

DISTRICT OF KITIMAT

OFFICIAL COMMUNITY PLAN

KITIMAT

A Marvel of Nature and Industry

List of Amendments

Bylaw No.	Bylaw Name	Date in Effect
1795, 2011	M2-B Service Centre Zoning Amendment	May 7, 2012
1813, 2013	OCP and Forest Hills Zoning Amendment	April 2, 2013
1819, 2013	OCP GHG Target	June 3, 2013
1821, 2013	PTI Residential Dormitory OCP and Zoning Amendment	June 3, 2013
1836, 2013	Crossroads Residential Dormitory OCP and Zoning Amendment	April 23, 2014
1860, 2014	Haisla Town Centre OCP and Zoning Amendment	May 19, 2015
1872, 2015	LNG Canada G6-A & M1 Zoning and OCP Amendment	December 8, 2015
1884, 2016	BC Housing, 480 City Centre, Zoning & OCP Amendment	May 2, 2016
1931, 2018	Strawberry Meadows Zoning Map and Official Community Plan Amendment	October 15, 2018
1933, 2018	Density Benefit Policy OCP Amendment	April 1, 2019
1934, 2018	R3-C Mixed Use Social Housing Zone and Official Community Plan Amendment	March 4, 2019
1942, 2019	Hobby Farms in G3-B Zone and Official Community Plan Amendment	August 6, 2019
1956, 2019	Temporary Use Permit Zoning and Official Community Plan Amendment	October 21, 2019
1968, 2020	Firesmart Principles OCP Amendment	March 15, 2021
1974, 2020	Loganberry Commercial Recreation OCP and Zoning Amendment	May 4, 2020
2013, 2022	Downtown Revitalization Area Development Permit Area Official Community Plan Amendment	October 3, 2022
2042, 2023	Strawberry Meadows Neighbourhood Policies Official Community Plan Amendment	October 16, 2023
2049, 2024	3 Blueberry Ave Zoning Amendment	March 17, 2025
2074, 2025	Provincial Housing Objectives Official Community Plan Amendment	November 17, 2025
2077, 2025	Floodplain Management Official Community Plan Amendment	November 17, 2025
2089, 2026	Industrial Land Use Designation Housekeeping Official Community Plan Amendment	May 19, 2026

Table of Contents

Part 1: Introduction

1.1 An Official Community Plan 6

1.2 Local Government Act Requirements 6

1.3 Community Consultation Process 7

1.4 Plan Organization 8

Part 2: Community Context

2.1 Physical Setting and Context 10

2.2 Population and Demographics 12

2.3 Existing Land Use 18

Part 3: Possible Futures

3.1 Possible Futures for Kitimat 26

3.2 Core Themes for the Future 28

Part 4: Policies and Objectives

4.1 Cultivate Diversified Economic Growth 33

4.2 Enhance ‘Sense of Place’ 46

4.3 Maximize Livability 50

4.4 Protect the Natural Environment 62

4.5 Foster Local Culture and Heritage 71

4.6 Provide Effective Services 74

4.7 Meet Responsibilities in Governance 85

4.8 Provincial Housing Objectives 88

Part 5: Neighbourhood Specific Policies and Objectives

5.1 Strawberry Meadows Neighbourhood Policies 92

Part 6: Land Use

6.1 Land Use Designations 96

6.2 Future Neighbourhood Development 99

6.3 Temporary Use Permits 100

Part 7: Implementation, Monitoring and Reporting

7.1 Introduction 103

7.2 Monitoring and Reporting 103

7.3 Goals and Policies 104

Schedules

Schedule A Environmental Features

Schedule B Walkways, Bicycle Paths and Greenways

Schedule C Hazardous Areas

Schedule D Future Land Use

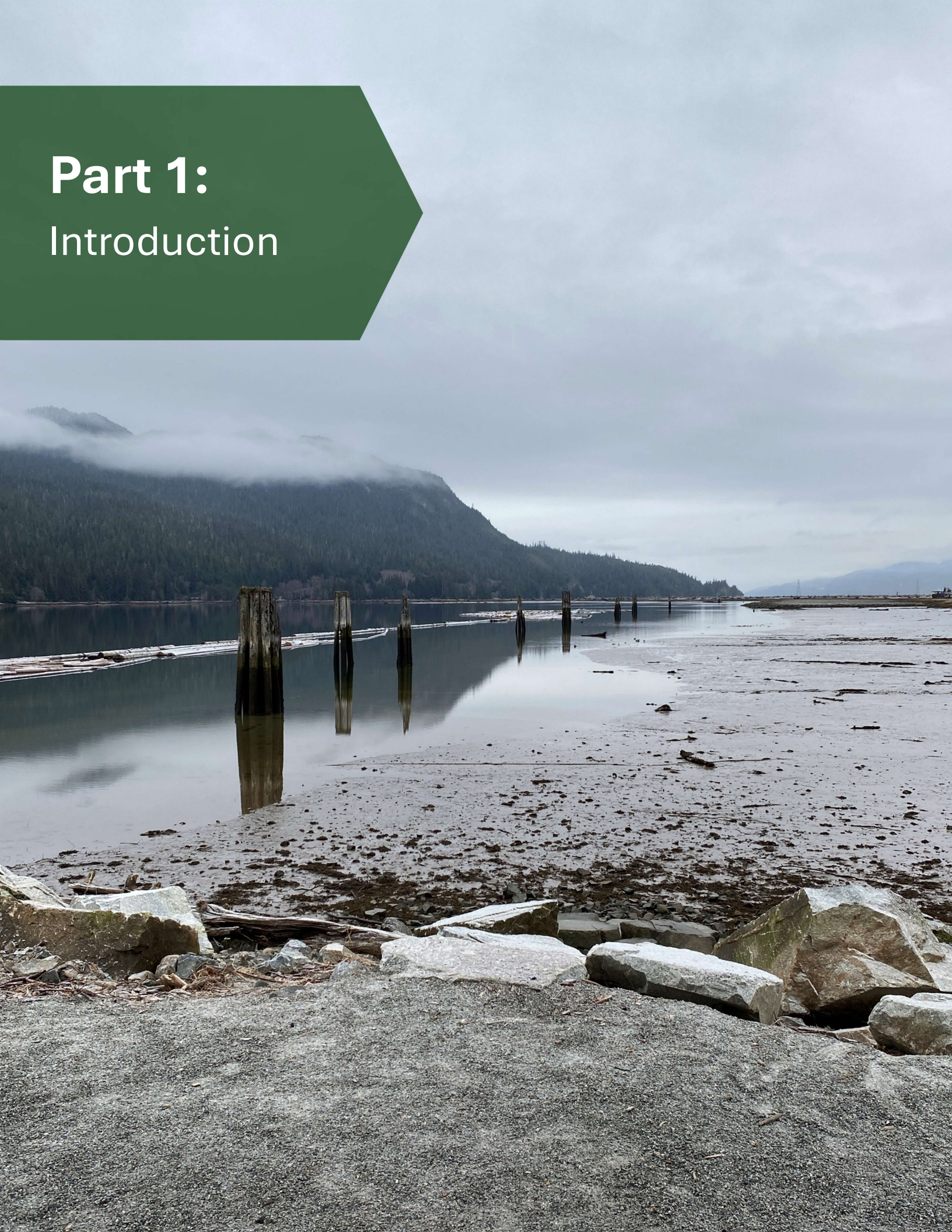
Schedule E Road Network System

Schedule F Sand and Gravel Deposits and Extraction Areas

Appendix A

District of Kitimat Downtown Design Guidelines

Part 1:
Introduction



1.1 An Official Community Plan

An Official Community Plan (OCP) is a general statement of objectives and policies respecting the physical and social development of a community. While an OCP does not obligate a Council to undertake specific actions or projects, once an OCP is adopted, all bylaws enacted and public works undertaken must be consistent with the OCP. The OCP provides a basis for future decisions regarding development, rezoning, subdivisions and capital works, as well as other municipal decisions and community initiatives.

In May 2007, the District of Kitimat began preparing this OCP to replace the 1987 Plan, with one that more accurately reflects the current reality and the community's choices. This Plan provides policy direction for a 20-year period to 2027. The OCP should be reviewed and updated every five years.

1.2 Local Government Act Requirements

This OCP includes the content requirements of the *Local Government Act* as specified in s. 877. Specifically, the OCP includes the requisite statements and map designations for the planning area, respecting the following key items:

- the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least five years;
- the approximate location, amount and type of present and proposed commercial, industrial, institutional, recreational and public utility uses;
- the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
- restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- the approximate location and phasing of any major road, sewer and water systems;
- the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;

Bylaw No. 1819, 2013

- greenhouse gas emission monitoring policy, and reduction targets for municipal operations[1]; and
- other matters that may, in respect of any plan, be required or authorized by the minister.

[1] Municipal operations: local government buildings, including Riverlodge, Tamitik, Sam Lindsay Aquatic Centre, and KIR; vehicle fleet, and utility services.

This OCP includes the District's policies respecting affordable housing, rental housing and special needs housing. It also reflects the *Local Government Act* requirement to include targets for the reduction of greenhouse gas (GHG) emissions in the area covered by the plan, and policies and actions to achieving these targets. This OCP is consistent with the Agricultural Land Reserve Act and the requirements of the Agricultural Land Commission.

1.3 Community Consultation Process

According to s. 879 (1) of the *Local Government Act*, one or more opportunities must be provided for consultation with persons, organizations and authorities the local government considers to be affected by an OCP. Recognizing the importance of public participation for gathering local knowledge, identifying community issues and priorities, and building consensus on a vision that has broad-based legitimacy for future local government decision-making, the District provided multiple opportunities and methods for community engagement.

OCP Steering Committee

An OCP Steering Committee comprised of the Mayor (Chair), two Councilors, two members of the Advisory Planning Commission (APC), the Municipal Manager and the Director of Community Planning & Development oversaw preparation of the OCP. Their role was to ensure project objectives were met, review progress, assess priorities, direct the consulting team, and provide recommendations to Council.

APC+

The APC+ (APC Plus) was a broad-based community advisory committee comprised of the regular eight-member Advisory Planning Commission (APC), plus 12 community at-large representatives. The APC+ met on four evenings for workshop format meetings at key milestones in the planning process. Members also provided feedback on a regular basis to the consultant team via email in response to 'e-questions' on key issues.

The role of the APC+ was to represent community interests, champion the project in the community, consult with other community members, provide local knowledge / technical expertise, identify issues, build consensus on a shared vision, review and provide comments on consultant reports and OCP drafts, attend open houses, and provide advice to the OCP Steering Committee and consultant team as required. The APC+ provided advice on how the consultation process should be designed on key issues and themes that the OCP should address. This ensured the OCP planning process was tailored to the uniqueness of Kitimat.

Open Houses

The District held three open houses over the course of the process. They were timed to launch the project, share initial background information and gather key issues; then share information and receive feedback on the first and second OCP drafts. Two sessions were held specifically for youth. A third youth session was arranged by a local community organization.

District Website

The District posted project-specific information on its website to inform the community about opportunities to participate in the planning process, and to post open house display information, APC+ meeting minutes and OCP draft and final documents.

Public Hearing

Two public hearings were conducted as part of the formal OCP bylaw adoption process.

1.4 Plan Organization

Bylaw No. 2042, 2023

This Plan is organized into seven chapters. Chapter 1 sets the stage, defining an OCP, describing how the OCP conforms to provincial legislation, recounting the nature of the consultation process and identifying how the Plan is organized. Chapter 2 provides context by describing the physical setting, providing information about historical and projected population, as well as local demographics and describing existing land use within the community. Chapter 3 describes the choices for Kitimat's future and the core themes which provide the framework for this Plan. Chapter 4 includes policies on key policy areas. Chapter 5 includes neighbourhood specific policies. Chapter 6 provides information related to the associated land use map. Finally, Chapter 7 provides direction for implementation, monitoring and reporting. Six schedules and one appendix form part of the Plan.



Part 2:
Community Context

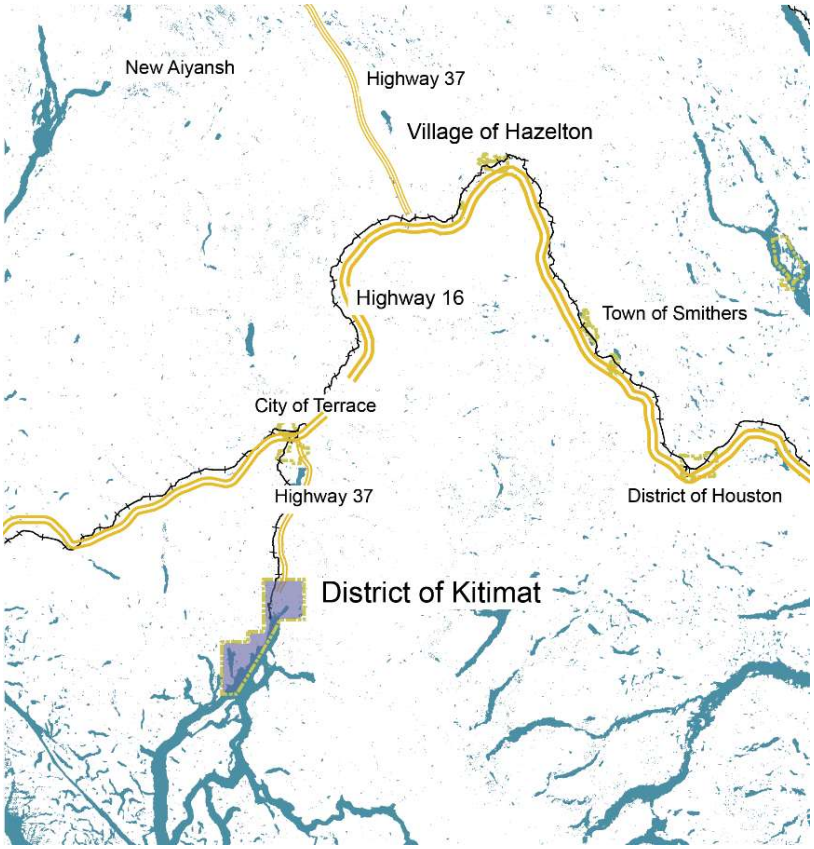
2.1 Physical Setting and Context

Identifying the current reality of the place that is Kitimat and its people is integral to establishing the foundation for planning. Characteristics including geographic setting, population and projections, age composition, gender, ethnic identity, education, income and labour force are considerations relevant to this Plan.

The District of Kitimat covers approximately 320 km2 at the end of the Kitimat Arm of Douglas Channel on BC's northwest coast (see Figure 2.1). Kitimat is uniquely characterized by its Pacific inland coast setting. The Douglas Channel, one of BC's largest fjords, provides a deep, sheltered harbour 140 km from the open ocean. The rugged Coast Mountains provide a scenic backdrop. The community is at the base of a valley more than 5 km wide, which continues north towards Terrace, BC. The valley and coast near Kitimat also contain tracts of flat industrial land at or near tidewater, a unique feature in a mountainous province. Other municipalities in the region include Terrace, Prince Rupert, Stewart, Hazelton and New Hazelton.

Kitimat is about 1,400 km northwest of Vancouver, 635 km west of Prince George and about 50 km south of Terrace via provincial highways. Many Kitimatians depend on Highway 37 to access services and retail shops available in Terrace. Prince George also serves as an important regional link for Kitimat.

Figure 2.1, Location of Kitimat and the Kitimat Valley



Key Map of British Columbia



Commercial rail for freight serves Kitimat directly, but passenger service terminates in Terrace. The Northwest Regional Terrace - Kitimat Airport is about 48 km north of Kitimat with four to eight flights arriving daily from Vancouver. The Kitimat Air Park also provides the opportunity for air travel. Ferries sail from Alaska, Vancouver Island, and the Queen Charlotte Islands to Prince Rupert, 205 km west of Kitimat.

Kitimat's climate is locally moderated from the harshest marine weather by the mountainous topography and distance from the open ocean. The average annual temperature is 7.5ºC and annual average precipitation is 2,750 mm, including about 425 cm of snow. Kitimat receives about 1,500 hours of sunshine a year and a frost-free period of approximately 165 days from mid-May to mid-October.

The characteristic plant communities of this Pacific Coastal region are coniferous forest consisting of western hemlock, yellow cypress, Sitka spruce, shore pine, western red cedar and occasionally western yew. The principal deciduous hardwoods are red alder and Scouler willow. Common undergrowth shrubs are salmonberry, huckleberry, devil's club, skunk cabbage and others. Kitimat's location at the head of a fjord-like inlet is home to salt marsh vegetation. Soft rushes form conspicuous bunches in these marsh lands.

The Kitimat watershed delivers run-off from the Coast Mountains to a river which is integral to the community. The river supplies drinking water, receives storm and treated sanitary sewage, separates residential and industrial areas, and provides estuarine and aquatic habitat for species including oolichan, salmon, trout and steelhead.

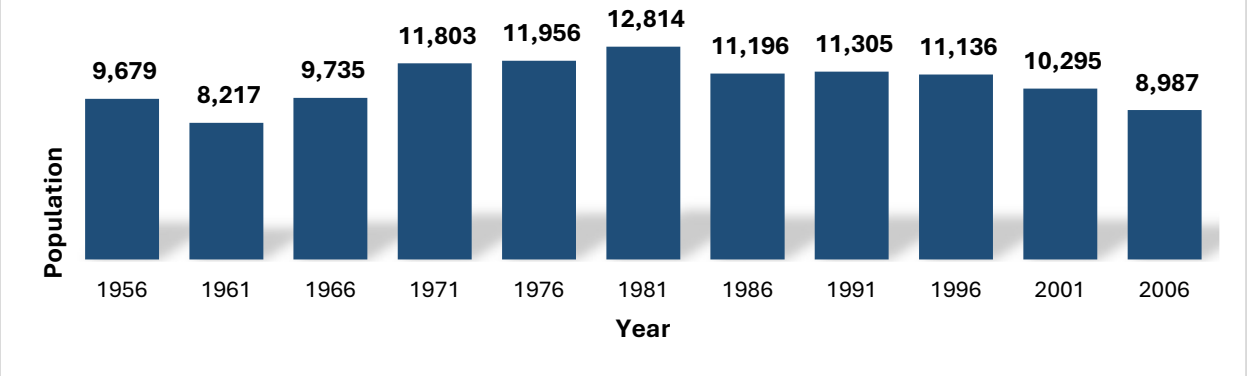
2.2 Population and Demographics

Historic Population

The first population surge in Kitimat began in the early 1900s when Kitimat was identified as a railhead for three companies. A possible route for the Grand Trunk Pacific railway was surveyed through the valley in 1906. When the railway terminus was built at Prince Rupert instead of Kitimat, most of the settlers moved on. Another surge occurred several decades later when Kitimat was selected as a site for one of the largest aluminum smelters in the world. The community started to grow in the early 1950s in response to industrial development and was incorporated in 1953. By 1956 Kitimat had reached a population of 9,729.

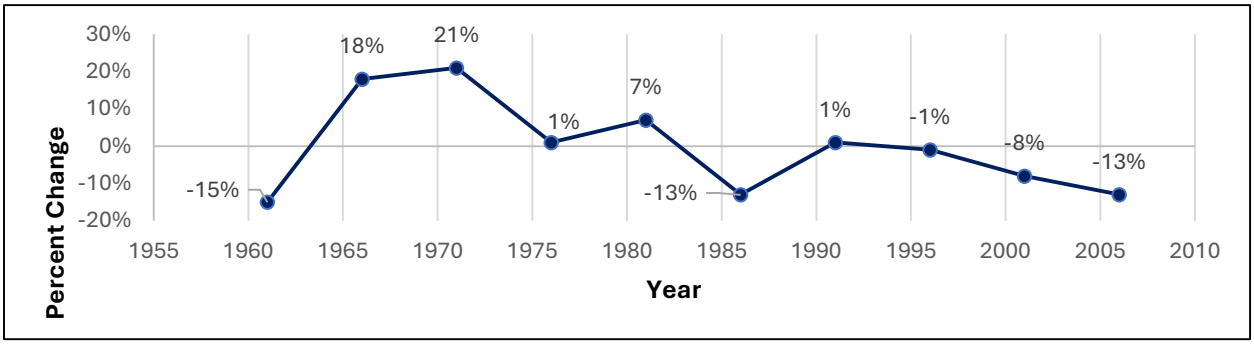
Population in Kitimat from 1956 to 2006 is illustrated in Figure 2.2. In 2006, Kitimat has a population of 8,987 (Statistics Canada, 2006), a 13% decrease in population from 2001 (see Figure 2.3). The 2006 Census population is greater than the lowest previous record: 8,217 in 1961. In contrast, there were about 3,800 more residents in 1981, the highest Census population year, than in 2006. The trend since 1991 has been decreasing population, with the most significant drop between 2001 and 2006.

Figure 2.2, Historic Population (1956 – 2006)



Source: Statistics Canada

Figure 2.3, % Change in Population



Source: Statistics Canada

Kitimat's population fluctuates with cycles of local industrial employment. The typical pattern is a peak during a period of increased construction or production activity, and a decline with loss of permanent industrial jobs. For example, the 1961 population low follows a temporary shutdown of the Kemano Power House, and the 1981 population high corresponds with a period of industrial construction, which generated incremental increases in service and other construction, and led to approximately 3,500 people in Kitimat being employed by Eurocan and Rio Tinto Alcan. Approximately 2,500 construction workers were also engaged in major industrial projects at this time.

Projected Population

Since incorporation in 1953, Kitimat's population has been driven chiefly by the growth and decline of export-oriented industry affected by global markets and provincial resource policy decisions. Recently, there have been several announcements about potential industrial construction projects which could cause successive rapid increases in population in the next five years. However, the current trend is a decrease in population.

There is evidence of an 'amenity migration' trend in Kitimat. This involves in-migration of people drawn to the community by desirable characteristics not readily available elsewhere or in the same combination. For Kitimat, the friendly, small-town character, walkable neighbourhoods, outdoor West Coast lifestyle and spectacular natural environment setting combined with housing costs lower than the BC average are attracting new residents. This phenomenon is a less influential factor affecting population changes than industrial employment.

In view of historic population changes, the current amenity migration trend, and current potential for significant regional economic development, Table 2.1 shows annual growth rate alternatives for projecting population. The average annual percentage change during various historic periods is used, along two growth scenarios which consider the potential for several new large-scale industry projects to commence.

Table 2.1, Average % Change in Population

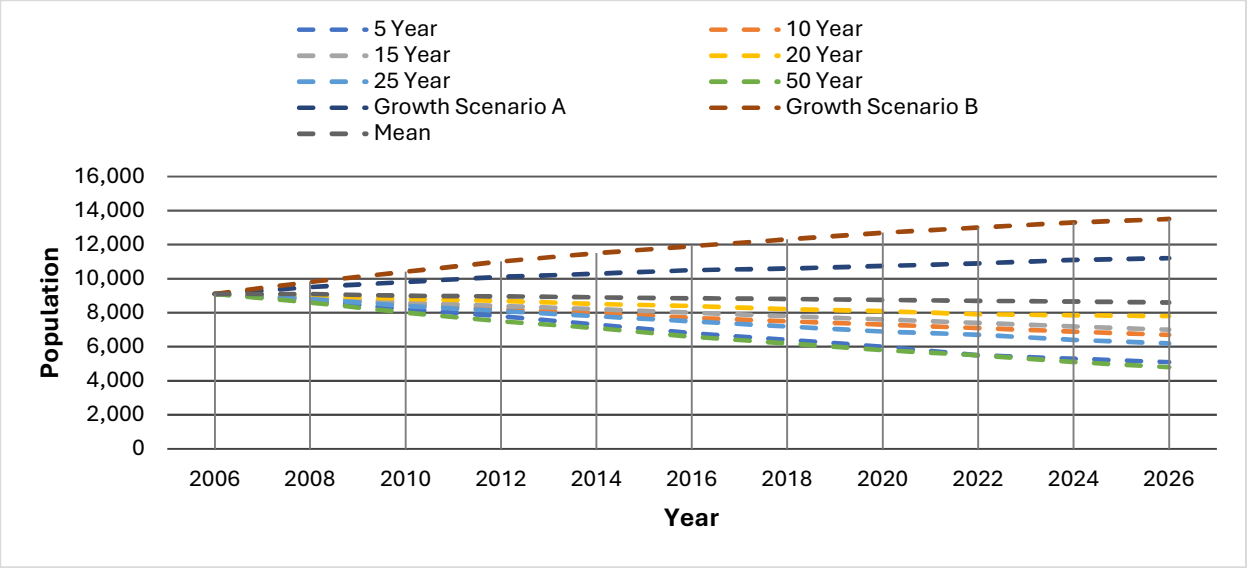
Period	Average % Change in Population
50 years (1956-2006)	-0.1482
25 years (1981-2006)	-1.409
20 years (1986-2006)	-1.0929
15 years (1991-2006)	-1.5166
10 years (1996-2006)	-2.1212
5 years (2001-2006)	-2.681

Source: Statistics Canada

Projecting population using the five year (2001 – 2006) average annual percent change (- 2.681%) results in a projected 2026 population of 5,079 – the lowest of the projections. Conversely, using a potential 2% annual percent increase, Kitimat would reach a population of 13,621 by 2026. Whether Kitimat experiences population growth, stability or decline is contingent on economic conditions which are impacted by factors such as the global economy, housing conditions elsewhere and changes in government policy.

Figure 2.4 presents population projections, underscoring the variability in possible scenarios. The expectation is to stabilize population decline and possibly grow it back to its original high if new industrial projects materialize and/or in-migration increases. Kitimat's future is uncertain and could be highly variable.

Figure 2.4, Population Projections



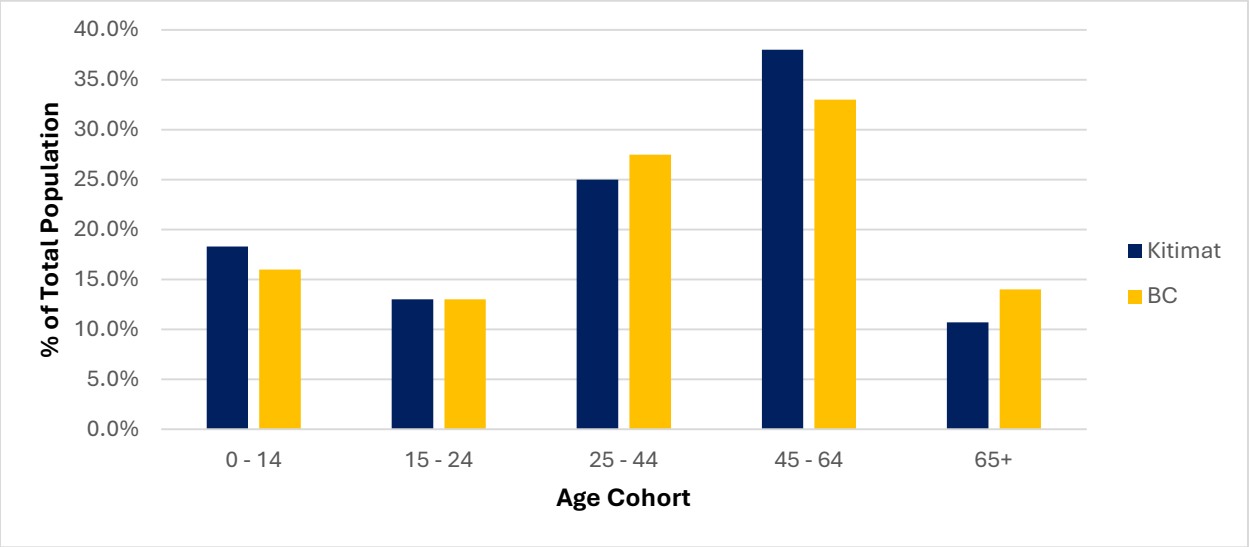
Source: Statistics Canada

Kitimat's population reached 8335 (Census 2006) and has since rebounded. An economic base model prepared in November 2012 forecasts growth for Kitimat based on development of LNG export terminals and other industrial development. A significant number of temporary residents will be in Kitimat during an intensive construction period expected to last from 2013 to 2020 or beyond. Number of temporary residents is unknown but may peak at or near 10,000.

Age and Gender Composition

According to the most recent census data, the median age of people in Kitimat was 41.4 years, which is slightly higher than the provincial median of 40.8 years.

Figure 2.5, Age Distribution in Kitimat and BC (2006)



Source: Statistics Canada, 2006

As illustrated in Figure 2.5, the % of persons aged 0 – 14 and 45 – 64 exceeds the proportion of persons in the same age cohorts province wide. Also of note is the fact that the proportion of children and youth ages 5 - 19 is higher than the provincial average (22% as compared to 18%). This highlights the need to create employment opportunities and activities and spaces for youth. Demographic analysis also shows that between 2001 and 2006, growth was only seen in the 45 - 64 and 65+ age cohorts (approximately 8% and 19% respectively), whereas other age cohorts experienced declines This demonstrates that providing housing and community services that allow for aging-in-place is important.

Analysis of gender split indicates that there is a slightly lower proportion of females than males. This is typical for a population strongly based on industrial development, whereas the BC population has more females than males.

Household Structure

As illustrated in Table 2.2, Kitimat's average household size was 2.8 persons in 2001 and 2.5 persons in 2006. The latter is equal to the BC average. Between 2001 and 2006, the percentage of households containing a couple with children decreased, while the percentage of households containing a couple without children increased. During this same time period, the number of one-person households increased.

Table 2.2, Household Characteristics

Household Characteristics	2001		2006	
	Kitimat	BC	Kitimat	BC
Total Number of Households	3,790	1,534,335	3,625	1,643,150
Average household size	2.8	2.5	2.5	2.5
Households containing a couple with children	38%	28%	31%	26%
Households containing a couple without children	29%	29%	33%	30%
One-person households	21%	27%	25%	28%
Other households types	13%	17%	11%	16%

Source: Statistics Canada, 2001 and 2006

Table 2.3, Labour Force Industry Characteristics (2006)

Industry	Kitimat	BC
Total experienced labor force 15 years and over	4,630	2,193,115
Agriculture and other resource-based industries	2%	5%
Construction	4%	8%
Manufacturing	44%	9%
Wholesale trade	2%	4%
Retail trade	9%	11%
Finance and real estate	2%	6%
Health care and social services	8%	10%
Educational services	7%	7%
Business services	9%	20%
Other services	14%	21%

Source: Statistics Canada, 2006

Labour Force, Jobs and Income

In 2001, Kitimat's labour force participation rate was 68.0%, and five years later it decreased to 65.2%. In 2006, the labour force participation rate was higher for men (74.1%) then for women (55.8%). During this same year, the unemployment rate in Kitimat was 9.5%. The unemployment rate for men was 8.4% and 11.1% for women.

In 2001, the total Kitimat labour force was approximately 5,195, of which 47% were in the manufacturing and construction industries. In 2006, the manufacturing industry continued to lead as the dominant industry (44%). Currently, the major manufacturing firms that operate in Kitimat are Rio Tinto Alcan (aluminum smelter) and Eurocan Pulp and Paper, which provide over 2,100 jobs. As expected, the proportion of people employed in manufacturing is higher than the BC average, as illustrated in Table 2.3. Services linked to heavy industry and public sector jobs in health and education are other important sectors for local employment.

Median family income and median income in Kitimat are above average when compared to the province, as illustrated in Table 2.4. Males in Kitimat earn 90% greater than the BC average (compared to 93% more in 2001), whereas females earn 5% less than elsewhere in the province (compared to 20% less in 2001). This income differential can be attributed to two principal factors. One, 61% of employees in the manufacturing industry are male, and therefore have greater access to what are typically higher paying jobs. Two, a lower percentage of females work full-time (34%) in Kitimat than in BC (41%). Females who do work full-time and yearround earn, like their male counterparts, more than the BC average. Nevertheless there remains a significant earnings gap between male and female workers.

Table 2.4, Income Characteristics (2006)

Income Characteristics	Kitimat	BC
Median Family Income	$84,979	$62,346
Median Income (persons 15 years of age and over)	$33,931	$24,867
Median Income - Males	$60,074	$31,598
Median Income - Females	$18,964	$19,997
Median Earnings - Male, full year, full-time	$75,609	$48,070
Median Earnings - Female, full year, full-time	$42,066	$36,739

Source: Statistics Canada, 2006



2.3 Existing Land Use

Residential Land

The population of the District of Kitimat, with its private port and manufacturing-centred economy is affected by global market fluctuations and government resource policy and has been experiencing a declining population since 1981. The impact of a steady population decrease in the District is expressed by a weakened demand for new residential development, low to moderate property prices, a high rental vacancy rate and low rental costs. However, these trends have been partially offset by an increase in recreation, home and investor buyers.

Historically, single-detached, one- and two-family detached, semi-detached and attached ownership has represented about 70% of all residential development. However, the demand for multi-family units (e.g. condominiums, rowhouses, co-op housing) might increase as more residents opt to retire in Kitimat, following trends elsewhere in the province. This is reflected in the emerging market for a wider range of housing types and lifestyle choices.

Despite Kitimat's declining population, some rural subdivisions have been developed in response to a demand for single-detached homes on acreage and low land prices relative to the rest of BC. This has extended the serviced footprint of the town while population has been declining. It has added a new dynamic to the residential pattern established in the original 1952 Master Plan. The 1950-era townsite planners forecasted a population of 35-50,000, accommodated by repeating the residential superblock model in successive linked phases around City Centre, each designed to accommodate about 4,000 people.

Bylaw No. 2042, 2023

The Master Plan superblocks were laid out with homes accessed by short local streets and fronting on green spaces containing a system of pedestrian walkways. Through traffic was routed around the periphery of each neighborhood to increase pedestrian safety and reduce traffic noise. The superblocks were clustered around City Centre, which provides shopping and services, creating a series of distinct neighbourhoods.

Kitimat includes five residential areas, each with a different character, set of amenities, and mix of housing forms:

- **Nechako** - Townsite location, 1,400 dwellings with 376 multifamily units, average of 17 units/ha);
- **Kildala**- Townsite location, '1007 dwellings with 324 multi-family units including 135 apartments, 77 townhouses and 112 terrace dwellings;
- **Strawberry Meadows** – A planned development including 146 dwellings on 202 lots. Construction of Phase 10 and Phase 11 (final phase) is underway (58 additional lots); build-out of the 200-ha site is expected to occur over the next 5 years;

Bylaw No. 2042, 2023

- **Whitesail** - Townsite location, 1,582 dwellings with 328 multi-family units, average of 17 units/ha. In addition, this area includes Forest Hills Heights which is a planned development with potential of 93 single family units and 12 multi-family units; and
- **Cable Car** - Approximately 7 km north of City Centre, 181 dwellings, average of approximately 2 units/ha.



In 1995 a Neighbourhood Development Options Study was prepared to identify the preferred location for the next new neighbourhood. The analysis concluded that the most preferred location is northwest of the Kitimat townsite, directly west of Whitesail neighbourhood and north of Kildala neighbourhood and City Centre, called Imatra. The strength of developing this area for residential use is the ability to apply the principles of superblock design consistent with existing neighbourhoods in Kitimat. A second option is an area called Haisla Hill located on the south side of Kitimat townsite, directly south and below Nechako neighbourhood and east of City Centre. A third area called 'D/G' directly south of the townsite was, in 1995, found to have substantial geotechnical constraints for development. None of these neighbourhoods have developed since the completion of the study, although Forest Hills Heights and Strawberry Meadows subdivisions were developed. The latter is the geotechnically suitable portion of the D/G site.

Kitimat has vast natural beauty and outstanding mountain views that make it attractive for residential development. Challenges for residential land use include managing the existing housing stock during periods of population decline, directing new suburban and rural lot development into appropriate areas, providing a variety of housing types for a diversity of lifestyle choices, and ensuring adequate supply of affordable/appropriate non-market housing.

Bylaw No. 1836, 2013

In 2013, an additional challenge was identified: finding potential (or preferred) sites for facilities to house temporary workers engaged in building industrial plants and related infrastructure. Candidate sites include: Strawberry Meadows; Imatra Heights; Haisla Hill; Service Centre North; Between Forest Avenue and Kitamaat Village Road; and the M1 Manufacturing Zone.



Commercial Land

Bylaw No. 1836, 2013

Commercial lands in Kitimat are found in primarily two areas: City Centre/Mountainview Square and Service Centre. Additional Commercial-designated lands in Kitimat are found between Forest Avenue and Kitamaat Village Road. Neighbourhood centres and local stores are located in the townsite neighbourhoods. Both Cable Car Neighbourhood and Minette Bay Marina have land designated for commercial use. The developed commercial land area in Kitimat is 233 ha; vacant commercial land area comprises 104 ha.

Bylaw No. 1836, 2013

The character and uses in City Centre, Mountainview Square and neighbourhood commercial areas are primarily to cater to the needs of residents. By contrast, the Service Centre incorporates a variety of commercial uses, in addition to light industrial uses. The businesses tend to be those that cater to local industry. The land between Forest Avenue and Kitamaat Village Road incorporates commercial use catering to residents and visitors, and may include temporary worker accommodation facilities.

A concept plan for City Centre and design guidelines were completed in 1994 and subsequently incorporated into the OCP. The intent was to provide revitalization through design enhancement, and improved circulation and parking, with a pedestrian emphasis. The existing area of City Centre and Mountainview Square is about 15.4 ha. Undeveloped land adjacent to Mountainview Square is designated for commercial expansion.

Industrial Land



There is an estimated 1,600 ha of developed industrial land in Kitimat. Undeveloped industrial land is estimated to total 985 ha (38% of the total supply)[2]. Industrial lands cover only about 11% of Kitimat's land area and are primarily located west of the townsite across the Kitimat River, forming an industrial corridor from south of Half Moon Bay north to the municipal boundary. Some limited industrial land is located on the east and west sides of Minette Bay in use for booming grounds and log dumps, and at borrow pit sites northeast of Forest Avenue. The 1987 OCP further classified land in the industrial area under five different uses: (1) Major Industry, (2) Service Centre (which also includes commercial land uses), (3) Sandhill, (4) Port, and (5) Utility and Transportation Corridor. See Section 6.0, Land Use and Schedule D for designations in this OCP.

Kitimat has an ice-free deep sea harbour with global port access. It has the third largest trading port in BC after Prince Rupert and the combined Vancouver Ports. Kitimat also has many sites suitable for large scale industrial development, including several with port access. Recently, there have been potential industrial projects announced with a combined construction value in the billions. The projects include smelter expansion, tank storage, marine terminals for export and import, and multiple pipelines. Development associated with any of these major projects will affect population and land use elsewhere in the community and must be sensitively designed to maintain the environment that provides a high quality of life for residents and attracts tourists.

Development prospects have strengthened since 2008. Final investment decisions (FIDs) on several LNG export plants, pipelines and related industrial projects are pending as at mid 2013.

[2] Estimates of developed and undeveloped industrial land are based on current zoning and use.



Institutional Land

Kitimat's institutional land uses consist of government, medical, educational, religious, cultural and community facilities. Existing major institutional uses within City Centre include the municipal offices, social services building, hospital, museum, community college, post office, library, RCMP office, and court house. Such institutional uses do not consume large areas. They strengthen and maintain the economic viability of City Centre by adding activity and pedestrian traffic to the downtown.

Grade schools and churches are distributed throughout the townsite neighbourhoods. With the decline in population, two schools have closed and been repurposed for other uses. Because major institutional land uses, such as medical facilities, schools, community centres and recreation facilities, are usually land intensive, it is important to ensure that future potential institutional sites are located in serviced areas and sensitively integrated with existing residential or commercial use. Sensitive design achieved through effective neighbourhood consultation will be important to successfully integrate institutional uses.

Municipal utilities are classed as institutional land in the OCP, including water and sewer treatment and the landfill.

Kitimat has a range of services and facilities, provided by not-for-profit agencies and government, to support people living with special needs. It is understood that a range of services are required to support people of all ages and abilities. Kitimat has an assisted living facility and seniors' home. The community also has children's daycare and preschool facilities to support parents who are working and provide for early childhood development needs. The Child Development Centre, Tamitik Status of Women, and Kitimat Community Services are examples of other service providers in the community. There is a need for these facilities and services to continue to be provided within the community. The largest age cohort is 45-64 years old, so providing services for an aging population will become increasingly important.

Agricultural Land

There is currently no large scale agricultural land use in Kitimat. Lands with recognized agricultural potential have been included in greenbelt and open space areas. These lands reflect Agricultural Land Commission areas identified as potential agricultural reserve areas (see Schedule A). Agriculture is permitted as an accessory land use within small holdings and as a principal use in forestry and floodplain zones.

Parks, Open Space and Recreation



The natural setting and the abundance of outdoor leisure and recreation opportunities attract people to Kitimat. Local recreation facilities that provide access to sport, leisure, social and cultural activities all year and the design of the green space and interconnected walkways of the original townsite neighbourhoods are special amenities that enhance the quality of life for residents. The park and open space system include the following components: Neighbourhood Parks, Community Parks, Public Facilities, Commercial Recreation and Open Space Reserve.

Parks and open space have been an integral part of townsite neighbourhoods since the District's 1952 Master Plan. These areas provide a range of active and passive spaces with aesthetic, social and recreational values in addition to acting as a buffer between adjacent or conflicting land uses. Currently, between 10% and 25% of the land area in townsite neighbourhoods is devoted to parks and open space, including playgrounds, walkways, sports fields and natural areas. Maintaining existing parks and open space, and ensuring provision of adequate area and in a similar pattern in new residential areas are important considerations for future planning.

Larger parks, open space reserves and recreation areas are designated outside the neighbourhood areas for use by residents and visitors. The largest community parks are Radley Park, Hirsch Creek Park and Clague Mountain Park, which provide different recreation experiences and natural amenities and have challenges including access, erosion and maintenance. The OCP identifies broad areas to maintain that have significant natural features and high ecological value.

Transportation

The distance to Kitimat from major centres in BC and the importance of transportation for local industry and tourism means that multi-modal access to the community is very important. Highways, rail, airports and the port connect Kitimat to other communities. Local transportation is handled by walkways and public transit as well as the local road system.

Considerations for transportation include ensuring infill residential and new area developments maximize utilization of existing road networks. Issues of density, land use mix, road network design, road design, pedestrian amenity and site design should be considered in planning new areas. There is also a notable commuter population between Terrace and Kitimat, which makes Highway 37 an important corridor with potential for improved transit service.

Sustainable development supports reduced use of the automobile and encourages public transit, non-automotive modes of transportation and improved local access for residents through an efficient system of roads, sidewalks, trails and bicycle paths. For work trips, the 2006 Census indicated that 90% of the labour force is a driver or passenger in a car, truck or van. About 6% walked or cycled, whereas only 2% used public transit. Transit is an option for those without other choices. Land use planning and development can encourage alternative modes of transportation by providing greater transportation options.

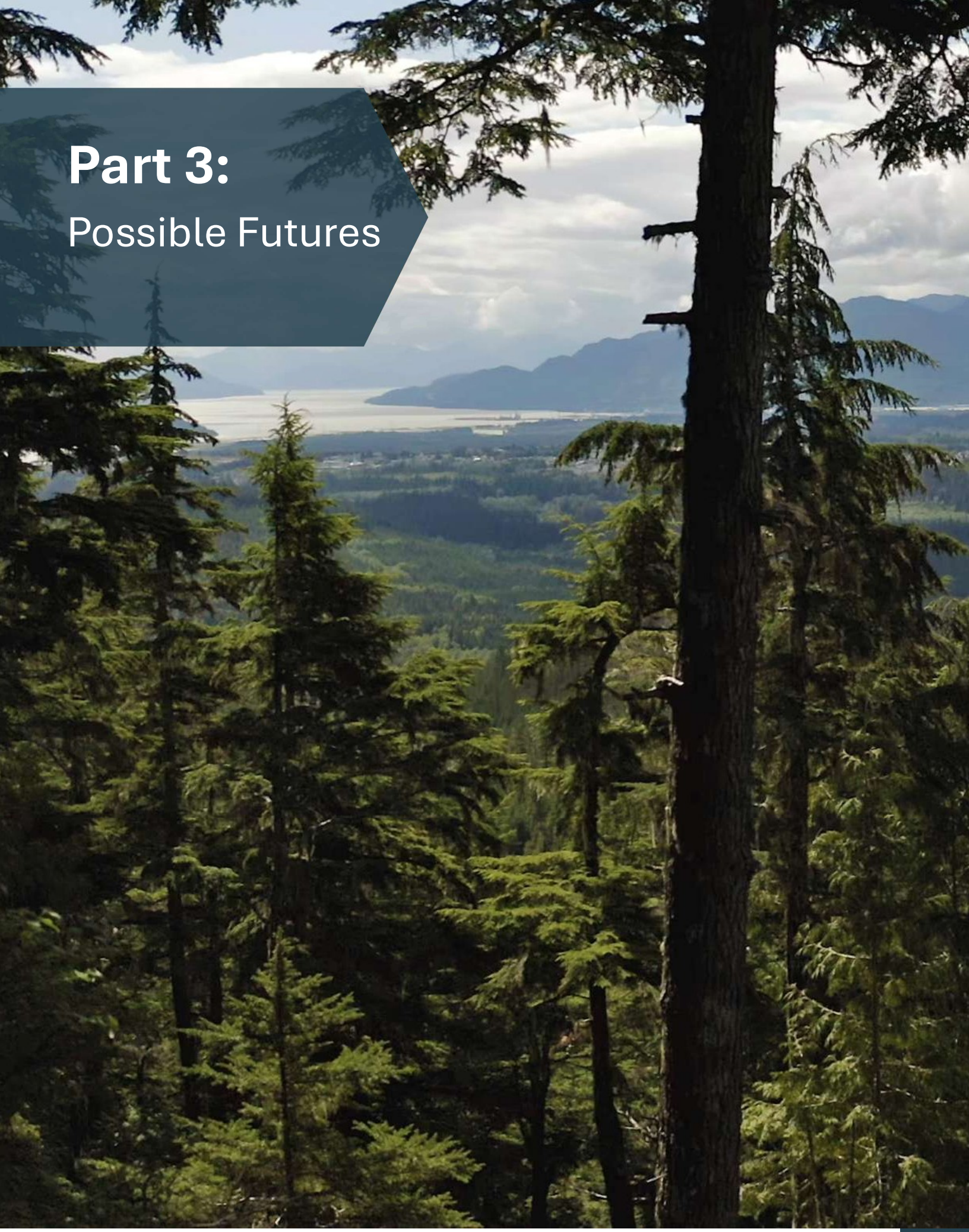
First Nations

There are four First Nation Reserves within the District of Kitimat municipal boundary, none of which are populated. According to the 2006 Census, 514 people live in the Kitamaat Village, which is on the east side of Kitimat Arm. Between 2001 and 2006, the Village population increased by 0.6%.



The Haisla First Nation is currently in the 4th stage of the BC Treaty Commission's land claims negotiation process, which involves negotiation of an agreement in principle. Land selection is underway; participants include Haisla First Nation representatives and federal and provincial treaty team negotiators. The District would welcome the opportunity to be kept abreast of discussions respecting land within the municipality and the region.

The District both recognizes and respects that the Haisla First Nation is different from the District of Kitimat in terms of its land use pattern and the physical character of its developed environment. It is further acknowledged that there is opportunity for improved coordination between Kitimat and Kitamaat Village.



Part 3:
Possible Futures

3.1 Possible Futures for Kitimat

Kitimat's population, after peaking in the mid-80s, has been in a general decline to fewer people than in 1956, primarily because of external factors beyond the control of the local municipality. Kitimat, like many other rural communities across Canada, is being affected by world markets and resultant demographic shifts as economic power and population is concentrated in major metropolitan centres.

It is hoped that population will grow again and there are potential projects that would support this. New industry may locate here or existing businesses may expand based on the deep sea port, relatively low-priced land, and the proximity to natural resources. Kitimat's future remains uncertain.

In a growth scenario, the average age of the population would be younger, since young people would remain in the community and there would be in-migration of families. Housing prices would increase, and in turn, demand for municipal services and tax revenues could also increase. Municipal attention would focus on new infrastructure, meeting demand for services, physical planning for growth and incorporating population in currently underutilized neighbourhoods. Growth will lead to increased flexibility and opportunities in developing the community.

This OCP recognizes community aspirations for a future that includes growth, but one reality is that Kitimat may transition to a smaller population – at least in the short- to mid-range, resulting in land use change and fewer jobs. No growth in Kitimat means employment and development opportunities are more limited. Youth relocate and without in-migration, the population ages. Housing prices stay flat and tax revenues may fall. Attention is focused on maintaining aging infrastructure, finding resources for public services and socio-economic planning. This scenario is more focused on living within our means.

The approach, at least in the next five years, is to anticipate a stable or moderately declining scenario (Rio Tinto Alcan has forecast 500 retirements over the next few years, but it is not known what proportion will choose to retire in Kitimat). Given the stable or moderately declining scenario, there is little likelihood of demand to create significant new housing areas in the next five years. Similarly, there is no demonstrated demand for creating significant new areas for commercial, industrial, institutional or recreational land for the next five years.

Update April 2013: 2008 – 2013 forecast for stable or moderately declining population and little demand for new housing proved to be reasonably accurate. The economic turn-around for Kitimat now appears to be one year ahead of schedule. The local economy is strengthening and facing the prospect of a major boom but new opportunities are not confirmed. Council will fine tune municipal priorities to respond as the future unfolds. This will require some flexibility over time.

Demand for housing became significantly stronger in 2012. Vacancy rates declined to near 4%; rental rates and house prices increased. Significant renovations of multi-family rental buildings are ongoing, and developers are exploring options to add units to meet expected demand. Demand for industrial land and commercial space was also high through 2012 and 2013.

Bylaw No. 1836, 2013

An emerging need is identifying preferred and potential sites for complex(es) to house temporary workers. Possibilities include Strawberry Meadows, Imatra, Haisla Hill, Service Centre (North), between Forest Avenue and Kitamaat Village Road, and the M1 Industrial Zone. No existing residential lots are of sufficient size to accommodate a large temporary worker housing complex. About 12ha (30 acres) is needed for a typical 2000-person multistorey facility.

Bylaw No. 1860, 2014

Update December 2014: A mixed use commercial/ multi-family residential development, known as Haisla Town Centre, would provide for furtherance of City Centre objectives for lands located at 879-899 Lahakas Boulevard North, provided significant commercial components are proximate to the existing City Centre area and front both Haisla Boulevard and Lahakas Boulevard.

3.2 Core Themes for the Future

A consultative planning process is intended to ensure broad legitimacy to guide long term decision-making. Core themes represent a common understanding about future community direction. The themes are not prioritized. To meet aspirations, an integrated approach must consider all of the directions simultaneously. For example, pursuing economic development will need to be considered along with environmental protection.



These enduring, long term community themes that will direct policies over the next 20 years are listed below. The policies of the OCP are intended to allow Council flexibility to implement the OCP, as required by the economic circumstances that evolve.

Cultivate Diversified Economic Growth

Kitimat's past has been built on major industry. This, to a large degree, will be true in the future and economic development should keep this as a major thrust. However, diversification is recognized as a way for Kitimat to avoid the 'boom and bust' scenario that other communities have experienced. New opportunities may be gained from tourism, the environmental sector, and promoting Kitimat as a place to retire. Jobs for youth has been suggested numerous times as a focus. Sustainable economic growth, recognizing social, economic and environmental implications of development, is desired. Fostering industry, business and education through collaboration among local government, citizens, the Haisla First Nation, businesses and organizations is important.



Enhance 'Sense of Place'

Sense of place is tied to the built form of the community, which is founded upon the original townsite plan of the early 1950s. Kitimatians identify with the superblock neighbourhood structure, short local streets and green spaces that contain a system of pedestrian walkways. One of the defining elements of the townsite plan is City Centre – the central node of the community. City Centre should be a vibrant gathering place, enhancing sense of community and improving socio-economic well-being. Kitimatians' sense of place is also strongly tied to the natural environment, the Kitimat River and the oceanfront. Establishing greater connections to the water, visually and physically, is considered important.

A new challenge, beginning in 2013, will be finding middle-ground between a stable 'sense of place' and meeting the needs of what is expected to be several thousand temporary residents. The community is keen to welcome families and convert temporary workers into long-term residents.



Maximize Livability

There is high regard for the compact, walkable layout of the original town plan which contributes to the overall livability of Kitimat. There is a desire to maintain, and enhance where possible, green space linkages, trails, and bicycle paths. Accessibility will attract and retain older persons and improve quality of life for all, including people with mobility challenges. The availability of community services is also recognized as an important means to attract and retain residents. Kitimatians value the safety of their community, which should be actively promoted and preserved. Part of maximizing the livability of Kitimat includes efforts to address vacant buildings within the townsite. Livability also means that new development should occur in already developed areas so that natural areas may be preserved and efficiencies may be attained.

Protect the Natural Environment

Citizens value the quality of the natural environment, which provides an unparalleled natural setting for the community, the means for an active, outdoor lifestyle, a viable local industry and visitor draw. Managing uses and activities that impact the Kitimat River, the ocean, local parks and trails, and wildlife habitat is important to the community, as are estuary access, recycling, environmental stewardship and responsibility. Recognizing that economic development in Kitimat is largely dependent on the waterfront, there is a need to consider impacts and find a balance between development and environmental protection.

Foster Local Culture and Heritage

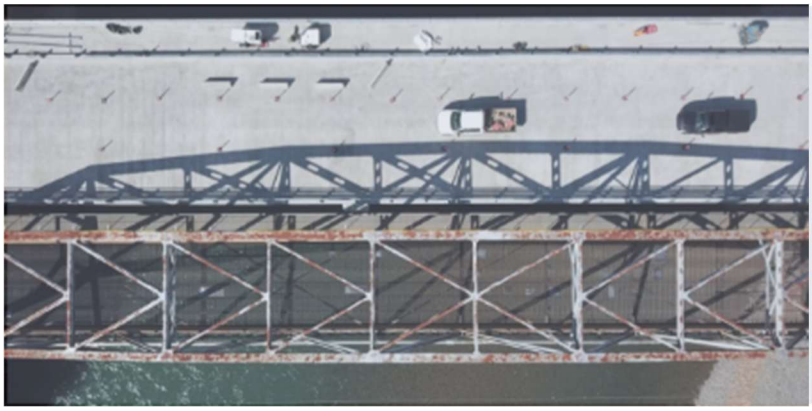
Residents value multiculturalism and appreciate Kitimat's diversity. Residents also value the heritage of Kitimat and want to preserve and showcase it through various events and venues such as the museum. This includes the First Nations, the history of the power plant and industrial development, the uniqueness of the townsite plan, and specific elements like the former train station. It is recognized that the unique cultural and heritage qualities of Kitimat contribute to the spirit and character of the community. Together, they can contribute to an enhanced 'pride of place'.



Provide Effective Services Part of providing effective services means ensuring that there is adequate infrastructure (i.e. water, sanitary, storm sewer) to support growth; meaning an emphasis on maintaining the existing infrastructure. Providing effective services also means that development does not occur in a way that uses services inefficiently. Infrastructure legacy from temporary worker housing in preferred locations should be utilized—as demand warrants—to facilitate construction of new multi-family housing or future (permanent) neighbourhoods. People want to make sure that community services will meet the needs all age groups, including youth and seniors. Recognizing that the community is aging, access to health care and recreational programming is important. Kitimat's natural setting lends itself to recreation pursuits, underscoring a need to provide adequate indoor and outdoor recreation services; including education about the environment. Residents have also identified a need to increase commitment to environmental stewardship.

Meet Responsibilities in Governance

Citizens value strong positive relationships with other government agencies, First Nations, business, and industry. A coordinated, informed approach to decision-making, based on accountability and strong ethics, is also seen as important in terms of managing change and living within our means. Effective governance is built on a foundation of municipal leadership and community consultation. As Kitimat's future may be impacted significantly by economic changes beyond its control, Council will need to be diligent in monitoring and adapting to change.



Section 4.0, Policies explores these core themes further and states the policies and potential actions required to attain community values.

Part 4:

Policies and Objectives



This section describes each of the core themes, followed by policy statements and broad objectives to guide future decision-making and specific actions that will move Kitimat closer to its goals. Note: some of these policies are already underway and will continue.

4.1 Cultivate Diversified Economic Growth

Kitimat's *raison d'etre* is industrial development. The conditions for locating a major aluminum smelter were ideal: a sheltered, deep ocean harbour and a readily developable hydro energy supply, a large flat plant site, and an appropriate site for a new community. The 1952 master plan established separate zones for heavy industry, light industry and related services, as well as community and neighbourhood commercial and residential uses.

The global economy, transportation and communication technology have changed dramatically over the last 50 years, with local impacts. Change in government policy has also had impacts at the local level. Now, Kitimat is facing significant challenges with declining employment and population. There is recognition that the community is now more complex, which should be reflected in policies to exploit local assets to broaden the scope of local job opportunities and create stability.

With pending investor interest, the industrial sector of Kitimat's economy may be expected to spur economic growth—or achieve economic stability—in the community. A population increase stemming from industrial sector growth could trigger commercial activity and jobs. Resurgence in commercial activity would positively impact the downtown core.

Goal: To retain and expand industrial employment while growing opportunities in all sectors, particularly for small business and the environmental sector to provide jobs for youth, grow population, and attract commerce and tourism.

Economic Development

Diversification, Jobs and Strong Fiscal Base

4.1.1 Pursue business development for Kitimat to create jobs, diversify the local economy and achieve higher non-residential assessment and revenue base to support public infrastructure, facilities and services.

Retirement Community

4.1.2 Promote Kitimat's assets to specifically encourage people to retire to Kitimat.

Focus Commercial Activity

Bylaw No. 2013, 2022

4.1.3 Encourage business development proposals for a broad mix of commercial uses in City Centre and direct industry-related and land intensive business to Service Centre; and selected temporary worker accommodation projects to residential and select commercial areas.

Support Local Strategies

4.1.4 Support strategies for businesses to pro-actively help themselves through activities like establishing business organizations or a business directory on the District's website.

Economic Planning

4.1.5 Cooperate on regional economic sector planning with public and private organizations.

Knowledge-based Sector

4.1.6 Support educational opportunities in Kitimat that have links to local economic sectors to encourage growth, including trades, environment, and fisheries by encouraging, for example, satellite campuses, co-op opportunities or courses.

An Attractive Appearance

4.1.7 Make Kitimat more appealing to investors by encouraging a more physically attractive community.

Recreational / Commercial Activity at Minette Bay

4.1.8 Consider a marine-oriented recreational facility near the Minette Bay Marina.

4.1.9 Foster the eventual development of Minette Bay as an environmental and recreational area through permitted uses.

4.1.10 Work with lease holders to encourage the consolidation of log handling sites to encourage future recreational/commercial activity.

Environment

Environmental Responsibility

4.1.11 Encourage businesses to operate with a sustainability ethic - reducing consumption of resources, minimizing waste and pollution, and preserving habitat.

Marine Protection

4.1.12 Liaise with provincial and federal agencies about protecting sensitive marine environments.

Dredging in Minette Bay

4.1.13 Evaluate an environmental assessment for any proposed dredging in Minette Bay.

Core Business Areas

Commercial, Business & Industrial Land Supply

4.1.14 Preserve commercial and industrial land use designations in City Centre, Service Centre and Industrial areas primarily for business development purposes and associated uses that support growth of the business sector. Emphasize infill and redevelopment of serviced vacant areas, rather than expansion into new areas that require expansion of infrastructure or additional municipal costs; and utilization of residential land for selected temporary worker accommodation facilities.

Live/Work

4.1.15 Consider more flexibility for live/work opportunities in the Service Centre and City Centre through appropriate land use designation and design guidelines.

Emphasize Commercial Infill

4.1.16 Emphasize infill and redevelopment of already serviced vacant areas, rather than expanding into new areas that require the expansion of infrastructure or additional municipal costs.

Role & Image of City Centre

4.1.17 Strengthen City Centre through land use design and mix that clusters commercial and business services with civic facilities and consider public realm design guidelines for street lighting and furniture, sidewalks, signage, storefront improvements and shelter to enhance the pedestrian experience.

Development Permit Area – Downtown Revitalization Area

Bylaw No. 2013, 2022

4.1.18 The Downtown Revitalization Area (DRA), the shaded area of City Centre identified in Figure 2.6, is designated as a Development Permit Area pursuant to Sections 488(1)(d) and (f) of the *Local Government Act*, and further to section 488(h)-(i) in relation to sustainability objectives and guidelines. City Centre serves as Kitimat's core. It is a fragmented collection of retail buildings with a strong automobile orientation, and spread along a pedestrian corridor, but it could provide a stronger social focal point for the community. As community priorities are identified and economic growth occurs, opportunities will emerge to revitalize City Centre. The Development Permit Area (DPA) has been designated to guide revitalization that is high quality in appearance, includes pedestrian qualities, makes a positive contribution to the streetscape, has a more intimate and cohesive built form, and enhances user experiences for shopping and social activities. Additional special conditions and objectives which justify this DPA designation are provided in the policies and objectives pertaining to the City Centre, downtown, and commercial core found throughout this document.

Bylaw No. 2013, 2022

4.1.19 A Development Permit must be obtained for any project in the DRA, which, without limiting the requirements of Section 489 of the *Local Government Act*, meets one or more of the following criteria:

- Subdivides land
- Constructs a building
- Alters the front, side or rear building facade; including the addition of a canopy or other decorative feature
- Alters the exterior character of a building, including new application of new surface materials
- Alters roofing materials which are visible from the street
- Alters an existing off-street parking area
- Places or replaces a fascia or freestanding sign

A Development Permit is not required for the following projects in the DRA:

- Renovating or repainting building interior
- Repainting exterior if existing surfaces are not changed
- Replanting established landscaped areas where species remain the same or are altered in favour of an approved planting plan
- Placing a canopy sign

Figure 2.6, Downtown Revitalization Area

Bylaw No. 2013, 2022



Bylaw No. 2013, 2022

4.1.20 The development permit guidelines that apply in the Downtown Revitalization Area are contained in Appendix A - Downtown Design Guidelines.

Bylaw No. 2013, 2022

Bylaw No. 1860, 2014

4.1.21 For the Haisla Town Centre proposal (2014) at 879-899 Lahakas Boulevard North, being a prominent location on the hillside overlooking City Centre, section 4.1.18 through 4.1.20 are adapted to reflect the mixed commercial/residential development and zone. The designation is further extended under section 488(1)(a) of the *Local Government Act* for protection of the natural environment, in relation to the existing Douglas Fir forested area as a buffer to surrounding development, and under section 488(1)(b) for protection of development from hazardous conditions, in relation to steep slopes, soils and geotechnical issues with the property.

The following additional guidelines are specific to this proposal (Additional HTC Guidelines):

- The general character of the development should be predominantly commercial, with any residential portions integrated as far away from the existing City Centre Mall as the site permits, while respecting these guidelines.

- Apartment and Hotel uses should not be surrounded by surface parking but rather have underground parking for residents and guests with limited surface parking for visitors and check-in, respectively.
- Protection of the significant Douglas Fir treed buffer to existing single family development along Albatross Street is necessary for separation and the transition between low density residential use and higher density mixed commercial/ residential uses.
- Improve Pedestrian linkages through and across the site that respect contours and existing forested areas, in particular to integrate the development with surrounding neighbourhoods and City Centre and to facilitate access for future residents and visitors of this site to surrounding parkland and commercial uses.
- Coordinate key public entry points and streets with existing street patterns.
- Respect the prominence of the existing significant Spruce locally known as the Community (Gyro) Christmas Tree, by maintaining it or providing for its relocation or replacement with a tree of comparable size and magnitude in a location accessible and visible from Haisla Boulevard and Upper City Centre.
- Habitable development should respect contours and geotechnical conditions and be certified as safe for the intended use, and without compromising the development of commercial uses.

4.1.22 The Kitimat Downtown Design Guidelines (1994) includes additional DPA Guidelines for development or redevelopment in the DRA. Where there is a conflict between the Guidelines identified in the 1994 report and those identified in this document, then this document shall prevail.



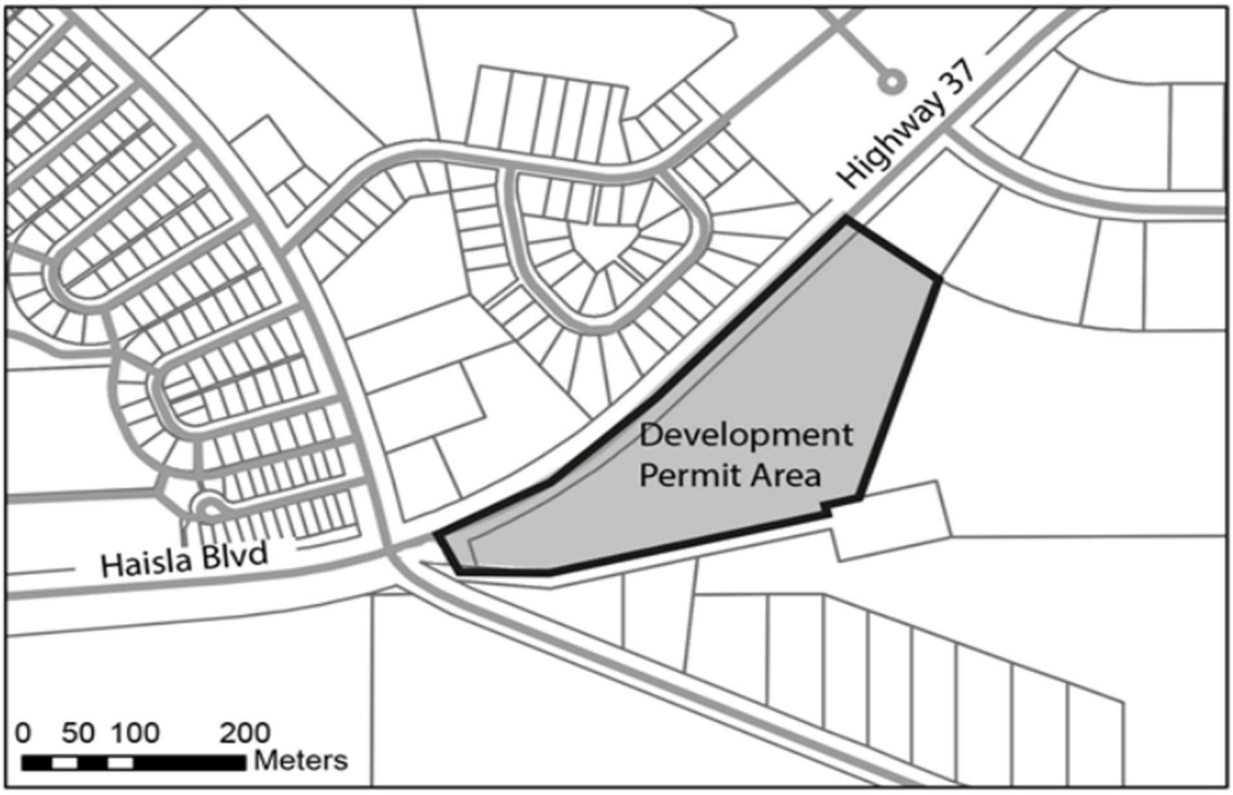
Development Permit Area – Highway Gateway Revitalization Area

4.1.23 The Highway Gateway Revitalization Area (GRA), the area of Kitimat adjacent to Highway 37 within the thick black line identified in Figure 2.7, is designated as a Development Permit Area pursuant to Sections 488(1)(d) and (f) of the *Local Government Act*. The Gateway area serves as a key transportation corridor into the community and serves as a physical and visual entrance to Kitimat's core. The Development Permit Area (DPA) has been designated to guide revitalization and development that is high quality in appearance, makes a positive contribution to the streetscape. Additional special conditions and objectives which justify this DPA designation are provided in the policies and objectives pertaining to the Gateway area found throughout this document; see, for example, policies 4.1.23 and 4.1.24

Bylaw No. 1836, 2013

Bylaw No. 1860, 2014

Figure 2.7, Highway Gateway Revitalization Area



4.1.24 A Development Permit must be obtained for any project in the GRA which meets one of more of the following criteria:

- Subdivides land
- Constructs a building
- Alters the front, side or rear building facade; including the addition of a canopy or other decorative feature
- Alters the exterior character of a building, including new application of new surface materials
- Alters roofing materials which are visible from the street
- Alters an existing off-street parking area
- Places or replaces a fascia or freestanding sign

A Development Permit is not required for the following projects in the DRA:

- Renovating or repainting building interior
- Repainting exterior if existing surfaces are not changed
- Replanting established landscaped areas where species remain the same or are altered in favour of an approved planting plan
- Placing a canopy sign

4.1.25 The following Development Permit guidelines apply in the GRA (GRA Guidelines):

Form and Character Guidelines

- A flanking wall or rear wall facing a street or public space should be finished to the same standard as the front of the building and contain substantial fenestration at the street level for visual interest.
- Building materials should reflect the character of the area and the use of authentic, long-lasting materials. Dark, rich, timeless colours are strongly encouraged to provide visually interesting design and a colourful pedestrian experience.
- Divide building facades into smaller units by using elements such as narrow storefronts, bays, separated roof forms and/or repetitive vertical elements. Rooflines should be varied to avoid the appearance of long, flat building facades. Where there are several buildings on a site all buildings should share common architectural design elements.
- Provide protection from the elements for pedestrians with features such as canopies, awnings or covered colonnades at the front of commercial buildings.
- Buildings should incorporate a high proportion of windows on the ground floor level and entrances should be clearly identified and

welcoming. Where possible, locate entrances with access from public streets and sidewalks.

- Incorporate exhausts, ducts and other mechanical equipment into a roof dormer or screened from direct view.
- Mitigate Blank Walls. Large format buildings that front onto and have their main entrance accessible from the off-street parking lot (i.e. buildings that present the side of their building to the adjacent frontage street) should be designed in a manner that breaks up the appearance of expansive blank walls.

Access, Circulation, and Parking

- Ensure building access that is universal, and available to those with mobility impairments.
- Locate vehicular access points so as to avoid or minimize pedestrian conflicts.
- Break up surface parking areas and other large areas of paved surfaces with landscape planting.

Landscaping and Exterior Lighting

- Provide street trees, landscaping, lighting, and street furniture where appropriate to enhance the aesthetics and safety of the public realm.
- Lights flanking doors or at entryways are encouraged, especially where light will fall on a sign or product display.
- Create landscapes and views by upgrading plantings in key areas, screening visually unattractive elements and creating new visual features.
- Where feasible, “Back of house” activities should be located in the back of buildings. “Back of house” activities include but are not limited to the following:
    - Off-street surface parking, access and loading areas;
    - Enclosed and unenclosed storage areas;
    - Vents, meters and transformers.
- Use plantings and/or graphics to improve the appearance of large, bare exterior walls.
- Install trees and plant material around parking, utility and refuse areas.
- Use native plants that require minimal maintenance.
- Identify and define focal points and entry points to walking corridors.
- Consider snow clearing activities in the selection and provision of planting materials.

Downtown Linkages & Circulation

4.1.26 Improve pedestrian linkages between City Centre and Mountainview Square and Haisla Town Centre.

4.1.27 Require suitable vehicle and pedestrian access, circulation and parking in the downtown.

Service Centre Land Uses

4.1.28 Preserve land west of the CN rail tracks for larger uses which do not depend on passing traffic. Land east of the CN rail tracks may be used for retail (that is not more appropriately located in either City Centre or neighbourhood commercial areas), commercial and light industrial uses. Owner/operator units may be considered in appropriate circumstances, having regard to site specifics, size, and proposed length of occupancy.

4.1.29 Encourage retail commercial uses to locate in Service Centre if they require large land areas or are not considered appropriate for City Centre or a Neighbourhood Centre.

4.1.30 Allow for the future expansion of Service Centre.

Neighbourhood Commercial

4.1.31 Provide convenient access to daily needs within each neighbourhood unit by retaining existing neighbourhood commercial sites.

4.1.32 Cooperate with citizens and business to support existing enterprises, encourage appropriate business development, consider temporary alternate use, and maintain underutilized areas.

4.1.33 Buffer commercial development in neighbourhood centres and at local stores from adjacent land uses.

4.1.34 Permit residential uses in addition to and above commercial uses.

Industrial & Port Lands

4.1.35 Recognize the value of the waterfront to the sustainability of Kitimat by strategically planning for the best balance of short - and long-term interests. This should accommodate the plans of industry and the need to accommodate individual and shared facilities for future users and public water access.

4.1.36 Assess each industrial development proposal on its own merits, taking into consideration financial, social, environmental and other impacts on the community.

4.1.37 Reserve flat harbour backup lands suitable for industry for transportation, warehousing and other port-related activities, provided there is estuary protection and a degree of public ocean access.

4.1.38 Facilitate access to developed and potential port and industrial areas south of Eurocan Way by multiple means, including:

- protecting the right-of-way for a publicly-owned industrial road, as defined in the IUTC study, to be developed, when required, in partnership with relevant stakeholders, to allow the extension of Harbour (Ocelot) Road south to the port area,
- realigning right-of-way above, if necessary, should any Rio Tinto Alcan lands be subdivided,
- maintaining flexibility regarding road location to accommodate potential rail line extension,
- opening a public road to Douglas Channel West, when required, in partnership with relevant stakeholders and under an appropriate governance model according to its use,
- recognizing access agreements for private party use of Smelter Site Road, a private industrial road owned by Rio Tinto Alcan.

4.1.39 Extend public access to recreational sites in the southern area of the municipality.

4.1.40 Continue to facilitate partnership opportunities for port development and land and water lot acquisition. Options include, but are not limited to, a pocket cruise ship or mega-yacht facility, vessel accommodation at one or more of the existing industrial terminals, ferry service, a private break bulk and general cargo shipping terminal, and industrial docks.

Home Based Businesses

Home Based Businesses

4.1.41 Allow home businesses in residential areas pursuant to the regulations outlined in the Municipal Code.

4.1.42 Consider temporary commercial use permit applications for home occupation type business on sites in the R1-A Single-Family Detached Residential Zone. See Section 6.3.

Infrastructure and Transportation

Transit Service to Business Centres

4.1.43 Work with BC Transit to ensure appropriate provision of transit service to business centres in Kitimat.

Rail

4.1.44 Cooperate with rail authorities to minimize conflicts between rail and other land uses in Service Centre and the industrial area.

Regional Airport

4.1.45 Recognize the Northwest Regional Terrace – Kitimat Airport as a vital economic component of the region.

4.1.46 Recognize the Kitimat Airpark as a recreation facility with emergency landing and specialized commercial aviation potential.

Resource Extraction

Sandhill & Other Pits & Quarries

4.1.47 Provide for the continuation of sand and gravel operations at Sandhill, with a view to its final end use for industrial use and a transportation utility corridor.

4.1.48 Support pit and quarry operations and reclamation in accordance with provincial regulations and in an environmentally sensitive manner.

4.1.49 Consider temporary industrial use permit applications for extractive uses on sites in the G5 Forestry and G5-A Forestry Transition Zones. See Section 6.3.

Tourism and Community Promotion

Tourism as an Economic Growth Sector

4.1.50 Pursue tourism as an economic growth sector by maximizing the potential of Kitimat's tourism potential which is based on its natural amenities, recreational opportunities, and other assets such as a distinctive community inspired by the Garden City movement.

Location of Travel Services & Accommodation

4.1.51 Concentrate new tourist services and accommodation in City Centre. The exception to this policy will be B&Bs, Rural Resorts and possibly the former KGH Site at 899 Lahakas Boulevard North; the latter may be considered for redevelopment with a tourism component.

Community Promotion

4.1.52 Promote Kitimat's desirability as a place to move to over the long-term. Assets include its friendly, small-town atmosphere; excellent facilities, abundant land, a supportive environment for doing business; affordable, clean, safe and walkable neighbourhoods; unparalleled opportunities to enjoy nature; good community, health and social services, and low residential tax rates.



4.2 Enhance 'Sense of Place'

The term 'Sense of Place' refers to how a 'place' comes to be when people give meaning to a geographic space. The location is identified or given a name, which separates it from its surroundings. Some places, however, have been given stronger meanings, names or definitions by a group of people than others. These are the places that are said to have a strong sense of place. This theme deals with Kitimat's sense of place in its public spaces, both as a whole and its distinct parts.

Public spaces include the streetscapes of all the roads, trails and greenways separate from the streets, parks and other green spaces and public plazas and gathering places. Also included are the amenities offered to the public within development sites – community spaces, entertainment venues, outdoor and indoor sitting and eating areas, and public art. The design of streets and open spaces should provide desirable pedestrian experiences and, in City Centre, a varied mix of shops and services.

Citizens have expressed that better physical connections to the river and ocean and City Centre improvements would strengthen the community's sense of place. Despite its location next to the ocean, citizens have limited access to the ocean for sport or leisure, including wildlife interpretive opportunities, which is also a concern for local economic development and tourism. City Centre is not a vibrant gathering place; residents want to stimulate activity to enhance community social and economic health.

The City Centre is envisioned as a vibrant, pedestrian-friendly place with a mix of shopping, services, entertainment, amenities, and places to socialize. The area should have a unified character and cater to the pedestrian experience. If the public realm is engaging and offers amenities to make people feel comfortable and safe, it will attract both residents and visitors.

Goal: To build community value by creating a strong sense of place – where design takes advantage of the incredible geographic setting and history, where there are places of attractive character that support community activity



Kitimat River

Recreational Kitimat River Access

4.2.1 Provide a prominent and maintained access point to the Kitimat River at Radley Park with an appropriate level of design and facilities for camping and day use. Attention should also be placed on preservation of the environment.

4.2.2 Examine the potential of a greenway connecting the Riverlodge Recreation Centre to Radley Park East and Sentinel Hill Park and examine the potential of developing a greenway along the riverfront, from Radley Park East over the Kitimat River to Radley Park West.

4.2.3 Manage riverfront camping along the Kitimat River, to facilitate both waterfront access and environmental protection.

Oceanfront

Oceanfront Access, including Minette Bay

4.2.4 Promote greenway expansion, park space, and provide public access to the ocean, in the south and at Minette Bay, where possible.

4.2.5 Consider a greenway from Radley Park along Dyke Boulevard that extends across the tidal flats with a boardwalk including interpretive signage about estuary habitat and species.

4.2.6 Collaborate with stakeholders to assess the existing ATV trails that run from Cable Car to Minette Bay and the southern reaches of the Kitimat River to determine if environmental protection and/or trail improvements are required or desirable.



City Centre

Activity in City Centre

4.2.7 Promote business and commercial development around the City Centre Mall outdoor and internal pedestrian corridors in conjunction with design improvements to create a vibrant place for shopping, gathering, outdoor markets and doing business. Ideally, a central common square could also act as a location for visual and performing arts, street festivals and community events.

Civic & Cultural Uses Integration in City Centre

4.2.8 Encourage civic functions, cultural facilities, entertainment, and public art as being integral to City Centre.



Public Realm

Public Realm Improvements

4.2.9 Utilize design guidelines for the public realm to enhance attractiveness, provide a village character, and ensure pedestrian oriented design.

4.2.10 Prepare a public realm improvement implementation plan that prioritizes public realm improvements and assigns responsibility, budget and resources. The District of Kitimat will seek amenity contributions for public realm improvements from private development under economic growth conditions.

Open Space Planning

4.2.11 Collaborate with stakeholders in the shared use, planning, design, maintenance and management of parks, open spaces and trails to maximize recreational benefits, including wildlife interpretation and viewing, for residents, and protection of key recreation sites.

4.2.12 Incorporate recreation in general industrial areas through a consultative, detailed planning process.

Outdoor Special Event Facility

4.2.13 Investigate the feasibility and potential location of building an outdoor amphitheatre with a band shell under an economic growth scenario.

Outdoor Sheltered Space

4.2.14 Respond to inclement weather by incorporating outdoor shelter in new or upgraded civic buildings and open spaces, and bus shelters, and requiring outdoor cover from building facades over pedestrian walkways for new development in City Centre.

Gateway Experience

4.2.15 Enhance the gateway experience to the community through improvements to signage, plantings, lighting, etc. that reflect 'the essence of Kitimat' to mark the entrance to the community.

4.2.16 Encourage the maintenance and enhancement of the Visitor Info Centre so that it is an attractive and welcoming 'first stop' that effectively demonstrates Kitimat's assets.

Interest & Variety of Built Form

4.2.17 Preserve the character established by the original townsite plan for Kitimat, including housing clusters within neighbourhood units, village greens and rugged gullies within the neighbourhood park and greenway network, forested and meadow type landscapes to balance openness and views, natural and well-groomed landscaping, and deciduous and evergreen planting.

Neighbourhood Identity and Character

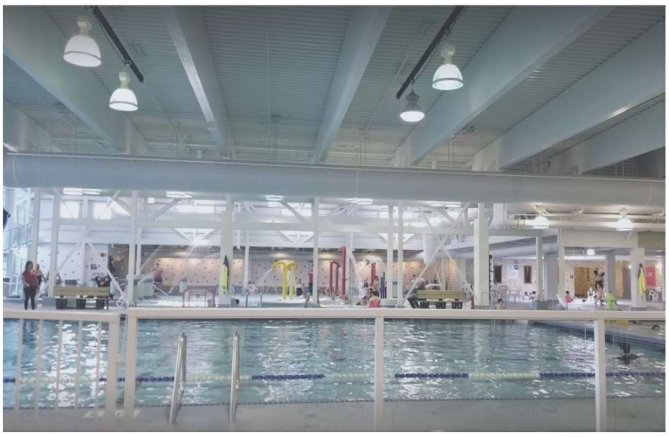
Neighbourhood Identity

4.2.18 Reinforce neighbourhood identity through a variety of means such as varied streetscape design; community gathering spaces; heritage features; safe & convenient access between neighbourhoods; and special signage, gateways and other unique urban design features.

Neighbourhood Character

4.2.19 Gauge community support for neighbourhood design guidelines for strengthening the character of existing neighbourhoods.

4.3 Maximize Livability



The term 'livability' is applied to the built environment of a community, and refers to its contribution to the quality of life of inhabitants. Many parts of the public realm affect livability including housing choice, streets, parks and public facilities, and so are affected by public policy and planning decisions.

The impact of the built environment on safety and health, local environmental conditions, the quality of social interactions, opportunities for recreation and entertainment, aesthetics and existence of unique cultural resources and transportation are all factors. Community livability directly benefits people who live in, work in or visit an area, increases property values and business activity, and it can improve public health and safety.

There is high regard in Kitimat for the compact, walkable layout of the original town plan and a desire to retain and enhance this, including improving green space linkages, trails and adding bike paths. Residents value the safety of their community, which should be proactively protected and promoted, and are concerned about vacant buildings within the townsite, and ensuring a choice of lifestyle.

Livability is dependent on many factors from air quality and health impacts, to the condition of forest resources and economic impacts, to extreme weather events – all of which are linked to climate change[3]. The District did not sign the BC Climate Change Action Charter with the Province and Union of BC Municipalities which would have committed Kitimat to developing strategies and taking actions to make municipal operations carbon neutral by 2012, measuring and documenting the community's GHG emission profile and creating complete, compact, more energy efficient rural and urban communities. However, the District acknowledges the importance of responding to climate change as part of Kitimat's global citizenship. Planning for Kitimat's future involves learning about climate change best practices and developing and implementing local mitigation strategies.

The responsible siting of land use, site planning and building design can contribute to a reduction in energy use. This OCP process provides a framework within which this can happen.

[3] The United Nations Framework Convention on Climate Change defines climate change as, 'a change of climate which is attributed directly or indirectly to human activity that alters the composition of the global atmosphere and which is in addition to natural climate variability observed over comparable time periods' (http://www.ec.gc.ca/climate/overview_what-e.html).

Goal: To make Kitimat a place which is safe, easy to get around, and has the range of opportunities necessary to support the preferred lifestyle of the community and provide a positive experience for visitors.

Built Form / Pattern of Development

Land Use Separation

4.3.1 Preserve the separation between industrial land and neighbourhood units which takes advantage of local geography by limiting industrial land to the west side of the river and limiting activity on the east side to existing industrial use.

4.3.2 Continue to separate industrial lands from residential areas by varied methods, including natural open space buffers, and avoiding clearing or development that accentuates views to industrial use.



Housing

Housing Diversity

Bylaw No. 1933, 2019

4.3.3 Preserve the diversity of housing types (e.g., single houses and multi-unit housing such as duplexes, row houses, apartments, and condominiums), lot sizes and price ranges by ensuring that infill and new development supports housing choice. Kitimat should monitor housing diversity over time and adopt policies should the need arise in the future for affordable, rental and special needs housing.

4.3.4 Support the redevelopment of existing commercial / residential developments into live/work developments at appropriate sites.

Affordable & Special Needs Housing

Bylaw No. 1933, 2019

4.3.5 Encourage senior levels of government, other agencies including BC Housing, and private groups to increase the supply of affordable and special needs housing, giving consideration to options to renew vacant multi-unit housing.

Accessible, Affordable, and Rental Housing

Bylaw No. 1933, 2019

4.3.5.1 Support the development or redevelopment of residential properties to provide housing units. Explore opportunities to encourage construction of amenities including but not limited to accessible, affordable, and rental considerations.

Density Benefits

Bylaw No. 1933, 2019

4.3.5.2 Encourage the development of accessible, affordable, and rental housing through density benefits. Pursuant to Section 482 of the *Local Government Act*, density maximum can be raised for selected multi-family sites where amenities are provided. Density Benefits may be applied to new construction or renovation or expansion of existing multi-family developments.

Housing Quality

Bylaw No. 1933, 2019

4.3.6 Explore opportunities to encourage owners and renters to improve the quality (e.g., aesthetics, safety) of their housing.

Bylaw No. 1942, 2023

4.3.7 All lands in the Kildala, Nechako, Strawberry Meadows and Whitesail (including Forest Hills Heights) neighbourhoods are designated as a Development Permit Area pursuant to Sections 488(1)(e) and (f) of the *Local Government Act*. This designation is to enhance the quality of development and to ensure that multiple family residential housing fits appropriately within what are presently predominantly one-family and two-family low-intensity neighbourhoods. Kitimat's experience is that residents of low-density neighbourhoods will accept higher density use on selected sites if there is consultation during the design phase, and final design respects neighbourhood character and form. Multi—family sites are identified at the earliest stage of subdivision approval, but Kitimat's low growth rate means extended build-out. Multi-family sites are often the last lots to be developed, and these large projects must move forward in well established low-density neighbourhoods. The development permit process facilitates consultation while providing developers with the certainty of a pre-zoned multi-family property. Additional special conditions and objectives which justify DPA designation are provided in the policies and objectives pertaining to the Neighbourhood designation and housing choice, intensive and multi-family content found throughout this Plan. See, for example, policy 4.3.3.

4.3.8 A Development Permit must be obtained for any project which contains three or more dwelling units; this includes mixed-use developments, apartments, terrace dwellings, townhouses, bare land strata developments and community care facilities serving eight or more seniors, people with special needs or group home residents, and other similar projects including any temporary worker accommodation facility outside the M1 Manufacturing Zone. One and two-family dwellings on individual fee simple lots are exempt.

4.3.9 A Development Permit is not required for the following alterations of existing projects:

- interior renovations;
- repainting exterior if existing surfaces are not changed;
- replanting established landscaped areas where species remain the same or are altered in favour of an approved planting plan

4.3.10 The following Development Permit guidelines apply to this development permit area:

Siting, Form and Character

- A wall facing a street or public space should be finished to the same standard as the front façade and contain substantial fenestration at ground-level for visual interest.
- Building materials should reflect the character of the area and the use of a variety of durable materials is encouraged in order to provide articulation and visually interesting design.
- New buildings should have perimeter setbacks equal or greater than the surrounding low-density neighbourhoods to ensure integration into the neighbourhood and useful and comfortable public spaces. Setbacks between buildings on the same lot may vary and be less than setbacks on the perimeter.
- Street façade should be pedestrian-friendly with a main entrance oriented to the street.
- Building façades may be divided into smaller units by elements such as bays, separated roof forms and/or repetitive vertical elements, similar to those found in the immediate neighbourhood

Access, Circulation, and Parking

- Ensure buildings are accessible to those with mobility impairments.
- Minimize parking in front of buildings and locate parking beside, underneath or behind buildings to improve visual interest along streetscapes.
- Vehicle access shall be sited to avoid or minimize pedestrian conflicts. Parking areas and other large hard-surfaced areas should contain or be buffered by landscape planting.

Landscaping

- Street trees, perimeter landscaping, buffering or screening, furniture, lighting, and connections to the walkway system should be installed where appropriate to enhance the aesthetics and safety of outdoor spaces.
- Trees and plant material are recommended means to screen grade-level parking, recreation vehicle storage, utility and refuse areas.
- Plantings to improve the appearance of large, bare exterior walls are encouraged. Native plants and other plants which require minimal maintenance are encouraged.
- Snow clearing activities, and snow storage requirements should be considered in the selection and location of plant materials.



Small Holdings at Minette Bay

4.3.11 Do not support the subdivision of land for individual and small holding lots at Minette Bay.

Infrastructure and Transportation

Usage of Existing Infrastructure

4.3.12 Emphasize the use of existing infrastructure (i.e. road networks, water/storm/sewer services) to create cost efficiencies (capital and operating & maintenance), rather than expansion into new areas. Exceptions will include large (500-person or more) temporary worker accommodation facilities on sites appropriate for conversion to multi-family use: such as sites on bus routes or within easy walking distance of downtown amenities and services.

Kitamaat Village Road

4.3.13 Encourage enhanced access to Kitamaat Village, through actions like signage, design, and traffic enforcement.

Traffic Calming & Minor Roadway Improvements

4.3.14 Consider traffic calming and minor roadway improvements (e.g. cross-walks) to improve neighbourhood livability, operations and safety where there are special needs. Temporary worker accommodation facilities may require roads be built to a site (and to limit of subdivision, or “lands beyond”). Expected traffic volume may introduce need for multiple access points and/or traffic calming measures.

Sidewalks

4.3.15 Ensure that sidewalks are planned and maintained to ensure connectivity and allow easy and safe movement for all people, including seniors and people with wheelchairs, walkers, carts, and strollers.

Bicycle Master Plan

4.3.16 Prepare a bicycle master plan with the aim of providing safe and convenient connections, including Service Centre and Industrial areas, which may be either integrated with or separated from roads to support cycling as a viable and attractive mode of transport.

Greenway Network

4.3.17 Maintain the existing system of internal connecting walkways and cycle paths within the neighbourhoods, from neighbourhood to neighbourhood and through the town, and enhance connections with parks and on-street transportation pedestrian and bicycle routes (see Schedule B). Temporary worker accommodation facilities are expected to provide and maintain system of connecting walkways and cycle paths within their respective sites and connect to public networks.

4.3.18 Collaborate with industry stakeholders to explore the potential of developing a greenway on the west side of the Kitimat River to connect to the east side, creating options for walking and cycling.

4.3.19 Develop a strategy for maintaining sidewalks and walkways from the original townsite plan to ensure safety and preservation of this community-defining element.

Transit Services

4.3.20 Work with BC Transit, Skeena Regional and the Ministry of Transportation and Infrastructure to provide a variety of transit services appropriate to local needs and that make transit accessible for those with special needs, including those that need to travel to Terrace for specialized health services.

4.3.21 Encourage effective transit access and service based on community needs that connects neighbourhoods, City Centre, Service Centre and Industrial areas as a strategy to bring people to shops and services, and provide a viable alternative for commuting to jobs while reducing private vehicle use.

4.3.22 Support effective shuttle service to Kitamaat Village based on Village requirements, user needs and financial feasibility.

Parks and Open Space, Recreation Facilities and Trails

Parks and Open Space

4.3.23 Ensure parks and open spaces meet community needs (e.g. passive and active recreation) and are maintained with a standard consistent with the original townsite plan and in consideration of natural features. This includes extending an interconnected system of interior parks providing a park core to each residential 'superblock.'

4.3.24 As noted in Section 2.3, Kitimat's park and open space system includes the following types of public places: Neighbourhood Parks, Community Parks, Public Facilities, Commercial Recreation and Open Space Reserve. These types are expected to continue in the future, along with trails. In accordance with Section 510 of the BC *Local Government Act*, Kitimat shall maintain park land and future park dedication requirements at not less than 5% of land in residential areas and require and expand dedicated park land in other areas as deemed appropriate and in accordance with the policies and designations identified in this OCP; for example, public access in the form of parkland dedication to the water for passive and recreational use, including linear parks for trails to and along the water, should be provided instead of cash-in-lieu in all development proposals of lands adjacent to water bodies.

Additional policies and designations for future parks justifying the District's determination of whether park dedication should be provided instead of cash-in-lieu are included under this Section 4.3 and throughout this document, including but not limited to: 4.2.1, 4.2.2, 4.2.11, 4.2.17, 4.4.10 and Schedules B and D. At Council's discretion, however, cash-in-lieu of parkland may be accepted when there is no specific need for park space in a specific subdivision area. Areas not suited for residential development (e.g. steep slopes, rock outcrops, ravines) may be identified as parkland but will not be credited toward the 5% requirement.

4.3.25 Areas of environmental significance (e.g. ravines, steep slopes, drainage channels) will be left in a natural state and areas of natural forest will be preserved.

4.3.26 Design parks and open spaces, considering lighting, maintenance issues and Crime Prevention through Environmental Design (CPTED) principles.

4.3.27 Work with the Kitimat-Stikine Regional District and BC Parks to identify, acquire and develop open space areas of regional significance and marine parks and protected areas.

4.3.28 Continue to work cooperatively with stakeholders to provide public access to recreation areas by way of greenways, linear parks, rights-of-way, negotiated agreements or other means.

4.3.29 Preserve natural amenities and scenic resources (e.g. viewscapes, ravines, forested slopes) in the townsite for passive recreation/enjoyment.

4.3.30 Consider an application for the re-designation of privately held open space land if the District or Province is not willing to purchase or lease it for open space purposes.

4.3.31 Retain the woodland character of the cemetery by adjacent development planning and designing to provide buffering and vegetation.

4.3.32 Support the protection of wilderness parks, including but not limited to Clague Mountain.

4.3.33 Support greater access to waterfront parks and open space areas to create more opportunities for water-based recreation and nature interpretation activities. Kitimat should investigate partnering with stakeholders to facilitate public access to Jesse Lake via the Operational Road.

Trails

4.3.34 Foster an upgraded trail system to link open space and parks within and adjacent to development, taking into consideration persons with mobility issues.

4.3.35 Support trail development to connect points of recreational interest in the Minette Bay area (e.g. between a future potential marine-oriented public/private recreational facility and Minette Bay Point Park).



Recreation Facilities

4.3.36 Establish recreation facility locations according to an overall recreation services plan such that recreation benefits accrued from facilities are distributed equitably throughout the community. Locations for major facilities should be easily accessible from all parts of the community.

4.3.37 Continue to provide outdoor recreation facilities (e.g. outdoor tennis courts, baseball backstop, soccer goal posts, and outdoor basketball court) within neighbourhoods where land area is sufficient to separate recreation activities from adjacent homes. Where possible, recreation facilities will be integrated with neighbourhood schools.

4.3.38 Continue to encourage joint use and development of facilities with Coast Mountains School District No. 82 and other groups (such as churches) and assess the feasibility of continued reciprocal use agreements for recreation facilities.

4.3.39 Continue to encourage the establishment and operation of recreation facilities by local clubs and other non-profit organizations.

4.3.40 Use the northeast corner of Minette Bay, adjacent to the marina, as a marine-oriented public/private recreational facility designed to increase water access opportunities for the benefit of residents and tourists alike. Encourage a boat launch to improve public access to the water.



Accessibility

Youth Persons with Disabilities

4.3.41 Support activities for youth through creative use of existing facilities (e.g. high school gymnasium, school playing facilities) for activities/initiatives such as local area network parties, video viewing, a community media centre, and outdoor ball hockey.

4.3.42 Encourage the provision of new amenities and the improvement of existing youth-focused amenities and programs to provide good access to programs and volunteer activities for youth from all socio-economic backgrounds. 4.3.43 Continue to reduce barriers for persons with disabilities.

Persons with Disabilities

4.3.43 Continue to reduce barriers for persons with disabilities.

Climate Change

Education

4.3.44 Encourage public and private interests to undertake comprehensive education programs directed at reducing energy consumption.

4.3.45 Publish annual Dashboard Summary of energy and GHG emission by fuel type for municipal operation.

4.3.46 Publish annual report documenting progress towards carbon neutrality, and action expected in year to come.

Buildings

4.3.47 Promote energy efficient building design and practices for all development projects.

4.3.48 Support energy retrofits of existing local government buildings as a way to reduce energy use and GHG emissions.

4.3.49 Consider a standard of LEED certification for all new local government buildings or additions larger than 500 sq m[4].

[4] The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is a third-party certification program that encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria. For more information, go to http://www.cagbc.org/.

Engagement and Networking

4.3.50 Participate in programs and initiatives offered by other orders of government which address climate change.

4.3.51 Network with communities in northern British Columbia (e.g. Terrace, Burns Lake) who have signed the BC Climate Action Charter to learn best practices in strategies and actions taken to achieve carbon neutrality[5].

Targets

4.3.52 Complete business case analysis of BC Climate Action Charter.

4.3.53 Establish by 2011 a GHG emissions baseline to help focus on areas of energy use that need the most attention and help set an emissions reduction target.

4.3.54 Set in place by 2012 a system for measuring and reporting on its GHG emissions profile and a local action plan to address GHG emissions in Kitimat.

4.3.55 Complete annual Carbon Reduction Incentive Program questionnaire, and publish on www.kitimat.ca.

4.3.56 Implement by 2013 a local action plan and measure and report on the implementation of the plan and its GHG emissions profile.

4.3.57 Implement by 2013 a local action plan and measure and report on the implementation of the plan and its GHG emissions profile.

4.3.58 Maintain and expand as warranted, recycling programs within each municipal building.

4.3.59 Develop by 2014 a measuring and reporting program for municipal contractors.

4.3.60 Work towards adoption of corporate (District of Kitimat operations) and community targets by 2014; with an interim target of per capita GHG emissions 10% below 2011 by 2020.

Other

Signage

4.3.61 Improve signage at key areas in the community to improve wayfinding for residents and visitors.

[5] An organization is carbon neutral if it has: (a) calculated the total emissions for which it is responsible, (b) pursued actions to minimize those emissions and (c) applied emissions offsets to net those emissions to zero (source: http://www.livesmartbc.ca/attachments/climateaction_plan_web.pdf).

4.4 Protect the Natural Environment

Natural Setting and Environmental Attributes



One of Kitimat's greatest attributes is its unparalleled natural setting. Vistas of the Coast Mountains and the inland waters of the Pacific Ocean provide a beautiful backdrop to the community. Kitimat is nestled in the Kitimat Valley, at the head of the Douglas Channel, and is bisected by the Kitimat River. Citizens value the quality of the natural environment, which provides the means for an active, outdoor lifestyle, the viability of local industry and attraction for visitors.

The Kitimat River carries runoff from the Coast Mountain Range and supplies the community with its drinking water, as well as a means of storm and treated sanitary sewer disposal. It defines the eastern edge of Kitimat's neighbourhoods, providing separation from major industry. The Kitimat River has provincial and regional significance as it is a world-class salmon fishing river, and draws both residents and tourists.

Many Kitimat residents use the Kitimat River for sport fishing or some other form of outdoor leisure activity. It is critical to balance environmental protection with the socio-economic benefits that fishing along the Kitimat River provides.

Camping along the Kitimat River is permitted free of charge, and is used by local anglers and visitors from Western Canada and the Northwestern U.S., with a positive economic impact in terms of bringing tourists to Kitimat. However, concerns have been expressed about concentration and level of activity, territorialism and possible degradation of the riverbank environment. Others feel that unregulated and free camping is an important asset for Kitimat residents and visitors.

The Kitimat River flows into the Kitimat River Estuary. The industrial function of the waterfront can not be understated, as it is central to Kitimat's private port and manufacturing-centred economy. However, there is a recreational function that has not been realized. There is a recognized need for public oceanfront access in Kitimat. The ocean beach access closest to City Centre is Hospital Beach, which is private land. The challenges for getting people to the oceanfront on the west side of the river closer to the townsite include ownership and access.



Water resource management is a key environmental priority for Kitimat. Should the community's population grow, the Kitimat River and Estuary may face greater stress from increased recreational and industrial activity, signaling an even greater need to undertake water resource management activities.

Air resource management is also an important priority for Kitimat because air quality has a direct impact on citizens' health and quality of life. Many factors can influence air quality such as emissions from land development, open burning, vehicles, industry, as well as residential and commercial space heating. Taking action to protect air quality through an airshed management plan may be a desirable option for the District and other stakeholders in the Kitimat Valley.

Environmentally Sensitive Areas

The Kitimat River Estuary, as identified in Schedule A, is an important habitat area. The estuary and/or Lower River provide habitat for juvenile coho, chinook and chum salmon, eulachon, capelin and herring. The estuary and Lower River are also significant habitat for birds in the Kitimat area. Fisheries and Oceans Canada has designated the Kitimat River Estuary as an environmentally sensitive area. Development concerns which led to the designation include fisheries values, loss of fish habitat, erosion, the ability to handle increased loads of mud and silt and waste disposal (i.e. effluent load and discharge). The northwest corner of Minette Bay is also designated as an environmentally sensitive area. Natural vegetation has been retained in this area and streams have been identified as salmon spawning grounds. Other areas of fisheries sensitivity are located within the District's boundaries. The 30 metre setback, as identified in Schedule A, is identified to provide some protection against development in these areas.

Hazard Lands

Bylaw No. 2077, 2025

Hazard lands are lands which, if developed, will be susceptible to inherent environmental hazards such as floods, erosion, instability or other physical conditions severe enough to pose a risk to occupants, loss of life, property damage and social disruption. Floodplains, steep slopes and unstable soils and slopes are typical examples of hazard lands.

Land within the District of Kitimat with slopes equal to or greater than 25% are designated as a hazardous area in Schedule C. Floodplains are designated in Part 14, Division 1 of the *Kitimat Municipal Code*, along with minimum setback requirements, flood construction levels, and other floodplain regulations, consistent with provincial guidelines and statutory framework. Part 14, Division 1 was added to the *Kitimat Municipal Code* in 2025 through Council's adoption of the Floodplain Management Bylaw No. 2076, 2025. The provincial government funded the updated floodplain mapping conditional on the District adopting a bylaw to designate floodplain areas under section 524 of the *Local Government Act*

Goal: To protect environmental quality by managing uses and activities that impact the river and estuary, local parks and trails, wildlife habitat and air, and to protect people and property from hazards.

Resource Protection

Stakeholder Co-operation

4.4.1 Cooperate with organizations, businesses and other agencies (Federal and Provincial) to protect environmental resources and preserve habitat in environmentally sensitive areas.

Air Quality Management

4.4.2 Participate, if and when requested, with stakeholders in a Province led process to develop an airshed management plan for the Kitimat Valley. Such a plan would help communities manage development, control air contaminant sources, provide stakeholders with a clear understanding of community air quality priorities and how future growth may be accommodated, and help to ensure that the air quality goals of various levels of government are met.

Forest Lands

4.4.3 Work with the Ministry of Forests and Range, the license holder and resource agencies to monitor timber harvesting operations to ensure they are conducted in a manner that is consistent with the Kalum Sustainable Resource Management Plan and the Forest Stewardship Plan for Forest License A16885.

4.4.4 Collaborate with the Forest License Area land interests to manage scenic forested mountain vistas within the limits of established Visual Quality Objectives and to maintain recreation values.

Land Use Efficiency

4.4.5 Encourage redevelopment and infill in developed areas as an alternative to expanding into new areas.

Recreational / Commercial Activity at Minette Bay

4.4.6 Support a program, including waste management measures and public education to reduce the conflict with bears in the community.

Stormwater Runoff

Stormwater Runoff

4.4.7 Review new developments and capital infrastructure projects to assess stormwater runoff impacts and recommend designs and best practices to reduce any negative impacts of stormwater runoff.

4.4.8 Consider Fisheries and Oceans Canada and the Province's Land Development Guidelines for the Protection of Aquatic Habitat as guidance to all new developments where sedimentation, runoff and erosion are potential concerns, and consider the Riparian Areas Regulation pursuant to the *Fish Protection Act* as guidance.

Environmentally Sensitive and Hazardous Areas

Sensitive Areas

4.4.9 Kitimat contains important environmentally sensitive areas and important fisheries and wildlife habitat, including the Kitimat River Estuary and the Pine and Cordella Creek estuaries in the northwest corner of Minette Bay. These sensitive areas and key habitats can be protected by limiting land use to parks, open space and public / private passive recreation.

4.4.10 Permit some public access and limited development (i.e. parks, open space and public / private passive recreation) in the Kitimat River Estuary and Minette Bay subject to access agreements, impact assessment report findings and design that retains natural attributes.

4.4.11 Encourage implementation of the Kalum Land Resource Management Plan (LRMP) by identifying sites with provincial and federal agencies and First Nations where sensitive marine environments are being considered for development.

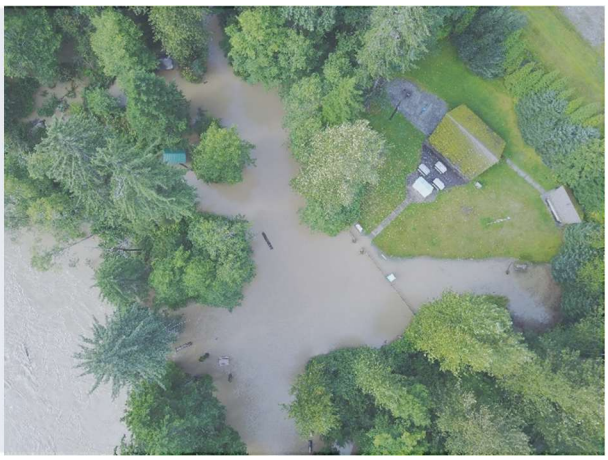
4.4.12 Prohibit uses in hazard areas and manage uses in areas adjacent to hazard areas that could be adversely affected by, or could increase, inherent hazards.

4.4.13 Lands subject to flooding should be employed only for uses not readily damaged by flood waters (e.g. parks, open space and agriculture).

4.4.14 May require a report by a professional engineer to describe soil stability and potential mitigative strategies prior to development approval in areas where instability is a concern.

4.4.15 Consider Provincial Flood Hazard Area Land Use Management Guidelines for any development proposed within the 200-year floodplain limit.

4.4.16 Review, carefully, any proposal to remove hazard land designation status considering existing hazards, potential impacts and proposed mitigation.



Development Permit Area – Environmentally Sensitive Areas (ESA) & Hazard Lands

Bylaw No. 2077, 2025

4.4.17 Lands within the District of Kitimat identified in Schedule A as environmentally sensitive and lands identified in Schedule C as having slopes equal to or greater than 25% are designated as a Development Permit Area pursuant to Sections 488(1)(a) and (b) of the *Local Government Act*.

4.4.18 There are important environmentally sensitive and important fisheries and wildlife habitat, including the Kitimat River Estuary and the Pine and Cordella Creek estuaries in the northwest corner of Minette Bay. These sensitive and key habitats can be protected by limiting land use to parks, open space and public / private passive recreation.
There are also extensive hazard areas and areas adjacent to hazard areas that could be adversely affected by, or could increase, inherent hazards, and therefore development in these areas needs to be protected, if any such development can reasonably occur.

Kitimat has a wet marine climate; heavy rain will saturate soil and increase the chance of land slip. See Schedule C, note portion of area with slopes of 25% or more. Evidence of soil movement is common in such rugged terrain. Mass wasting of "top-of-bank" lands from the ravines which are an important landscape feature in Kitimat's settlement area is not unusual. Landslide-induced tsunamis are also possible. In April 1975, wave height of about 6m was observed at Kitamaat Village, which resulted from a subsurface slide at Moon Bay, 2.5km away and on the opposite side of the harbour.

Complete geotechnical investigations and stability analysis have not been done, and limited data is available on sediments in the delta area. Test holes drilled in 1954 on the east side of Kitimat Arm found silt, sand and gravel beds at least 45m thick. The undeveloped west side of Kitimat Arm is known to have deposits of metastable subsurface sediments or weak marine clays. This clay is found at many other sites in Kitimat.

The mechanisms for triggering an underwater slide in areas underlain with such clay deposits are:

- Natural occurrences such as extreme low tide, excess ground water from heavy rain, river sedimentation, and seismic vibrations (earthquakes);
- Construction operations; and
- Added surface load, including fill or wharf structures.

Four potential sites in Kitimat Harbour have metastable subsurface sediments which may be susceptible to sliding. Three of these sites are in a confined area approximately 5km south of the Rio Tinto Alcan Wharf on the west shore of Kitimat Arm. The fourth is south of Kitamaat Village. Waves originating from a submarine landslide have the potential to damage vessels at dock, and during loading and unloading.

Additional special conditions and objectives which justify these DAI and DPA designations are provided in Section 4.4 and policies and objectives generally found throughout this document.

4.4.19 A Development Permit under this designation is not required in the following circumstances: Project permitting or approval process has required: (1) federal, provincial, or joint federal-provincial environmental impact assessment (2) community consultation, and (3) impact mitigation.

4.4.20 The following Development Permit guidelines apply to this development permit area:

Protection of the Natural Environment

- Areas identified on Schedule A, should generally remain free of development, and be protected, preserved, restored or enhanced, subject to consideration of additional development approval information and the reports of environmental professionals.
- Some public access and limited development may be permitted (i.e. parks, open space and public / private passive recreation) in the Kitimat River Estuary and Minette Bay subject to access agreements, impact assessment report findings and design that retains natural attributes. Any proposed dredging in Minette Bay requires an environmental assessment.
- Areas of environmental significance (e.g. ravines, steep slopes, drainage channels) should be left in a natural state.
- Areas of natural forest should be preserved.

- Consider Fisheries and Oceans Canada and the Province's Land Development Guidelines for the Protection of Aquatic Habitat as guidance to all new developments where sedimentation, runoff and erosion are potential concerns, and consider the Riparian Areas Regulation pursuant to the *Fish Protection Act* as guidance.
- Encourage implementation of the Kalum Land and Resource Management Plan (LRMP) by identifying sites with provincial and federal agencies and First Nations where sensitive marine environments are being considered for development.
- Proposed development should not harm the biodiversity of the Kitimat River.

Protection of Development from Hazardous Conditions

- Areas identified on Schedule C should generally remain free of development except on the provision of professional reports which indicate that the lands can be used safely for the intended use, including with respect to soil stability and potential mitigative strategies prior to development approval in areas where instability is a concern.

Bylaw No. 2077, 2025

- Uses in areas adjacent to hazard areas that could be adversely affected by, or could increase, inherent hazards should similarly be limited and subject to professional assessment.

Schedules

4.4.22 Update Schedule A and Schedule C when more information on environmentally sensitive lands and hazard areas becomes available.

4.4.23 Review, carefully, any proposal to remove hazard land designation status considering existing hazards, potential impacts and proposed mitigation measures.

Stewardship and Education

Community Stewardship Programs

4.4.24 Support and encourage community stewardship programs that preserve and enhance natural areas. 'Natural areas' refers to areas where the basic management philosophy is non-intervention, with the exception of management required to address hazardous conditions.

Environmental Education

4.4.25 Support and participate in environmental education initiatives.

Wildfire Awareness and Risk Mitigation

FireSmart Principles

Bylaw No. 1968, 2020

4.4.26 Promote FireSmart principles, and other published wildfire protection information, and any updates that may be available from time to time, in ongoing, annual education campaign to educate the community about the risk of wildfires. Campaigns should include, but are not limited to, annual door-to-door education activities, regular information in District newsletters and publications like the Leisure Guide, and at community events.

4.4.27 Development a forest and fuel management plan to mitigate the risk of wildfire and the impact of interface fires. Plans should include direction for management of District owned or controlled lands, and recommendations for privately owned parcels and Crown land located within the District of Kitimat.

4.4.28 Integrate future forest and fuel management plan with existing emergency management planning, including new updates that may be necessary as new information is available or mitigation measures are implemented.

4.4.29 Integrate FireSmart information in parks and trails development, including signage and trail markers, as part of the District wayfinding plan and guidelines.

4.4.30 Undertake future planning work to develop plans and policies to require future development to construct buildings and structures, and to protect areas deemed to be a value to the community (e.g. parks, sensitive ecosystems, and infrastructure) from the impacts of wildfires. Considerations will include, but not limited to, impact on cost of developments, application of policies for all land use types, application fees and process.



4.5 Foster Local Culture and Heritage

The people of Kitimat appreciate their cultural diversity and history and want to retain and enhance these aspects, while increasing 'pride of place.' There is strong desire to retain and highlight the unique qualities and character of Kitimat, including how the community visually appeals to visitors, the amenities that it provides and the celebrations that take place.

Culture



The historic plurality of Kitimat contributes to the fabric of the community and is something to be celebrated. The earliest culture native to Kitimat is the Haisla First Nation, of which there are close to 1,500 members. According to the 2006 census, Kitamaat Village has a population of 514 people. While for hundreds of years the Haisla people occupied many village sites throughout the Haisla Traditional Territory, the primary residence of the Haisla people is now Kitamaat Village, located to the southwest of Kitimat. The word 'Kitamaat' comes from the Tsimshian people, who originate from the Prince Rupert and Metlakatla areas, also on British Columbia's North Coast. 'Kitamaat' means 'People of the Snow' in Tsimshian.

In Kitimat's early years of rapid population increases spurred by industrial growth, immigrants from countries such as Portugal, Germany, Italy, Hungary and Greece settled in the community to live and work. Later, in the 1960s, other European immigrants (e.g. Finnish) arrived and around this same time, East Asian immigrants (e.g. Indian, Filipino), again responding to industrial expansion. Kitimat continues as a multicultural community.

Heritage

There are two municipal heritage sites in Kitimat: the corduroy road on District Lot 95 and the former Canadian National Rail Station in Service Centre, as identified in Schedule D.

The corduroy road is one of the few remaining examples of Kitimat's pioneer history. It was built by Mr. Rudolph Braun, between the Braun farm and Minette Bay circa 1913-1925. The site has been logged and is within the Kitimat River floodplain. It has no direct road access. The District acquired the property in 1984 for environmental and land reserve purposes.

Between December 1954 and November 1957, Cn Rail was the principal mode of transportation between Kitimat and other communities. Rail passenger service ended in 1957 after the highway from Kitimat to Terrace was opened. The District purchased the station building in 1985 and arranged to lease the land on which the station sits.

Subsequently, the building was sold to a private owner. The former train station's current use does not reflect or build on the heritage value of the sites.

Goal: To celebrate the diversity, culture, and history which are highlights of the community for the benefit of the community and visitors.

Culture

Cultural Identity

4.5.1 Celebrate and further develop Kitimat's cultural identity.

4.5.2 Support the efforts of non-profit groups to hold events that celebrate the diverse cultures of Kitimat.

4.5.3 Create a public space where events such as cultural festivals can be held.

Haisla First Nation

4.5.4 Work with the Haisla First Nation to identify mutual objectives, address opportunities and areas of mutual concern and develop cooperative strategies with respect to heritage, culture and social and economic development.

Pride of Place

4.5.5. Support initiatives that foster pride of place and further place attachment. Some suggestions are retention of built heritage, interpretation of the townsite planning, and gardening contests.

Arts

4.5.6 Promote and support the arts including, for example, music, art, drama, film.

4.5.7 Provide continued support for the joint use agreement between the District and School District for Mt. Elizabeth Theatre.

Heritage

Heritage Designation, Funding and Celebration

4.5.8 Support the identification of heritage values and a heritage value statement that will provide direction for fostering local culture and heritage, enhancing sense of place and maximizing livability. 4.5.9 Encourage property owners and volunteers to identify, retain, and upgrade heritage sites and buildings using senior government funding programs.

4.5.9 Encourage property owners and volunteers to identify, retain, and upgrade heritage sites and buildings using senior government funding programs.

4.5.10 Support events that celebrate the heritage of Kitimat (e.g. Heritage Week).

Kitimat Centennial Museum

4.5.11 Address space constraints and accessibility issues at the Kitimat Centennial Museum by reviewing whether an expansion or relocation is desirable and feasible.

4.5.12 Include information on the Haisla First Nation as part of the historical and cultural displays featured at the Kitimat Centennial Museum.

Corduroy Road

4.5.13 Require proposals for the corduroy road municipal heritage site to consider heritage aspects of the site and respect and maintain the environmental sensitivity of the foreshore and adjacent slough.

4.5.14 Require that development in the corduroy road municipal heritage site conform to floodplain regulations.

4.5.15 Determine if sections of Corduroy Road outside DL 95 should be designated as a municipal heritage site.

CN Station

4.5.16 Support CN Station municipal heritage site restoration and endorse applications for funding from the BC Heritage Trust and other sources as appropriate.

4.5.17 Restoration of the CN Station municipal heritage site must respect and enhance the historical integrity of the building.

4.6 Provide Effective Services

Given the anticipated scenario of stable or moderately declining population, it is not anticipated that there will be requirements for significant new infrastructure or facilities such as schools, parks, and waste treatment and disposal sites within the next five years. Needs will have to be monitored and policies adjusted if required until final investment decisions are made. Should there be a significant increase in number of temporary or permanent Kitimat residents, it is anticipated that infrastructure may need to be added in new geographic areas.

Civic Services and Institutional Uses



The proportion of children and youth ages 4 to 19 is higher in Kitimat than the provincial average. This highlights the need for youth-based civic services. Like BC, over half of Kitimat's population is age 40 plus. Kitimat's proportion of people aged 45 to 59 is higher than the BC average, however, and indicates the senior's population may increase significantly in the near term. This will likely translate to increasing demand for services that will allow aging-in-place (e.g. health care and assisted living facilities). The District provides a broad range of civic services through programs at facilities including Tamitik Jubilee Sports Complex, Riverlodge Recreation Centre, Youth Centre, Kitimat Library and the Kitimat Centennial Museum.

Protection Services

Kitimat is a safe community. The District provides fire and police protection services, as described below.

Fire Protection: Fire protection services in Kitimat are provided by the Kitimat Fire Department. The Department also provides local ambulance services under contract to the Province.

Police Services: Kitimat is served by the Royal Canadian Mounted Police (RCMP). A policing agreement between the District and the Province provides for cost-sharing of police services.

Utility Services and Facilities

The District provides a variety of utility services including water pumping; purification and distribution; sanitary sewers and storm drainage; sewage treatment; and sanitary landfill, as described below. However, given the anticipated scenario of stable or moderately declining population, it is not anticipated that there will be requirements for significant new geographic areas of infrastructure. Expansion of municipal utility infrastructure to service temporary worker accommodation facilities, however, may be requested. Servicing accommodation facilities built in the townsite, and thus more likely to be re-purposed for multi-family housing or an alternative residential or commercial land use, should be a priority over extending services to housing in any industrial zone.

Method of storm drainage for temporary worker housing must be determined (open ditches have been accepted in rural neighbourhoods). Sites close to downtown are likely the most attractive for redevelopment. Level of services installed on these sites should reflect potential for future residential or, in limited cases, commercial development.

Installation costs of infrastructure for Blackberry Street and any temporary worker accommodation facility will be borne by developers. Municipality will assume responsibility for dedicated streets and local government utilities after works meet municipal specifications.

Exceptions to general limit on infrastructure expansion include:

- Universally-accessible housing
- Senior-friendly housing
- Supportive housing for individuals with health, mental health, developmental disabilities or addiction challenges
- Stage 2 transition housing for individuals and families fleeing domestic violence
- Temporary worker accommodation facilities



Water: The District provides water pumping, purification and distribution systems as a municipal utility service. Water is provided to the townsite, Service Centre core area and Cable Car neighbourhood. Three heavy industrial operations (Rio Tinto Alcan, Eurocan and Methanex) have individual water intake systems. Some industrial operations in Service Centre and the Federal Fish Hatchery also have individual supply sources.

Sanitary and Storm Sewer: The townsite has sanitary sewers and storm drainage provided by the District. There are a number of lift stations throughout the townsite to deliver domestic sewage to gravity mains and then on to the Pollution Control Centre. Owners in neighbourhoods outside of the townsite (e.g. Cable Car) are responsible for constructing individual septic systems. Storm drainage in rural neighbourhoods is provided by open ditches.

Sewage Treatment: The Pollution Control Centre provides secondary treatment for domestic sewage, waste water and storm runoff. The plant has a provincial permit to discharge 20,000 m3 of treated waste per day into the Kitimat River. Average daily discharge flows and effluent quality are carefully monitored. The plant has adequate unused capacity to support future population growth.

Other: Private companies provide telephone, natural gas and cable television services for Kitimat. Hydroelectric services are provided by BC Hydro. See Schedule E.

Transit Service

The District, in conjunction with BC Transit, operates the local bus system on a 7-day a week service. Considering the population and ridership, it is a high level of service. Strong ridership includes students (for school and other trips) and in-town, non-work travel. Service is provided between the smelter site and industrial area, Service Centre, City Centre and each of the townsite neighbourhoods. All transit buses are equipped with bicycle racks. All transit buses accommodate wheel chairs. TaxiDART service is provided seven days a week.

Skeena Regional Transit provides transit service three times per day from Monday to Friday between Kitamaat Village, Kitimat, Terrace and other areas and First Nations in the Regional District. Given the timing of the morning service (leaving Kitimat at 7:00 a.m.); Kitimatians can travel to Terrace for work or school. Funding is shared, but primarily from Northern Health.

The *Transit Development Plan* provides direction regarding long-term transit objectives, service priorities and schedules. Comprehensive public transit should remain an objective of the District to provide transportation for those that have no other options and to provide a greener alternative.

Sanitary Landfill, Recycling and Reuse

The District of Kitimat, by contract, operates its own landfill site approximately 5 km north of the townsite on land leased from the Province. In 2005 the landfill was estimated to have a minimum life of over 30 years with current operating practices and the population at the time. The population has since declined significantly and practical landfill life would still be 30+ years.

The contract specifications for the landfill operations tender require segregation and offsite disposal of batteries, metals, white goods and tires for recycling. Lawn and garden waste is composted and waste wood is burned. The active site is enveloped by an electric fence to detract bears and other large mammals from entering the site.

The District does not offer curbside pick-up of recyclables, however, Council provides significant annual financial support to Kitimat Understanding the Environment (KUTE) to assist with the Recycling Depot. There is also a private recycling facility in Service Centre for used beverage containers. The Salvation Army Goodwill Centre and other facilities provide an opportunity for the reuse of goods such as furniture that would otherwise go to the landfill.



Roads and Walkways

Kitimat's road network has a direct impact on traffic circulation, the economy and community safety. The network includes a system of arterial streets, collector streets, local streets and walkways. This hierarchy of roads correlates to appropriate design standards that are intended to improve safety. It is recognized that over the long-term, there may be a need to provide improved access between the waterfront industrial area and Highway 37.

Industrial Utility and Transportation Corridor

The industrial lands along the west side of the Kitimat River require an effective Industrial Utility and Transportation Corridor (IUTC) to accommodate future industrial development. Given the linear configuration of Kitimat's industrial lands and the existing land ownership arrangement, any prospective industrial land developer that desires port access must negotiate road use agreements with private land owners. This presents an impediment to economic development which could be overcome through public road access. Similarly, the railway also traverses through privately held lands, again presenting a potential challenge to expansion. The 1975 *Industrial, Utility and Transportation Corridor Study* identifies a future industrial road in addition to the existing arterial highway. It also identifies a future materials

corridor, in addition to the existing Eurocan haul road. Future subdivision of land should take into account corridors identified in this study such that future development does not impede the ability to provide greater access to the industrial area and port facilities. See Schedule E.

Goal: To ensure Kitimat effectively and efficiently delivers a broad range of community services (from water to streets to recreation) to meet the needs of a diverse and evolving community in any potential growth scenario.

Civic Services and Institutional Uses

Uses and Services

4.6.1 Locate community-oriented uses such as schools, churches and day care services within or near Neighbourhood Centres or SubCentres.

4.6.2 Study feasibility of a satellite/neighbourhood youth facility (if population growth warrants service expansion).

4.6.3 Locate any new institutional uses such as federal, provincial or municipal offices, museum and art gallery in City Centre.

4.6.4 Continue to work toward establishing a new museum and District office that includes onsite Council Chambers within City Centre.

4.6.5 Support high quality health care and social services (e.g. full service hospital and alcohol and drug rehabilitation services).

4.6.6 Work cooperatively with the Coast Mountains School District No. 82 to plan and develop education facilities, to provide safe access to schools, to coordinate parks and recreation programs, and to partner for resource sharing where feasible.

4.6.7 Provide continued support for the joint use agreement between the District and School District for the Mt. Elizabeth Theatre.

4.6.8 Work with non-governmental agencies, including not-for-profit groups and service clubs, to provide a more comprehensive and accessible set of services and to provide more effective service delivery.

Protection Services

Fire Protection

4.6.9 Identify Fire Department objectives and priorities in five-year plans and capital expenditure programs.

4.6.10 Incorporate the 911 communication system that is being implemented across the Regional District.

4.6.11 Support the Fire Department's education activities for public safety and fire awareness.

4.6.12 Work together, as identified in reciprocal agreements, with Rio Tinto Alcan and Eurocan Fire Departments, the Province, Kitamaat Village and the Terrace Fire Department in emergencies as required.

4.6.13 Continue to participate in emergency planning for Kitimat, as provided for in the Kitimat Emergency Response and Recovery Plan (ERRP).

Police Protection

4.6.14 Maintain policing agreement with the Province with the expectation that quality policing services are provided by the RCMP.

4.6.15 Advise the RCMP on priorities for policing, including such matters as a strong visible presence, vandalism, drugs, outreach to youth, and bylaw enforcement.



Utility Services and Utilities

Water

4.6.16 Maintain and upgrade the municipal water system for the orderly service of infill development in the townsite neighbourhoods, City Centre and Service Centre, as well as development in new townsite neighbourhoods

4.6.17 Consider requests to provide municipal water services to small holding subdivisions and temporary worker accommodation facilities on an individual basis; decision criteria to include: feasibility, capital cost, operating cost, and redevelopment potential.

Sanitary Sewer & Storm Drainage

4.6.18 Maintain and upgrade the municipal sanitary sewers and storm drainage systems for the orderly service of infill development in the townsite neighbourhoods, City Centre and Service Centre, as well as development in new townsite neighbourhoods.

4.6.19 Allow only limited development beyond the townsite and Service Centre with private sewage disposal systems.

4.6.20 Consider requests to provide municipal sewage and drainage services to small holding subdivisions and temporary worker accommodation facilities on an individual basis; decision criteria to include: feasibility, capital cost, operating cost and redevelopment potential.

Sewage Treatment

4.6.21 Continue to provide domestic sewage treatment capacity at the Pollution Control Centre. Residences and businesses on septic will continue to be responsible for sewage treatment. Industrial or agricultural operations may be responsible for treating nondomestic waste generated by their activities.

Natural Gas and Electricity

4.6.22 Consider the feasibility of establishing a municipal natural gas utility.

Location of Utility Facilities and Maintenance Activities

4.6.23 Continue using the Forest Avenue Service Depot or Service Centre for major public utility and service facilities and maintenance activities. Yard facilities and associated offices may be accommodated in the industrial area or Service Centre. Administrative offices will be encouraged to locate in City Centre.

Siting, Design & Construction of Utility Facilities

4.6.24 Site and design utility facilities to blend well with the natural landscape, reduce potential conflict with present and planned uses of adjacent land, and minimize visual impacts from highways and adjacent properties.

4.6.25 Construct utility facilities to minimize negative environmental impacts.

Location of Utility Distribution Services

4.6.26 Locate utility distribution services, where possible, within dedicated road rights-of-way and routings to avoid rights-of-way over private property.

4.6.27 Accommodate utilities, where practical, in joint rights-of-way.

Servicing Standards

4.6.28 Use appropriate standards and levels of service for the provision of municipal services and utilities, considering use, location and impacts.

Coordination With Utility Companies

4.6.29 Make arrangements or coordinate activities with BC Hydro, Telus, Pacific Northern Gas, Citywest Cable or any other utility company to accommodate services in an orderly and economic manner and to ensure utility rights-of-way are used efficiently.

Maintenance & Upgrades

4.6.30 Make arrangements or coordinate activities with BC Hydro, Telus, Pacific Northern Gas, Citywest Cable or any other utility company to accommodate services in an orderly and economic manner and to ensure utility rights-of-way are used efficiently.

Transit

Transit Service

4.6.31 Work with BC Transit to ensure an appropriate level of transit service to workplace and business centres in Kitimat. Encourage transit schedules to be linked to the commuter and shift schedules of the major employers.

4.6.32 Provide continued support to the regional transit partnership (Regional District of Kitimat Stikine, BC Transit, Northern Health, District of Kitimat, City of Terrace, and Haisla, Kitselas and Kitsumkalum First Nations) including connections between Kitimat and Kitamaat Village.

4.6.33 Maintain an appropriate level of service, in consideration of economic feasibility, to all areas in the community, including townsite residential areas.

4.6.34 Consider transit (e.g. extension of service, provision of bus shelters, and pedestrian access to stops) in planning for new developments.

4.6.35 Attempt to coordinate industrial area schedules with shift changes when feasible.

4.6.36 Work with BC Transit to operate a variety of transit services that accommodate local needs with accessibility provided for those with special needs.

4.6.37 Ensure effective transit access and service based on community need that connects neighbourhoods, City Centre, Service Centre and Industrial areas as a strategy to bring people to shops and services, and provide a viable alternative to private vehicle use.

Sanitary Landfill and Recycling

Recycling

4.6.38 Support education and promotion related to recycling.

4.6.39 Consider continuing financial support to KUTE to support the local Recycling Depot.

4.6.40 Examine the feasibility of providing recycling pick-up service to residents, either as a District program or in cooperation with other groups.

Sanitary Landfill

4.6.41 Continue to follow appropriate management practices at the landfill site and look toward expanding recycling and diverting from the waste stream.

Roads, Parking and Walkways

Road Maintenance & Improvements

4.6.42 Incorporate best management practices for environmental protection, materials and energy reduction in maintenance and upgrades to municipal road infrastructure.

4.6.43 Implement traffic calming and minor roadway improvements to improve neighbourhood livability, operations and safety.

4.6.44 Endeavor to expand sidewalk coverage and improve pedestrian crossings throughout Kitimat to provide safe, high quality, interconnected walking environments.

4.6.45 Undertake snow clearing and sand/salt operations in accordance with the current District of Kitimat Policy Procedure Manual on Winter Road, Parking Lot, and Walkway Maintenance.

Parking

4.6.46 Maintain and expand off-street parking as required, but costs incurred for acquiring and developing new parking areas shall be borne by benefiting property owners.

4.6.47 Encourage the School District to improve its drop-off zones to provide greater safety and more efficient traffic flow.

Walkways

4.6.48 Provide convenient and safe pedestrian paths between homes, schools, shopping areas, park facilities and other destinations, including temporary worker housing facilities

4.6.49 Require interconnections for interior walkways with access to streets or arterial walkways in new residential developments.

Industrial Utility and Transportation Corridor

Industrial Utility & Transportation Corridor

4.6.50 Endeavor to give industrial sites access to a comprehensive transportation system (i.e. roads, rail and port facilities), including the potential future IUTC, if and when warranted.

4.6.51 Collaborate with other levels of government, the private sector and First Nations in the construction of major infrastructure improvements for economic growth, including expansion of the port facility, and major transportation, communication, pipeline and utility corridors. See Schedule E.

4.6.52 Encourage future subdivision of land in the industrial area to take the potential future IUTC into consideration. See Schedule E.

4.6.53 Locate private material handling systems (e.g. private haul roads, pipelines) to avoid conflict with existing and future public roads and so that future land development options are not compromised.

4.6.54 Encourage industries with similar needs to share private material handling systems, where possible, and to consider establishing these facilities in the IUTC.

4.7 Meet Responsibilities in Governance

The District of Kitimat has broad corporate, service and regulatory powers as a municipality. These powers include taxation, financial management, procedures and bylaw enforcement. To balance the broad powers provided, the *Community Charter* and *Local Government Act* contain accountability and public participation provisions, such as electors approval processes, annual municipal reporting and ethical conduct rules for elected officials. The District has a responsibility to provide leadership, manage its policy-making and enforce its bylaws in a practical and even-handed manner.

Kitimat residents value effective, evenhanded and representative leadership on local issues, and the District's role in the region. One issue of importance to the community is the strength and effectiveness of relationships with major local industry, other governments and agencies and local First Nations. There is a strong sense that decision-making consistent with the community's values and seeking opportunities with private companies, other governments and First Nations that are mutually beneficial would have an overall positive impact on the community. Citizens want more opportunities for participation in decision-making, particularly relating to partnerships and relationships with other agencies.

During consultations on the 2008 OCP, residents also expressed the importance for the community as a whole to adopt a willingness to embrace change. The future that lies ahead may be a period of transformation that can be enhanced by this positive approach. Residents sought a commitment to follow through on ideas with action, and to adopt a sustainability ethic. There is an opportunity for the District to lead the charge by introducing new policies and procedures in line with citizen values, to implement plans effectively with ongoing monitoring, reporting back to the community, and to place priority on the impact of local decision-making on long-term social, cultural, economic and environmental sustainability.

Goal: To use a coordinated, informed approach to decision-making and positive relationships with other government agencies, First Nations and industry, including a willingness to embrace positive change, a commitment to follow through on ideas with action, and to adopt a sustainability ethic.



Sustainability

A Sustainability Ethic

4.7.1 Adopt a comprehensive approach to municipal decision-making that captures an expanded spectrum of values and criteria for measuring success, including economic, environmental, social and health impacts.

Public Outreach

Communication

4.7.2 Develop the District's website to include a focus on the needs of residents and businesses by providing information and updates on policies, bylaws, municipal services, opportunities for public participation, minutes from Council and advisory group meetings, and economic development initiatives.

Public Participation

4.7.3 Consider and encourage early and ongoing formal and informal opportunities for public participation in the planning and approval processes relating to land use, development and provision of services.

4.7.4 Engage youth in civic processes to share information, receive feedback and build a constituency of future leaders.

Volunteer Recognition

4.7.5 Recognize volunteers for their contributions to municipal government.

Policy Documents, Regulations and Bylaws

Report on OCP Implementation

4.7.6 Prepare an annual report card on the OCP and identify any emerging issues.

Updating the OCP

4.7.7 Undertake a comprehensive update of this Plan every five years, ensuring that the update includes a community consultation process.

Planning & Zoning

4.7.8 Undertake amendments to Part 9 of the *Kitimat Municipal Code* to maintain consistency with the OCP.

Stakeholder Relations

Regional Coordination

4.7.9 Pursue positive relationships with other local governments within the Kitimat-Stikine Regional District to make optimal use of available resources and services, such as working together to enhance economic development.

Relationship with Business & Industry

4.7.10 Develop supportive and positive relationships with local business and industry by fostering transparent and inclusive decisionmaking to seek mutually beneficial agreements.

Relationship with First Nation

4.7.11 Work to enhance joint communication with the Haisla First Nation and commit to early consultation on decision-making that may affect the Haisla, while seeking opportunities for cooperation and partnerships on land use, development, transportation, community services and economic and social development with mutual benefits.

District Operations and Performance

Senior Government, Agencies & Services

4.7.12 Collaborate with governments and agencies on matters such as land use, service provision, transportation, heritage preservation and funding opportunities for community initiatives, with a view to benefiting from greater efficiencies and best practices.

District Performance

4.7.13 Improve the District's organizational and operational performance, including civic facilities, for economic, social and environmental sustainability.

District Offices

4.7.14 Determine if District offices should remain in City Centre Mall in favour of a more prominent and accessible location. Should District offices continue to occupy space at City Centre Mall, improve accessibility and visibility.

Bylaw No. 2074, 2025

4.8 Provincial Housing Objectives

This section, added to the OCP in 2025, contains background context and policy statements relevant to provincial housing objectives in the *Housing Statutes (Residential Development) Amendment Act, 2023*, also known as Bill 44. This section of the OCP overlays the seven core themes in sections 4.1 through 4.7, supplementing the themes while addressing legislative requirements enacted through Bill 44. This section aligns the OCP in 2025 with the Province of BC's housing strategy to increase supply and diversity of housing. Amendments to this section may be required in the future as provincial housing objectives evolve.

Housing Needs Reports (HNR)

Under Part 14, Division 22 of the *Local Government Act*, municipalities are required to prepare a Housing Needs Report (HNR) to forecast the number of housing units needed over 5- and 20-year periods. An Interim HNR was required by January 1, 2025 and a new HNR is required by December 31, 2028, and every five years thereafter. Municipalities are also required to review, and will potentially need to update, their OCP and/or zoning following the preparation of an HNR to ensure that there is enough land designated and zoned within the community to address identified housing needs.

Small Scale, Multi-Unit Housing

In addition to the HNR requirements noted above, Bill 44 requires municipalities over 5,000 in population to allow small-scale multi-unit housing (SSMUH) on eligible residential properties, conditional on lot size thresholds, servicing requirements, and other variables. SSMUH can be described as a mix of attached and detached housing types that are ground-oriented and limited to one to three storeys in height, such as detached houses with secondary suites, duplexes, multiplexes, and detached accessory dwelling units like carriage homes and garden suites. The District of Kitimat is required to implement the provincial SSMUH legislation by December 31, 2030; this process will include amending the *Kitimat Municipal Code* to permit 3 to 4 dwelling units on eligible residential properties, considering guidance in the Provincial Policy Manual & Site Standards.

Kitimat's Housing Needs versus Designated, Zoned Land for Housing

Kitimat's 5- and 20-year housing needs are determined using a standardized method prescribed by the provincial government, known as the HNR Method. The HNR Method consists of a six-component formula which calculates potential demand for new housing units across different housing types, tenures, and price points. The HNR Method calculation includes the current availability and mix of available housing types, age of existing housing stock, and forecasted changes in home ownership and rental balances in the community. The calculation addresses pre-existing unmet needs in the community as well as anticipated future needs based on growth, demographic trends, and other variables.

As part of meeting the provincial Bill 44 requirements, a land analysis was conducted in 2025 to identify the amount of designated and zoned capacity for new housing in Kitimat. Modelling confirmed that there is sufficient capacity within the existing land use framework (i.e., OCP and zoning) in 2025 to address 5- and 20-year housing needs as identified in the Interim HNR, given the number of undeveloped and underutilized sites across the community. The existing designated and zoned capacity addresses Kitimat's 5- and 20-year housing needs in the Interim HNR without accounting for further capacity that will be added upon implementation of SSMUH zoning. When Kitimat's residential zoning is amended by December 2030 to permit SSMUH on eligible properties, the designated and zoned capacity for new housing will further increase.

Goal: Continue to calculate Kitimat's housing needs and review the OCP and zoning as required by the Province of BC, to ensure there is sufficient land to address housing needs as identified in the Housing Needs Report

Goal: Continue to provide a land use framework (i.e., OCP and zoning) that supports a diverse range of housing types and tenures

Goal: Promote development patterns based on complete community principles, with a focus on neighbourhood connectivity and efficient use of existing land, community services and infrastructure

Provincial Housing Objectives

Small-Scale Multi-Unit Housing

4.8.1 Small-scale, multi-unit housing is supported in the "Neighbourhood" and "Residential Small Holdings" land use designations, on properties with 4,050 square metres or less of parcel area, water and sanitary sewer servicing connections, and sufficient infrastructure capacity to support the proposed use and density, subject to legislative requirements.

4.8.2 Supported small-scale, multi-unit housing types on applicable properties include single- and semi- detached dwellings with and without secondary suites, multiplexes (i.e., three- and four-plexes) and accessory dwelling units.

Multi-Unit Housing

4.8.3 Multi-unit housing forms, including townhouses, rowhouses and apartment buildings, are supported on properties in the "Multi-Unit Residential" land use designation.

4.8.4 Multi-unit housing is supported in buildings with commercial space (i.e., mixed-use buildings) and in standalone residential buildings in the "City Centre" and "Mixed Use" land use designations.

4.8.5 Consideration of future amendments to the map in Schedule D – Future Land Use to add new properties to the "Multi-Unit Residential" or "Mixed Use" land use designations should address complete community principles, including but not limited to:

- Infrastructure servicing and capacity
- Proximity to community amenities and services (e.g., parks, schools, day care, recreation facilities and others)
- Transportation considerations (e.g., transit service, active transportation connections, off-street parking, adjacent road classification(s) and others)

Housing Diversity

4.8.6 Promote new market housing developments that respond to the diverse needs of individuals, couples and families in Kitimat as identified in the Housing Needs Report, including new opportunities for fee simple ownership, strata titled ownership, and purpose-built rental housing.

4.8.7 Facilitate the development of affordable, deep subsidy and supportive housing through support for mixed market and non-market projects, including projects designed for people in extreme core housing need or experiencing homelessness.

4.8.8 Encourage and support the development of new affordable and accessible housing for seniors, including ground-oriented housing forms as well as apartment buildings with elevators.

Part 5:

Neighbourhood Specific Policies and Objectives



This section contains policy statements relevant to specific neighbourhoods in the District. They are designed to achieve the goals identified for those neighbourhoods. These policy statements are aligned with the broad objectives and generic policy statements mentioned in the previous section to help guide future decision making.

5.1 Strawberry Meadows Neighbourhood Policies

Bylaw No. 2042, 2023

Background

The Strawberry Meadows neighbourhood is located south of the City Centre and is accessible via Quatsino Boulevard. The rural neighbourhood consists predominantly of low-density residential lots with a pocket of urban residential density at its northern periphery, generally located near the Quatsino Boulevard/Loganberry Avenue intersection. The neighbourhood has experienced internal development pressure, such as the Blackberry Street subdivision and the construction of suburban style lots, as well as external influences impacting the neighbourhood, such as from a temporary worker housing complex, from construction of a gas pipeline, and from residents and visitors accessing Minette Bay West Park. As the neighbourhood has infilled and matured, new opportunities, demands, and issues created the need for more refined policy direction on a range of issues.

Goal

- To recognize Strawberry Meadows as a unique semi-rural neighbourhood in Kitimat having the following distinctive qualities and characteristics:
- where low-density lots are encouraged due to geotechnical and servicing issues;
- where commercial and industrial activities are discouraged;
- where small scale, less intrusive home occupation uses are supported;
- where trails, open space, preservation of environmentally sensitive areas, and linkages to important District-wide amenities are supported;
- where neighbourhood and community-wide residents, vehicular traffic, and persons utilizing alternate modes of transportation feel safe when travelling to or through the neighbourhood.

Public Open Spaces

5.1.1 The District will pursue the development of additional multi-use trails and paths in Strawberry Meadows, subject to budget constraints, priorities, and property acquisition. The District may pursue a path/linkage connecting the Oviatt bike park to the existing peripheral park network either in conjunction with future subdivision of the temporary workers housing property or in collaboration with the private property owner to the east of the temporary workers housing property as marked in Map 1.

Map 1 – Proposed linkage connecting Oviatt Bike Park with existing peripheral park network



5.1.2 The District will undertake the development of a new park and playground in Strawberry Meadows specifically designed to meet the needs of children, seniors, and persons with disabilities, subject to land purchase and budgeting.

5.1.3 The District will implement a public awareness campaign to highlight and advertise existing trails, linkages, public connections, and District-wide amenities and features.

5.1.4 The District will improve public access to the existing trails, subject to community priority and budgeting, to accommodate various user types including but not limited to people in wheelchairs, strollers, bikes and motorized vehicles. Infrastructure improvements to the bridges and culverts may be needed to ensure the trail is fully connected. Lighting of the trails may also be pursued.

Transportation and Road Safety

5.1.5 The District will pursue opportunities to safely accommodate pedestrians and other modes of transport moving through and within Strawberry Meadows. The following methods may be utilized to achieve this:

- adding new bike paths;
- constructing new sidewalks;
- adding marked-wide curb lanes, crosswalks and/or
- developing grade separated multi-use pathways.

For added safety and where feasible, street lighting will be incorporated into any new infrastructure. The Local Area Improvement process through the *Community Charter* may be implemented to assist in funding the proposals.

5.1.6 The District will expand its traffic-calming and road safety/speed watch program in Strawberry Meadows to encourage safer/slower vehicular travel, particularly when pedestrians are present. The District will liaise with local RCMP to monitor and control excessive speeds.

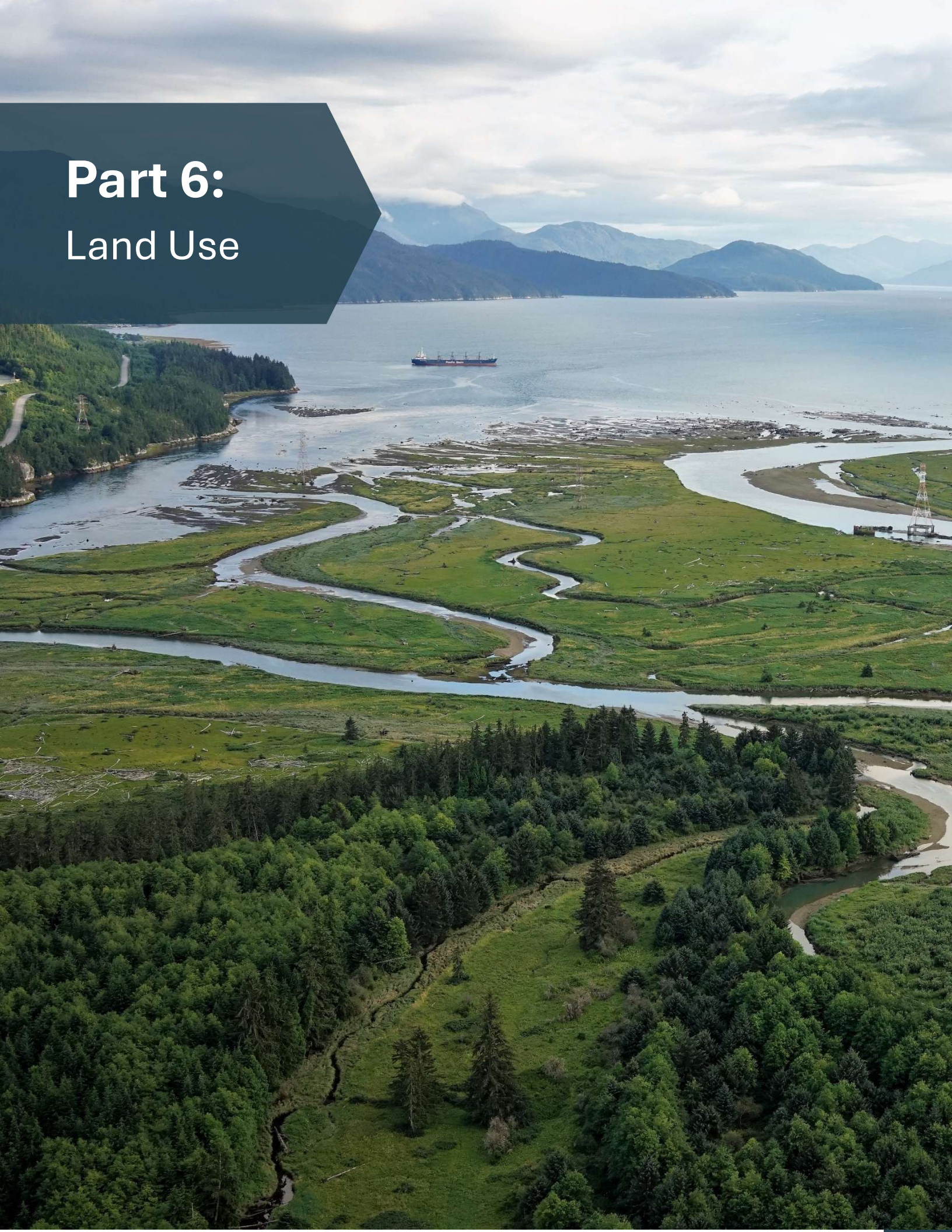
Neighborhood Uses and Functions

5.1.7 The District will support the following land uses within the Strawberry Meadows neighbourhood:

- Principally single-family residential dwellings in accordance with the following:
  - maximum 2 units/lot
  - minimum lot size 3000m2
  - Hobby Farm, subject to rezoning
- Accessory Uses such as:
  - Home Occupation
  - Home Business Address
  - Agriculture
  - Bed & Breakfast
  - Day Cares

Natural Environment and Hazard Lands

5.1.8 The District recognizes the existence of wetlands, riparian corridors, creeks, and areas prone to flooding in Strawberry Meadows. The District may need to undertake a mapping program to better identify where there are Environmentally Sensitive Areas or Hazard Lands in Strawberry Meadows. Where identified, these environmentally sensitive areas and/or hazard lands will be protected and should either be retained as natural open space and remain free from development or have increased setback requirements. Acceptable uses in these areas include publicly accessible green spaces, wildlife corridors, passive parks, and bike/walking paths. Development Permit guidelines will be established in conjunction with this new mapping.



Part 6:
Land Use

The *Local Government Act* provides that, in addition to written policies, an official community plan may contain maps showing proposed land use and geographical application of policies. Six maps are included in this OCP.

The Future Land Use Map organizes Kitimat into various areas where the major use is defined. Uses will only be permitted in these areas subject to the provisions of the *Kitimat Municipal Code*. While the various land uses are discussed separately, together they all contribute to what makes Kitimat.

The Future Land Use Map should be interpreted only in the context of the written policies of this OCP. The *Kitimat Municipal Code*, and associated zoning maps, is approved separately by Council to designate land use and regulations in a more detailed manner.

6.1 Land Use Designations

Bylaw No. 2074, 2025

The *Local Government Act* provides that, in addition to written policies, an OCP may contain maps showing proposed land use and geographical application of policies. Six maps are included in this OCP.

The Future Land Use Map organizes Kitimat into various areas where the major use is defined. Uses will only be permitted in these areas subject to the provisions of the *Kitimat Municipal Code*. While the various land uses are discussed separately, together they all contribute to what makes Kitimat.

The Future Land Use Map should be interpreted only in the context of the written policies of this OCP. The *Kitimat Municipal Code*, and associated zoning maps, is approved separately by Council to designate land use and regulations in a more detailed manner.

Neighbourhood

Bylaw No. 2074, 2025

Areas designated Neighbourhood are primarily residential in nature. Land uses include single- and semi- detached dwellings with and without secondary suites, mobile/manufactured homes, multiplexes, and accessory dwelling units, to a maximum of four units on one parcel. This may include care facilities, housing for seniors, group homes, and home based businesses. Neighbourhood supporting commercial uses, institutional uses, and parks and recreation uses are also included within this designation.

Multi-Unit Residential

Bylaw No. 2074, 2025

Areas designated Multi-Unit Residential are intended to support a range of higher density residential housing types, with five or more units on one parcel. Land uses include townhouses, rowhouses, apartment buildings, temporary worker accommodation facilities, and mobile/manufactured home parks. This may include care facilities, housing for seniors, and group homes.

Mixed Use

Bylaw No. 2074, 2025

Areas designated Mixed Use are intended to support a mix of commercial and residential development within a Neighbourhood Centre context. Land uses include neighbourhood serving commercial uses, apartment buildings, mixed use buildings, institutional uses, and parks and recreation.

Residential Small Holdings

Areas designated Residential (Small Holdings) are rural residential subdivisions, generally on lots of 3000-4500 m^2 or more. Agriculture and home-based business use is generally permitted as an accessory use.

Commercial

Bylaw No. 1836, 2013

Areas designated Commercial provide for neighbourhood commercial uses aimed at the day to day needs of residents and community commercial uses that provide a wider range of commercial uses and are intended to serve residents from a broader catchment area. Commercial development supporting temporary worker accommodation facilities are also included within this designation.

City Centre

Bylaw No. 1860, 2014

Bylaw No. 1884, 2016

Areas designated Commercial (City Centre) include a broad range of commercial and businesses including offices, restaurants, retail stores, tourist accommodation, personal services, entertainment facilities and public buildings. Social housing may also be supported in City Centre where deemed appropriate, and permitted by zoning. Limited multi-family residential use is permitted on Haisla Town Centre lands as a component of a mixed use residential and commercial revitalization of site at 879-899 Lahakas Boulevard North.

Service Centre

Areas designated Commercial (Service Centre) are west of the Kitimat River and house a range of commercial service and light to medium industrial uses.

Industrial

Areas designated Industrial are intended for medium and heavy industrial uses, and port development.

Parks and Recreation

Areas designated Parks and Recreation include a broad range of areas that are used for both passive and active recreation and preservation. They range from local parks to areas used by the broader community for a variety of recreation uses. These uses are distributed throughout the community, in both urban and rural areas.

Major Institutional

Areas designated Major Institutional cover a broad range of public and private uses from religious assembly to community support services such as schools, firehall, recreation centres, hospital, private clubs, and government services.

IR

Areas designated IR identify Haisla First Nation Reserve areas. The District does not regulate development on lands with this designation. The District will seek to work cooperatively with the Haisla First Nation to develop these properties.

Resource Extraction

Areas designated Resource Extraction are intended primarily for the exploitation of sand and gravel. They may be ultimately reclamated and developed for forestry or other uses.

Forest License

Areas designated Forest License Area cover unalienated Crown land in Kitimat's municipal boundaries. The District is able to work with the Province, the license holder and other stakeholders to develop logging plans for lands under this designation.

6.2 Future Neighbourhood Development

A Neighbourhood Development Options Study was prepared by Urban Systems in 1995. The first phase examined Imatra, Haisla Hill and D/G areas to identity general development potential and constraints. It was concluded that the D/G area had substantial development constraints (mostly geotechnical) and was therefore not a preferred location for a new neighbourhood. As such, the second phase of the study was a comparative review of Imatra and Haisla Hill; primarily focusing on development capability and servicing considerations. The main difference between the two areas was found to be the ability to provide a neighbourhood unit that was consistent with the established development pattern (i.e. scale and structure) in Kitimat. In terms of servicing, Imatra was found to have a potentially lower per unit servicing cost and thought to be easier to service on an incremental basis through phasing based on the existing Kuldo Extension. On the basis of considering scale and structure, context and linkages, and the range of possible land uses, the study recommended Imatra as the location for a potential neighbourhood in Kitimat. In response to political pressure, Council later gave Haisla Hill this same status.

Since the Neighbourhood Development Options Study was prepared, the population has declined (-8% between 1996 and 2001 and -13% between 2001 and 2006). Unless the population sees positive growth trends over a sustained period, it is not practical to pursue the development of a new neighbourhood. Focus should be on utilizing capacity in existing neighbourhoods.

Even if population growth should trend upward, the growth would have to be substantial to warrant the development of a new neighbourhood. The Imatra and Haisla Hill areas are identified in the Future Land Use Plan for residential use, but only to proceed when there has been significant population increases or redevelopment that has absorbed existing underutilized capacity.

There are opportunities for growth to be accommodated through occupation of underutilized buildings, infill development and redevelopment in already developed areas. Infill and redevelopment projects should consider demographic trends which point to an aging population. It will be critical to provide opportunities for older residents to age in place through housing choice (e.g. granny flats, secondary suites, multi-residential buildings, assisted living facilities, and single-storey detached or attached dwellings on common property or individual lots).

Consistent with principles of sustainability, land should be used efficiently to preserve natural resources, reduce vehicle kilometers traveled (VKT), and achieve servicing efficiencies. With this in mind, small holding areas should be limited in the future, or selected areas re-purposed to meet demand for temporary housing.

6.3 Temporary Use Permits

Designation

Bylaw No. 1956, 2019

6.3.1 The following areas in the District are designated to permit temporary uses, in accordance with Section 492(a)(b) of the *Local Government Act* and the general conditions identified in this Part:

Cable Car (G3-A)
Commercial (all C-Zones)
Forestry (G5)
Forestry Transition (G5-A)
Industrial (all M-Zones)
Local Park (G2)
One-Family Residential Zone (R1-A)
Recreation (G4)
Residential (G3-C)
Small Holding (G3)
Special Area – Environmentally Sensitive (G6-A)
Special Area -- Floodplain or Other Hazard (G6-B)
Strawberry Meadows (G3-B), and the
Welfare or Rest Home Residential Zone (R5-A)
as identified in the Kitimat Municipal Code.

General Conditions

6.3.2 A permit may only be issued if a condition or circumstance exists that warrants the proposed use for a short period of time but does not warrant a change of land use designation or zoning of the property. This may include economic development and testing the compatibility of a proposed use with established nearby uses.

6.3.3 Only home occupation type businesses will be permitted as temporary uses on sites in the R1-A Single-Family Detached Residential Zone.

6.3.4 Extractive uses should only be permitted as temporary uses on sites in the G5 Forestry and G5-A Forestry Transition Zones.

6.3.5 Temporary uses should comply with the provisions of the *Kitimat Municipal Code that* are relevant to that use, even though the subject property may be in a different zone.

6.3.6 No building or structure shall be erected, reconstructed, altered, enlarged, moved, or wholly or partly wrecked within the District of Kitimat until a Building Permit has first been issued.

Additional Possible Requirements

6.3.7 Any permit may include performance standards or conditions, including but not limited to the following:

Home Occupation in R1-A Zone

- Valid business license; and
- Compliance with *Kitimat Municipal Code* home occupation business regulations.

Resource Extraction (Borrow Pit) in G5 or G5-A Zone

- Provincial lease in good standing (if on Crown Land);
- Compliance with provincial and municipal regulations including all provincial safety and reclamation standards; and
- Valid business license.

Quarry, as above plus

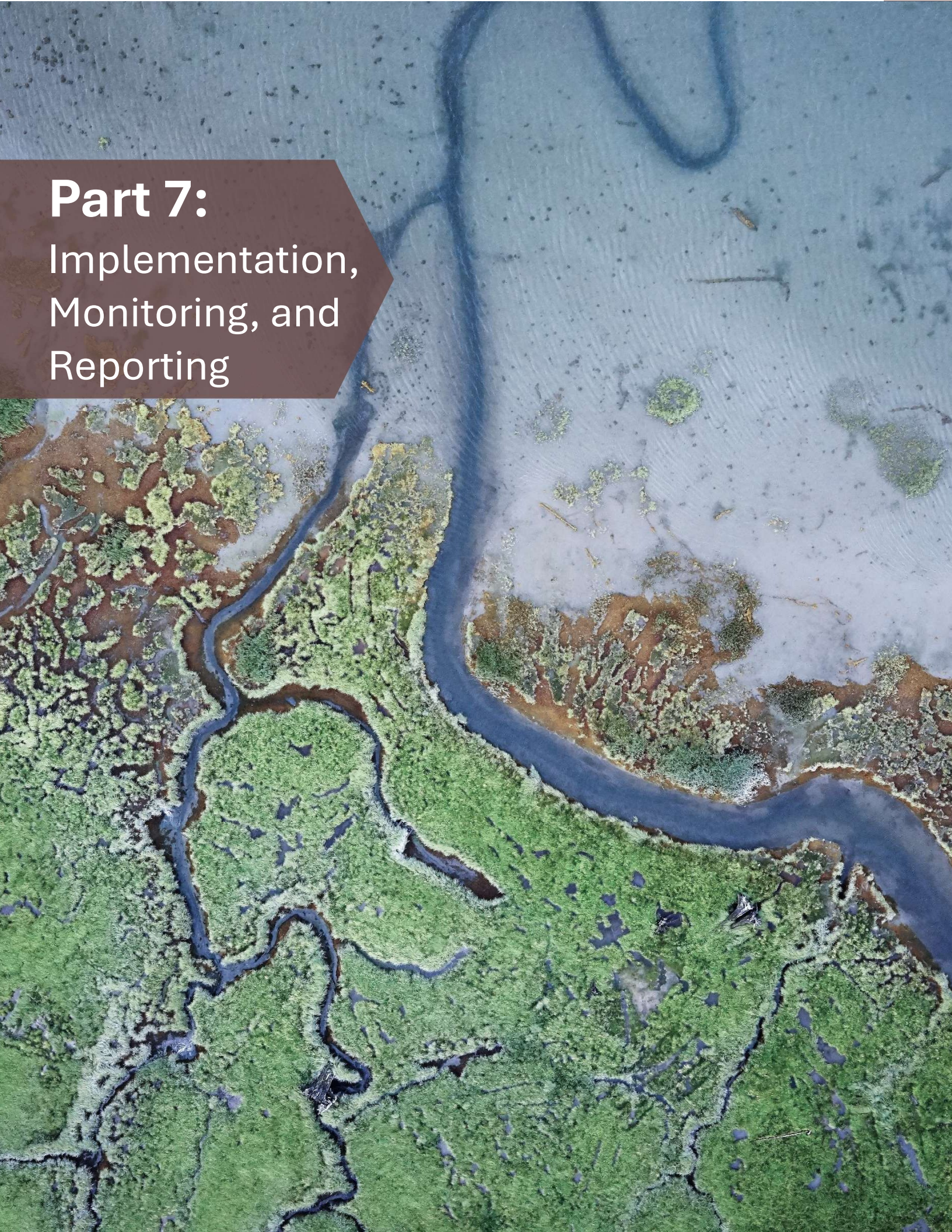
- Quarry excavation creates no depression and drains freely.

Temporary Uses in G3-A, G3-B, or G3-C

- Restrict number of employees that do not reside on subject property to one;
- Noise mitigation including: limit hours of operation to 700 to 1900 daily or in accordance with *Kitimat Municipal Code* noise regulations;
- Nuisance mitigation including: screening requirements, and requiring storage of business-related goods in an enclosed structure or out of sightlines of neighbors and street view;
- All vehicle associated with home and business must be parked on-site;
- Landscape buffer to minimize impacts on adjacent properties and street view; and
- Structures supporting business operations are constructed within building envelope.

BC Local Government Act

6.3.8 Additional terms and condition may be required in accordance with the provisions of the BC *Local Government Act*, including for example: maximum two-year term with one renewal; undertakings to remove buildings, to restore the property to specific conditions when the use ends, and to post security.



Part 7:
Implementation, Monitoring, and Reporting

7.1 Introduction

As previously identified, the approach, at least in the next five years, is to anticipate a stable or moderately declining scenario. Council will need to fine tune municipal priorities to respond as the future unfolds. The OCP in turn, will need to be amended over time to ensure that it adequately reflects municipal priorities, the 'on the ground reality' of what is happening in the community and the projected future of Kitimat. In this way, the OCP will be able to serve as an effective guiding framework for decision-making.

To a large extent, implementation will occur through existing District programs and activities. Regulatory bylaws such as Part 9 of the *Kitimat Municipal Code* are traditionally the most applicable and powerful tools for implementing OCP policy. Given the scope of this OCP, new programs and activities will need to be considered, including how the City works with other agencies, governments and its citizens.

There will be countless actions taken by the District in cooperation with citizens and other organizations to achieve the community vision outlined in this document. However, since a community cannot do, or afford to do, everything all at once, policies for matters of greatest concern, from social, cultural, environmental and economic perspectives, should be assigned priority. Priorities will be assigned when considering functional plans and annual budgets.

7.2 Monitoring and Reporting

Monitoring progress on implementation will help the District to gauge its success in achieving the community vision. Monitoring should be kept relatively simple and be readily understood by the public. It should also enable timely reporting and be consistent with regional, provincial and/or federal practices as they evolve. Monitoring will occur through individual programs and departments, as appropriate. To maintain momentum in efforts to put policy into action, the District will need to review and report on implementation progress. A reporting process coupled, with ongoing community consultation, will ensure that the OCP reflects the needs of the community over time.

7.3 Goal and Policies

The following goal and associated policies are based on the vision of possible futures detailed in Section 3.1, Possible Futures for Kitimat and the core themes outlined in Section 3.2, Core Themes for the Future which reflect the community's desired future.

Goal: To ensure the OCP is an effective guide for civic decision-making such that municipal day-to-day operations, programs and activities achieve the community vision, while keeping the public involved.

Policies

Annual Report Card

7.3.1 Prepare an annual report card to report on policy implementation progress.

OCP Reviews and Updates

7.3.2 Undertake OCP reviews and updates at five year intervals. As Kitimat's future may be impacted significantly by economic changes beyond its control, Council must be diligent in monitoring and adapting to change.

Assessment and Reporting

7.3.3 Assess all implementation projects to identify broad priorities based on the matters of greatest concern from social, cultural, economic and environmental perspectives. The District's reporting process, including reports to Council, will describe the relevance of proposals to the OCP.