldstream. The intent is not to make existing structures non-conforming, but rather to ensure that new structures do not encroach on the setback in the 15 to 30 metre range. Any structures closer than 15 m from the stream are within the floodplain and subject to appropriate provincial agency floodproofing requirements.

Guidelines

- .4 Development permits issued on these parcels shall be in accordance with guidelines set out in the report entitled "Coldstream Landscape Guidelines" by Moura Quayle: Landscape Architect, as well as the following guidelines:
 - .1 For all lots less than 0.2 ha in size the area within 15 metres of the natural boundaries of the stream should remain free of development except for fencing, trails and works or plantings to control erosion, protect banks, protect fisheries, or otherwise preserve and enhance the natural water course.
 - .2 For all lots 0.2 ha or larger in size the area within 30 metres of the natural boundaries of the stream should remain free of development except for fencing, trails and works or plantings to control erosion, protect banks, protect fisheries, or otherwise preserve and enhance the natural water course. The setback may be reduced below 30 m (but in no case below 15 m) if physical constraints such as topography or existing geological features create a situation where a building site is not feasible on the parcel if the 30 m setback is applied.
 - .3 The above guidelines do not apply to buildings or structures located between 15 meters and 30 meters from the stream, if the building or structure existed at the date of adoption of this Official Community Plan bylaw.

Coldstream Commercial Development Permit Area

Category

- 17.8 .1 The Coldstream Commercial Development Permit Area is designated under the following sections of the Local Government Act:
 - Section 919.1 (1) (d) - for revitalization of an area in which commercial use is permitted, and
 - Section 919.1 (1) (f) - form and character of commercial or multi-family residential development.

Area

- .2 The designated areas are shown as the Coldstream Commercial Development Permit Area on Schedule G - Development Permit Areas map.

Justification

- .3 Coldstream has a distinctive rural character. It is representative of the community's heritage and plays an important role in the image and lifestyle of the community. In surveys and public meetings for various planning and development initiatives in the community, residents have voiced their desire to retain this heritage and image. Strategically applied to commercial areas, institutional precincts and residential subdivisions, the guidelines can enhance the value and marketability of new development. The District would like to provide developers and the public with a clear understanding of how new development can respect and enhance the character of the community. Both residents and Council place a high priority on maintaining the rural character of Coldstream. The character of commercial development will have a significant influence on how people perceive Coldstream because the commercial areas are frequented more often than other areas.

The importance of the Coldstream commercial areas are further emphasized because they are concentrated in small areas. The Kalamalka Lake commercial area is critical because it forms one of the entrances to Coldstream. This commercial area needs to clearly indicate to motorists that they are moving from the urban and industrial activities of Vernon to the rural nature and character of Coldstream. The Shopping Centre commercial area is located at

Highway No. 6, west of Aberdeen Road. It will form a key commercial hub in Coldstream. The commercial area on the corner of School Road and Highway 6 will form the Future Commercial Centre of Lavington. This area helps set the character of the community. Finally, the Coldstream Town Centre area is the anchor for the community, identifying and highlighting Coldstream's rural character.

The guidelines outlined below are based on the architectural characteristics of traditional buildings in the Coldstream Valley. The term 'traditional buildings' refers to those structures that were built in the community in its early years, prior to the use of mass-manufactured and imported styles, techniques and materials. They include homesteads, barns, mills and sheds – structures built in response to local needs and conditions, mostly by hand and using mostly local materials. This is not to say that the District would like new buildings to be built by hand or to look like a barn. Rather, they should be built to reflect the technology of handcrafted buildings and to reflect the architectural character of traditional buildings. The guidelines are based on analysis of the character of traditional buildings. They identify and describe the forms, techniques, features and materials of Coldstream's traditional buildings and make recommendations how to apply them.

The Commercial Section of this Plan also provides for recreation commercial uses at suitable locations throughout Coldstream. These uses should also be regulated to maintain the rural character of the District.

The objective of this designation is to ensure that commercial development in Coldstream enhances and embodies the traditional rural character of Coldstream.

Guidelines

- .4 Development permits issued in these areas shall be in accordance with the guidelines set out below, provided that as is referred to below, the intention is that there will be a greater need for requirements respecting the character of the development in accordance with these guidelines in the Town Centre or in a main street setting and that not all of the guidelines referred to below may be applicable to commercial development outside the Town Centre or core area:

.1 Site Planning

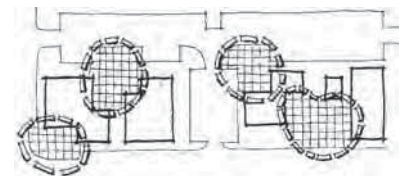
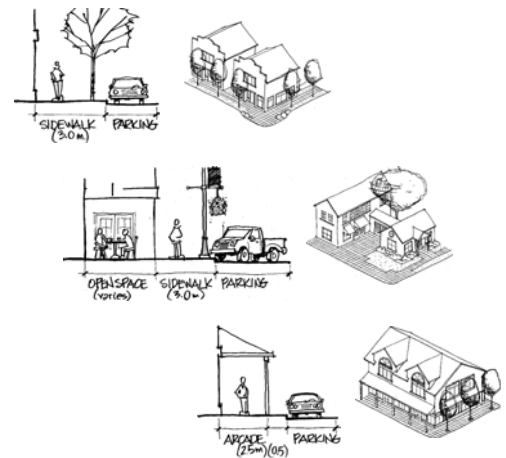
.1 Building Siting

- a) In the town centre or in a main street setting, buildings should be located close to the street. On-street parking (i.e., parallel or angular) and landscaped open space (e.g., treed boulevard) is permitted between the building and the street. Space for pedestrians and commercial activity is encouraged between the building and the street.
- b) For sites with two or more buildings, the principal building should be located closest to the street, with secondary buildings located to the side or back of the principal building.
- c) Natural features (e.g., creeks, specimen trees) and unique site or neighbourhood conditions (e.g., heritage building, sculpture) should be respected.

.2 Orientation

- a) For stand-alone buildings on a site, the front of the building and the main entrance should face the principal street.
- b) Where there are two or more buildings on a site, the front of the building and the main entrance may face the principal street or the public open space between the buildings.

.3 Open Space

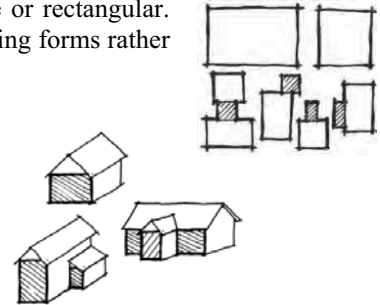


- a) Buildings and vehicle areas should be sited and articulated to provide positive outdoor space for pedestrian activities (e.g., walking, browsing, shopping, outdoor eating, and entertainment).
- b) An asymmetrical and organic arrangement of the buildings and open space is preferred over a symmetrical or regular arrangement.

.2 Building Heights, Mass & Form

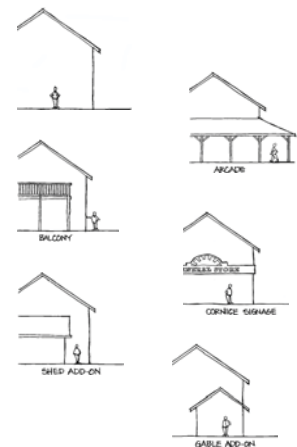
.1 Form

- a) The basic building unit, when seen in plan view, is square or rectangular. Alterations to this basic shape are done by addition of building forms rather than by subtraction from the basic shape.
- b) The basic building unit, when seen in elevation view, is rectangular, with a uniform gable roof running the length of the building. Alterations to this basic shape are done by addition of building forms rather than by subtraction. Additions typically occur at the ground level and not on the upper story.



.2 Massing

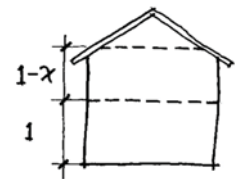
- a) Buildings that have a significant mass or large facade area should be broken down into smaller masses. This may be done through the addition of building forms that reflect examples of traditional rural architecture. The need for reducing the apparent bulk of the building decreases as the distance between the building and the nearest public sidewalk or open space increases. Similarly, those areas of the building with a pedestrian focus (e.g., entrances, patios, walkways) should also have a reduced bulk and an emphasis on pedestrian scale.
- b) The fronts of buildings and those portions of the facade that are pedestrian oriented have a reduced bulk. Low eave lines or one-storey add-on elements (e.g., overhang, porch, arcade) can be used to achieve this.



- c) Monolithic structures and long expanses of straight walls should be avoided.

.3 Height

- a) Building height should be one or two stories.
- b) Generally, the height of the second story, from floor to ceiling, is less than the floor to ceiling height of the ground floor story. Exceptions to this include large volume (barn-like) buildings.
- c) Basements or split-levels visible from the street are discouraged.



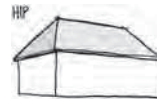
.3 Building Roofs

.1 Form

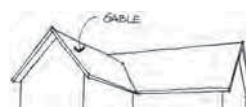
- a) Roofs for principal buildings are usually gabled, having a peak that runs the length of the building and roof that slopes away on either side of the peak at equal pitch.



- b) Hipped roofs are acceptable. Gambrel roofs are common on larger buildings (e.g., barns) and appropriate for buildings that have a requirement for high volume space inside. (e.g., museums, libraries).



- c) Mansard roofs, flat roofs and butterfly roofs are not appropriate.



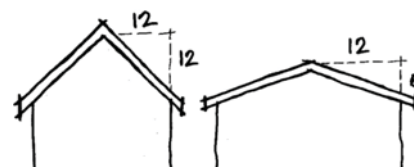
- d) Secondary roof forms (e.g., gables, and shed roofs for building add-ons, covered porches, dormers, cupolas) are encouraged where they enhance the form and character of the building.



- e) Roof overhangs should be 300mm to 600mm.

.2 Pitch

- a) The pitch of the main building form is relatively steep (6:12 to 12:12). The roof pitch of add-on building components may be the same as or slightly less than the pitch of the main part of the building.



.3 Appurtenances

- a) Roofs may feature traditional adornments that reinforce their character and function. Examples include attic gables, chimneys, cupolas, steeples and wind vanes.
- b) Exposed beams, bracing and supports are encouraged.
- c) Rooftop mechanical equipment should be concealed by and integrated within the form and features of the roof of the building.



.4 Materials

- a) Wood shingles are traditional roof materials, though modern materials that can be manufactured to give a wood shingle appearance, such as fibreglass, are acceptable. Other materials that adapt well to rural architecture include shingles (e.g., asphalt, fibreglass) and corrugated sheet metal.

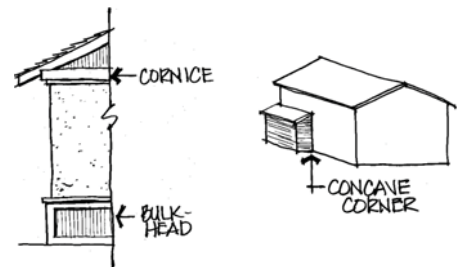
.4 Building Facades

.1 Materials

- a) Materials should be selected and used to provide texture and shadow to the facade.
- b) Facade materials should be representative of traditional agrarian buildings in Coldstream. Appropriate facade materials include wood, and other materials that have an appearance similar

to wood (e.g., vinyl, aluminum), applied to resemble wood siding, board and batten, shakes or wood timbers. Logs are not typical of traditional local architecture.

- c) For larger buildings, and for sites not in the town centre or on a main street, coloured corrugated metal may be appropriate.
- d) Rock (e.g., river rock, quarried stone or cultured rock) or brick may be used for building features (e.g., chimney, column, pilaster) to define the base or foundation of the building, but should not be used as the principal material on a facade. More extensive use of these materials may be appropriate for buildings with civic or institutional functions.
- e) Stucco may be used with care. It should be combined with another material (e.g., wood) and be carefully detailed to avoid a flat or smooth appearance. Large, unbroken areas of stucco are discouraged.
- f) Inappropriate materials include concrete, masonry block, glass block, shingles, ceramic or terra cotta tile, and glass walls or large expanses of glass.
- g) The number of exterior facade materials should be limited to two.
- h) In general, the use of a material should remain consistent for the entire building or the individual masses/components of the building. Secondary building components (e.g., add-ons) may have a different material or use the same material in a different manner than the primary mass of the building.
- i) Where there is a change in material, it should occur at key components or concave corners of the building, and not in the middle or flat planes of the facade. In general, changes in material that emphasize the horizontal axis (e.g., cornice, bulkhead) are preferred over those that emphasize the vertical axis.
- j) Materials appropriate for facade accessories (e.g., trim, lintels, eaves, railings, columns, posts) include wood and metal.

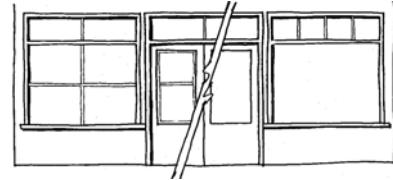


.2 Colour

- a) Selection of building colour should consider issues of building style and materials and the relationship of the building to adjacent buildings.
- b) Preferred colours include those that are muted or darker in hue and reflect the colours found in the local natural setting or in traditional agrarian architecture. Examples include barn red, navy blue, forest green, harvest gold, taupe, dark tan, grey and sandstone.
- c) The use of bright or highly reflective colours (e.g., white, yellow, magenta, chartreuse, teal, pink, peach, violet, orange, etc.) is not appropriate, particularly on stucco finishes.
- d) Wood facade finishes may be painted or stained. Where wood stains are used, they should be semi-transparent to provide colour yet permit the grain and texture of the wood to show through.
- e) In general, a single colour should be used for the majority of the building. The use of more than one colour on a building wall, except for windows, doors, signs, appurtenances and accessories, is generally discouraged.
- f) Building accessories (e.g., trim, casings, lintels, eaves) are often white, though the use of colours is acceptable for larger accessories (e.g., doors, windows) or if it compliments the rest of the building and its use.

.3 Windows

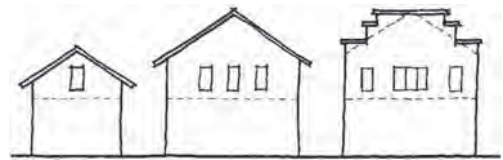
- a) The ground floor level of the front facade should be relatively transparent, and can have a high proportion of windows. Ground level side and back facades that do not front on a street or pedestrian open space should be transparent, and should have more wall area than window opening area.



- b) Large panes of glass are not characteristic. A window opening divided by mullions or partitions into two or more smaller openings is preferred. This applies to large display windows, transom windows, single windows and windows in doors.

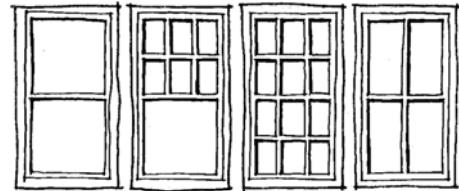


- c) Windows should be deeply recessed. Facades where the window and wall planes appear nearly flush, producing a flat appearance, are inappropriate.



- d) The bottom casing of ground floor windows should be between 600mm and 900mm above the ground.

- e) The window coverage of the upper floor facade is considerably less than that of the ground floor facade. Upper floor windows should occur singly or in groups of three, separate from other groups of windows.



- f) Upper floor window openings should be vertical in orientation, approximately twice as tall as they are wide.

- g) Windows should have clearly defined casing and mullions.

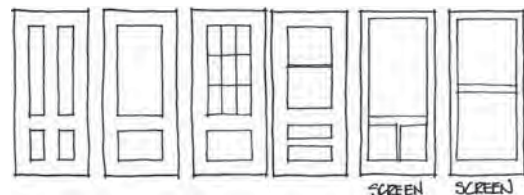
- h) Reflective glass and reflective window coverings or films are not appropriate.

.4 Doors

- a) The front entrance doorway may be flush with the facade or recessed. Recessed doorways provide opportunity to increase the area of display windows. Doorways and entrances that project out from the facade are not appropriate.



- b) Door design should compliment the design of the window openings and the overall facade.



.5 Features and Appurtenances

- a) Structural appurtenances (e.g., dormers, arcades, porches, balconies, add-ons or attached room/shed structures) should be used to provide a more pedestrian scale and reflect the character of traditional agrarian architecture in the area.

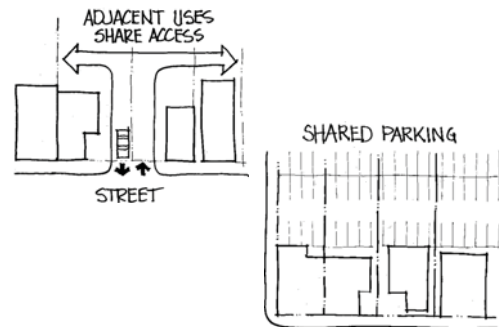


- b) False facades and parapets may be used on the fronts of commercial buildings to screen the building mass behind and provide an identity unique to that building or use.
- c) False facades or parapets should have a cornice, or cap feature, on their top edge.

.5 Vehicle Access and Parking

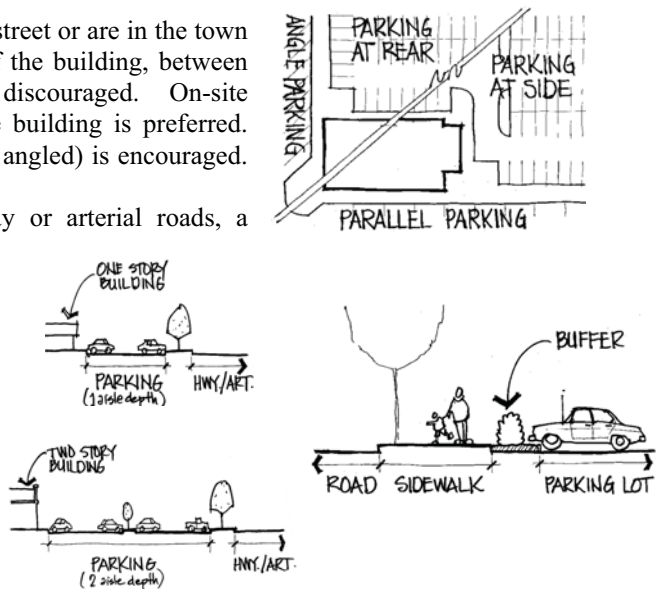
.1 Access

- a) Shared access between adjacent parcels is encouraged to reduce the impact of redundant driveways on the sidewalk and street.
- b) Shared use of off-street parking lots between adjacent parcels is encouraged. Barriers (e.g., islands, slopes, walls) to vehicle and pedestrian access between adjacent parking lots are discouraged.



.2 Parking Location and Size

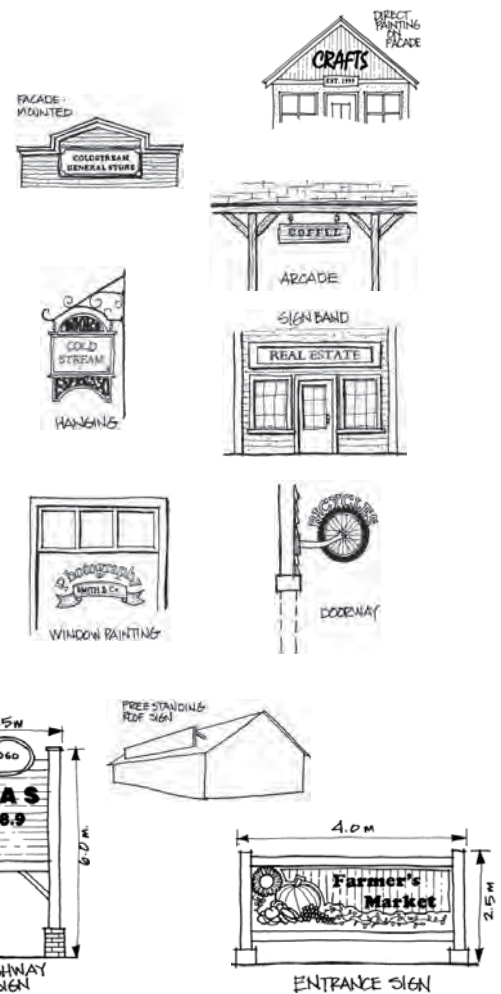
- a) For buildings that front on a main street or are in the town centre, parking lots at the front of the building, between the building and the street, are discouraged. On-site parking to the side or rear of the building is preferred. On-street parking (e.g., parallel or angled) is encouraged.
- b) For sites adjacent to the highway or arterial roads, a parking lot in front of the building is generally acceptable. The depth of the parking lot is dependent on the height of the building: no more than one aisle in width for buildings one story in height and no more than two aisles in width for buildings two stories in height.
- c) A buffer between on-site parking lots and the sidewalk or other pedestrian open space and the street is encouraged.



- d) Parking areas in excess of 10 spaces should be broken into smaller groups, divided by landscaping.

.6 Signage

- .1 For single-use buildings, one corporate identity sign per building or view plan is appropriate. For multiple-use buildings, one corporate identity sign per tenant is appropriate, and the signs should be reinforce the character of the building facade.
- .2 Signs should provide information and direction at a pedestrian scale.
- .3 Building signage should reflect the character of the tenant or use in the building. The location and nature of the sign should be considered as an integral part of the facade, and not as an after-thought.
- .4 Facade-mounted, doorway, hanging and arcade signs are encouraged, as are sign bands and window-painted signs. Direct painting of signage onto the facade is also acceptable.
- .5 In the town centre or a main street area, pole-mounted, free-standing, awning, trailer and bill-board signs are not appropriate.
- .6 The use of individually mounted, raised or recessed letters and framing is encouraged. Flat or two-dimensional signs are discouraged.
- .7 For highway-oriented uses modest-sized ground-mounted signs are appropriate at the entrance to the site. Signs may be larger and may include a freestanding sign on the roof.
- .8 The use of backlighting and neon lighting is discouraged, in favour of mounted spot lighting of the sign.



.7 Lighting

- .1 Outdoor site lighting should be provided for walkways, sidewalks, arcades, driveways, parking lots and loading areas to enhance personal safety and site security.
- .2 Lighting should be directed and/or shielded to provide light to the facility or area intended to be lit. "Spillage" or "overthrow" of light to adjacent buildings and uses is discouraged.
- .3 Facade lighting of buildings is discouraged, as is lighting of the site from building-mounted lights. High mast area lighting is inappropriate.
- .4 In the town centre or in a main street setting, one standard should be followed for the use of luminaries and posts. The style, colour and scale of the luminaire and post should reflect the agrarian heritage of the community and the architecture for the area.

.8 Landscaping

- .1 Building edges and corners should be softened with landscaping and planting.

- .2 Outdoor storage areas and waste containers should be screened with walls, fencing, hedging, planting, other screening materials, or a combination of these materials.
 - .3 The site should be provided with a landscaped strip composed of grass, berming, shrubs, trees, other vegetation, or a combination of these in the following areas:
 - Along the property edge next to roadways;
 - Between parking areas and roadways;
 - Between different parking areas;
 - Between buildings and parking areas;
 - Along edges of buildings facing roads.
 - .4 The development should introduce trees wherever possible.
- .9 Other
- .1 Buildings and structures should be permanent in nature, and should not appear to be temporary structures or trailers.
 - .2 The hours of operation of restaurants, club houses, licensed premises and other ancillary uses that are associated with recreation commercial development should be regulated in order to minimize the impacts that such activities may have on adjacent properties.

APPENDIX C

OCP s.12 Transportation

12 TRANSPORTATION

Background

- 12.1 A major roadway network plan has recently been completed for the District of Coldstream. The roadway network plan provides an important framework for the growth of the community. Over time a specific roadway becomes more entrenched as development proceeds around it. Therefore, considerable thought should be given to the road alignment, because it will become more difficult to adjust in the future.

The major roadway network should allow the safe and efficient movement of vehicles. It should also provide some separation of conflicting types of traffic such as residential traffic and agricultural traffic.

The roadway network plan shown on the Major Roadway Network Map (Schedule D) essentially recognizes most of the main roads as forming part of the major roadway network. These roads have been designated in conjunction with discussions with the Ministry of Transportation and Highways, however, some roads shown do not coincide with the Ministry's major road network. The Ministry of Transportation and Highways provides partial funding for roads on their road network. Some new roads are proposed, including the Grid road connecting Kalamalka Road and Highway 97. Highway 6 runs the entire length of Coldstream; the District recognizes it as a Provincial Secondary Arterial Highway providing for through traffic.

In addition to identifying the major roadway network, Schedule D also identifies roads that have been widened to accommodate bicycle traffic, and roads that are proposed for widening.

Objective

- 12.2 Council's objective is to establish a road network that will guide development and provide for safe and efficient circulation of both vehicular and non-vehicular traffic.

Policies

- 12.3 Council's policies are to:
- .1 Support in principle the District of Coldstream's Major Roadway Network Plan.
 - .2 Designate the existing and proposed Major Road Network as shown on Schedule D - Major Road Network Map.
 - .3 Minimize through traffic on local roads in residential neighbourhoods.
 - .4 Provide direct and efficient access into and out of Coldstream for residents, visitors to Coldstream and employees who work in Coldstream.
 - .5 Upgrade Kalamalka Road with modern intersections at Kidston Road and at Westkal Road, providing a gateway to the District's beachfront area, and implementing a traffic calming effect which utilizes less land consumption and impact than other traditional intersection upgrades.
 - .6 Support in principle the improvements identified in the District of Coldstream's Major Roadway network Plan, including:
 - a. Westkal Road & Kalamalka Road
 - b. Postill Drive & Kalamalka Road;
 - c. Kidston Road & Kalamalka Road;
 - d. Aberdeen Road & Kalamalka Road;
 - e. Highway 6 & Kalamalka Road;
 - f. Aberdeen Road & Middleton Road;
 - g. Highway 6 & Buchanan Road/Aberdeen Road;
 - h. Westkal Road;
 - i. Postill Drive;

- j. Kalamalka Road – Westkal Road to Kalavista Drive; and,
 - k. Kalamalka Road – Westkal Road to Vernon;
- .7 Consider constructing the Grid Road connection between Highway 97 and Kalamalka Road in order to:
- improve access to Highway 97;
 - bypass Kickwillie Loop Road;
 - remove through traffic from Westkal Road.
- A very general alignment is shown on the Major Road Network Map; the actual alignment and intersection configuration will be defined more closely prior to design and construction.
- .8 Continue to engage in discussions with CN Rail to determine if a level crossing of the railway is possible for the proposed Grid Road.
- .9 Establish a Road Hierarchy based on the following classifications:
- Arterials - roads which are primarily intended to provide safe and efficient mobility. Arterial roads are intended to serve regional traffic travelling between major origins and destinations within a community. Speed limits are generally at least 50 km/h and on-street parking is discouraged outside of town centres. Direct access is very limited to fronting properties.
 - Collectors - roads which typically serve a dual function: providing mobility between local roads and arterial roads by collecting and distributing local traffic within residential neighbourhoods and commercial or industrial areas, and providing access to individual properties. Speed limits are typically 50 km/h and on-street parking is generally permitted.
 - Local Roads - roads which primarily provide direct vehicular and pedestrian access to private properties. Local roads allow access to and from the arterial/collector roadway network, but generally discourage through vehicle traffic. Speed limits are usually not more than 50 km/h.
- .10 Based on the Major Roadway Network Plan, recognize Kalamalka Road, Aberdeen Road, and Highway 6 as Arterial roads.
- .11 Recognize that some roads shown on the Major Road Network Map as Existing Major Roads, which have not been identified as arterials or collectors, are rural roads that over time will function as part of the future network of major roadways in Coldstream.
- .12 Ensure adequate bicycle lanes along Arterial and Collector Roads
- .13 Give consideration to avoiding potential negative impacts on land in the Agricultural Land Reserve when making transportation planning decisions.
- .14 Continue to pursue a road widening program that will accommodate bicycle lanes along McClounie, Coldstream Creek Road, Aberdeen Road, Buchanan Road, Kalamalka Road, School Road, Learmouth Road, Middleton Way, and the Middleton Mountain area.
- .15 Work toward establishing an overall bicycle network plan
- .16 Include walkways and bicycle paths as a requirement for development.
- .17 Amend the Subdivision Development Servicing Bylaw to recognize the Major Roadway Network Plan.

APPENDIX D

Major Road Network Plan

2.2 Network Classification

The existing major roadway network in the District of Coldstream is classified in Schedule D of the OCP. This schedule, although sufficient for inclusion in a document such as an OCP, is somewhat limited when considering more detailed network needs and modifications. A more detailed and appropriate roadway network and classification strategy is key to establishing the context within which improvements can be considered and consistency with community expectation.

Major roadways generally serve two primary purposes – community access and mobility. These two purposes often conflict as roads that provide access to many individual properties, such as neighborhood residential streets, cannot offer a high degree of mobility as vehicles accessing and egressing private driveways conflict with and slow moving traffic on the main road. Further, the safety of the roadway network may begin to become compromised by mixing traffic with significantly differing expectations. For these reasons, a classification or hierarchy system is typically established and is based upon the anticipated **function** (as opposed to volume) of a particular roadway. This classification establishes the context for the link in question, guiding elements which pertain to its use such as:

- Design Criteria (i.e. curve radius, ROW width, asphalt width & depth, etc.);
- Access Provision (i.e. # and frequency of driveways);
- Posted Speed Limits;
- Truck and Commercial Vehicle Uses;
- Maintenance Priority; etc.

Some key guiding principles to be considered for the various roadway classes are summarized in Table 8.

Table 8 - Roadway Classification General Characteristics

Criteria	Provincial Highway	Arterial	Collector	Local
Primary Function	Provincial & Regional Traffic	Regional & Municipal Traffic	Municipal Traffic Linking Locals to Arterials	Municipal Traffic Land Access
Speed Limit Range	80 km/h +	50 – 60 km/h	50 km/h	40 – 50 km/h
Bicycle Facilities	None	Designated	Designated/Shared	Shared
Parking	Not Permitted	Not Desirable	Permitted	Permitted
Transit	Express Service	Yes	Yes	None
Traffic Calming	None	None	Yes	Yes

The roadway classification categories are briefly described as follows:

Arterial Road

The primary function of an arterial road is the provision of mobility. It is intended serve regional traffic traveling between major origins and destinations within a community. Direct access is often restricted to some commercial driveways and a few previously existing residential driveways. Speed limits are generally at least 50 km/h and on-street parking is discouraged outside of town centre areas. These are generally transit corridors where applicable, and traffic calming is not normally a consideration.

Collector Road

A collector roadway typically serves a dual function, providing mobility between local roads and arterial roads and access to individual properties. On-street parking is generally permitted and transit service is provided where applicable. Posted speed limits are typically 50 km/h. Middleton Way is an example of a collector road.

Local Road

The primary objective of local roadways is to provide access to private properties. They allow access to and from the arterial/collector roadway network, but through vehicle travel is generally discouraged. Speed limits are usually low, not more than 50 km/h, and are often lowered in school zones. Traffic calming methods are now commonly used to discourage the use of these roadways for through travel. Kalavista Drive and Venables Drive are examples of local roads.

The recommended roadway network classification is illustrated in Figure 5.

3.4 Aberdeen Rd & Kalamalka Rd

A future delay related challenge has been detected at the intersection of Aberdeen Road and Kalamalka Road, primarily related to southbound (Aberdeen) access to the busy Kalamalka Road corridor. As traffic volumes grow, access to Kalamalka Road will become increasingly difficult to achieve, and unacceptable delays will be experienced by southbound motorists at the STOP sign.

An intersection upgrade is recommended at this location in recognition of its central location and key junction status of the two primary arterial corridors within the Community. In particular, separation of the southbound and eastbound left-turning traffic will allow for reduced delay and sustainable intersection performance over the planning horizon.

For capital planning purposes, implementation is recommended in the 5-10 year horizon (medium term). The improvement concept is illustrated in Figure 11. A preliminary cost estimate has been established at \$167,000. This estimate is subject to further refinement as the design process advances. In particular, unknowns (at this point) relating to private property impacts, utility and geotechnical implications can substantially alter this result. Appropriate contingencies have been applied.



FIGURE 11

**KALAMALKA ROAD AND ABERDEEN ROAD
IMPROVEMENT CONCEPT**





**SCALE 1:1000
1164.0075.01**

APPENDIX E

Bicycle and Pedestrian Master Plan



3.2.7 Coldstream Town Centre Area

	<i>Provide sidewalk on both sides of Kalamalka Road.</i>
	<i>Maintain bicycle lanes on both sides of Kalamalka Road.</i>
	<i>Enhance pedestrian crossings and relocate as needed.</i>
	<i>Protect for multi-use pathway on north side of Kalamalka Road between Aberdeen and the west side of Town Centre.</i>

* Note that recommendations are to be confirmed as part of the Coldstream Town Centre Area Pre-Design Study.

The Town Centre Area within the District of Coldstream is located along Kalamalka Road between Whetzell Drive in the west and Aberdeen Road in the east. This area has been identified as the 'heart' of the community, where the District of Coldstream would like to focus commercial uses. It is currently the home of the District Hall, Coldstream Elementary School, Policing Station, Park, and several commercial businesses, attracting a significant amount of existing and potential future pedestrian and bicycle activity. As a result, special attention has been provided to this area.

The primary recommendation for the Town Centre Area is the provision of sidewalks on both sides of the road. On the south side of Kalamalka Road, it is recommended that the sidewalk be extended to Coldstream Creek Road to serve the residential uses and pedestrian trips to and from the residential areas and the Town Centre Area. It is recommended that the paved shoulders through this area be maintained as bicycle lanes.



There are currently three marked crossings across the short stretch of Kalamalka Road through the Town Centre Area. Given the high amount of traffic volumes along Kalamalka Road through this area, as well as its function as an arterial roadway, the number of crossings should be maintained. The key crossing locations can be enhanced through the use of curb extensions, signage and/or flashers.



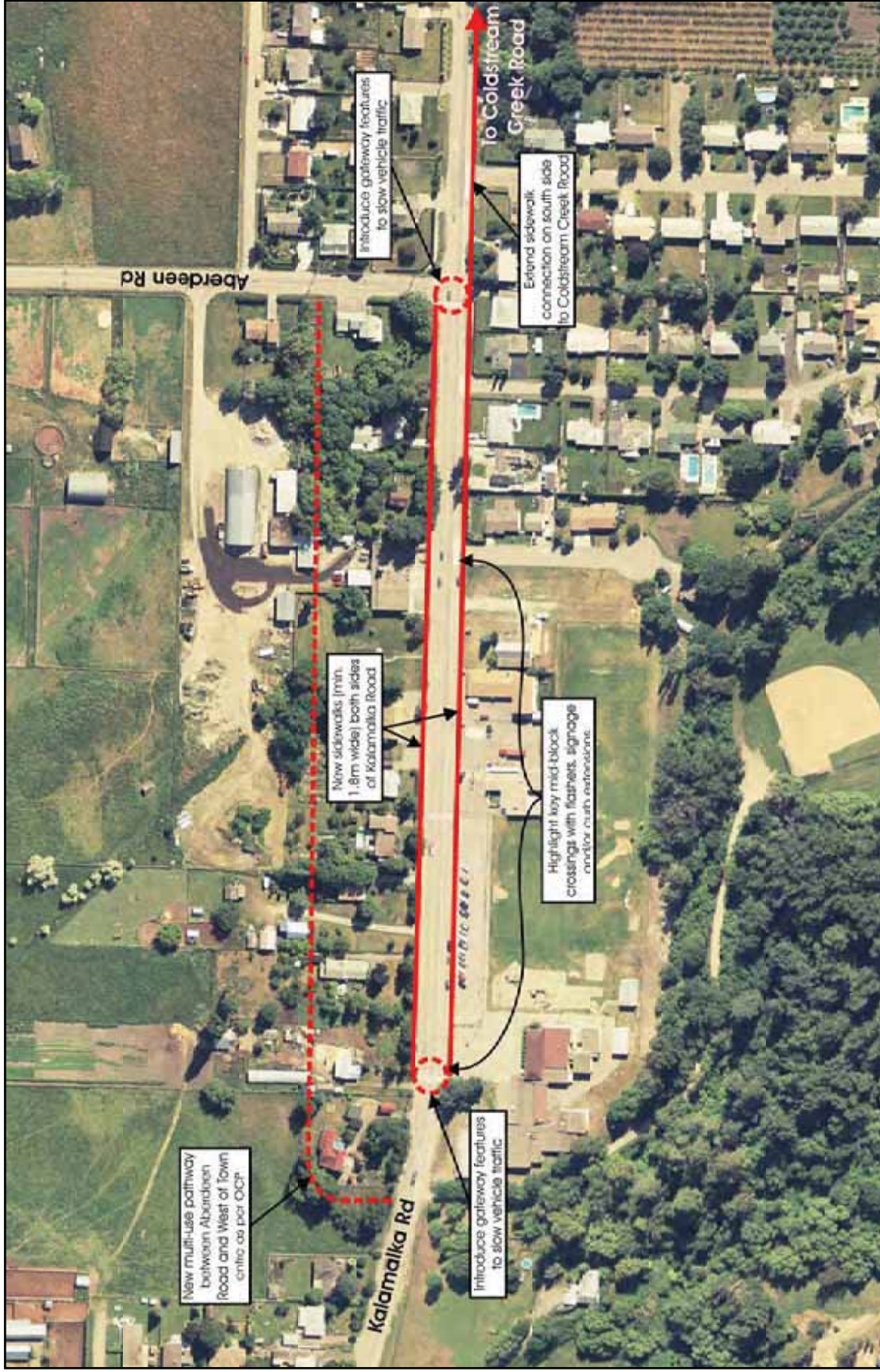
As per the OCP, a multi-use pathway should be protected for and provided on the north side of the Town Centre. This pathway would connect Aberdeen Road to the cenotaph and further west to the west side of the Town Centre for access down to Coldstream Park. The alignment of this link would need to be confirmed as part of the Town Centre Pre-design.

Figure 3.2 provides a schematic of Kalamalka Road through the Town Centre Area, illustrating the location of the proposed sidewalks and multi-use pathway. Note that these recommendations should be reviewed and confirmed as part of the Coldstream Town Centre Area Pre-Design Study and may be subject to change.



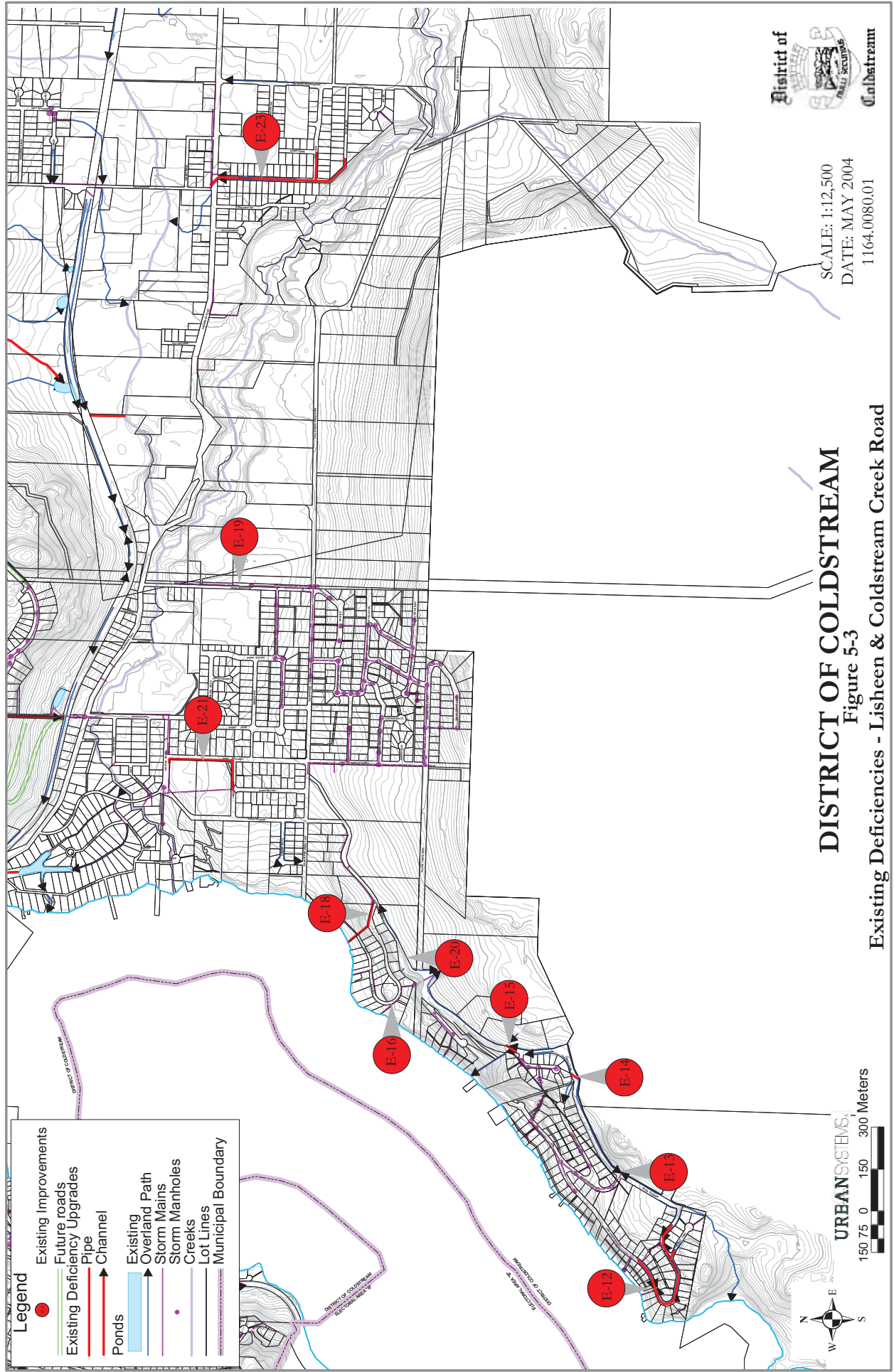
Figure 3.2 – Town Centre Area – Recommended Upgrades

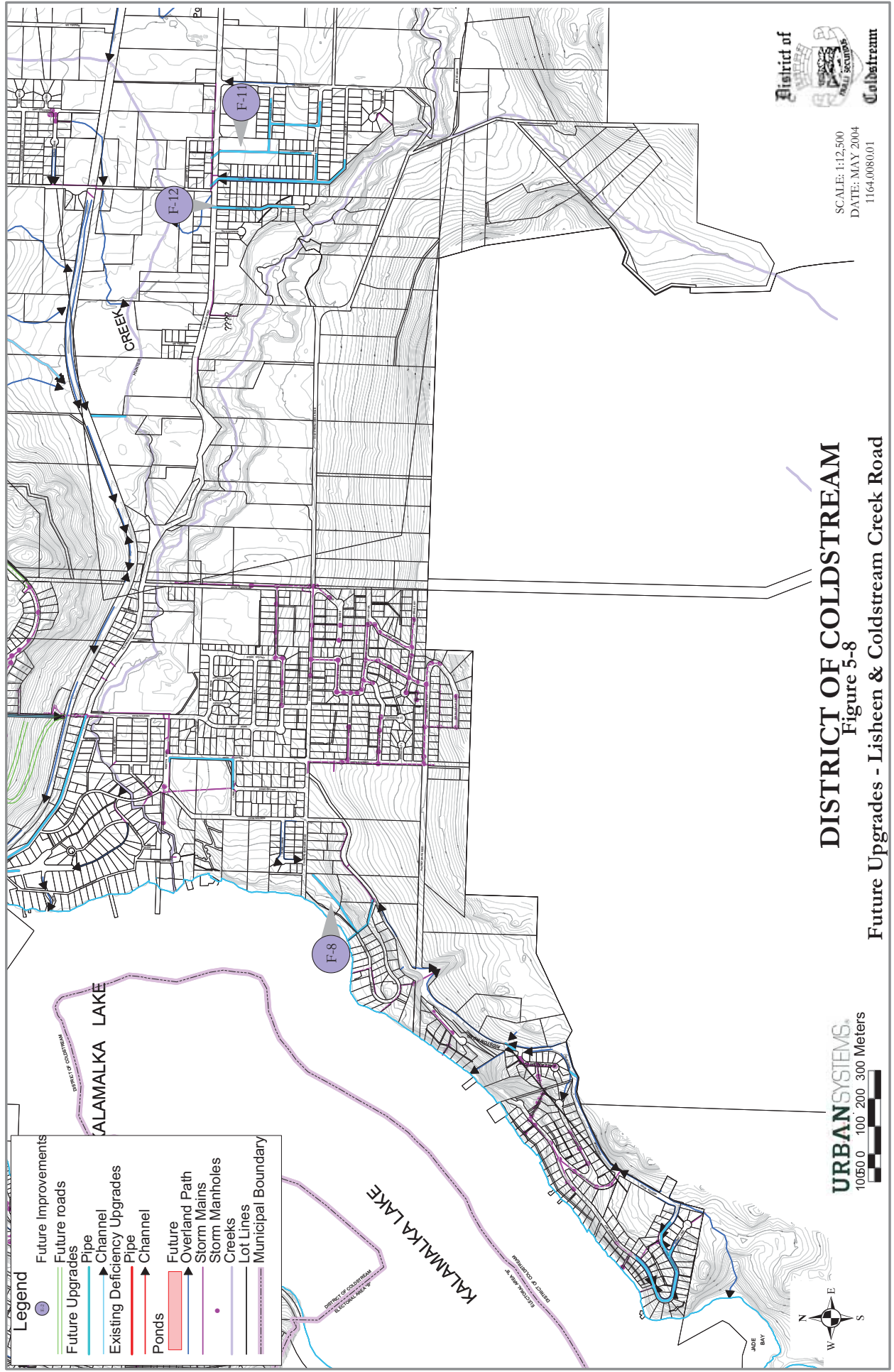
**To be confirmed pending Town Centre Pre-Design Study*



APPENDIX F

Stormwater Master Plan





Project E-23: Giles Drive Storm Sewer Construction

Description: Currently, Giles Drive is curbed but is not equipped with a piped drainage system. During periods of heavy rain or snow melt, water ponds along the roadway. The ponded water can freeze, creating icy road conditions. In addition, runoff from Pine Drive is conveyed to a low-point along Birch Drive. In the absence of a proper drainage system, the water frequently creates large ponds in the roadway. In order to address these drainage issues and to protect against flood damage, a storm sewer is proposed along Giles Drive. A lateral is also proposed to drain the low-point on Pine Drive. Note that the cost estimate includes provision for a sediment/oil control facility.



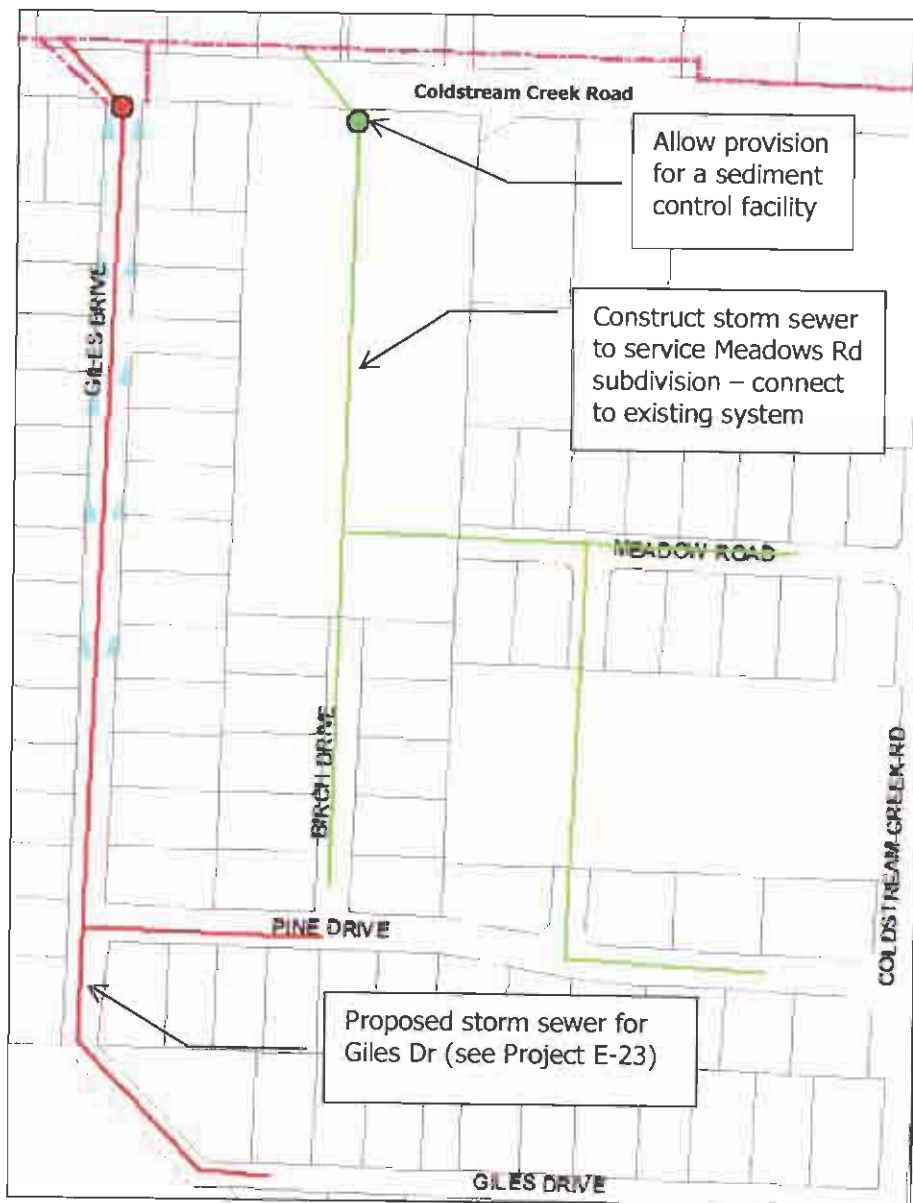
Priority: Medium
Design Flow: 110 L/s
Cost: \$345,800
Funding Source: General Revenue
Timing/Trigger: 5-10 years

Project F-11: Meadow Road Area Storm Sewer Upgrade

Description: Meadow Road subdivision, bounded by Birch Drive, Coldstream Creek Road and Pine Drive, requires a conventional piped, minor storm system.

Curbed roads are without catchbasins and storm sewers. Drainage ditches have been filled where roads have been constructed with a rural cross-section. The lack of adequate drainage jeopardizes the longevity of road structures within the subdivision.

A sediment/oil control structure is recommended as part of any new drainage improvements within the Meadow Road Subdivision. Construction of the storm system would be triggered by further expansion of the subdivision.



Design Flow: na
Cost: \$445,000
Funding Source: General Revenue and Developer (60%/40%)
Timing/Trigger: Development of parcels on Kalamalka Road.

Project F-12: DeJong Drive Storm Sewer Upgrades

Description: DeJong Drive is not equipped with a defined drainage system to collect and transport road runoff. Although there is no apparent flood damage resulting from the existing system, a piped storm sewer should be considered as a future project. Construction of the storm system could coincide with installation of sanitary sewers.

The storm sewer works should include provision for oil/sediment capture.



Design Flow: na
Cost: \$267,000
Funding Source: General Revenue
Timing/Trigger: Sanitary sewer upgrades.

APPENDIX G

Town Centre Plan

COLDSTREAM TOWN CENTRE PLAN

A HEART FOR OUR COMMUNITY

BACKGROUND REPORT

URBANSYSTEMS

1116447-1

JULY 15, 1998

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INTRODUCTION

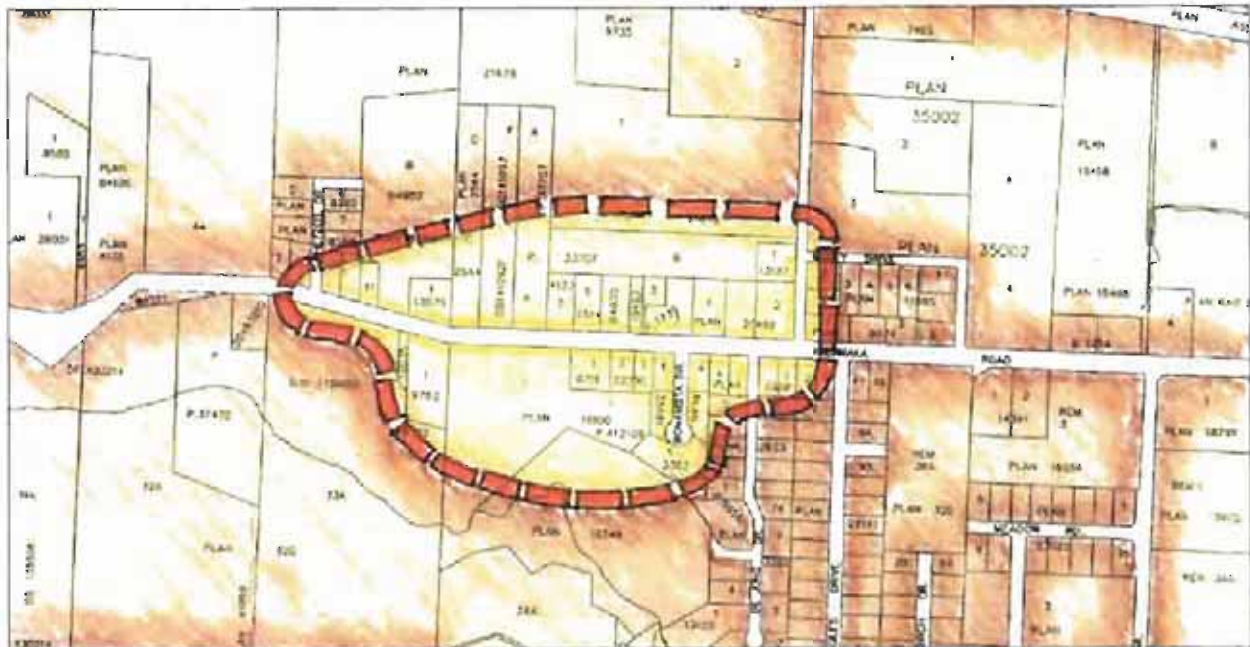
COLDSTREAM TOWN CENTRE PLAN

A town centre is the heart of a community - the place where commerce, living and work come together. It is the place that is invested with a community's identity and image. Traditional town centres developed and evolved gradually over time, with each phase of change reflecting the changing image and character of the community.

BACKGROUND

In June 1998, the District of Coldstream adopted a new Official Community Plan. This plan will guide the growth and development of the community for the next 5 years. One of the visions of the document was to see the development of a town centre for the community. To that end one of the key policies included in the Official Community Plan was to prepare a plan that would set the stage for development of this town centre.

A location for the town centre was selected. It included District and privately-owned land along the north side of Kalamalka Road, from Aberdeen Road to Whetzell Drive.



The District retained a consulting team of planners and urban designers to prepare a Town Centre Plan. This document is a preliminary report that discusses the key issues that will guide preparation of the Town Centre Plan. These issues include site context, the desired theme or image for the town centre, partnership opportunities, infrastructure requirements and market opportunities for commercial land development.

OPPORTUNITIES

COLDSTREAM TOWN CENTRE PLAN

CONTEXT

Coldstream has a distinctive rural character. This character is representative of the communities heritage. This character can be applied in the Town Centre with success.

As one approaches the Town Centre, there is little that distinguishes the area from the surrounding areas. The opportunity here is to provide a sense that one is “approaching”, “entering” and has “arrived” at the heart of Coldstream.

Large groves of trees and the Skobalski Creek are opportunities to reinforce the natural and rural setting of the area and provide a unique and defining character to the Town Centre.

URBAN DESIGN

The existing architecture and land use in the Town Centre is not unified. Quite often there is a poor fit between the architectural styles of buildings that are adjacent to each other. Within the Town Centre, large gaps between buildings and significant set-backs leave the edge of the main street (Kalamalka Road), poorly defined and less dense than one would expect from a core area.

In the Town Centre, there are a low percentage of buildings that provide either commercial, cultural or civic services. Increasing the number of buildings that generate activity within the Town Centre would improve vitality and public interest in the area. In keeping with the rural setting, a public market space might also be considered.

PEDESTRIANS

There is an opportunity to improve the pedestrian friendliness of Kalamalka Road within the Town Centre. Formal Sidewalks would increase safety and add convenience. Street trees would help to separate the road from the sidewalk and provide shade on warm summer days. Street furniture (e.g., benches, litter bins, bike racks, etc.) would provide added convenience and comfort. There are also opportunities to improve and provide additional pedestrian pathways between the Town Centre and Centennial Park. Existing connections occur at the east and west ends of the park (at its entrance road and along a right-of-way off DeJong Drive. Future connections at the east side of the school site, near Bonavista Drive, should be considered. These locations would provide more direct access between the Centennial Park and the Town Centre.

AMENITIES

As the symbolic "heart" of the community, there is an opportunity to strengthen the arts and cultural component of the Town Centre. This might include amenities such as a community theatre or out-door stage for miscellaneous performances, an art gallery (private or Public), a library, street art, etc. Local history is also important. A small museum or interpretive signs might be considered. All of these items help to add personality to a community and can strengthen the bond between individuals and the places in which they live.

Consideration should be given to retaining the existing open space/park associate with the War Memorial. This location is central and there is an opportunity to provide a direct pathway between this park and Centennial Park. In keeping with the rural character, the park could be treated as a "Town Square" or a "Village Common". If development is proposed around the park, the buildings should front onto the park.

There is an opportunity to provide more interest along the street by providing amenities such as hanging baskets and banners. This would help to add a personal identity to the area and would help to define this part of Kalamalka Road as the Town Centre.

LANDMARKS

There is an opportunity to provide landmarks in the Town Centre where prominent sight-lines terminate. One area is located at the school site and is the result of a bend in Kalamalka Road. As west moving pedestrians and vehicles approach the Town Centre before the bend, the line of vision focuses on the school yard just east of the bend. A second opportunity occurs at the "T" intersection of Kalamalka Road and Aberdeen Road. At this location, the vision of south bound traffic is directed toward the end of Aberdeen Road, where it ends on Kalamalka Road. However, because this location is partially on private property, it may be difficult to provide a landmark in this area.

TOWN CENTRE CHARACTERISTICS

COLDSTREAM TOWN CENTRE PLAN

Town centres, like other human developments, have patterns of form and function that are unique to themselves and are emblematic of a town centre. That is, a town centre is distinctly different from other forms of commercial or downtown development. These differences, or characteristics, are what physically define a town centre. The appropriate application of these characteristics can determine the social and aesthetic success of a town centre. This section of the report summarizes some of the key characteristics that should be addressed in a town centre development. They are provided here for to stimulate thought and ideas; they are not intended as definitive proposals for the Town Centre.

TOWN HALLS

Traditional communities tend to have a town hall. The town hall is centrally located. It has a building architecture distinct from others in the town centre. In addition, a town hall often has a common green space around or in front of it that is publicly accessible. Examples of traditional town halls include Grand Forks, Kamloops (old town hall) and Port Coquitlam. Coldstream has two of the qualities of a traditional town hall (i.e., central location and partial access to a common green space). The architecture and presence of the building does not contribute positively to community image or identity.



SACRED SITES



The term “sacred sites” applies to sites on which the community places historical, artistic or cultural value. Removal or destruction of sacred sites erases the past and trivializes a community’s culture and identity. In the Coldstream Town Centre area, the cenotaph, and perhaps the creek, qualify as sacred sites.

PUBLIC COMMON



Traditional town centres have a common or green that is accessible to the public. It is used for informal citizen use and for public events and gathering (e.g., markets, celebrations, rallies, picnics, fairs, etc.). The public common is typically part of or close to (e.g., across the street) the town hall. Sometimes it is also close to or incorporates a significant community amenity (e.g., creek, fountain, plaza, grove of heritage trees, sculpture, sacred site, etc.).

HUMAN SCALE

Despite the size of Coldstream it is perceived as a community of human scale due to the scale of its buildings, agrarian land uses, amount of undeveloped open space around developed areas and retention of trees. Within a town centre a human scale is achieved largely through a combination of public open space and the building architecture.

This sense of human scale is achieved by:

- providing a pedestrian-friendly environment
- providing a well-defined public open space central to the town centre
- limiting building heights (e.g., maximum of 2 to 3 stories)
- providing a ground floor that is taller than the upper floors, but is itself of limited height (e.g., 10-12')
- including a covered arcade/porch/veranda/portico on the ground floor and in association with pedestrian traffic, display windows or an extension to an internal use of the building
- commercial signage that is part of the building and not a free-standing mast beside the roadway
- others

HEIRARCHY OF SPACES

In farmsteads there is a transition in spaces from the private (e.g., the house) to the semi-private (e.g., the work area) to the semi-public (e.g., the driveway) to the public (e.g., the main street). The spaces and buildings that define them are determined in large part by the functional requirements of the farm operation and the phasing of expansion.



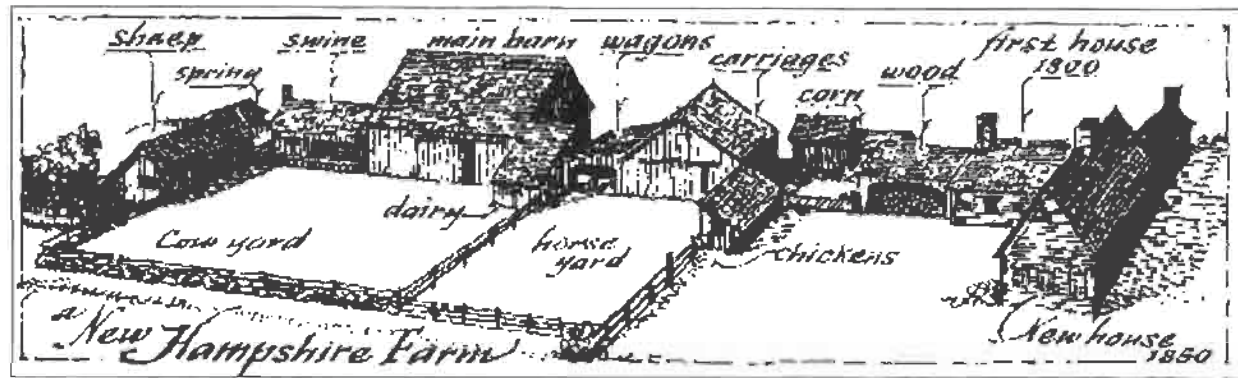
The result is a pattern of development that resembles clustering (as opposed to an urban grid network), an apparently random distribution of mixed buildings around common open spaces. A similar approach applies to successful town centres; a hierarchy of open spaces provides interesting variety and a range of opportunities for town centre activities (e.g., shopping, people-watching, working, etc.). Contrarily, a uniform application of open spaces makes an area monotonous and uninviting.



FORM FOLLOWS FUNCTION

Traditional farms, ranches and resource operations (e.g., lumber mills, mines, etc.) develop along functional lines, with the needs of the specific use being the prime determinant of form. As new functions were added they were integrated into the existing operation in the most functional method practical. The predominant traditional form and architecture of the Coldstream Valley is one of agrarian homesteads and agricultural operations (e.g., ranch, farm, orchard, parking, etc.). For example, with farmsteads:

- the house is located closest to the road and with its front facing the road
- more immediate domestic needs (e.g., wood shed, food storage, chicken run, garden, etc.) are located closer to the house than other uses
- the stable and carriage/wagon shed is located somewhere between the house and the barn as it generally serves both uses
- of all structures the barn is typically located furthest from the house
- similarly, pens and sheds for larger livestock are located further from the house than household livestock (e.g., laying/frying hens)



These functional principles have spatial implications (e.g., a clustered appearance) built form arranged irregularly around and along a variety of connected open spaces. Similarly with the design of a Town Centre, the functions should be clearly defined and adhere to a form that exemplifies the functions and makes them effective and efficient.



ARCHITECTURAL BUILDING BLOCKS

COLDSTREAM TOWN CENTRE PLAN

As was done in determining the characteristics of a town centre, the same is possible for the buildings that will make up the town centre. Architectural building blocks refers to attributes of building form and character that are representative of the architecture of a region or area - in this case, Coldstream. It is desirable to have a town centre whose appearance and aesthetics reflect those of the community and local landscape. The use of building blocks that are foreign to traditional forms and materials can result in a town centre, which, in appearance and experience, is no different from that in Kelowna, a bedroom community in southern Ontario or a suburb of Cincinnati. Taken to the extreme, the importing of manufacturing of building blocks from other areas can result in a contrived and controlled theme park environment. Town centres that are successful (i.e., that have a strong identity/image unique to its community and that are economically viable) place a heavy reliance on developing and maintaining local architectural characteristics. Examples of such town centres occur in communities such as Nelson; Revelstoke; Chemainus; LaConner, Washington; Cannon Beach, Oregon; etc.

Considerable time was spent by the consultants in developing a basic understanding Coldstream's architectural characteristics, or building blocks. It is based on the traditional architecture of settlement, farming, ranching and logging of the area. This work was conducted in and around Coldstream examining older structures (e.g., houses, barns, sheds, halls, etc.) and newer structures that repeated earlier forms and materials. Given the origin and evolution of these structures the architectural character of Coldstream is based on the principles that:

- Form follows function; and*
- Development occurs in steps over time*

Based on extensive fieldwork and analysis it was found that the architectural building blocks of Coldstream are characterized by some key attributes. These are a documentation of what exists and are not intended as definitive proposals for the Town Centre.

BUILDING MASSING AND FORM

There are two different types of building massing and form for traditional agrarian-settlement architecture:



- A basic building unit (e.g., a square or rectangle in plan view) with a uniform gable roof.



- A basic building unit that has been added on to over the years and is characterized by attached sheds, additions, corners, different roofs, different external finishes, etc.

INSIDE-OUTSIDE TRANSITION

There is a transition zone between the inside of buildings and the outside of buildings. This space is typically expressed as an arcade, portico, veranda, porch or covered sidewalk. It is defined by a roof structure that is an extension of the main room form or is unique from it. It is supported by the building along one side and by unadorned posts/columns on the street side. The covered sidewalk is sometimes raised above the road level. It may or may not have railings.

In a town centre setting this transition zone protects pedestrians, diners, people-watchers and sidewalk merchandise from the elements and provides opportunity for vendors to more directly market their wares to passers-by.



MATERIALS

Traditional rural architecture had finish materials that were made of locally available materials that were affordable.



In the case of Coldstream, the predominant material is wood siding, for houses, barns and other structures. The wood is applied as horizontal, and sometimes vertical, siding. It may also be applied as shingles on secondary structures (e.g., sheds) and on building additions.

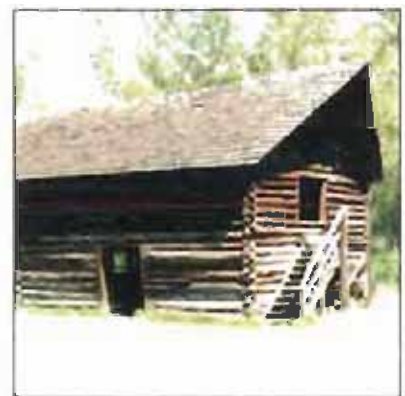
BUILDING LEVELS

The first level, or ground floor, is typically taller than upper levels (e.g., 10' vs. 8'). There are usually no visible basements or split levels.

Traditionally it was customary to develop attic spaces for additional space, either as part of the original building development or later, in lieu of a building addition. Functional access to the attic level for agricultural or industrial uses was provided by large doors at this level on the gable ends. Residential buildings with attic level uses typically had gabled dormers with windows.

FOUNDATION

There is no clear foundation line or facade treatment where the building meets the ground. The work area or groundcover vegetation comes right up to the base of the building. Foundation plantings, common to more modern buildings/landscaping, are not present. Exceptions to this lack of visible foundation principle are found in raised walkways, elevated buildings, etc.



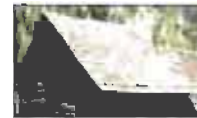
ROOF FORMS AND MATERIALS

Roofs for principles buildings tend to be gabled. That is, they have a peak with sloped surfaces running down from the peak at equal pitch. In some buildings the roof may have a secondary gable(s) to provide usable floor space and natural light for the attic.



For secondary structures (e.g., sheds) and building additions for ancillary uses (e.g., porch, veranda, storage, garage, etc.) the roofs are often sloped in one direction only, with the highest point against the principle building or facing the work yard/area. It is common for the roof pitch of these secondary structures to be less than that for the primary structure.

Roof materials were traditionally wood shingles. But more modern roof replacements on traditional buildings are characterized by asphalt shingles or corrugated sheet metal, which may be coloured.



Flat and near flat roofs were sometimes used on commercial and institutional buildings. However, this flatness was not generally perceived from the street because of a false facade or parapet facing the street.

ROOF ADDITIONS

The roofs of traditional buildings were free of adornments and ancillary uses (e.g., air conditioning units, satellite receivers, vent pipes, etc.) typical of more modern buildings. Exceptions to this included attic gables, cupolas on institutional buildings (e.g., schools, town halls, fire halls, armouries, etc.), steeples or cupolas on church buildings, vents on farm/industrial buildings and chimneys on residential buildings.



FACADES AND PARAPETS



False facades and parapets were used on the front facades of commercial buildings. The effect of these building components was to shield the basic box form of the structure behind; provide a unique and clearly-defined skyline; contribute to the character of the streetscape and provide an identity that was unique to that building or use.



WINDOWS



Window coverage in traditional buildings is considerably less than modern buildings, whether residential or commercial. In general the window openings are fewer and smaller. The window opening is typically divided by one or more partitions into smaller windows.

COLOUR

Colour selection for building exteriors includes varies, and for traditional building finishes is difficult to know because of re-painting of structures. In general, with agrarian buildings the finish tends to be a weathered wood, with brown, red and gold hues. Regardless of the overall building colour there is a tendency in traditional and more modern structures for the trim (i.e., for window/door frames, eaves, posts, etc.) to be white in colour.



ROADS, SERVICES AND UTILITIES

COLDSTREAM TOWN CENTRE PLAN

ROADS

The primary roads through the proposed town centre are Kalamalka Lake Road and Aberdeen Road. Both of these roads are under the jurisdiction of the District of Coldstream. Presently, there are no plans in place to upgrade or re-align either of these roads. Both roads will act as major transportation links between the proposed town centre and other areas within the District. As a result, the road rights of way should be protected to a width of about 30 metres.

SANITARY SEWERS

The proposed town centre area is not presently serviced by sanitary sewers. Instead, the development in the area relies on individual on site sewage collection and disposal systems (septic tanks and tile fields). However, the nature and density of development being considered will likely require that a central sewage collection system be provided to service the area. This can be provided through an extension of the existing District of Coldstream sanitary sewer system, which currently services only as far East as McClounie Road. The trunk sanitary sewer would have to be extended Eastward by about 1,600 metres. The sanitary sewer system was previously analyzed, and it was concluded that the extension to service the proposed town centre, as well as other future service areas, could be accomplished through the provision of a 300 mm diameter sanitary sewer main.

The District currently relies on the City of Vernon for treatment of the collected sewage. All of the sewage drains Westward and enters the City of Vernon system on Kalamalka Lake Road at the boundary between the two municipalities. However, it is worth noting that the District is considering developing its own sewage treatment and disposal system at Coldstream Ranch. This will not make a significant difference to the servicing concept for the town centre area, except that it may be possible to service a portion of the area with a trunk sewer which drains eastward rather than westward.

WATER SUPPLY AND DISTRIBUTION

The proposed town centre area is currently served by the District's own water supply and distribution system. The sources of water are Coldstream Creek and Antwerp Spring in Lavington. The distribution system includes watermains through the study area. However, based on a water study undertaken by Associated Engineering Ltd., considerable upgrades are required to service the study area even for existing development conditions. It can be concluded that intensive future commercial development in the area will require the system upgrades identified in the Associated Engineering Ltd. study report, and perhaps even greater upgrades. The recommended upgrades included the replacement of much of the existing water distribution system so that the system can deliver peak demands and fire flows.

The District is also considering a major change to its water system that would see the primary source changed to Kalamalka Lake. While this would not eliminate the need for all of the distribution system upgrades identified by Associated Engineering Ltd., the scope of the upgrades might be reduced because the Kalamalka Lake source is closer to the proposed development area.

DRAINAGE

To date, a stormwater management plan has not been prepared for the town centre area. However, it is assumed that the nature of development in the area will result in considerably more impervious surface area (e.g., parking lots, buildings, etc.) than currently exists. As a result, it will be necessary to undertake stormwater management measures in conjunction with the development to control detrimental impacts.

It is assumed that Coldstream Creek will be the receiving watercourse for drainage because of its proximity to the development area. This watercourse is identified as sensitive fish habitat by the Ministry of Environment, and appropriate measures will be required to protect the watercourse from degradation. The measures should include stormwater quantity and quality control measures such as those outlined in the document *Land Development Guidelines for the Protection of Aquatic Habitat* which was prepared by the provincial Ministry of Environment and the federal Department of Fisheries and Oceans.

The objective of quantity control will be to limit the peak rate of discharge to the watercourse so that the existing channel is not subjected to accelerated erosion. Quantity control is typically achieved by employing measures such as stormwater detention ponds and groundwater infiltration systems.

The purpose of quantity control will be to intercept as much as possible of the pollutant load that is associated urban development area. Stormwater quality control is typically achieved by employing what are called Best Management Practices, such as wet ponds and artificial wetlands.

MARKET RESEARCH

COLDSTREAM TOWN CENTRE PLAN

LOCATION AND RELATIONSHIP TO RESIDENTIAL MARKET

The proposed Town Centre has a limited primary market at present. Although Coldstream is quickly reaching an important market threshold of 10,000 in population, most of it is located almost immediately adjacent to Vernon, forming a strong market for Vernon commercial areas, instead of the Coldstream Town Centre area. The critical markets are located to the west toward Kalamalka Lake where the heaviest residential population is located. The southwest quadrant (below Kalamalka Road) is the area that will have the most immediate relationship to the Town Centre, other than the small residential base adjacent to the Town Centre. The Middleton Mountain area (the northwest quadrant) is expanding but is much more proximate to Vernon commercial centres (Aberdeen and downtown) and has easier access to roads leading into Vernon.

The northeast quadrant, above Highway 6, also contains a concentration of residential market with easy access into Vernon. More direct connections from the Middleton Mountain area and the northeast area to the Town Centre would allow Town Centre commercial uses to compete with Vernon commercial centres.

The proposed Town Centre area has very limited "pass through" traffic volumes at present. The volumes along Kalamalka Road will likely continue to be relatively low. Highway 6 between Lumby and Vernon is somewhat removed from the proposed Town Centre area. The Town Centre will require appropriate promotional/directional signs and anchors or destination retail to draw some of the traffic market off Highway 6.

FORECAST DEMAND

The primary market demand to justify retail development in the proposed Town Centre is presently very limited. The southwest quadrant of Coldstream contains the most immediate potential residential market. It is largely single family residential with limited potential to grow in population or to extend eastward towards the Town Centre area due to the ALR boundary. Such a market threshold will limit the immediate potential for a variety of commercial uses to locate in the proposed Town Centre area.

The secondary market demand can be considered to be the other residential areas (Middleton Mountain and the area north of Highway 6). These areas both have designated growth potential, but will also be primary or secondary markets for Vernon commercial areas. Better access could turn these areas into primary markets for the Town Centre.

This brief assessment of potential demand indicates that the Town Centre may have a primary market of 2,000 – 3,000 people (including rural area) and a secondary market of 4,000 – 5,000 with the growth potential on Middleton Mountain. A tertiary market or “extended secondary” market could be the remainder of Vernon or at least the more immediate residential neighbourhoods of the City. These types of market thresholds suggest either smaller convenience, specialty or destination types of retail and service businesses may be appropriate in the short-term. Assuming that the trading area could expand to approximately 10,000 population in the future, the Town Centre will eventually attract a stronger and more varied tenant mix. The population projections noted in the District of Coldstream Sanitary Sewer System Study and the Official Community Plan should help justify this assumption.

POTENTIAL TENANCY MIX

The following describes the potential commercial uses or tenancy that may be expected as the trading area reaches the 10,000 population threshold.

Category	Type (Examples)	Size (Sq. Ft.)
Convenience	▪ Junior Food or Convenience Food	2,000 – 4,000
	▪ Muffin/Coffee/Bagel	1,000 – 1,500
	▪ Specialty Restaurant	2,000 – 3,000
	▪ Pizza (Take Out)	1,000 – 1,200
Service	▪ Real Estate	1,000 – 1,500
	▪ Medical/Dental	1,500
	▪ Library (Sub)	2,000
Personal	▪ Hair	800 – 1,000
	▪ Video	2,000
	▪ Bakery	1,200
	▪ Photographer	500
Retail Special	▪ Boutique/Gift (Tutt Street example)	1,000 (to start)
Office (Other)	▪ Lawyer	700
	▪ Chiropractor	1,000
	▪ Professional	1,200

It is suggested that initial development in the Town Centre accommodate sufficient land for approximately 20,000 sq. ft. of leasable building space, associated parking and amenity area for retail.

OTHER USES

The other uses that should be considered are a gas bar, small motel or inn and a neighbourhood pub. Any other "destination-oriented" commercial service or retail outlet that is a traffic generator may also be appropriate to complement the Town Centre. Similarly, any retail or service associated with the Town Centre theme, such as a farmer's market, tack shop or fresh produce outlet would embellish the primary uses.

The other possible use is a form of special needs or congregate care or seniors housing. This potential use would need further research to determine actual types and sizes of facilities. Another 5 - 10 acres could be accommodated for such housing.

SUMMARY

Although the immediate demand may be limited for typical retail commercial, there is potential for a small amount of destination oriented retail and professional office space to help kick-start development. Approximately 3 to 6 acres (20,000 sq. ft. building) should be set aside for an initial commercial area to evolve, and another 5 - 10 acres for special needs housing. These uses would complement the civic buildings and any other market-rate housing.

If other special uses such as a gas bar, small inn (12 - 25 rooms) or pub were to be considered, another 1 - 2 acres each should be set aside.

This market analysis was very preliminary and was intended to assess market size and indicate potential end user. More definitive research may be required for individual uses and with potential end users.

INNOVATIVE OPPORTUNITIES

COLDSTREAM TOWN CENTRE PLAN

Opportunities exist for unique combinations of uses and a number of innovative approaches toward development in the Town Centre area. At this stage, this report simply identifies a number of opportunities, which will need to be investigated in more detail at some point in order to determine if they are feasible. Some of these opportunities are summarized in this section.

JOINT USE

There is potential for joint public uses within specific buildings or on specific sites. Examples of such joint public uses include:

- municipal hall,
- fire hall,
- library,
- storefront police station,
- public assembly hall,
- passive parkland, and
- active sports facilities.

DENSITY BONUS FOR AMENITIES

There is potential to develop some of the public facilities and improvements through density bonusing, where developers help by providing community amenities in return for the right to develop their land to higher densities. The potential amenities are wide ranging and could include:

- community buildings and facilities;
- municipal hall;
- fire hall;
- additional parkland;
- improvements to parkland and public spaces;
- preservation of important historical or environmental features;
- streetscape improvements;
- other amenities.

In addition, potential may exist to have land used for institutional purposes during part of the week and commercial uses during other times. Imagine, for example, a municipal parking lot designed so it could be used as a farmers market on the weekend.

PUBLIC PRIVATE PARTNERSHIPS

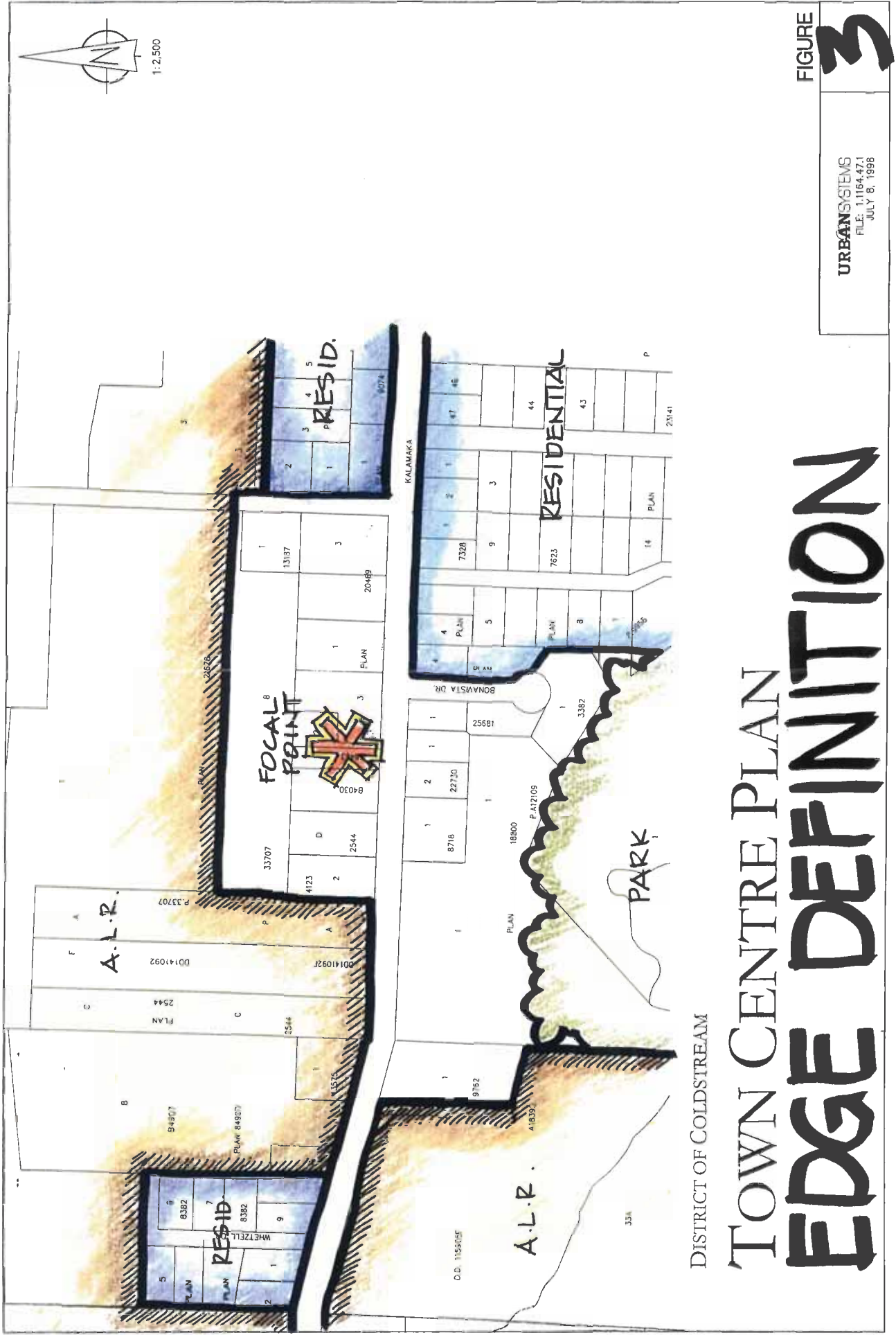
Potential exists for public private partnerships in developments, such as having a private interest build the municipal hall along with some other commercial or institutional space that could be leased to other uses, all in the same building. If the elementary school is eventually relocated, then the land could potentially be redeveloped as a public private partnership for senior's housing or some other form of multiple family housing.

COMMUNITY PARTNERSHIPS

Opportunities exist for community partnerships, where members of the community participate in Town Centre initiatives. Private individuals or corporations could help by donating time or money toward specific projects that enhance the Town Centre.

FUNDING PROGRAMS

Opportunities exist for funding under the limited number of government programs, such as a Millennium project with funding under the Millennium Program.







TOWN CENTRE PLAN CONNECTIONS

FIGURE

5

URBANSYSTEMS
FILE: 1.164.47.1
JULY 6, 1996

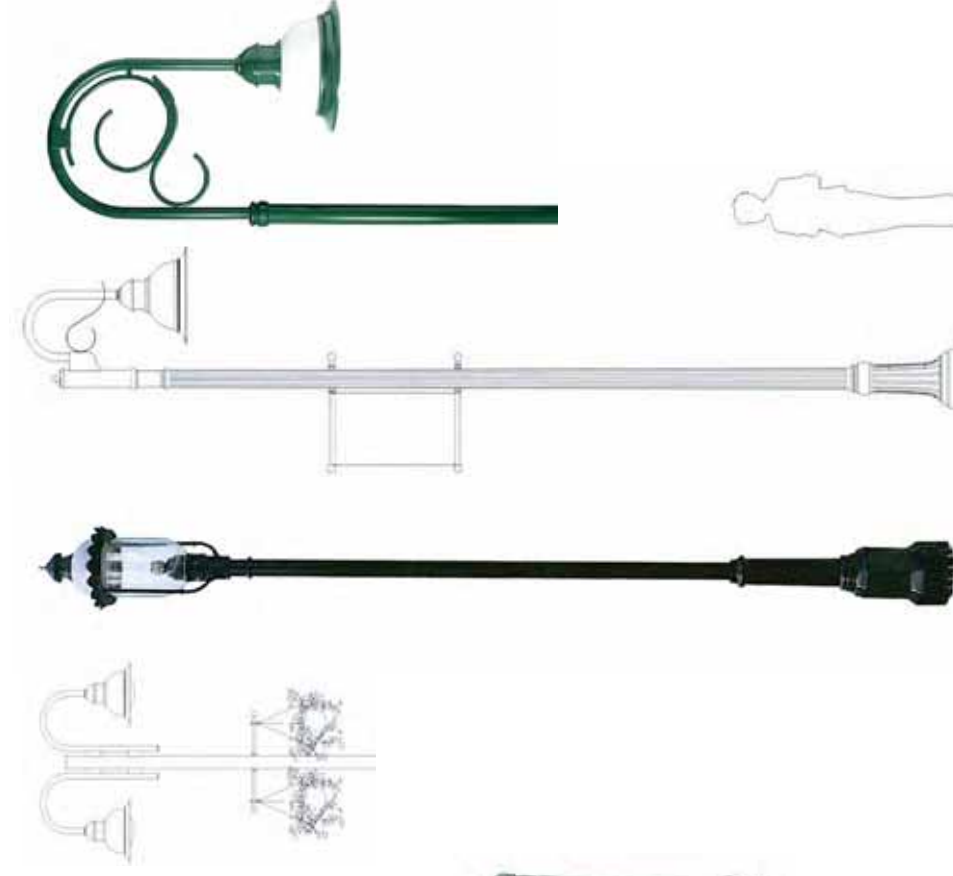
APPENDIX H

Coldstream Elementary Upgrades

Coldstream Streetscape Village Options



Lighting



Waste Receptacle



Bollards



Bench



Coldstream Streetscape Contemporary Options

Bench



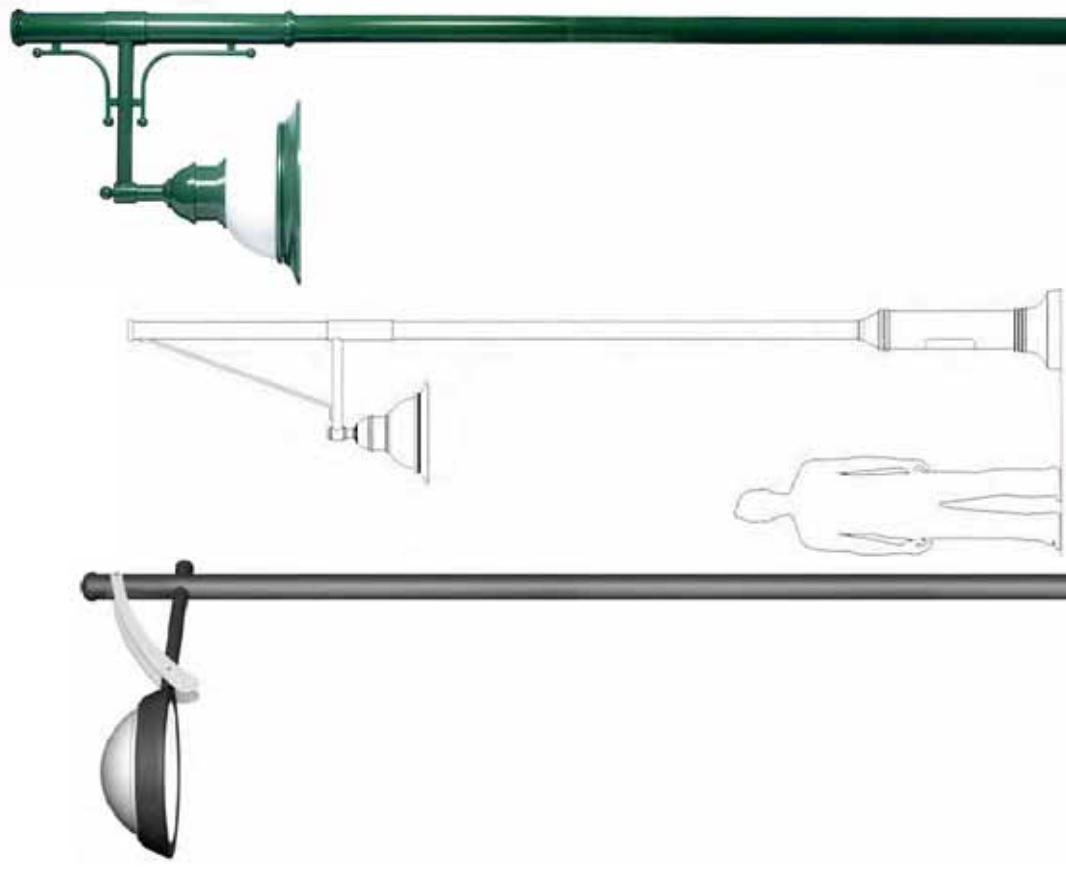
Bollards

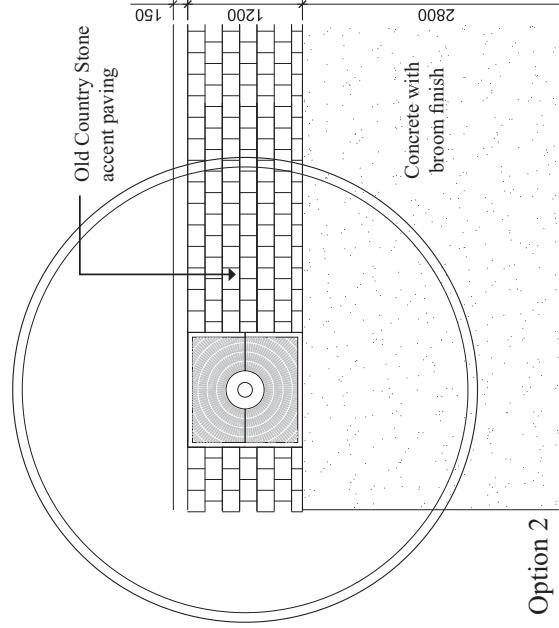
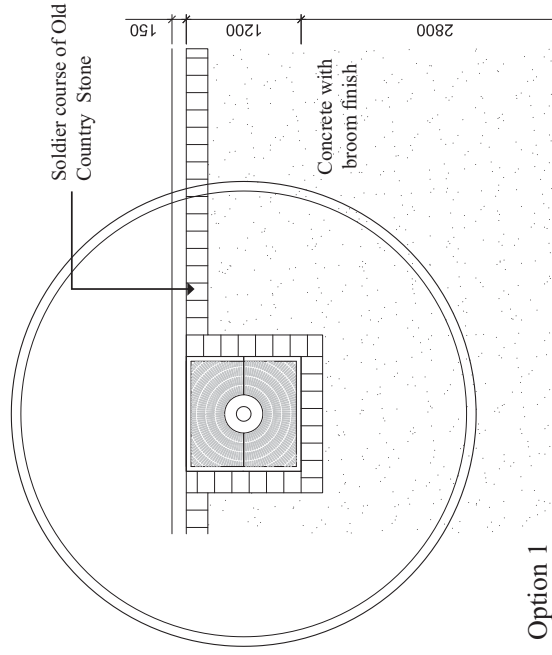


Waste Receptacle



Lighting





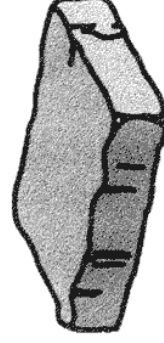
Taupe Color



Tan Brown Color



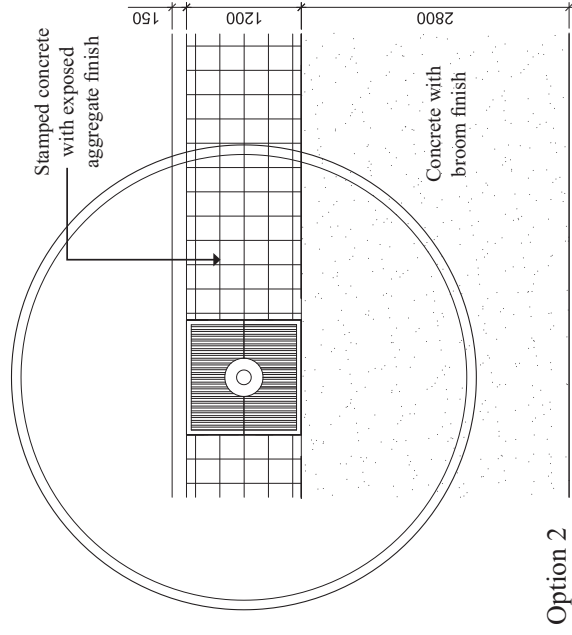
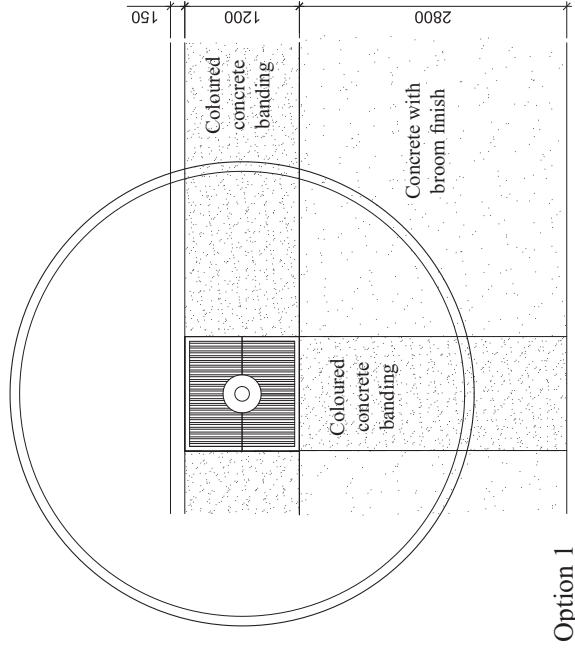
old Country Stone



Type 1

Length: 8-7/8" (225mm)
Width: 7-1/8" (181mm)
Thickness: 2-3/8" (60mm)
Area: 2.3 sq./ft.

Coldstream Streetscape
Village Options



Coldstream Streetscape

Contemporary Options



Natural Color

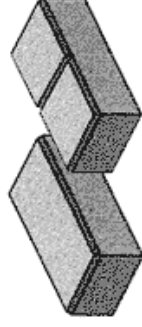


Charcoal Color



ABBOTSFORD
CONCRETE PRODUCTS

Standard Classic Series



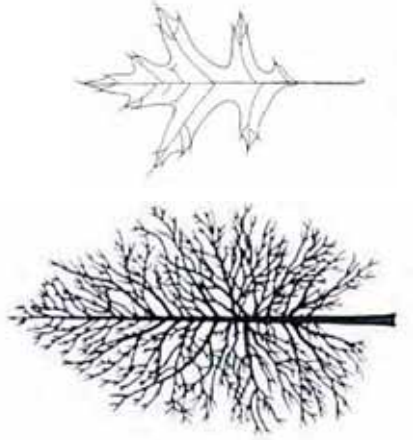
Standard & Standard II

Length: 8-7/8" (225mm)
Width: 4-7/16" (112.5mm)
Area: 3.7 stones /ft²; 40 stones /m²
Thickness: 2-3/8" (60mm)
Regular finish also
available in 3-1/8" (80mm)

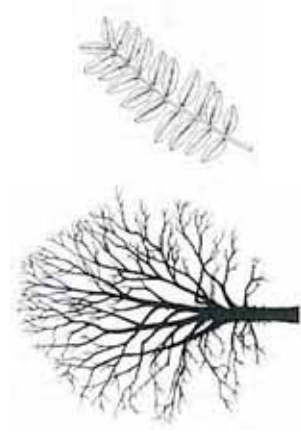
Brickform Liquid Color
INTEGRAL COLOR for DECORATIVE CONCRETE



Brickform Liquid Color



Quercus palustris Muenchh
Pin Oak

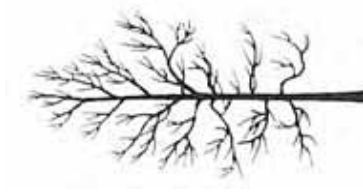


Gleditsia triacanthos 'Sunburst'
Sunburst Honey Locust



Acer freemanii 'Jeffersred'
Freemanii Maple

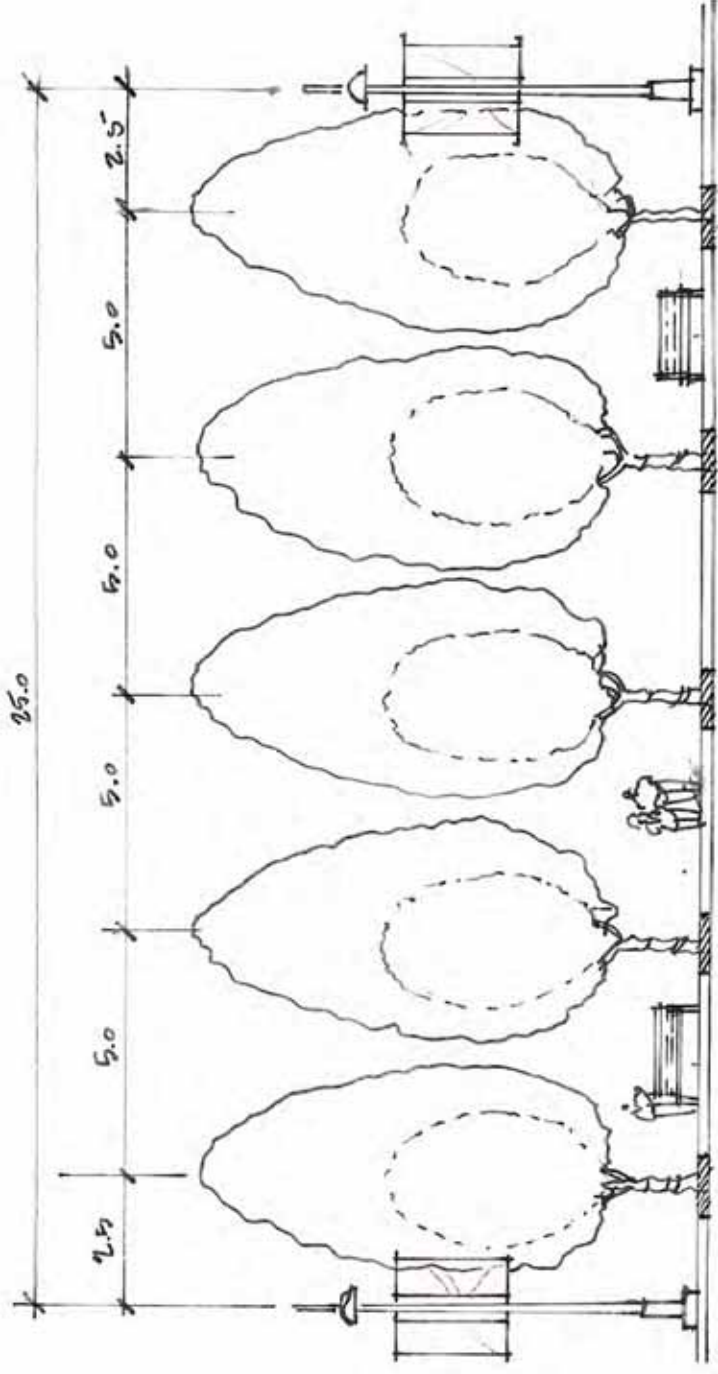
Coldstream Streetscape Village Options

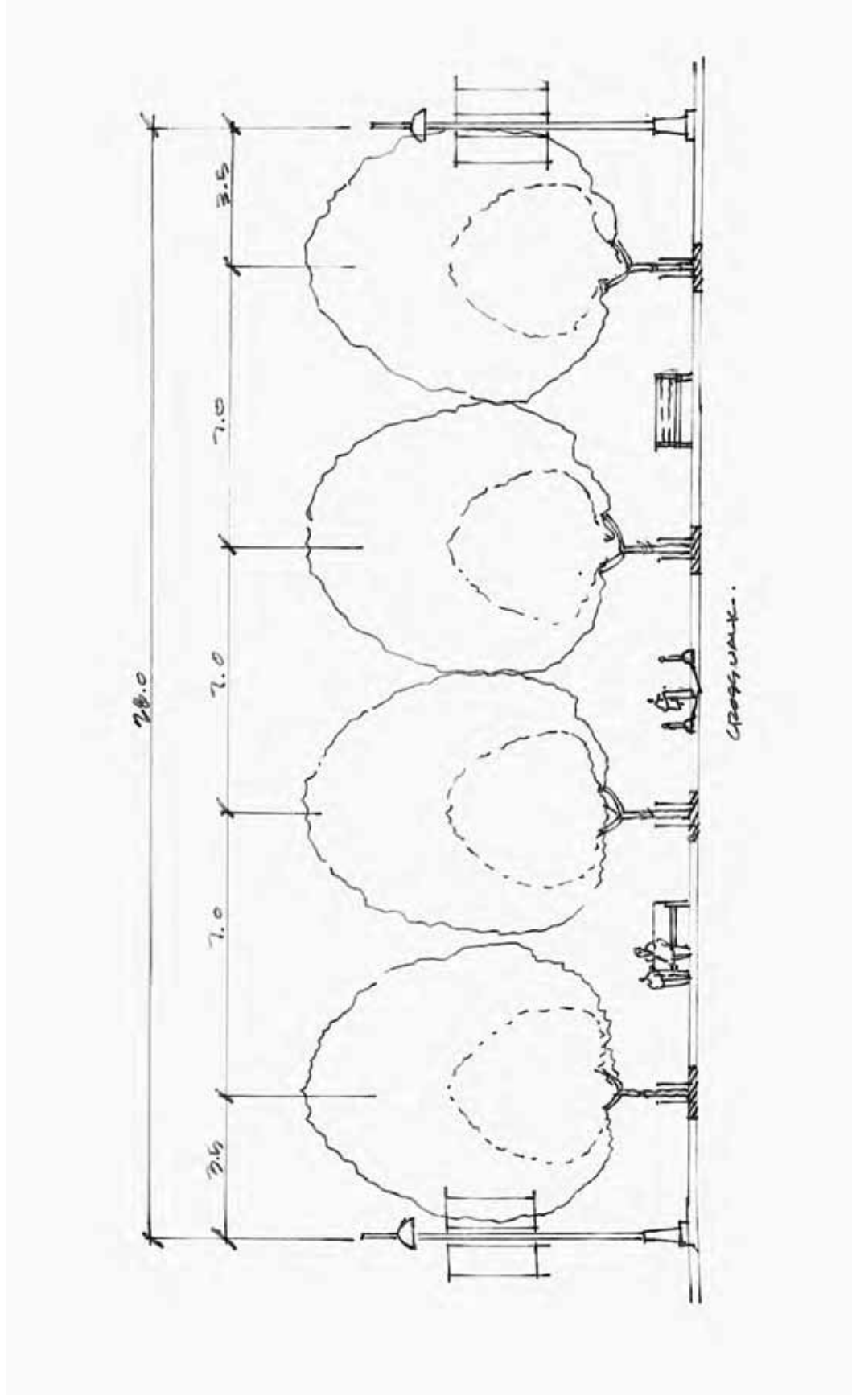


Tilia cordata
Little Leaf Linden

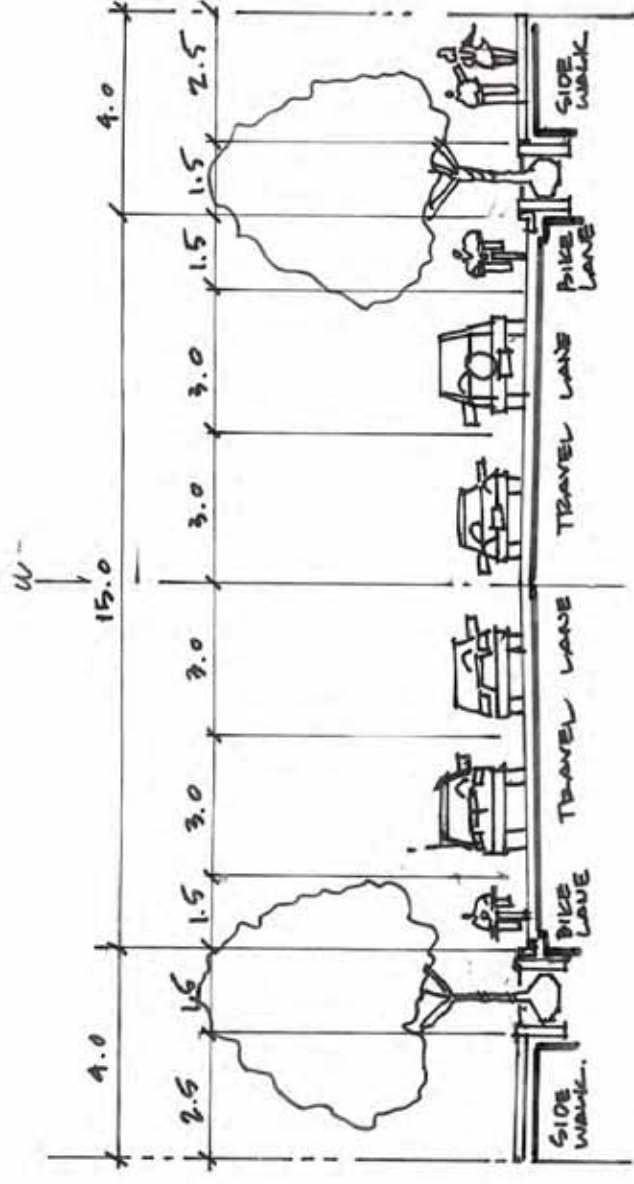
Fraxinus nigra
Black Ash

Coldstream Streetscape Contemporary Options





Coldstream Streetscape
Contemporary Options



Coldstream Streetscape

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