

TOWN OF GOLDEN  
Official Community Plan

APRIL 2026

Schedule 'A' to  
Official Community Plan Bylaw  
2026, No. XXXXX

DRAFT



# Contents

<b>1. INTRODUCTION AND PURPOSE</b>	<b>4</b>	<b>5. LAND USE DESIGNATIONS</b>	<b>29</b>
1.1 Interpretation and Administration	5	5.1 Residential	29
1.2 Planning Process	5	5.2 Mixed-Use Commercial Residential	31
<b>2. COMMUNITY PROFILE</b>	<b>6</b>	5.3 Commercial	33
2.1 Demographic Profile and Growth Projections	8	5.4 Industrial	35
2.2 Local Economy	10	5.5 Parks, Recreation and Open Space	36
2.3 Indigenous History, Presence and Relationships	10	5.6 Institutional	38
<b>3. VISION</b>	<b>11</b>	5.7 Airport	39
3.1 Guiding Principles	11	5.8 Agricultural Land Reserve	40
<b>4. COMMUNITY-WIDE POLICIES</b>	<b>12</b>	<b>6. DEVELOPMENT PERMIT AREAS</b>	<b>41</b>
4.1 Housing Needs	12	6.1 Mixed-Use Commercial Residential	42
4.2 Local Economy	15	6.2 Residential	49
4.3 Transportation and Mobility	17	6.3 Corridor	52
4.4 Environment and Climate Action	20	6.4 Working Town Industrial	56
4.5 Natural Hazards	22	6.5 Riparian	58
4.6 Community Wellbeing	23	6.6 Wildfire Interface	61
4.7 Infrastructure and Services	25	<b>7. IMPLEMENTATION</b>	<b>65</b>
4.8 Parks, Trails and Open Space	27	7.1 Development Approval Information	65
4.9 Sand and Gravel Extraction	28	7.2 Follow-up Studies and Actions	66
		7.3 Zoning Bylaw	67
		7.4 Monitoring and Evaluation	67



# Schedules

Schedule B – Land Use Designations

Schedule C – Development Permit Areas – Form and Character


Schedule D – Development Permit Area – Riparian

Schedule E – Development Permit Area – Wildfire Interface

Schedule F – Transportation Network

Schedule G – Agricultural Land Reserve

Schedule H – Steep Slopes



***The Town of Golden is located on the traditional unceded territory of the Ktunaxa and Secwépemc peoples, the chosen home of Métis heritage and other diverse Indigenous peoples.***

# 1. Introduction and Purpose

The provisions of this Plan apply to all lands within the Town of Golden identified on Schedule 'B' Official Community Plan Map of this bylaw (the "Plan Area").

An Official Community Plan (OCP) provides the framework and direction for the development and evolution of a community. The OCP is a council-endorsed and adopted document that serves as a municipality's highest level of policy guidance. The Town of Golden's last OCP was completed in 2008. Moving forward, per recent updates to the *Local Government Act*, the Town should update the OCP every five years.

Citizens, landowners, businesses and developers use the OCP to guide property and investment decisions. Council and staff use it to guide municipal decisions such as budgeting, servicing and capital projects, land use and development proposals. The school district and other agencies use it to guide facility planning as well as program and service delivery.

The principal functions of this OCP are to:

- Establish goals, directions and broad development strategies to guide the future growth of the Town of Golden.
- Provide policy guidance for development, programs, municipal budgets, actions and services.
- Provide a basis for coordinating land use decisions.
- Provide a basis for the amendment of land use regulations, such as the Zoning Bylaw.
- Provide a general policy basis for assessing proposals for change or development not currently anticipated.

### 1.1 INTERPRETATION AND ADMINISTRATION

An OCP means an Official Community Plan as referred to in the *Local Government Act*, and as adopted by the Town of Golden in accordance with the requirements of the *Local Government Act*.

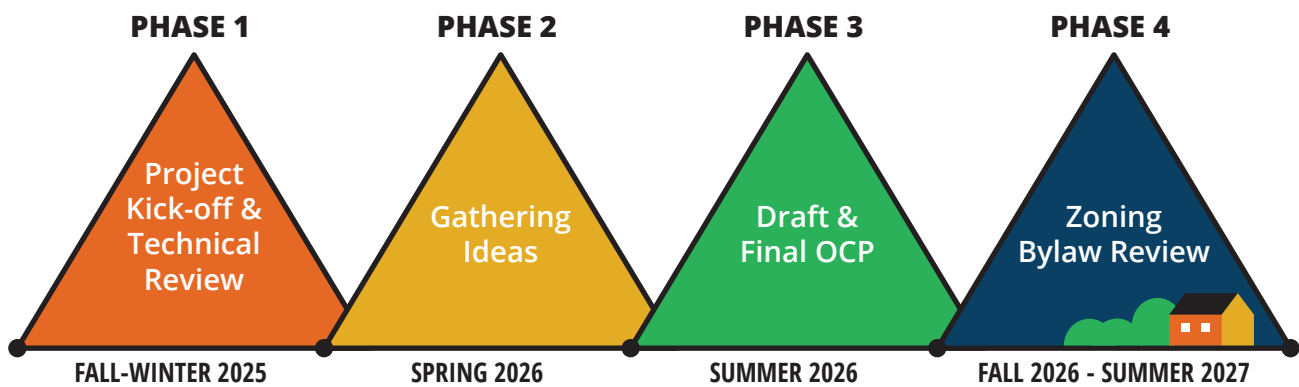
- .1 This OCP comes into effect as of the date of adoption by the Town of Golden.
- .2 Under changes to the *Local Government Act*, the Town of Golden should review and update this OCP at least every five years to align with new Housing Needs Reports and so the document continues to reflect the long-range planning objectives of the Town.
- .3 The OCP can only encourage the Town of Golden’s Council to act; it cannot force or require future decisions by council. Furthermore, although the OCP cannot commit the Town of Golden to specific expenditures, the Town of Golden cannot enact bylaws or undertake works that are contrary to it without first amending the Plan. The *Local Government Act (LGA)* requires that local governments provide opportunities for consultation with affected persons, organizations, or authorities when amending an OCP. Minor amendments may not require consultation.
- .4 No one goal, objective or policy contained within this Plan should be read in isolation from the others to imply a particular action or consequence.

### 1.2 PLANNING PROCESS

Golden’s last OCP was adopted in 2008. The OCP update invited residents, community partners, and businesses to help shape the future of Golden through the OCP update process and to collectively set a clear vision and policies for growth and development that addressed community priorities.

The OCP update included public engagement in February and April 2026. This involved a broad range of in-person activities and outreach and online outreach and communications. February 2026 engagements included eight community events that attracted over 300 participants. April 2026 engagements included a community survey and a mix of both in-person and online activities. Formal opportunities for comments on the draft OCP included a public hearing that was held in June.

**FIGURE:** OCP Update Timeline



## 2. Community Profile



Nestled at the confluence of the Columbia and Kicking Horse Rivers, between the Purcell and Rocky Mountain ranges, Golden occupies a distinctive place in southeastern British Columbia's Columbia Valley. Located along the Trans-Canada Highway, the town serves as both a major transportation hub and a gateway to the Canadian Rockies and six surrounding national parks.

Golden is situated on the traditional, ancestral, and unceded territory of the Ktunaxa and Secwépemc peoples whose stewardship of the land predates European settlement by millennia and who retain profound cultural, spiritual, and ecological bonds with the Columbia Valley. Golden is also closely connected to the Métis, including Métis families who played an important role in the region's 19th-century fur trade and transportation networks and who continue to contribute to the area's cultural and economic life.

Golden's modern development was shaped by early European exploration and the arrival of the Canadian Pacific Railway in the 1880s, which catalyzed settlement and growth in forestry, mining, and transportation. Over time, the town evolved into a premier year-round tourism destination, supported by improved highway access and the development of Kicking Horse Mountain Resort just west of town. Designated a Resort Municipality in 2007, Golden balances its role as both a tourism destination and a permanent home for hundreds of businesses and almost 4,000 residents.

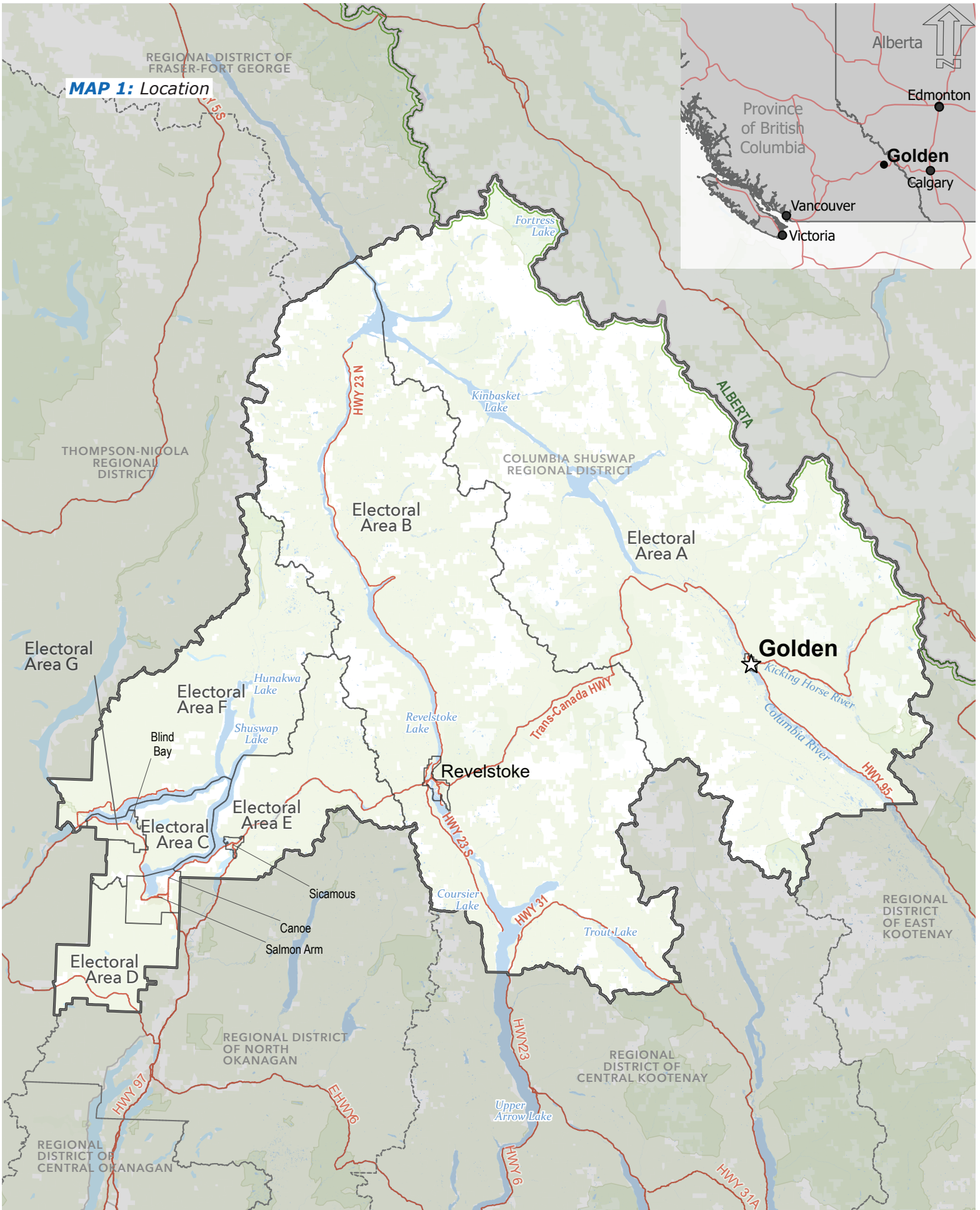
Golden is located within Electoral Area 'A' of the Columbia Shuswap Regional District (CSRD). The CSRD provides a range of regional services to Golden, either directly or in partnership with the Town's own municipal government. Key services include:

- **Solid Waste Management:** The CSRD operates the Golden Landfill and provides recycling and waste diversion programs serving both the Town and the surrounding rural area.
- **Recreation:** The CSRD supports regional recreational facilities and programs, including owning the Golden & District Recreation Centre (arena) and the Curling Rink.
- **Regional Libraries:** The CSRD contributes to the provision of library services in the region, including owning the building for the Golden branch of the Okanagan Regional Library.

In the early 2000s, the development of Kicking Horse Mountain Resort significantly expanded Golden's appeal to year-round visitors, providing world-class opportunities for skiing, snowboarding, mountain biking, and hiking. The community has invested in amenities and infrastructure to support this growth, including accommodations, dining establishments, and guided adventure services. Tourism now constitutes a cornerstone of Golden's economy, contributing both to employment and community vitality.

As a designated Resort Municipality, Golden is eligible for additional provincial funding and support earmarked for tourism-related infrastructure, beautification projects, and marketing initiatives.

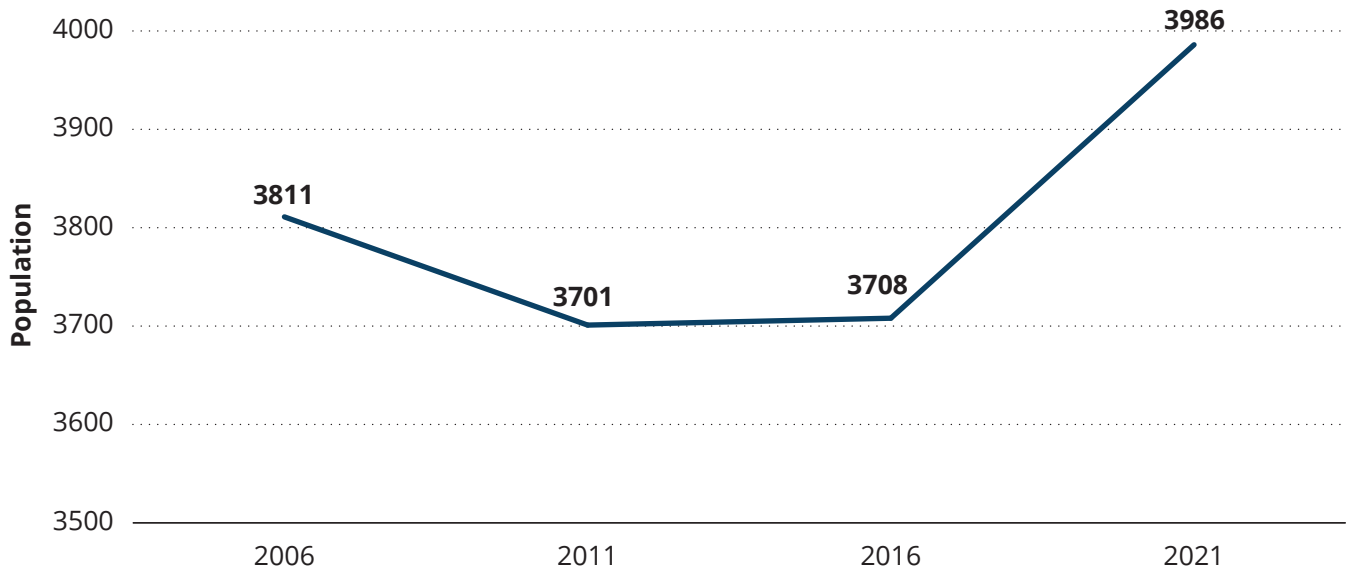
**MAP 1: Location**



## 2.1 DEMOGRAPHIC PROFILE AND GROWTH PROJECTIONS

The population of Golden has remained relatively stable from 2006 to 2021, growing from 3,811 residents to 3,986, which represents a 5% increase over this period. Though the population decreased slightly between 2006 and 2011, the population subsequently increased again from 3,708 to 3,986 between 2016 and 2021.

**FIGURE:** Population, Town of Golden, 2006 to 2021

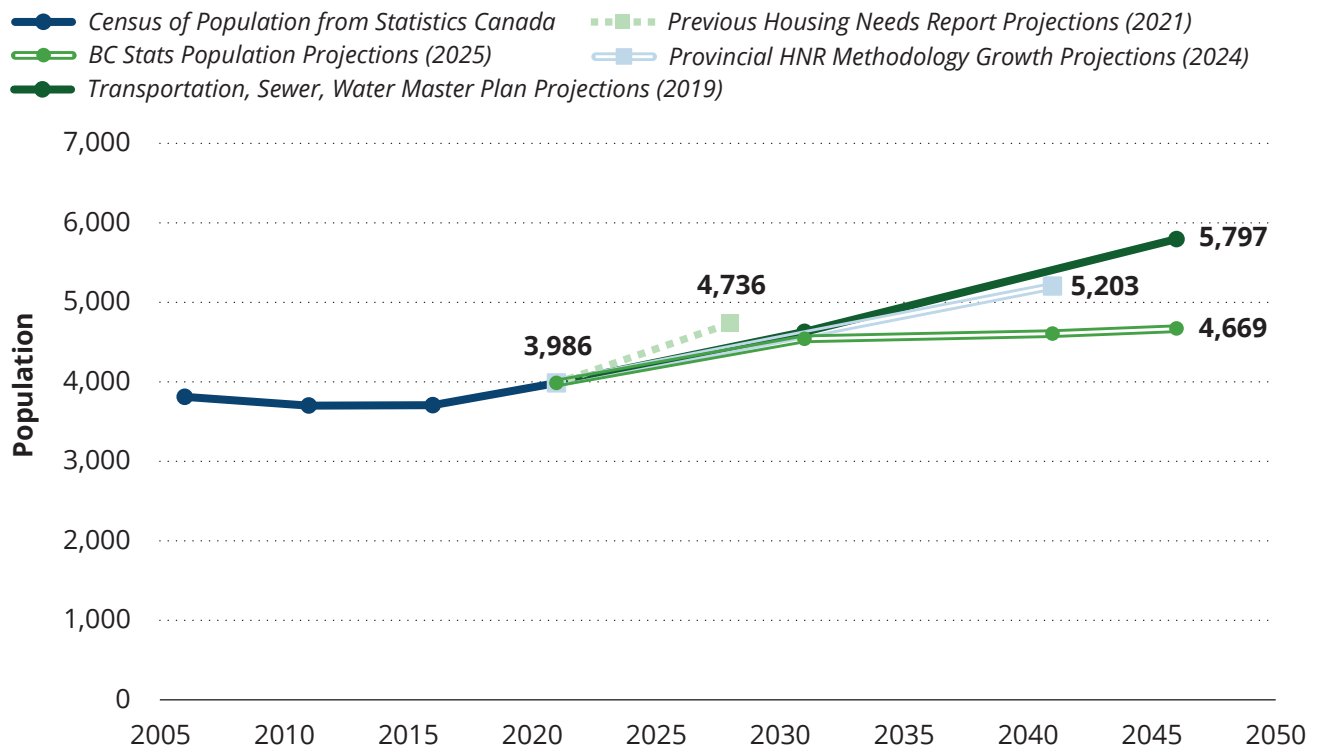


Source: Housing Needs Report (2025) from Statistics Canada Census Program, Custom Data Organization for BC Ministry of Municipal Affairs and Housing, Census Profiles 2006, 2011, 2016, 2021

Based on various projections developed between 2019 and 2025, Golden’s population is expected to grow to between 4,669 and 5,795 residents by 2041. The difference in projections reflects the range of possibilities for Golden’s future growth, which will be impacted by migration, fertility, and economic factors. Recent projections from BC Stats anticipates a population of 4,669 by 2041, a 17% increase from the 2021 Census count. The lower growth scenario is likely due to several changing assumptions, including impacts from recent changes in Canadian immigration policy that have lowered BC Stats population projections for the Town.

All the projections provide insights into possible future population scenarios for Golden that should be considered when planning for housing development to accommodate future population growth.

**FIGURE:** Population Estimates and Projections for the Town of Golden



Sources: Housing Needs Report (2025) from Statistics Canada Census Program, Custom Data Organization for BC Ministry of Municipal Affairs and Housing, Census Profiles 2006, 2011, 2016, 2021; BC Stats Household Projections; Town of Golden 2021 Housing Needs Report; BC Stats Household Projections

The population of Golden is aging, in line with regional and provincial trends. From 2006 to 2021, the median age in Golden increased from 37.3 to 39.6. Despite this increase, the median age in Golden remains lower than that of the region (49.6) and the province (42.8).

**TABLE:** Median Age Golden, Columbia-Shuswap Regional District, B.C., 2006 to 2021

	2006	2011	2016	2021
Town of Golden	37.3	38.1	40.2	39.6
CSRD	45.7	48.1	50.5	49.6
British Columbia	40.8	41.9	43	42.8

Source: Housing Needs Report (2025) from Statistics Canada Census Program, Custom Data Organization for BC Ministry of Municipal Affairs and Housing, Census Profiles 2006, 2011, 2016, 2021

## **2.2 LOCAL ECONOMY**

Golden's early economy was predominantly shaped by forestry, mining, and transportation. The town's abundant forest resources supported the proliferation of sawmills and logging operations, while nearby mountains enabled mining activity. Canadian Pacific Rail (now Canadian Pacific Kansas City) influence was instrumental in connecting Golden to broader commercial networks, facilitating the movement of goods and people.

The evolution of Golden's tourism industry has been a defining feature of the town's modern history. Encompassed by six national parks—Yoho, Glacier, Banff, Jasper, Kootenay, and Mount Revelstoke—Golden has established itself as a premier destination for outdoor recreation. The completion of the Trans-Canada Highway in the 1960s markedly improved access, leading to increased visitation and the growth of tourism-related enterprises.

In the early 2000s, the development of Kicking Horse Mountain Resort significantly expanded Golden's appeal to year-round visitors, providing world-class opportunities for skiing, snowboarding, mountain biking, and hiking. As a designated Resort Municipality, tourism is a cornerstone of Golden's economy, contributing both to employment and community vitality.

Today, Golden boasts a relatively diversified local economy. Tourism is Golden's leading economic pillar, sustained by its Resort Municipality status and its renowned outdoor amenities. Forestry remains central to Golden's industrial base, though it has diversified with changes in market demand. Golden also leverages its location on the Trans-Canada Highway and the Canadian Pacific Kansas City (CPKC) main line. Warehousing, freight forwarding, and supply chain logistics serve local and regional businesses, while the town's small airport caters to industrial, commercial, and recreational aviation. A thriving small business scene also helps underpins Golden's economic diversity. The town's entrepreneurs operate outdoor guiding companies, restaurants, specialty retail, creative studios, and professional service firms. The Golden Chamber of Commerce, local government, and business support networks provide resources, mentorship, and marketing tools to foster innovation and resiliency.

## **2.3 INDIGENOUS HISTORY, PRESENCE AND RELATIONSHIPS**

Golden is located on the traditional, ancestral, and unceded territories of the Ktunaxa Nation and is closely connected to the Secwépemc and Métis communities. The Ktunaxa, whose stewardship of the land predates European settlement by millennia, retain profound cultural, spiritual, and ecological bonds with the Columbia Valley. Métis families, long active in fur trading and transportation, have played a formative role since the 19th century.

The Town of Golden recognizes that these Indigenous communities utilized the Columbia River and the surrounding valleys for sustenance and cultural activities and that their stewardship of the lands and waters continues today. The Town of Golden is seeking to build relationships with Indigenous communities. Building and strengthening relationships has also been identified as a priority within the Town's Council Strategic Plan. While this work is ongoing, there is a growing recognition within the community of the importance of Indigenous perspectives, stewardship, and collaboration in shaping Golden's future.

## 3. Vision

The community vision is a statement that outlines the community’s desired future, capturing shared values and aspirations.

*With a creative and diverse economy, healthy environment, and a high quality of life, the Town of Golden is a sustainable, inclusive and resilient mountain community in the heart of the Rockies.*

### 3.1 GUIDING PRINCIPLES

The OCP’s guiding principles support the vision and provide a framework to inform decision-making and help guide and direct future growth and community development in Golden. All policies included in the OCP align with at least one or more of the guiding principles.

- .1 Housing and affordability:** Encourage and support adequate and diverse housing options for all needs and incomes.
- .2 Revitalization:** Encourage revitalization and beautification of Downtown Golden and support opportunities for new development, including a strong mixed-use core.
- .3 Resilience:** Continue to manage natural hazards and plan for climate change-driven challenges.
- .4 Transportation:** Improve transportation safety and accessibility through traffic calming, protected multi-use pathways and potential public transit options.
- .5 Parks and green space:** Manage parks and open space and steward environmentally sensitive areas.
- .6 Community wellbeing:** Work with local partners and organizations to support and address shared socio-economic and community health and wellbeing issues and opportunities.
- .7 Community infrastructure and services:** Upgrade and improve essential infrastructure and services, such as sewer, roads, and waste systems, while considering affordability for residents.
- .8 Sense of place:** Preserve and enhance Golden’s small-town character by supporting local businesses and ensuring developments are aligned with the community’s identity.
- .9 Prosperity:** Recognize the importance of economic diversification and support opportunities for new development.
- .10 Relationship-building and partnerships:** Seek opportunities to collaborate with local and regional partners, First Nations and Metis communities to meet community goals.

## 4. Community-Wide Policies

### 4.1 HOUSING NEEDS

Like every community in the province, Golden is navigating an evolving housing landscape. Based on the Town’s current Housing Needs Report, Golden is projected to need up to 281 new housing units over the next five years and 798 units by 2041.

If current development trends continue and a portion of new units are diverted to short-term rental use, Golden could fall short by almost 200 units below its 20-year target by 2041. This underscores the importance of accelerating the pace and scale of housing production across all tenure types and income levels. The following table and graph summarize Golden’s total housing need over both the five-year and 20-year planning horizons using the provincial housing needs methodology.

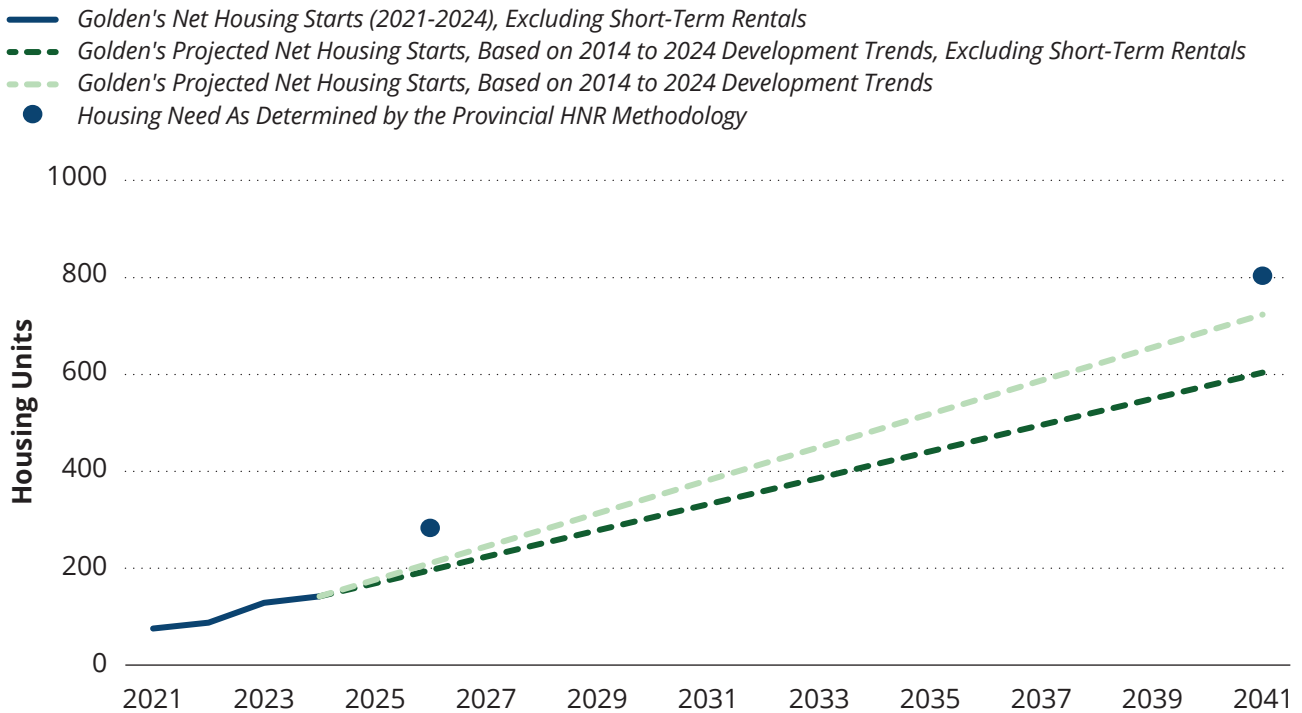
**TABLE:** *Housing Needs Projections, Five-year and 20-year*

Component	Five-Year Need	20-Year Need
<b>Component A</b> Supply of Units to Reduce Extreme Core Housing Need	9	35
<b>Component B</b> Supply of Units to Reduce Homelessness	6	13
<b>Component C</b> Supply of Units to Reduce Suppressed Household Formation	25	100
<b>Component D</b> Supply of Units to Meet Household Growth Over the Next 5 and 20 Years	213	542
<b>Component E</b> Supply of Units Needed to Meet at Least a 3% Vacancy Rate	2	9
<b>Component F</b> Supply of Units Needed to Meet Local Demand (Demand Buffer)	25	100
<b>TOTAL UNITS NEEDED</b>	<b>281</b>	<b>798</b>

Source: *Housing Needs Report (2025) from Housing Assessment Resource Tools, 2024*

To understand Golden’s five-year and 20-year housing needs, it is essential to consider the current rate of housing development. The next figure compares current development trends with the community’s total need. This analysis is not meant to provide an accurate prediction of future development. Instead, it serves as a tool to help the community understand how close Golden could come to meeting its housing needs if current development patterns continue.

**FIGURE:** Comparing Housing Development Projections with Housing Need, 2021 to 2041



Sources: Housing Needs Report (2025) from Town of Golden Housing Starts Data; BC HNR Methodology

## Objectives

- .1 Increase the diversity of housing types and tenures by supporting the development of mixed-use, multi-unit housing and purpose-built rental.
- .2 Increase development of higher density ground-oriented housing in existing residential areas, including both infill development and redevelopment, to provide housing choice for families.
- .3 Increase the supply of rental housing, including non-market and below-market housing, in addition to other alternatives to market housing such as co-op and affordable ownership.
- .4 Minimize impacts of redevelopment on current rental tenants.

## Policies

- .1 Work with community partners, including Golden Community Economic Development to implement the Golden Area Affordable Housing Strategy.
- .2 Encourage a range of rental and ownership tenures that support a variety of households, income levels and life stages.
- .3 Monitor short-term rental accommodations to help ensure it does not limit the long-term rental housing supply.
- .4 Prohibit the rental of entire homes in areas designated Residential as short-term rentals.
- .5 Permit short-term rentals in areas designated Residential areas only when the homeowner is living in the residence and operates the short-term rental as a home-based business operator.

- .6 Short-term rentals will be considered without the home-based business operator model on the property located at 1551 Bowle Evans Drive (the Sevens), based on site and design considerations which lessen the potential impact on adjacent properties.
- .7 Allow short term rentals in existing dwelling units and areas designated Mixed-Use Commercial Residential only in mixed-use multi-unit buildings above a commercial ground floor and perhaps not south of the Kicking Horse River.
- .8 Support Golden Community Economic Development Society, non-profit developers, and private development partners in working with BC Housing on the development of co-op, rental, subsidized rental, special needs and/or supportive housing units in Downtown North, Downtown South, and other suitable locations.
- .9 Encourage multi-unit housing design that incorporates rooftop patios, gardens, trees, greenspace, children's play areas and other features to foster social connections, inclusion and intergenerational relationships.
- .10 Ensure retention or replacement of existing rental units and the mitigation of impacts to existing tenants as redevelopment occurs through planning tools that may include, but are not limited to, inclusionary and rental only zoning, rental replacement policy, and tenant protection bylaw as permitted by the *Local Government Act* and new provincial housing legislation.
- .11 Strongly discourage stratification of existing residential rental properties.
- .12 Consider amendments to the Zoning Bylaw to permit commercial childcare, adult day services and/or special needs and supportive housing in areas designated Residential or Mixed-Use Commercial Residential.
- .13 Review the Zoning Bylaw and Building Bylaw and consider the integration of Universal Design (as outlined by CMHC) incentives and/or requirements that exceed the BC Building Code.
- .14 Work with Golden Community Economic Development in implementing the 2025 Age Friendly Community Plan recommendation to create more seniors housing with a clearly defined process and identified sites and partnerships for projects.
- .15 Review the Secondary Suite Bylaw to explore including provisions for secondary suites in duplexes and townhouses.
- .16 Encourage compact and diverse housing forms, and other innovative housing typologies, through amendments to the Zoning Bylaw.
- .17 Explore the establishment of a Rental Housing Revitalization Area to incentivize the repair and improvement of existing rental housing stock.
- .18 Explore the establishment of an Affordable Housing Reserve Fund to support the delivery of affordable housing projects over time.
- .19 Work with large employers, Golden Tourism, Golden Community Economic Development, to explore using the Municipal and Regional District Tax (MRDT) and the Online Accommodation Platform tax to support workforce housing needs.
- .20 Explore mechanisms to utilize municipal tax tools to support affordable housing delivery, including revitalization tax exemptions for housing developments on vacant or derelict properties in Downtown Golden.

## 4.2 LOCAL ECONOMY

The Town of Golden boasts a relatively diversified local economy. Tourism is Golden's leading economic pillar, sustained by its Resort Municipality status and its renowned outdoor amenities. Forestry remains central to Golden's industrial base, though it has diversified with changes in market demand. As a regional logistics hub, Golden also leverages its location on the Trans-Canada Highway and the CPKC Railway. Warehousing, freight forwarding, and supply chain logistics serve local and regional businesses, while the town's small airport caters to industrial, commercial, and recreational aviation. A thriving small business scene also helps underpin Golden's economic diversity. The town's entrepreneurs operate outdoor guiding companies, restaurants, specialty retail, creative studios, and professional service firms.

### Objectives

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Encourage sustainable economic development and diversification while continuing to support existing sectors in Golden.

- .1 Continue to support the resource and service sectors of the local economy.
- .2 Continue revitalization of the North and South Downton as mixed-use centres and the commercial anchors for the community.
- .3 Promote Golden as a year-round tourism destination.

### Policies

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- .1 Maintain support for Golden Economic Development Society, the Chamber of Commerce, and Tourism Golden as the lead agencies and facilitators of community economic development in Golden.
- .2 Support Tourism Golden as the main agency for tourism promotion and marketing for Golden and Area and encourage continued development of Golden as a year-round tourism destination.
- .3 Advocate for sustainable and community appropriate growth, including employment opportunities, small business retention/expansion, population increases and expansion of the tax base.
- .4 Build a business-friendly environment through streamlined approval processes, open and responsive governance, and efficient use of taxation resources and timely delivery of services.
- .5 Support placemaking and beautification of downtown and industrial areas to enhance the quality of place for residents and visitors.
- .6 Recognize the importance of affordable housing to the local economy and explore mechanisms to utilize municipal tax tools to support affordable housing delivery, including revitalization tax exemptions for housing developments on vacant or derelict properties in Downtown Golden.
- .7 Recognize the importance of affordable housing to the local economy and support Golden Community Economic Development Society, non-profit developers, and private development partners in working with BC Housing on the development of co-op, rental, subsidized rental, special needs and/or supportive housing units in Downtown Golden.

- .8 Recognize the importance of affordable housing to the local economy and work with community partners, developers, businesses, the CSRD, and the province in implementing the Golden Area Affordable Housing Strategy.
- .9 Continue to invest in the Downtown North and the Downtown South areas through improvements to the downtown streetscape, wayfinding, and active transportation connections.
- .10 Direct mixed-use commercial development to the Downtown North and the Downtown South areas and encourage the incorporation of multi-unit housing with these developments.
- .11 Continue to invest in the Downtown North and the Downtown South areas through the revitalization and activation of underused and derelict properties.
- .12 Continue lobbying for access to enable a return to commercial river rafting in the lower Kicking Horse Canyon.
- .13 Encourage local food enterprises and value-added food production that also contribute to economic development and employment.
- .14 Recognize the importance of public transportation to the local economy and supports the development of workforce and public transit options in collaboration with community partners, the CSRD and B.C. Transit.
- .15 Support community partners in implementing the Golden Area Child Care Action Plan in partnership with the Ministry of Education and Childcare, the school districts (SD6 and SD93 conseil Scolaire Francophone), and community childcare providers.
- .16 Support education and workforce training opportunities, with a particular emphasis on trades and growth industries, in collaboration with post-secondary institutions, WorkBC, and community partners.
- .17 Maintain and expand business retention and expansion programming to support small businesses across the Golden Area.
- .18 Strengthen networks of small business owners across the Golden Area to foster connectivity, mentorship, and resource sharing.
- .19 Support the development of shoulder-season events for locals that have secondary tourism potential, in collaboration with Tourism Golden, Kicking Horse Culture, and community partners.

### 4.3 TRANSPORTATION AND MOBILITY

The Town of Golden is responsible for the operation and maintenance of more than 55 km of roadways and over 20 km of trails and sidewalks within its municipal boundaries, except for the Trans-Canada Highway and Highway 95 (10th Avenue), including the Kicking Horse River Bridge (and the bridge to Gould’s Island), which are maintained by the Ministry of Transportation and Transit. This network plays a key role in shaping how residents and visitors move through and experience the town, and the Town of Golden is committed to providing transportation infrastructure and services that support safe, pleasant movement for people of all ages and abilities. Central to this commitment is an emphasis on active transportation — valued both as a practical means of travel and as an important contributor to the quality of life that makes Golden a great place to live.

#### Objectives

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- .1 Make it safer and easier to choose active transportation options when traveling within Golden.
- .2 Maintain a safe and efficient road network that is upgraded where and when required to accommodate growth and development.
- .3 Ensure the transportation system respects the natural environment, minimizes climate impacts and improves the livability of the community.

#### Policies

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- .1 Prioritize a well-connected grid road network that minimizes dead-end streets and cul-de-sacs.
- .2 Improve connectivity of the road network through the acquisition of land and road dedications where connections are warranted and practical.
- .3 Continue to keep downtown roads to a minimum width and provide street parking.
- .4 Work with the RCMP and other partners to monitor road safety and vehicle speeds in Golden.
- .5 Review and update transportation planning policies and design standards on a regular basis to align with current research and best practices.
- .6 Consider a Downtown parking needs and a management study that includes public consultation with downtown businesses and residents.
- .7 Work with downtown businesses and property owners to identify future sites for centrally pooled shared parking facilities and explore opportunities to formalize shared parking arrangements to better serve the Downtown North area.
- .8 Improve directional signage to existing parking facilities to help residents and visitors locate available parking more easily.
- .9 Review minimum parking requirements in the Zoning Bylaw for uses within Downtown North to determine whether current requirements should be modified or, in certain circumstances, removed such as with narrow downtown lots.
- .10 Increase enforcement of current parking Bylaws to encourage higher turnover rates in the high parking demand areas.



- .11 Explore the introduction of market-rate pricing for on-street parking in the downtown core as a long-term parking demand management tool, subject to public consultation.
- .12 Identify suitable sites for oversized vehicle parking, including trucks with trailers and recreational vehicles, to manage demand during peak tourism season.
- .13 Work with CPKC to improve the parking area adjacent to Highway 95 to potentially increase the number of stalls and reduce dust during summer months.
- .14 Maintain and improve active transportation connections in Downtown North and improve pedestrian wayfinding for visitors.
- .15 Improve safety along active transportation routes by addressing visibility, sightlines, and accessibility as part of network planning and design.
- .16 Prioritize sidewalk repairs in the downtown core and other frequently accessed areas and prioritize replacing some rougher surfacing with more age-friendly surfaces.
- .17 Require pedestrian and bicycle connections to be developed as a condition of development approvals, as determined by the Town. This may include providing access through a development site to connect adjacent roads and pathways through dedication or statutory rights-of-way.
- .18 Create new active transportation connections, fill in gaps within the community's active transportation network, and in collaborate with regional partners build connections from Golden's network to nearby communities and regional trail networks.
- .19 Explore opportunities to reduce speed limits and implement traffic calming and diversion measures to improve conditions for active transportation users.
- .20 Support the installation of bicycle parking and end-of-trip facilities at key destinations throughout the community.

- .21 Incorporate design best practices from the BC Active Transportation Design Guide into the Town's Subdivision and Development Servicing Bylaw.
- .22 Work with B.C.'s Resort Municipality Initiative program to implement active transportation infrastructure and incorporate into future Resort Development Strategies.
- .23 Consider the impact of new and emerging mobility technologies on the design and function of the active transportation network and incorporate findings into future infrastructure planning.
- .24 Continue to explore and implement transportation demand management approaches, including upgrades to trails, sidewalks, and new sidewalks and multi-use paths to encourage the use of alternative modes and promote a more walkable community.
- .25 Explore opportunities for public transit in Golden, including on-demand transit and regional transit serving communities in the Columbia Shuswap Regional District.
- .26 Work with partners to provide bicycle education and skills training for people of all ages and abilities and promote active travel to work, school, and recreational destinations.
- .27 Work with Tourism Golden to promote active transportation options for visitors and seasonal employees.
- .28 Continue to support the Golden Airport.



## 4.4 ENVIRONMENT AND CLIMATE ACTION

Climate-driven changes are generating major impacts on communities, the economy, infrastructure, and ecosystems across the province. The Town of Golden recognizes the increasing risks and hazards that climate change is having on the community, including more frequent and intense weather events, heat and drought, and wildfires. Golden is committed to climate resilience and implementing practical mitigation and adaptation initiatives across the organization and the community.

Nestled at the confluence of the Kicking Horse and Columbia Rivers in the foothills of the Rockies, Golden benefits from the recreational and tourism benefits its location brings, but also the importance of protecting and stewarding this precious natural environment.

### CLIMATE

#### Objectives

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- .1 Foster climate action and increase the resilience of municipal facilities and infrastructure to climate change.
- .2 Reduce total community greenhouse gas emissions by 40% compared to 2007 levels by 2030 to align with provincial climate action targets.

#### Policies

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- .1 Work with local partners, including Wildsight and Columbia Basin Trust, to better understand the local effects of climate change through the national Partners for Climate Protection Program and consider developing a Climate Resilience Strategy for the Town (Milestone 3)<sup>1</sup>.
- .2 Consider expediting B.C. Energy Step Code compliance to achieve net-zero energy ready buildings prior to provincial target (2032).
- .3 Identify grant opportunities to improve Golden's emergency preparedness and climate resilience.
- .4 Identify potential facilities for the establishment of cooling centres in the event of extreme heat, and warming centres during extreme cold.
- .5 Develop strategies to reduce emissions resulting from municipal operations.
- .6 Assess potential climate-related hazards and risks to enhance long-term climate resilience as public infrastructure is renewed.
- .7 Explore collaborative and cost-effective opportunities to engage CSRD, other communities, the Columbia Basin Trust and other government and non-government agencies in projects to reduce community-wide greenhouse gas emissions.
- .8 Promote and educate community members and businesses on the link between building design/retrofit, transportation and solid waste diversion and greenhouse gas emissions.

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<sup>1</sup> Golden is a member of the Partners for Climate Protection (PCP) program, a national network managed by the Federation of Canadian Municipalities (FCM) and ICLEI - Local Governments for Sustainability Canada. The PCP program provides a five-step Milestone Framework to guide Canadian municipalities in reducing greenhouse gas emissions and adapting to climate impacts - Milestone 1: Create a baseline greenhouse gas emissions inventory and forecast; Milestone 2: Set emissions reduction targets; Milestone 3: Develop a local action plan.

## **NATURAL ASSETS**

### **Objectives**

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- .1 Protect and steward sensitive natural areas, open space and wildlife habitat in and around Golden.
- .2 Reduce local particulate emissions and improve local air quality.
- .3 Protect the quality of water resources.

### **Policies**

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- .1 Collaborate with local, regional, and provincial partners on air quality monitoring and to investigate additional measures for air quality improvement.
- .2 Support local partners working on the Community Wood Smoke Reduction Program in improving local air quality and reducing greenhouse gas pollution.
- .3 Work with local, regional and provincial partners to reduce road dust on Highway 95 and the Trans-Canada corridor.
- .4 Support idling reduction education through signage and policy and expand the program to include CPKC Rail and commercial vehicles and create a no-idling zone throughout the community.
- .5 Provide leadership to promote water conservation and further educational programs.
- .6 Work with local, regional, and provincial partners in protecting and stewarding the Columbia River and Columbia River Wetlands.
- .7 Plan, manage, and design Town parks to support ecological processes that enhance water quality and the broader ecological and community benefits these systems provide.
- .8 Seek opportunities to plant new trees on public lands, ensuring that public realm design standards accommodate large canopy trees when the private realm cannot.
- .9 Consider development of an Urban Forest Management Strategy.
- .10 Preserve and expand tree and vegetation cover on steep slopes to minimize erosion and enhance other ecological functions.
- .11 Emphasize “right tree in the right location” to help ensure that trees will not have to be removed due to future conflicts with utility wires, infrastructure, building foundations, etc. Encourage the retention of healthy, mature trees where feasible.
- .12 Continue to implement Bear Aware recommendations and reduce bear/human conflict.
- .13 Discourage bulk resource extraction with the boundaries of the municipality.

## 4.5 NATURAL HAZARDS

Golden’s natural setting, defined by the confluence of the Columbia and Kicking Horse Rivers, steep mountain terrain, and surrounding forests, is central to the community’s identity and quality of life. However, these same natural features give rise to hazards that pose real risks to residents, property, and infrastructure.

Flooding is an ongoing concern, with ice jams during winter months and high-water during spring freshet posing recurring threats to low-lying areas. Wildfire represents an increasing threat, demonstrated most recently by the 2024 Dogtooth wildfire which destroyed several homes and forced approximately 100 properties to evacuate.

The Town of Golden is committed to working with residents, regional partners, and senior levels of government to reduce exposure to these hazards, build community resilience, and ensure that land use and infrastructure decisions account for both current and future natural hazard risks.

### Objectives

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- .1 Protect our community from the natural hazards in our area.
- .2 Educate our community about our emergency plans for natural hazards and best practices to protect ourselves from natural hazards.

### Policies

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- .1 Discourage new development on slopes over 30 degrees.
- .2 Increase the resiliency of existing infrastructure located in the floodplain through potential upgrades to flood protection and mitigation measures.
- .3 Update the Town of Golden’s Flood Management Bylaw with consideration to recent floodplain mapping.
- .4 Work with local, regional and Provincial partners to implement and maintain a wildfire fuel reduction program.
- .5 Site parks, trails and road developments to create fire breaks and provide access for firefighting equipment and personnel.
- .6 Consider prioritizing road, trail and park developments in the wildfire interface area (Schedule E) to be used as firebreaks and to help mitigate fire risk.
- .7 Continue to support the FireSmart Coordinator to increase community wildfire resilience, and initiatives like home assessments, rebates, and public education.
- .8 Promote and encourage fire-resistant tree species.

## 4.6 COMMUNITY WELLBEING

Community wellbeing is a fundamental aspect of a healthy, thriving Golden. Wellbeing encompasses physical, social, mental, and emotional health. A community that prioritizes wellbeing ensures that its members have access to greenspace, healthcare, education, childcare, recreational facilities, diverse housing options, and more. Collaboration with government and other partners is vital to achieving long-term community connection and wellbeing.

### Objectives

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- .1 Ensure that the built environment and community amenities are accessible and appropriate for all residents.
- .2 Ensure all citizens and visitors feel comfortable and secure as they move around Golden.
- .3 Work toward a community that is inclusive and accessible by people of all ages and abilities.
- .4 Foster community economic development, which supports employment opportunities and the retention and expansion of small businesses in Golden.
- .5 Ensure residents have an early and ongoing voice in community planning to foster a culture of meaningful citizen engagement in long-term land use matters.
- .6 Continue to build and enhance relationships with local and regional stakeholders and service providers.
- .7 Support and foster local food security initiatives and programs.
- .8 Strive towards relationship building and reconciliation with Ktunaxa Nation and Secwépemc and Métis communities.

### Policies

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- .1 Continue working with local partners and organizations to support and address shared social, cultural, and local food security issues and opportunities.
- .2 Continue collaborating with other levels of government, with non-governmental agencies and with health care providers to ensure the best use of resources to support a wide range of services that meet the needs of the community.
- .3 Continue working with community organizations to identify how the Town can provide recreation programming that meets the needs of all ages and abilities.
- .4 Work with local School Districts, College of Rockies, and other partners to support local career training opportunities at the high school, post-secondary and continuing education through the community college system.
- .5 Support and participate in collaborative networks of community service providers to meet, share information and facilitate access to services such as childcare, health care, education, public safety, social services, culture and heritage.
- .6 Provide for public safety through effective police, fire protection, rescue and emergency services to the community.

- .7 Promote community gathering spaces and outdoor recreation opportunities that are inclusive and age friendly.
- .8 Improve lighting, signage, and seating in public spaces to enhance safety and comfort for all ages and to support implementation of Age Friendly Community Plan.
- .9 Develop strategies to build relationships with local First Nations and Metis communities.
- .10 Explore options for partnerships with local First Nations and Metis communities, increase cultural awareness and support ongoing reconciliation efforts within the Town of Golden.
- .11 Work with local partners to continue improving accessibility in Golden.
- .12 Prioritize sidewalk repairs in the downtown core and frequently accessed areas, with particular focus on replacing decorative mixed-texture surfaces like brick and cobblestone, with age-and-dementia-friendly smooth surfaces, as well as addressing areas of water pooling and ice buildup.
- .13 Work with Local Food Matters to prioritize collaboration with the CSRD Area A and neighbouring jurisdictions in protecting and promoting regional food production, including prioritizing land access for farming.
- .14 Reduce regulatory barriers to urban agriculture and local food initiatives.
- .15 Support farmers' markets, farm stands, and other direct-to-consumer food distribution models that increase access to local food.
- .16 Permit and encourage urban agriculture uses on appropriate public and private lands, including Residential, Institutional, Mixed-use Commercial Residential and Parks, Recreation and Open Space designations.
- .17 Support the establishment and expansion of community gardens, food forests, and edible landscaping in parks and other Town lands where appropriate.
- .18 Support the development of food infrastructure such as food hubs, storage facilities, processing and aggregation spaces, community kitchens, and distribution facilities.
- .19 Encourage the participation of all residents in local planning and decision-making.
- .20 Maintain and continually improve programs and practices to inform citizens of plans, programs, decisions and policies.
- .21 Continue relationships with local schools and seek opportunities to include students in community engagement processes.
- .22 Continue working with local partners, including Kicking Horse Culture and Tourism Golden to help animate Spirit Square and other public spaces downtown.

## 4.7 INFRASTRUCTURE AND SERVICES

The Town of Golden is committed to providing cost-effective, efficient, and sustainable infrastructure and services that support the needs of residents and businesses today while accommodating future growth. The Town's core infrastructure includes water supply, sanitary sewer, and stormwater systems, with strategic investment and long-term planning guided by the 2025 Integrated Water Strategy Report and 2025 Sanitary Sewer Model and Master Plan.

Domestic and recyclable waste collection is managed through a curbside program, with collected materials transported to the Golden Landfill and Kicking Horse Recycling Depot, both operated by the Columbia Shuswap Regional District. The CSRD's updated 2025 Solid Waste Management Plan sets out nine regional waste management strategies, including targets for landfill capacity and a proposed organic waste diversion program.

Across all these systems, the Town's approach to infrastructure planning is guided by asset management principles, coordinated with growth projections, and focused on long-term financial sustainability.

### Objectives

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- .1 Provide cost-effective, efficient and sustainable infrastructure services.
- .2 Ensure infrastructure services support future community growth.
- .3 Ensure that infrastructure planning is coordinated with ongoing development projections in addition to high-level population, housing, industrial, commercial, and institutional growth projections.
- .4 Prioritize infrastructure investment decisions that align with community growth priorities and financial sustainability.
- .5 Protect and steward groundwater resources.

### Policies

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- .1 Make infrastructure planning, investment, operations and maintenance decisions from an asset management perspective that considers long-term full life-cycle cost accounting. This includes design, maintenance and upgrades to infrastructure and utilities, including natural assets.
- .2 Ensure that the cost for infrastructure upgrades and extensions required for new development is borne by the new development.
- .3 Complete minor updates to the Development Cost Charge Bylaw every year to account for inflation.
- .4 Complete comprehensive reviews and updates to the Development Cost Charge Bylaw every five years to ensure the Development Cost Charge program is current and as adequately funded as possible commensurate with growth while also considering impacts to the taxpayer/utility payers, impacts on reasonably priced housing and not deterring development.
- .5 Understand, when making land use decision, that medium or high-density developments have a better tax and utility return to support raising of funds to renew infrastructure in the long term.

- .6 Continue working with local and regional partners to implement water conservation methods, including public education, and incentive programs for low-flow plumbing fixtures.
- .7 Implement a leak detection and mitigation program as recommended in Golden's Water Conservation Plan.
- .8 Engage with water utility customers where evident or suspected leakage exists on private services to mitigate leak.
- .9 Ensure an adequate water supply through conservative expansion of the water supply system, water demand management and water quality protection to serve both the current and future population of Golden.
- .10 Explore the implementation of universal water metering for residential properties.
- .11 Minimize stormwater infiltration to the sanitary sewer system.
- .12 Mimic natural ecosystem processes in rainwater system design and construction as much as possible. This includes minimizing runoff, maximizing infiltration, preserving and protecting the water absorbing capabilities of soil, vegetation and trees particularly along riparian corridors and minimizing impervious surfaces on both private and public lands.
- .13 Review and update the Integrated Water Strategy and the Sanitary Sewer Model and Master Plan every 5-10 years.
- .14 Review and update the Water Conservation Plan on a regular basis.
- .15 Update the Subdivision Servicing Bylaw to reduce the industrial fire flow requirements.
- .16 Verify and confirm sanitary sewer system capacity with every change to land use designations and during all development review processes.
- .17 Review and recalibrate the water and sanitary sewer system models at least once every five years and update the GIS base to include up-to-date information following every infrastructure construction project.
- .18 Implement the capital infrastructure upgrades and monitoring programs identified in the Master Plans to ensure systems keeps pace with future growth, with upgrade costs to be borne by developers or funded through the Development Cost Charge program as appropriate.
- .19 Continue to partner with the CSRD to manage the Golden Landfill and address ongoing compliance issues with groundwater quality exceedance and evolving provincial standards for landfill operation.
- .20 Work with CSRD to expand existing recycling options.
- .21 Work with the CSRD to develop an organic waste diversion program.

## 4.8 PARKS, TRAILS AND OPEN SPACE

The Town of Golden Is home to numerous parks, playgrounds, and playing fields that support outdoor recreation and an extensive multi-use trail network linking parks, facilities, and neighbourhoods. In addition to the recreational and community benefits Golden’s parks, trails and open space provide, they also provide valuable habitat areas and support ecological connectivity.

### Objectives

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- .1 Provide a range of parks and open spaces to meet diverse needs and needs and abilities of all residents.
- .2 Provide active transportation connections between parks, facilities, and community destinations.
- .3 Provide safe and welcoming parks, trails and open spaces.

### Policies

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- .1 Improve safety, accessibility, and wayfinding to parks, open spaces, and trails for community members of all ages and abilities.
- .2 Consider the needs and distribution of designated parks in Golden when developing new parks or securing new open space.
- .3 Utilize land within the Columbia River floodplain (west of the airport) for naturalized open spaces and trails subject to environmental constraints and sensitive features.
- .4 Create and maintain partnerships with community groups that are engaging volunteers in parks, trails and open spaces events, planning and maintenance activities.
- .5 Use green infrastructure strategies, such as rain gardens, healthy tree canopy coverage, and ecosystem restoration, in parks and open spaces to improve climate resilience.
- .6 Work with private landowners to obtain formal access for trail and multi-use path corridors and connections where appropriate and feasible.
- .7 Promote shared public space in private developments through partnerships.
- .8 Consider trading density for parkland and/or amenities where practical, feasible, and supported by residents.
- .9 Ensure new developments provide amenities, trails and/or parkland that are complimentary to existing recreational infrastructure.
- .10 Secure, maintain and enhance all public access trails, especially along river fronts.



#### **4.9 SAND AND GRAVEL EXTRACTION**

Section 473 (1) of the *Local Government Act* requires OCPs to include statements for the areas covered by the plan respecting the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction.

There are sand and gravel deposits within the Town boundaries and two active gravel pit operations both on Golden Donald Upper Road.

An agreement with the province permits Golden to bar scalp and remove gravel from the Kicking Horse River to manage river flows for flood management, but this can only occur when the gravel deposits around downstream of 9th St. N reach a certain level (which they have not since around 2010).

#### **Policies**

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- .1 Work with operators, community partners, and the province to restore and revegetate non-operational gravel pits, particularly those portions that are visible from Downtown.

## 5. Land Use Designations

### 5.1 RESIDENTIAL

The Residential designation supports a variety of housing types, including single-detached dwellings, secondary suites, multiplexes (such as duplex, triplex, fourplex, townhouses, apartments), accessory dwelling units, and buildings up to three storeys in height. Some institutional uses are permitted in the designation, including daycares and places of worship.

#### Objectives

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- .1 Encourage a diversity of housing types, including single-detached dwellings, (only in areas currently zoned low density) secondary suites, duplexes, townhouses, accessory dwelling units, and multiplexes to support the Town of Golden's current and future housing needs.
- .2 Support compatible infill within existing residential neighbourhoods.
- .3 Maintain land use of existing manufactured home parks.

#### Policies

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##### THE TOWN OF GOLDEN:

- .1 Encourages the development of accessory dwellings on existing properties within areas designated as Residential in Schedule B.
- .2 Supports the development of small-scale multi-unit housing forms (multiplexes, townhouses, apartments) within areas designated as Residential in Schedule B.
- .3 Encourages compatible infill residential development where feasible and appropriate.
- .4 Prohibits the rental of entire homes in areas designated Residential as short-term rentals.
- .5 Permits short-term rentals in areas designated Residential areas only when the homeowner is living in the residence and operates the short-term rental as a home-based business operator.
- .6 Short-term rentals will be considered without the home-based business operator model on the property located at 1551 Bowle Evans Drive (the Sevens), based on site and design considerations which lessen the potential impact on adjacent properties.
- .7 Permits home-based businesses that do not disturb the residential character of the neighbourhood.
- .8 Encourages the development of townhomes where each unit fronts a public street, with parking accessed from a rear lane, with zero-lot line interior setbacks (except on end units).

- .9 Permits buildings up to three storeys in height and may consider a variance to four storeys in certain peripheral areas where there is a lessened impact on a residential area. The application may benefit from contributing to infrastructure or if community benefits are being provided with the development.
- .10 Supports the continued use of existing manufactured home parks in current locations.
- .11 Will ensure that proposals for re-development of manufactured home parks submitted by the developer exceeds the requirements of the Province's *Manufactured Home Park Tenancy Act* (2002) regulations and provide a relocation plan and options for manufactured home park residents. The Town will update its existing Manufactured Home Park Redevelopment Policy.
- .12 Although a commercial campground is permitted in the northern area of Town adjacent to Golden Skybridge (which is located outside of Town boundaries in CSRD Area A), the property is designated Residential and intended for long term residential development.



## 5.2 MIXED-USE COMMERCIAL RESIDENTIAL

This area includes the Downtown North and the Downtown South areas, with Downtown North widely regarded as Golden’s traditional or historic downtown area. These areas include a significant number of vacant and underutilized properties, with many vacant properties and buildings and empty lots concentrated along 10th Avenue South (Highway 95).

### Objectives

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- .1 Revitalize Downtown North and Downtown South and reinforce their roles as the commercial, institutional and social heart of the community.
- .2 Retain existing businesses and institutional uses, while attracting new commercial and cultural development to the area.
- .3 Support mixed-use commercial/office/residential, including development that includes multi-dwelling unit uses.
- .4 Encourage the integration of residential uses above ground floor commercial uses.
- .5 Improve the public realm.
- .6 Enhance pedestrian and bicycle access to the Kicking Horse River within the downtown area.

### Policies

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#### THE TOWN OF GOLDEN:

- .1 Supports multi-unit residential development provided the ground floor uses are retail, office, food and beverage, or tourist commercial within areas designated as Mixed-Use Commercial Residential in Schedule B.
- .2 Supports and encourages new residential, including affordable housing opportunities, to activate downtown and improve public safety.
- .3 Limits buildings to four storeys.
- .4 Encourages the continued development and growth of mixed-use residential and commercial activities in the downtown areas.
- .5 Will collaborate and coordinate with local partners to explore opportunities for business retention, attraction and downtown revitalization and development.
- .6 Will consider the development of a Revitalization Tax Exemption Program bylaw (per Section 226 of the Community Charter) to encourage new mixed-use, multi-unit residential/commercial development within the Mixed-Use Commercial Residential designation area.
- .7 Will continue to improve Golden’s interface with the Kicking Horse River, including the River Walk and Spirit Square.
- .8 Encourages improvements to the rear facades and entrances of buildings along the Kicking Horse River and Main Street.
- .9 Will work with community partners to animate and activate Spirit Square through all seasons.

- .10 Supports ongoing beautification and public realm initiatives to support revitalization, improve accessibility and mobility for all visitors and shoppers, improve landscaping.
- .11 Supports the creation and development of public art in the area.
- .12 Encourages and supports improving urban forest in downtown for more greenery, shade, and cooling in the summer months, particularly in public gathering areas like Sprit Square.
- .13 Encourages minimizing setbacks along the street edge.
- .14 Encourages connections or views to the Kicking Horse River.
- .15 Encourages and supports improving active transportation connections, to and through downtown and providing additional end of trip facilities.

**FIGURE:** Potential future infill mixed-use development along 10th Street South.



### 5.3 COMMERCIAL

Golden's Commercial designation area follows the Trans-Canada Highway corridor, offering a mix of auto-focused commercial developments, food and beverage services, accommodations and a wide mix of other mixed commercial, business, and retail uses. These commercial facilities and services serve for the convenience of both residents and visitors and contribute significantly to Golden's economic vitality.

#### Objectives

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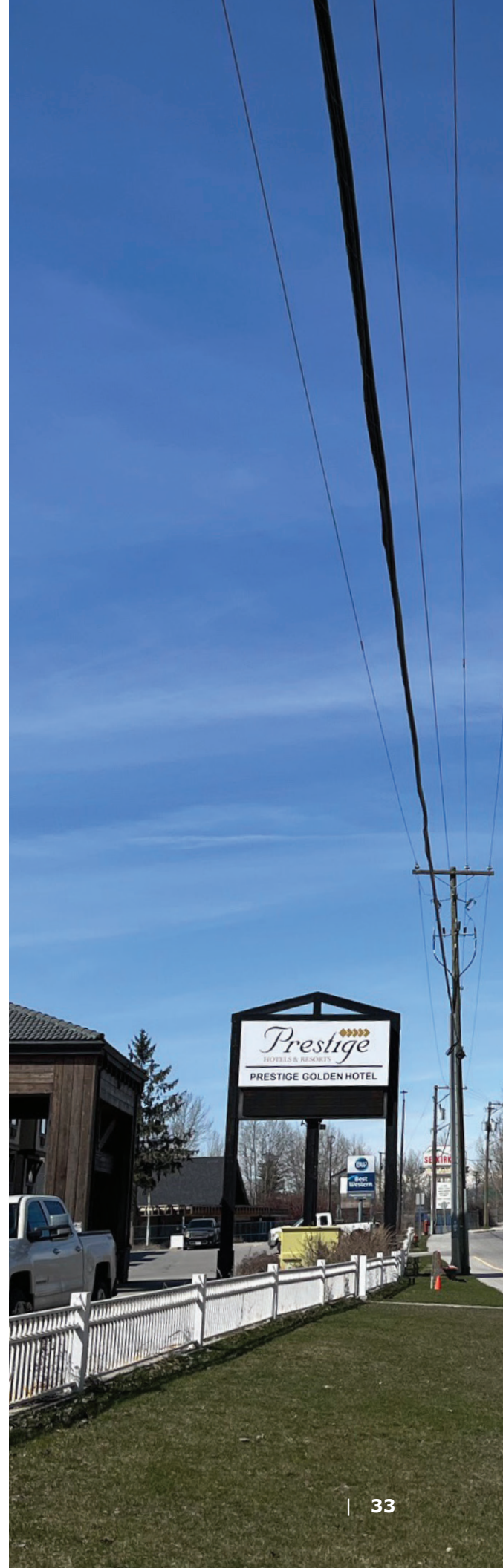
- .1 Provide for a variety of services and facilities for the enjoyment and use of residents and visitors.
- .2 Discourage obtrusive strip development.
- .3 Provide an inviting gateway and entrance experience for visitors, tourists and people passing through.
- .4 Ensure an adequate supply of service commercial land to meet anticipated needs for business growth and development.
- .5 Limit residential uses in these areas so as not to draw desired activity away from the Mixed-Use Commercial Residential area.

#### Policies

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##### THE TOWN OF GOLDEN:

- .1 Supports the use of lands designated Commercial for gas stations, other automobile-oriented products and services, as well as a wide range of retail, office, service commercial, food and beverage, and accommodation facilities.
- .2 Will strive to ensure that all development within the designation provides for good traffic circulation patterns, and entrance and exit points that do not conflict with adjoining traffic flows.
- .3 Will work with the provincial and federal partners to help ensure safe access and egress for areas fronting Highway 1.
- .4 Will ensure design compatibility with surrounding development through the development permit process.



- .5 Will work with the Ministry of Transportation and Transit to address potential truck storage areas developed in or adjacent to the designation.
- .6 Encourages the retention of treed slopes.
- .7 May consider indoor recreation facilities that can be used in year-round activities, including climbing gyms, dance studios and gymnasiums, etc.
- .8 May consider mixed-use multi-unit developments through a variance process.
- .9 Any hotel or mixed-use multi-unit developments considered through a variance process should observe the following design guidance:
  - a. Building design supports a comfortable pedestrian scale at the street level.
  - b. Significant additional greenspace and/or public space is created.
  - c. View corridors and viewsheds are maintained and not adversely affected.
  - d. Solar access for neighbouring properties is maximized.
  - e. Long, continuous facades with no variation are strongly discouraged. Visual interest and building articulation should be created by varying height, rooflines, and massing throughout the site.
- .10 Any hotel or mixed-use multi-unit developments considered through a variance process may benefit from submitting an amenity contribution for five or six storey buildings that addresses public interest and if the proposal reduces the increased financial burden on the taxpayers created by property development. This contribution could support affordable housing, offsite infrastructure not fronting the development, or other community needs.



## 5.4 INDUSTRIAL

Golden is situated on the Trans-Canada Highway and Canadian Pacific Kansas City (CPKC) main line. Warehousing, freight forwarding, and supply chain logistics serve local and regional businesses, while CPKC operates a major railyard and support services from the town. Forestry also remains central to Golden's industrial base, and sawmills and wood products manufacturing contribute to the local and regional economy.

### Objectives

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- .1 Support the retention and expansion of existing industrial and manufacturing businesses to maintain Golden's diversified local economic base.
- .2 Ensure an adequate supply of industrial land to meet anticipated needs through the efficient use of underutilized and vacant light industrial land.
- .3 Minimize conflicts between industrial and non-industrial uses.
- .4 Minimize detrimental effects of industrial development on the natural environment and surrounding areas.

### Policies

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#### THE TOWN OF GOLDEN:

- .1 Supports the use of lands designated Industrial on Schedule B for rail yards and associated services; light manufacturing; sawmills and lumber processing; warehousing, wholesaling and storage; concrete plants; processing, packaging and assembly; service and repair of industrial equipment; general service and repair; utilities and public works; and businesses. Other uses include offices and showrooms for building trades, building material sales, and commercial business services.
- .2 Requires industrial use areas, such as gravel pits, to be reclaimed and greened up by the operator after works are complete.
- .3 Supports air quality management initiatives, including dust management as well as train idling management, in rail yard areas.
- .4 Will limit retail and/or other non-industrial activity on industrial lands so that such uses are directed instead to the Trans-Canada Highway corridor and/or downtown Golden.

## 5.5 PARKS, RECREATION AND OPEN SPACE

Golden’s parks, recreational areas, and open spaces offer important and valued community amenities. They provide access to the Columbia and Kicking Horse Rivers, link and connect community destinations, and support environmental stewardship of important open spaces and wildlife corridors.

### Objectives

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- .1 Maintain existing parks, recreation and open space opportunities to meet the needs of Golden’s residents.
- .2 Acquire new park and open spaces to ensure future park and recreational needs are met.
- .3 Improve access to parks and recreation, services, and programming for all members of the community regardless of age, income, race, gender identity, or ability.
- .4 Steward and expand the development of Golden’s multi-use trail network with connections to other important community destinations, including schools, downtown, and trails and open space in Electoral Area A.
- .5 Protect and steward natural land forms and ecosystems in park and open space areas.
- .6 Maintain and improve recreational activities and public access to the Columbia River and Kicking Horse River.

### Policies

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#### THE TOWN OF GOLDEN:

- .1 Supports the stewardship, enhancement and interpretation of important environmental features and areas in the Golden’s parks, recreation, and open space areas.
- .2 Supports developing and maintaining all parkland, open space and recreation areas following best environmental practices wherever possible.
- .3 Supports increased accessibility on major trails and greenway linkages, whenever feasible and appropriate.
- .4 Supports the development of improved public access to the Kicking Horse River near Centennial Park and where other opportunities may arise.
- .5 Recognizes the River Walk as an important component of the community’s parks and recreation infrastructure and will continue to encourage increasing pedestrian activity along it, while potentially reducing vehicle access hours along it.
- .6 Supports trail lighting that is Dark Sky compliant to reduce impacts associated with light pollution where appropriate and feasible.
- .7 Supports the use of parks and greenways as key links in the Active Transportation Network.
- .8 Will build on existing trail networks, prioritizing key destinations and links, to adapt them for use as active transportation infrastructure to support greater connectivity and transportation choice.

- .9 Supports the use and compatible stewardship of parks and greenways by community organizations for events, educational programming, food security, and environmental initiatives.
- .10 Encourages lands within the Parks, Recreation and Open Space designation to adhere to the B.C. FireSmart Program.
- .11 Avoid parkland dedication as small, fragmented parcels of land, except where it supports the protection of natural areas for their conservation value and where they link existing park and trail systems.
- .12 Will provide new neighbourhood and community parks based on future development and increases in population where required and feasible.
- .13 Shall move towards collecting Development Cost Charges for parks against new development to assist in offsetting the cost of new parkland acquisition and development.
- .14 Shall collect cash-in-lieu of parkland as part of the subdivision process unless there is are clear reasons for parkland in the area.



## 5.6 INSTITUTIONAL

The Town of Golden is home to several administrative, institutional, cultural and recreational facilities used by residents and the larger region.

### Objectives

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- .1 Support the development of civic and institutional uses within areas designated Institutional in Schedule B.
- .2 Ensure that there are sufficient lands within Golden to support future institutional uses as required for education services, public health services and other civic uses.
- .3 Ensure institutional land uses are located where they can best serve the needs of Golden residents.
- .4 Enhance existing administrative, institutional and cultural assets.

### Policies

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#### THE TOWN OF GOLDEN:

- .1 Will work with local stakeholders and community organizations to ensure efficient and effective use of community assets including Golden Civic Centre, Golden Seniors' Centre, and the Mount 7 Rec Plex.
- .2 Supports joint facility planning initiatives with School District No. 6 (Rocky Mountain) and School District No. 93 (Conseil Scolaire Francophone) to use schools and recreational facilities where appropriate and feasible.
- .3 Will maintain recreation and cultural facilities to a high degree of excellence.
- .4 Will work with community partners, including Kicking Horse Culture and Tourism Golden to activate and program community venues and spaces, including recreation facilities, Spirit Square, and the Golden Civic Centre.
- .5 After completion of a municipal land strategy, will work with community partners and agencies to explore the feasibility and compatibility of developing a seniors' housing complex.
- .6 Will continue to work cooperatively and collaboratively with local partners and agencies to monitor the effectiveness of social programs and community health.

## 5.7 AIRPORT

The airport is important to Golden for the transportation of people and goods, the support of business, emergency services and public safety, and economic development.

### Objectives

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- .1 Support airport operations as an important component of Golden's transportation connections and services.
- .2 Encourage the continued expansion of service at the Golden Airport through advocacy and partnerships.
- .3 Enhance access to the Columbia River adjacent to the airport area.

### Policies

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#### THE TOWN OF GOLDEN:

- .1 Will seek to ensure that lessees engaged in land use activities involving the use, handling or storage of hazardous materials shall comply with all relevant provincial regulations.
- .2 Will ensure that entrances to developments are landscaped and parking and loading areas clearly marked and defined by landscaped buffers where necessary, feasible, and practical.
- .3 Supports screening of all outdoor storage from the view of residential areas, the river and/or public areas.
- .4 Exterior lighting on buildings should be sharp cut-off at the horizontal plane and directed towards the ground.





## 5.8 AGRICULTURAL LAND RESERVE

The Town of Golden has two parcels of Agricultural Land Reserve. One can only be accessed through CSRD Electoral Area A and one within the Pacific Wood Tech mill site. The parcels are designated by the provincial government to be preserved for agricultural use or uses compatible with agricultural purposes. The Land Commission decides on requests for exclusion, subdivision and non-farm use of land in the ALR.

### Objectives

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- .1 Support agricultural uses in the Agricultural Land Reserve.

### Policies

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#### THE TOWN OF GOLDEN:

- .1 Will ensure that land within the Agricultural Land Reserve (ALR) is be used for farm use as defined in the *Agricultural Land Commission Act* and as provided for under *Agricultural Land Reserve Use, Subdivision and Procedure Regulation*.

## 6. Development Permit Areas



Development Permit Areas (DPA) are used to shape new development on a site-specific basis to achieve the goals and objectives set out in this OCP. Designated under Section 488(1)(d) and (f) of the *Local Government Act (LGA)*, DPAs and associated guidelines are intended to fulfill specific objectives or address concerns. Under the *LGA*, DPAs may be designated to specify community goals related to architectural and site form and character, protection of the natural environment, safeguarding development from hazardous conditions, revitalization of commercial areas, water and energy conservation, and for the reduction of greenhouse gas emissions.

An owner of land located within a DPA must obtain a development permit before commencing any new development, including land alteration, construction, and subdivision, as detailed in the following sections. However, certain circumstances and activities are exempt from development permit requirements, as outlined in each DPA.

The Town of Golden reviews development permit applications in accordance with the guidelines outlined in this OCP for each DPA. Issuance of a development permit serves as authorization to proceed with the proposed development, subject to obtaining other permits and authorizations. Additionally, the permit may be subject to conditions imposed by the Town in accordance with the applicable DPA guidelines. The Town of Golden Official Community Plan establishes the following development permit areas, as identified in Schedule C – Form and Character Areas, Schedule D – Riparian, and Schedule E – Wildfire Interface.

- 6.1 Mixed-Use Commercial Residential
- 6.2 Residential
- 6.3 Corridor
- 6.4 Working Town Industrial
- 6.5 Riparian
- 6.6 Wildfire Interface

## **6.1 MIXED-USE COMMERCIAL RESIDENTIAL**

### **Area**

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The Mixed-Use Development Permit Area applies to the lands identified on Schedule D. This DPA guides mixed-use commercial development in the Downtown North and Downtown South neighbourhoods to support vibrant, walkable, and attractive downtown areas in Golden, centered along 10th Avenue and bisected by the Kicking Horse River. These areas feature a mix of local businesses, public gathering spaces, and important community destinations, all framed by mountain views.

### **Purpose and Justification**

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The purpose of the Mixed-Use Commercial Development Permit Area is to ensure that the building and site design of new development, including redeveloped sites within Golden's downtown area are attractive, pedestrian-scaled, consider Golden's small-town character, supports ongoing revitalization efforts, and helps protect and maintain important natural features and views.

Golden's two downtown areas are the Town's primary local servicing commercial areas and are geographically central to the community. It is also located prominently along 10th Avenue / Highway 95. The form and character of buildings have a significant impact on the overall image of Golden, visitor experience, and on the adjacent residential areas.

The following objectives guide new development in the Mixed Use Commercial Residential DPA:

- Encourage new development that preserves Golden's small-town character, supports ongoing revitalization efforts, helps protect and maintain important natural features and views.
- Encourage mixed-use development that expands Golden's housing diversity and supports a vibrant, active and safe downtown.
- Support building design that enhances downtown streets and open spaces, supports active transportation choices, and social interaction and ensures pedestrian comfort.
- Encourage new development that prioritizes energy efficiency.
- Ensure landscaping that enhances Golden's urban forest and supports a healthy public realm.

### **Exemptions**

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The following do not require a Development Permit:

- .1 Routine building repairs / maintenance including new roofing, residing, and window and door replacement.
- .2 Internal renovations.
- .3 Installation of canopies, awnings, or signs.
- .4 Building Code and safety requirements and upgrades such as the installation of fire protections systems, installation of fire exits, construction of ramps for persons with disabilities, etc.

## Guidelines

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The following guidelines apply specifically to all new development within the Mixed-Use Commercial Development Permit Area.

### ***Siting and Massing of Buildings***

- .1 Buildings entrances should be oriented to face the street.
- .2 Corner buildings should face both adjacent streets and not have a blank wall on one side.
- .3 The ground floor and second floor of a building must not be set back from the public sidewalk, except for recessed building entrances and pedestrian amenities such as small plazas or outdoor seating areas. Front and side entrances should be recessed from the main façade of the building so that the municipal sidewalk is not blocked by an out swinging door.
- .4 Front and side entrances should be recessed from the main façade of the building so that the municipal sidewalk is not blocked by an out swinging door.
- .5 Buildings should not present blank walls to any public sidewalk. Instead, they should include a regular pattern of windows on all walls that face a public sidewalk.
- .6 Residential entrances should be provided at street level. Rear entrances can also be provided.
- .7 Building heights are limited to four storeys.
- .8 Roof line articulation should complement the immediately surrounding development context.
- .9 All multi-unit developments should front or appear to front onto adjacent roadways. This may be achieved through appropriate treatment of the building exteriors and through the provision of pedestrian entranceways and walkways to the street.
- .10 Mechanical equipment should be appropriately screened and buffered to reduce any negative visual impacts.





## ***Building Form and Character***

- .11 Buildings that back onto the Kicking Horse River and River Walk should include architectural details, entrances, patio spaces, etc. that face both the street and riverfront.
- .12 Where possible, materials reflecting the heritage of Golden, including wooden post and beam elements should be incorporated in buildings and structures. The elements should be integral to the building and ideally not decorative.
- .13 All residential units should have access to useable private or semi-private outdoor space on balconies or roof decks that also maximize sun and views.
- .14 Long, continuous facades with no variation are strongly discouraged. Visual interest and building articulation should be created by varying height, rooflines, and massing throughout the site.

## ***Parking and Access***

- .15 On-site parking and loading should be located to rear of building.
- .16 Parkades or tuck under parking at the rear of buildings is encouraged, where feasible and appropriate.
- .17 Off-street parking areas should be concealed within structures, where possible, or screened from view from the streets.
- .18 Where feasible and practical, wider sidewalk areas should be considered to support more animated and vibrant business frontage zones and pedestrian areas.
- .19 Secure bike parking enclosures and end of trip facilities are strongly encouraged.
- .20 Access and circulation for pedestrians should be prioritized, including through sites and to the river.
- .21 Incorporation of measures to allow for effective snow storage and management onsite should be considered in the design of new buildings.

## ***Environment and Landscaping***

- .22 Sidewalk canopies are encouraged to enhance the pedestrian streetscape and provide weather protection.
- .23 Weather protected entrances with canopies, awnings or porticos should be provided for front entrances.
- .24 Soft landscaping (trees, shrubs, ground covers, flowers) should include climate resilient and/or native species, where possible, and be consistent with, or complimentary to existing Town-maintained landscaping and reflect the character of existing features and location.
- .25 Site design should seek opportunities to incorporate a low impact approach to managing stormwater. This may include swales, bio-retention and rain gardens to reduce both peak stormwater flows and contaminant loadings.
- .26 Off-street parking and service areas (garbage, recycling, etc.) should be screened (using vegetation, enclosures, decorative fencing, etc.), be roofed (for ease of servicing in the winter), and generally located in alleyways, as feasible, to generally enhance the appearance of the area.
- .27 Appropriate downcast lighting should be provided at all entrances, pedestrian walkways and driveways.
- .28 Where practical, all lighting should be Dark Sky compliant to reduce impacts associated with light pollution.

## ***Energy Efficiency***

- .29 Consider buildings with a simplified form and fewer complex junctions to minimize building envelope heat loss and use articulation strategies for the building facade that can be done outside of the building thermal envelope, such as changes in exterior colours, textures, and materials.
- .30 Consider use of appropriately designed exterior shading devices to block unwanted solar gains in warmer months while welcoming solar gains from lower winter sunlight. Other options include windows with an appropriate solar gain coefficient and slightly inset windows.
- .31 BC Building Code Part 9 and Part 3 Buildings are encouraged to achieve a higher B.C. Step Code compliance than currently required under B.C. Building Code of the Town's building bylaw.

**FIGURE:** Infill development considerations



### INFILL DEVELOPMENT CONSIDERATIONS

- ① Corner buildings should face both adjacent streets and not have a blank wall on one side.
- ② Where feasible and practical, wider sidewalk areas should be considered to support more animated and vibrant business frontage zones and pedestrian areas.
- ③ Sidewalk canopies are encouraged to enhance the pedestrian streetscape and provide weather protection.
- ④ Residential units should have access to useable private or semi-private outdoor space on balconies or roof decks that also maximize sun and views.
- ⑤ On-site parking and loading should be located to rear of building.
- ⑥ Off-street parking and service areas (garbage, recycling) should be screened (using vegetation, enclosures, decorative fencing, etc.)
- ⑦ Site design should seek opportunities to incorporate a low impact approach to managing stormwater. This may include swales, bio-retention and rain gardens to reduce both peak stormwater flows and contaminant loadings.

**FIGURE:** Larger development site considerations



**LARGER DEVELOPMENT SITE CONSIDERATIONS**

- ① Access and circulation for pedestrians should be prioritized, including through sites and to the river.
- ② Off-street parking areas should be concealed within structures, where possible, or screened from view from the streets.
- ③ Buildings that back onto the Kicking Horse River and River Walk should include architectural details, entrances, patio spaces, etc. that face both the street and riverfront.
- ④ Roof line articulation should complement the immediately surrounding development context.
- ⑤ Explore angled parking where feasible and appropriate with planting areas and street trees.

**FIGURE:** Larger development site considerations — details



**LARGER DEVELOPMENT SITE CONSIDERATIONS — DETAILS**

- ① Where possible, materials reflecting the heritage of Golden, including wooden post and beam elements should be incorporated in buildings and structures.
- ② Sidewalk canopies are encouraged to enhance the pedestrian streetscape and provide weather protection.
- ③ Weather protected entrances, such as porches or porticos, should be provided for front entrances.
- ④ Soft landscaping (trees, shrubs, ground covers, flowers) should include climate resilient and/or native species, where possible, and be consistent with, or complimentary to existing Town-maintained landscaping and reflect the character of existing features and location.
- ⑤ Secure bike parking enclosures and end of trip facilities are strongly encouraged.

## 6.2 RESIDENTIAL

### Area

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This development permit area covers residential areas.

### **Purpose and Justification**

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To guide residential subdivision creating 3+ new lots or over 10,000 square meters and multi-dwelling unit development and promote a high standard of design.

### **Exemptions**

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The following do not require a development permit:

- .1 2 dwelling units or less.
- .2 Routine building repairs / maintenance including new roofing, residing, and window and door replacement.
- .3 Internal renovations.
- .4 Building Code and safety requirements and upgrades such as the installation of fire protections systems, installation of fire exits, construction of ramps for persons with disabilities, etc.

### **Guidelines**

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The following applies to all development within the Residential Development Area.

#### ***Siting and Massing of Buildings***

- .1 Overly long blocks will be avoided and two vehicular and pedestrian exits will be sought where practical from an area – this includes internal roads to create a well-connected road, trail and sidewalk network.
- .2 The design and siting of buildings and individual units should take advantage of views natural amenities and adjacent open spaces and should provide the maximum number of units with good sun exposure to enhance the liveability of units.
- .3 New developments must support the efficient use of land and existing and new infrastructure.
- .4 Long, continuous facades with no variation are strongly discouraged. Visual interest and building articulation should be created by varying height, rooflines, and massing throughout the site.

#### ***Building Form and Character***

- .5 Multi-unit buildings should be sensitive to the surrounding residential neighbourhood in regard to scale with roof shapes mainly pitched.
- .6 Site buildings so they are aligned parallel to the street edge, forming a “street wall” that frames public streets and sidewalks. Remaining units can face an internal road.
- .7 For corner sites, buildings should face both the main and side streets.
- .8 Setbacks should be sensitive to the existing neighbourhood, however, exceptions may be supported where the construction of pedestrian-friendly building elements, such as front porches, are part of the development.



- .9 Flat roofed buildings must incorporate architectural detailing such as cornices, to add visual interest.
- .10 No more than 5 townhouses or rowhouses in a row without a break.
- .11 The design of a new project or addition to an existing development shall be based on a comprehensive design concept.
- .12 Mechanical equipment should be appropriately screened and buffered to reduce any negative visual impacts.

### ***Parking and Access***

- .13 Typically, only one driveway per development will be supported.
- .14 On-site parking should be located beside or to the rear of buildings where practical and feasible.
- .15 Parking should incorporate pedestrian walkways with landscaping as an integral element of the design to ensure safe separation of pedestrians and vehicles.
- .16 Secure bike parking enclosures and end of trip facilities are strongly encouraged.

### ***Environment and Landscaping***

- .17 It is encouraged to include street trees, yard trees, and tree placement based on solar orientation that is a leafy deciduous that is round, in a shape and provides summer shade (rather than columnar).
- .18 Landscaping should be used to delineate property boundaries and access.
- .19 Low maintenance and naturalized drought tolerant species are encouraged for on-site landscaping.
- .20 Treed slopes should be maintained. Retaining walls shall employ a system of smaller stepped retaining walls instead of a large uniform wall. The walls should be designed to permit landscaping of the terraces.
- .21 Cut slope areas shall be regreened as part of any development.

- .22 Site design should seek opportunities to incorporate a low impact approach to managing stormwater. This may include swales, bio-retention and rain gardens to reduce both peak stormwater flows and contaminant loadings.
- .23 Recycling and garbage bins should be screened by landscaping, solid decorative fencing, or a combination of both, be roofed (for ease of servicing in the winter), and be located be in alleyways where practical and feasible.
- .24 Where practical, all lighting should be Dark Sky compliant and be shielded to prevent spill onto neighbouring properties and reduce light pollution.

### ***Energy Efficiency***

- .25 BC Building Code Part 9 and Part 3 Buildings are encouraged to achieve a higher B.C. Step Code compliance than currently required under B.C. Building Code of the Town's building bylaw.
- .26 Consider buildings with a simplified form and fewer complex junctions to minimize building envelope heat loss and use articulation strategies for the building facade that can be done outside of the building thermal envelope, such as changes in exterior colours, textures, and materials.
- .27 Consider use of appropriately designed exterior shading devices to block unwanted solar gains in warmer months while welcoming solar gains from lower winter sunlight. Other options include windows with an appropriate solar gain coefficient and slightly inset windows.



## 6.3 CORRIDOR

### Area

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The Corridor Development Permit Area applies to the lands identified on Schedule D. The DPA guides commercial development along the Trans-Canada Highway corridor.

### Purpose and Justification

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The purpose of the Corridor Development Permit Area is to maintain the high standard of design for automobile oriented commercial development and service commercial development in the area to ensure it contributes to the public realm and vehicle safety along the corridor.

The following objectives guide new development in this development permit area:

- Support building design that enhances the public realm.
- Encourage new development that prioritizes energy efficiency.
- Minimize detrimental effects of development on the natural environment and surrounding areas.

### Exemptions

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The following do not require a Development Permit:

- .1 Routine building repairs / maintenance including new roofing, residing, and window and door replacement.
- .2 Internal renovations.
- .3 Installation of canopies, awnings, or signs.
- .4 Building Code and safety requirements and upgrades such as the installation of fire protections systems, installation of fire exits, construction of ramps for persons with disabilities, etc.



## Guidelines

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The following guidelines apply specifically to all new development within the Corridor Development Permit Area.

### ***Siting and Massing of Buildings***

- .1 Buildings should be oriented to primarily face the Trans-Canada Highway and on a corner lots to secondarily face adjacent streets.
- .2 Building heights are limited to four storeys.
- .3 Visual interest and building articulation should be created by varying height and massing throughout the site.
- .4 Siting of buildings and individual units should consider the need to create pedestrian connectivity.
- .5 View corridors and viewsheds should be maintained where practical and feasible.
- .6 Building shadowing should not adversely affect the site or neighbouring properties.
- .7 Any site adjacent to a Riparian Development Permit Area should complement and enhance the site edges with a minimum 4.0 metre landscaped buffer.
- .8 Mechanical equipment should be appropriately screened and buffered to reduce any negative visual impacts.

### ***Building Form and Character***

- .9 Materials reflecting the heritage of Golden, including wooden post and beam elements should be incorporated in buildings and structures. The elements should be integral to the building and ideally not decorative.
- .10 Where more than one building is to be constructed on the site, the buildings should share common architectural features.
- .11 Long, continuous facades with no variation are strongly discouraged. Visual interest and building articulation should be created by varying height, rooflines, and massing throughout the site.



- .12 Long building walls shall be visually relieved by a combination of windows, variety in exterior finishes, and architectural features.
- .13 Exterior materials and finishes should be selected for their resistance to weathering, durability, low cost of maintenance, and aesthetic quality.
- .14 Building forms should avoid snow falling from roofs onto, or the formation of ice on, pedestrian ways or neighbouring properties. Roofs that are engineered to retain snow are preferred. Overhangs should be provided to avoid “wet walls.”
- .15 Incorporation of measures to allow for effective snow storage and management onsite should be considered in the design of new buildings.
- .16 Weather protected entrances, with canopies, awnings or porticos, should be provided for front entrances.
- .17 Landscaped seating areas that are screened from roads and parking areas should be provided for customers where feasible and appropriate.

### ***Parking and Access***

- .18 Typically, only one driveway per development will be supported.
- .19 On-site parking and loading should be located beside or to the rear of buildings where practical and feasible.
- .20 Parking should incorporate pedestrian walkways with landscaping as an integral element of the design to ensure safe separation of pedestrians and vehicles.
- .21 Secure bike parking enclosures and end of trip facilities are strongly encouraged.

### ***Environment and Landscaping***

- .22 Landscaping should be used to delineate property boundaries and access.
- .23 Low maintenance and naturalized drought tolerant species are encouraged for on-site landscaping.
- .24 Treed slopes should be maintained. Retaining walls shall employ a system of smaller stepped retaining walls instead of a large uniform wall. The walls should be designed to permit landscaping of the terraces.
- .25 Cut slope areas shall be regreened as part of any development.
- .26 Site design should seek opportunities to incorporate a low impact approach to managing stormwater. This may include swales, bio-retention and rain gardens to reduce both peak stormwater flows and contaminant loadings.
- .27 Recycling and garbage bins should be screened by landscaping, solid decorative fencing, or a combination of both, be roofed (for ease of servicing in the winter), and be located in alleyways where practical and feasible.
- .28 Where practical, all lighting should be Dark Sky compliant and be shielded to prevent spill onto neighbouring properties and reduce light pollution.
- .29 BC Building Code Part 9 and Part 3 Buildings are encouraged to achieve a higher B.C. Step Code compliance than currently required under B.C. Building Code of the Town’s building bylaw.

## **Energy Efficiency**

- .30 The impact of massing and articulation on energy performance of high-performance buildings shall consider buildings with a simplified form and fewer complex junctions to minimize building envelope heat loss and using articulation strategies for the building facade that are able to be done outside of the building thermal envelope, such as changes in exterior colours, textures, and materials.
- .31 Consider buildings with a simplified form and fewer complex junctions to minimize building envelope heat loss and use articulation strategies for the building facade that can be done outside of the building thermal envelope, such as changes in exterior colours, textures, and materials.
- .32 Consider use of appropriately designed exterior shading devices to block unwanted solar gains in warmer months while welcoming solar gains from lower winter sunlight. Other options include windows with an appropriate solar gain coefficient and slightly inset windows.
- .33 BC Building Code Part 9 and Part 3 Buildings are encouraged to achieve a higher B.C. Step Code compliance than currently required under B.C. Building Code of the Town's building bylaw.



## 6.4 WORKING TOWN INDUSTRIAL

### Area

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The Working Town Development Permit Area applies to the lands identified on Schedule D. The DPA guides industrial, service industrial, and some commercial development areas that together form “working Town” areas of Golden.

### Purpose and Justification

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The purpose of the Working Town Development Permit Area is to ensure that site design of development within Golden’s Working Town Industrial minimize environmental impacts and are effectively screened and landscaped to minimize conflicts with abutting or nearby non-industrial or service industrial uses.

The following objectives guide new development in this development permit area:

- Minimize conflicts between industrial and non-industrial uses.
- Minimize detrimental effects of industrial development on the natural environment and surrounding areas.

### Exemptions

---

The following do not require a Development Permit:

- .1 Routine building repairs/maintenance including new roofing, residing, and window and door replacement.
- .2 Internal renovations.
- .3 Installation of canopies, awnings, or signs.
- .4 Building Code and safety requirements and upgrades such as the installation of fire protections systems, installation of fire exits, construction of ramps for persons with disabilities, etc.

### Guidelines

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The following guidelines apply specifically to all new development within the Working Town Industrial Development Permit Area.

#### ***Siting and Massing of Buildings***

- .1 Design strategies and buffers will be used to minimize impact to surrounding areas.
- .2 Any site adjacent to a Riparian Development Permit Area should complement and enhance the site edges with a landscaped buffer and take measures to ensure this area remains clean and protected from any potential pollutants.

#### ***Building Form and Character***

- .3 The design of a new project or an addition to an existing development should give adequate attention to the general architectural style, detailing, scale, materials, character and material of roofs, treatment of entrances and gradations of heights.
- .4 Commercial retail, food and beverage service, and indoor recreation facilities, including climbing gyms and gymnasiums will require additional attention to the

general architectural style, detailing, scale, materials, character and material of roofs, treatment of entrances and gradations of heights.

- .5 Roof pitches should direct snow away from building entrances and any areas where pedestrians are expected to travel or gather.
- .6 Adequate space must be identified for on-site storage of snow.

### ***Parking and Access***

- .7 Typically, only one driveway per development will be supported.
- .8 Buildings shall be sited to ensure parking is located beside or behind the proposed development site where feasible and practical.
- .9 Parking and service areas should be screened and landscaped. Design consideration should be given for safe pedestrian walkways and vehicular access and should consider the movement of larger vehicles.
- .10 Loading docks and service areas should be located at the rear of the building, where possible, and be adequately screened from adjacent uses with landscaping, berms, decorative walls and / or fencing. Screening should complement the site and building design.
- .11 Secure bike parking enclosures and end of trip facilities are strongly encouraged.

### ***Environment and Landscaping***

- .12 Outside storage areas should be screened from surroundings roads and adjacent uses with landscaping, berms, decorative walls and or fencing. Screening should complement the site and building design.
- .13 Landscaping should be used to delineate property boundaries and access.
- .14 Low maintenance and naturalized drought tolerant species are encouraged for on-site landscaping.
- .15 Areas for outdoor storage of materials, products or equipment should be screened from view of public highways.
- .16 Exterior lighting on buildings must be sharp cut-off at the horizontal plane and directed towards the ground.
- .17 Waste disposal and recycling bins must be contained within an enclosure to screen from view and prevent access by wildlife and be roofed for ease of servicing in the winter).
- .18 Developments may be required to have oil/water separators for runoff in industrial areas, particularly where vehicles are parked or materials are stored.
- .19 BC Building Code Part 9 and Part 3 Buildings are encouraged to achieve a higher B.C. Step Code compliance than currently required under B.C. Building Code of the Town's building bylaw.

## 6.5 RIPARIAN

### Area

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The Riparian Development Permit Area applies to the lands identified on Schedule D. The DPA guides new development on lands within 30 metres of the following:

- all creeks including but not limited to Hospital and Edelweiss Creek;
- all lakes including but not limited to Reflection Lake; and
- all wetlands.

### Purpose and Justification

---

The Development Permit Area (DPA) designates areas for the purpose of protecting the natural environment, its ecosystems and biodiversity in relation to freshwater streams and fish habitat. The provincial *Fish Protection Act* requires local governments to protect riparian areas from the effects of residential, commercial and industrial development in accordance with the Riparian Areas Protection Regulation.

The following objectives guide development:

- To preserve sensitive ecosystems, their functioning, connectivity and the species therein.
- Minimize detrimental effects of development on the natural environment and surrounding areas.
- Conserve the visual and ecological assets of Golden's streams, creeks, lakes and wetlands for the benefit of present and future generations.

### Exemptions

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The following do not require a Development Permit:

- .1 The construction, repair, maintenance or alteration of any new public structure, facility or land, including park land, open space or trails.
- .2 The construction, repair, maintenance or alteration of public utility works, including sanitary sewer, storm sewer, water, cable, hydro-electric or telecommunications works provided it remains within the existing footprint and does not further encroach into the riparian area.
- .3 The repair or alteration to an existing building or structure, provided the footprint of the building or structure is not expanded.
- .4 Any farm use as defined in the *Agriculture Land Commission Act* on land located in the ALR.
- .5 The repair of existing fences or the construction of small, detached accessory buildings under 10m<sup>2</sup>.
- .6 Habitat improvement, ecological enhancement initiatives or stabilization works that have been approved by the Town of Golden and/or Qualified Environmental Professional.
- .7 Emergency actions to address immediate dangers, such as flooding, erosion or hazardous trees, needed to protect properties or risks to residents.

## Guidelines

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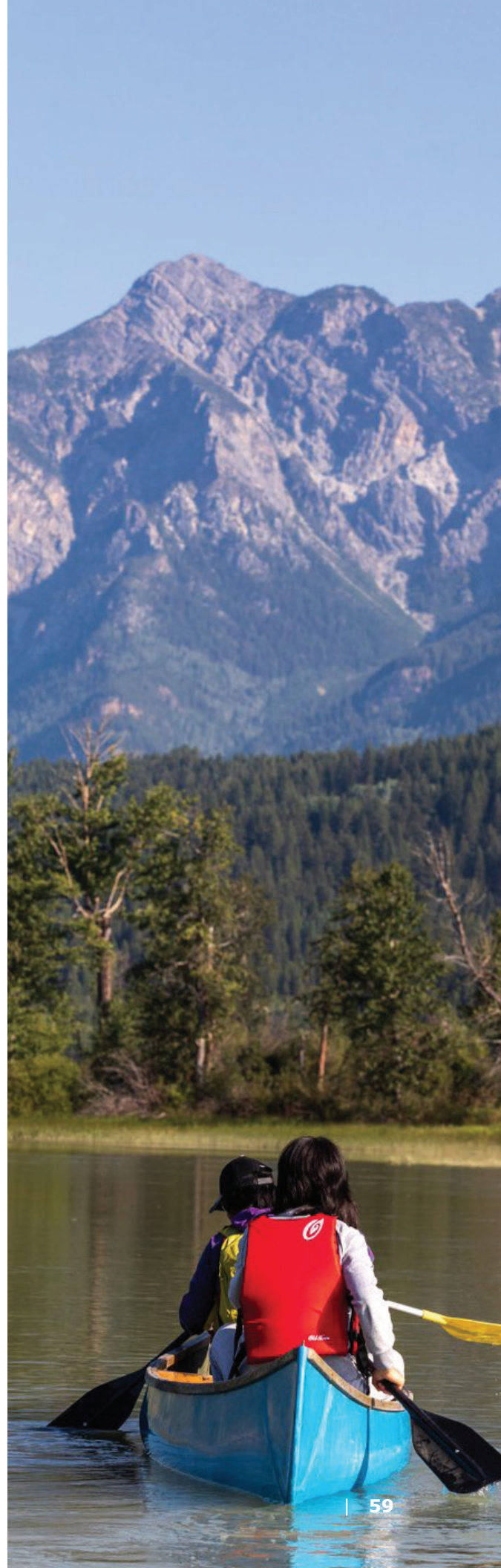
The following guidelines apply specifically to all new residential, commercial, and industrial development within the Riparian Development Permit Area.

- .1 Where all or a portion of the proposed development or alteration of land will occur within the Riparian Development Permit Area or Riparian Assessment Area<sup>2</sup>, a development permit application of the proposed development or alteration of land submitted to the Town of Golden must include a Riparian Assessment Report prepared by a Qualified Environmental Professional (QEP) which contains the following information:
  - a. identification of the streamside protection and enhancement areas (SPEAs)<sup>3</sup> and criteria used to define the boundaries of the SPEAs;
  - b. inventory of fish species and related habitat;
  - c. an impact statement describing the effects of the proposed development on the natural conditions of the SPEA;
  - d. measures deemed necessary to protect the integrity of SPEAs from the effects of development;
  - e. guidelines and procedures for mitigating habitat degradation including limits of proposed leave areas; and
  - f. a vegetation management plan indicating the extent of proposed buffer areas and the proposed management methods for vegetation in these areas.

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2 The Riparian Assessment Area (RAA) is a 30-meter strip of land on both sides of a stream, lake, or wetland that acts as a buffer between water and development. It is managed under the [Riparian Areas Protection Regulation \(RAPR\)](#) to protect fish habitat. The RAA was used to develop the Riparian Development Permit Area for Golden.

3 The Streamside Protection & Enhancement Area (SPEA) is a designated buffer zone adjacent to watercourses, designed to protect fish habitat and riparian vegetation during development. Under the [Riparian Areas Protection Regulation \(RAPR\)](#), these are strict non-disturbance areas aimed at minimizing erosion, filtering water, and providing shade.



- .2 Where the survey or detailed site plan shows that all or a portion of the proposed development or alteration of land will occur within the Riparian Assessment Area the Town of Golden may incorporate the SPEA determined by the QEP in the Assessment Report or any measures identified by the QEP in the Assessment Report to protect the riparian area from the effects of development in accordance with Section 491(1) (e) of the *Local Government Act* as requirements and conditions of the development permit. This may include but is not limited to additional works or protective measures such as the planting or retention of trees or vegetation to preserve, protect, restore or enhance natural watercourses, fish habitat or riparian areas.
- .3 Existing trees and native vegetation within the riparian assessment area are to be retained where feasible and practical.
- .4 A QEP is required to provide a re-vegetation plan if the proposed area to be developed was previously cleared of native vegetation or is cleared during the process of development.
- .5 Conditions and requirements respecting implementation of the vegetation management may be specified in a development permit. The chosen vegetation should be native to the ecoregion and be selected for erosion control and/or fish habitat and animal habitat values, as needed. Vegetation species used in replanting, restoration and enhancement shall be selected to suit the soil, light and groundwater conditions of the site.
- .6 The Town of Golden may require that the applicant provide security as a condition of the issuance of a development permit for the proposed development or alteration of land to be applied if a condition in the permit has not been satisfied or damage to the natural environment has resulted from a contravention of a permit condition.



## **6.6 WILDFIRE INTERFACE**

### **Area**

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The Wildfire Interface Development Permit Area applies to the lands identified on Schedule D. The DPA guides new residential development in benchland areas.

### **Purpose and Justification**

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This Development Permit Area (DPA) designates areas for the purpose of establishing guidelines for the protection of development from hazardous conditions.

Golden is classified as a wildland-urban interface community where significant developed areas meet extensive forests. This setting, combined with extended dry seasons and changing climate conditions, elevates the risk of wildfire. The BC Wildfire Service and provincial hazard mapping identify Golden and its periphery as “high” to “extreme” risk during the summer wildfire season, especially on forested slopes and in benchland subdivisions.

The following objectives guide development in this development permit area:

- Minimize the risk to property and people from wildfire hazards.
- Reduce the susceptibility to wildfire of new construction or additions near forested areas.
- Conserve the visual and ecological assets of Golden’s forests for the benefit of present and future generations.
- Reduce the risk of postfire landslides, debris flows and erosion.

### **Exemptions**

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All development is exempt from the requirements to obtain a Wildfire Interface Development Permit other than:

- .1 Subdivision.
- .2 Rezoning.
- .3 The construction and installation of a new building or structure for which a building permit is required.

### **Guidelines**

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The following guidelines apply specifically to all new development within the Wildfire Interface Development Permit Area.

#### ***Siting***

- .1 A developer shall provide a pre-development fire hazard and fire risk assessment prepared by a qualified professional with expertise and credentials in fire risk assessment prior to any development permit being issued.
- .2 The pre-development fire hazard and fire risk assessment shall include consideration of available firefighting techniques in consultation with the Town of Golden’s Fire Department.

- .3 The pre-development fire hazard and fire risk assessment shall include consideration of siting of roads and trails to act as fire breaks and access, where feasible and appropriate.
- .4 Design guidelines and siting are based upon three priority areas for the separation of buildings from areas susceptible to wildfires as follows:
  - a. Priority 1 zone is 10m (33ft) from the building, established for flat land.
  - b. Priority 2 zone begins 10m (33ft) from a building and extends to 30m depending upon topography. The more the land slopes, the more the zone should be extended.
  - c. Priority 3 zone begins 30m (100ft) from a building and extends to 200m or more. High intensity crown fires that occur in this zone may be a potential source of burning embers.
- .5 Locate new buildings or structures and associated accessory buildings and structures far away from any wildfire risk areas as is reasonably possible on the parcel.
- .6 Homes at the crest of forested slopes greater than 25% shall be setback a minimum of 10m from the crest of the slope.
- .7 Manage a Priority 1 zone defensible space of at least 10m (33ft) around buildings and structures with the goal of eliminating fuel and combustible debris, reducing risks from approaching wildfire, and reducing the potential for building fires to spread to the forest.

### **Building and Landscaping**

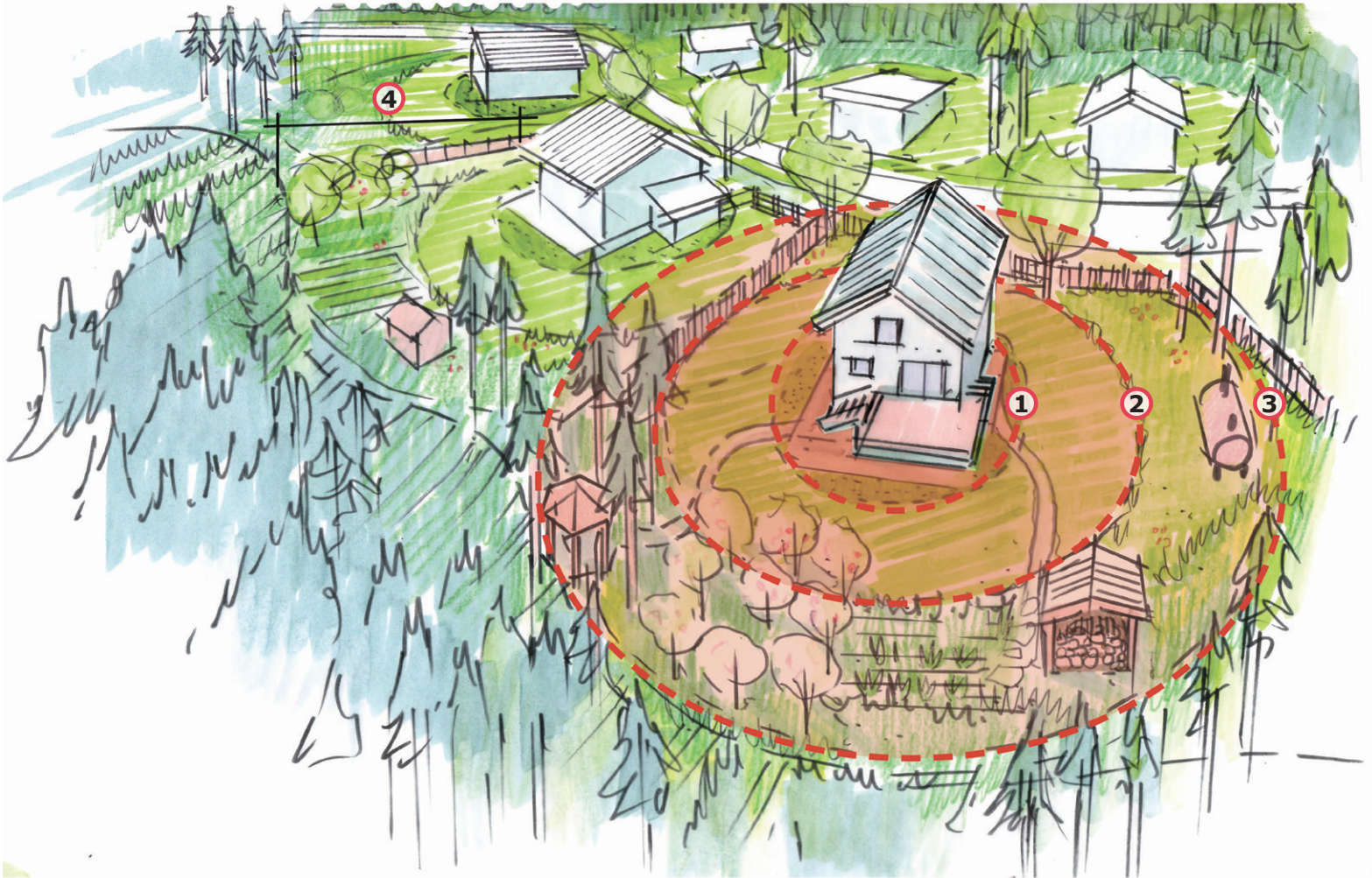
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- .8 Fire retardant roofing materials shall be used with metal or clay roofing given preference: All roofing material on new, replacement, or retrofitted dwellings or accessory buildings is to meet a minimum "B" ULC rating as defined in the BC Building Code (i.e., clay tile, concrete tile, fiberglass/asphalt shingles, metal roofing, and fibrous cement shake).
- .9 All ventilation openings in exterior walls and soffits shall be covered with non-combustible wire mesh.
- .10 Decks, porches, and balconies shall be sheathed with fire-resistive materials. Decks shall be constructed of heavy timber or with one-hour fire rated assemblies or non-combustible construction as defined by the BC Building Code.
- .11 All new dwellings, accessory buildings, and commercial buildings with exposed undersides and/or with raised decks and porches less than 2 m from ground level, shall be sheathed from the floor level to the ground level with fire-resistant materials to prohibit the entry of sparks and embers under the structure.
- .12 Deck railings shall be glass or metal.
- .13 External stairs shall be non-combustible (steel) or heavy timber.
- .14 Exterior walls shall be sheathed with fire-resistive materials such as stucco, metal siding, brick, cement, shingles, concrete block, poured concrete, rock, logs, or heavy timbers as defined in the BC Building Code.

- .15 All siding materials on new, replacement, or retrofitted dwellings, accessory buildings must use the fire-resistant materials that are a minimum of 12 mm thick and extend from the ground level to the roofline.
- .16 All chimneys and wood-burning appliances must have approved spark arrestors.
- .17 Chimneys and wood-burning appliances shall have a spark arrestor made of 12 gauge (or better) welded or woven mesh with mesh openings of less than 12 mm.
- .18 All windows shall be tempered or double-glazed to reduce heat and protect against wind and debris that can break windows and allow fire to enter the new building or structure.
- .19 All windows shall be a minimum double paned or tempered.
- .20 Wood trim around windows is not permitted.
- .21 No additional or new coniferous evergreen trees to be planted within 10 m of the building.
- .22 All wood, vegetation, and construction debris identified in the qualified professional's report shall be removed within three months of permit issuances, or immediately during high fire seasons.
- .23 Firebreaks shall be designed and installed, which may in the form of cleared parkland, roads, or utility rights-of-way.
- .24 All new construction shall have a minimum of 1 m of non-combustible surface cover (gravel, rock, concrete, etc.) around the perimeter of the structure. All new exposed decks, greater than 2 m from ground level shall require a minimum 1 m of non-combustible surface cover placed around the outside perimeter and underneath.
- .25 The development building face shall be located a minimum of 10 m away from the adjacent forest interface.
- .26 Propane tanks shall be located a minimum of 10 m from any building and have a minimum 3 m non-combustible defensible space meeting FireSmart standards surrounding the tank.



**FIGURE:** Wildfire Interface Priority Zones and FireSmart Approaches



**1**

**IMMEDIATE ZONE (0–1.5 METRES)**

- Clear vegetation and combustible material down to mineral soil and cover with non-combustible materials like gravel, brick, or concrete.

**2**

**INTERMEDIATE ZONE (1.5–10 METRES)**

- Plant fire-resistant vegetation and select non-combustible landscaping materials.
- Avoid incorporating any woody debris, including mulch.
- Keep combustible items like firewood piles, construction materials, patio furniture out of this zone.

**3**

**EXTENDED ZONE (10–30 METRES)**

- Selectively remove evergreen trees to create at least 3 metres of horizontal space between the single or grouped tree crowns.
- Remove all branches to a height of 2 metres from the ground.
- Locate propane tanks and woodsheds a minimum of 10 m from any building.

**4** **SETBACK:** Homes at the crest of forested slopes greater than 25% shall be setback a minimum of 10m from the crest of the slope.

## 7. Implementation

### 7.1 DEVELOPMENT APPROVAL INFORMATION

Pursuant to Section 485.1 of the *Local Government Act*, the entire Town of Golden is designated as a Development Approval Information Area to guide and support new development that contributes to the goals and objectives of the Official Community Plan. The Director of Planning and Development, or designate, may require development approval information pursuant to the *Local Government Act*. Where deemed relevant, an applicant may be expected to provide information regarding:

- .1 The impact of the proposed development on surrounding land uses and the community generally.
- .2 The consideration of public facilities such as schools, parkland, public spaces, and/or amenities.
- .3 The impact of the proposed development on groundwater quantity and quality, surface water runoff generated by the proposed development, and the options for collection, storage, and dispersal of such runoff.
- .4 The impact of the proposed development on public infrastructure and community services, such as water supply, sewer, fire protection, solid waste management and recycling.
- .5 The aesthetic values of the proposed development such as visual character, integration with public areas and the natural environment, lighting, noise, and odour.
- .6 The impact of proposed development on traffic volumes and roads.
- .7 Consideration of hazard area impacts, including steep slopes, flood prone areas and wildfire interfaces areas.



## 7.2 FOLLOW-UP STUDIES AND ACTIONS

The following are studies and initiatives that have been identified in the OCP as actions that could implement portions of this OCP. The actions are organized into short-term (two- to three-years) and medium-term (four years+) actions.

Recognizing the Town’s capacity issues (i.e., limited time, human resources, financial resources) and those faced by the community partners who may be involved in implementing OCP actions, Town of Golden staff screened and prioritized the actions.

**TABLE:** OCP Actions and Initiatives

Actions and Initiatives	Lead Responsibility and Partners
<b>Short-term / ongoing (two- to three- years)</b>	
Update Flood Management Bylaw using recent floodplain mapping.	Town of Golden
Downtown Parking Needs and Management Study.	Town of Golden
Update Manufactured Home Park Redevelopment Policy.	Town of Golden
Municipal Land Strategy.	Town of Golden
Explore the establishment of an Affordable Housing Reserve Fund to support the delivery of affordable housing projects over time.	Town of Golden
Explore use of Municipal and Regional District Tax (MRDT) and the Online Accommodation Platform tax for workforce housing.	Town of Golden Golden Tourism Golden CED Chamber
Explore Revitalization Tax Exemption program to encourage mixed-use redevelopment projects in downtown Golden.	Town of Golden Golden CED
Identify potential facilities for the establishment of cooling centres in the event of extreme heat, and warming centres during extreme cold.	Town of Golden Interior Health Golden Community Resources Society
Develop strategies to build relationships and support reconciliation with local First Nations and Metis communities.	Town of Golden
<b>Medium-term (four years+)</b>	
Development Cost Charge Bylaw review and update.	Town of Golden
Consider development of an Urban Forest Management Strategy.	Town of Golden
Implement a leak detection and mitigation program as recommended in Golden’s Water Conservation Plan.	Town of Golden
Update the Subdivision Servicing Bylaw.	Town of Golden

### **7.3 ZONING BYLAW**

The Town of Golden’s Zoning Bylaw sets out the density of development on a parcel of land, as well as specifying the permitted uses allowed. It also contains specific regulations that control the size, siting and various other details of development on a parcel of land. The Zoning Bylaw will be updated to ensure consistency with the OCP and to implement portions of this OCP.

### **7.4 MONITORING AND EVALUATION**

Under recent B.C. provincial legislation, municipalities are required to review and update their Official Community Plans (OCPs) at least every five years to align with current and anticipated 20-year housing needs. These updates ensure OCPs incorporate updated Housing Needs Reports and reflect current community demographics and, as of late 2023, must align with new housing initiatives.

The Town of Golden will also monitor the OCP on an ongoing basis around economic, social, and environmental factors and may choose to refine or amend the OCP accordingly as resources permit.

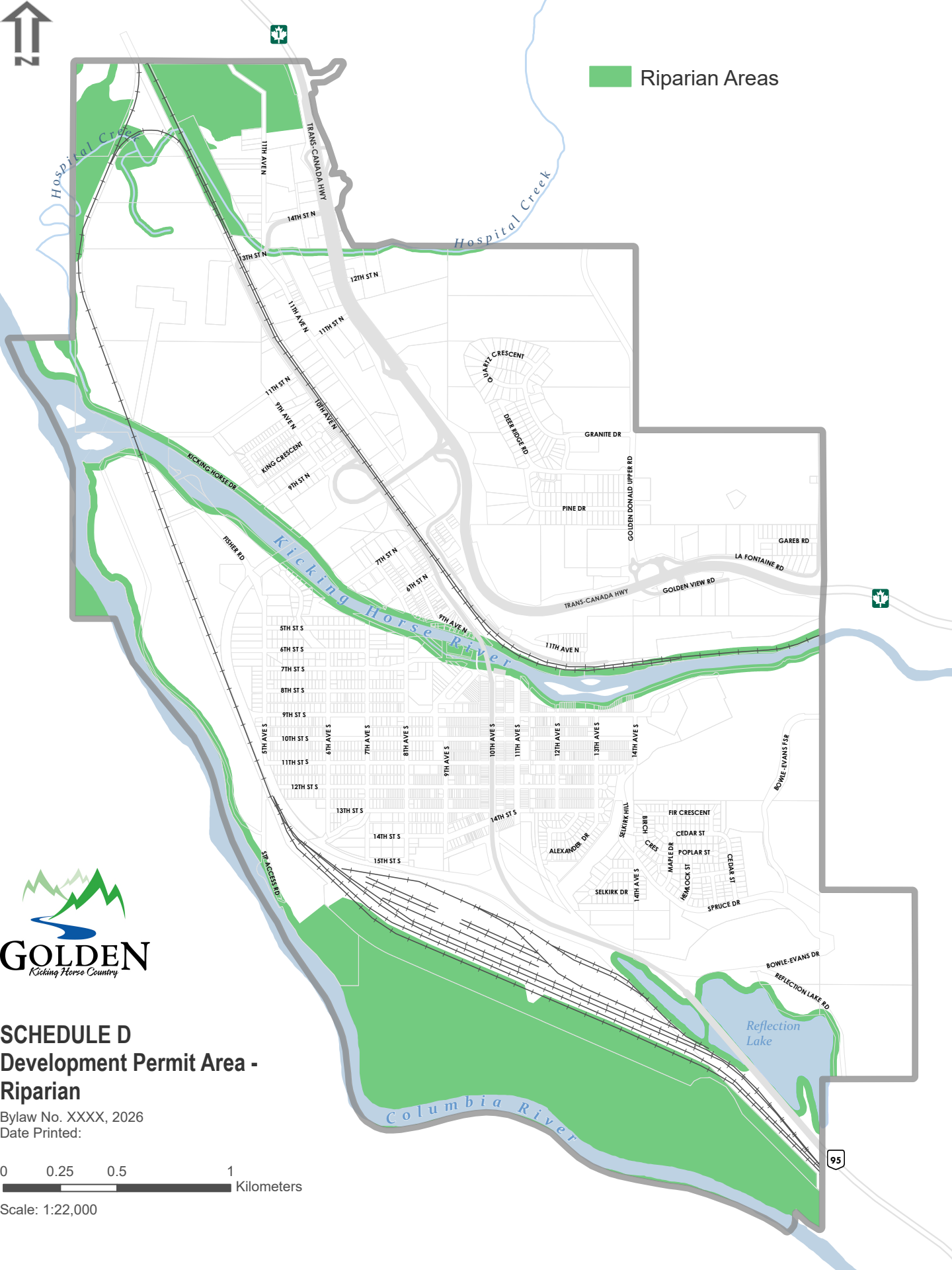








Riparian Areas



# SCHEDULE D Development Permit Area - Riparian

Bylaw No. XXXX, 2026  
Date Printed:



Scale: 1:22,000



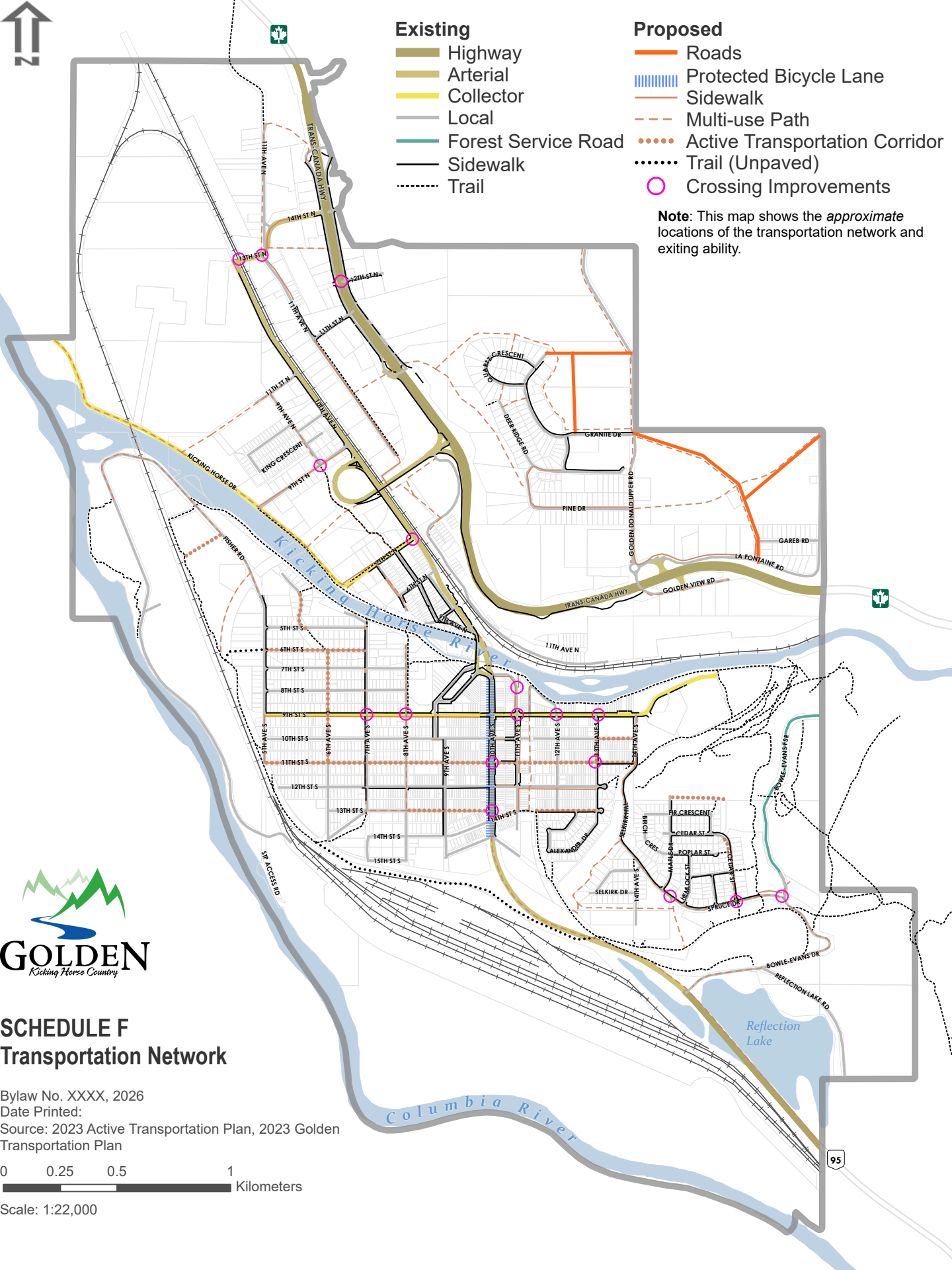
### Existing

- Highway
- Arterial
- Collector
- Local
- Forest Service Road
- Sidewalk
- Trail

### Proposed

- Roads
- Protected Bicycle Lane
- Sidewalk
- Multi-use Path
- Active Transportation Corridor
- Trail (Unpaved)
- Crossing Improvements

**Note:** This map shows the *approximate* locations of the transportation network and exiting ability.



## SCHEDULE F Transportation Network

Bylaw No. XXXX, 2026  
Date Printed:  
Source: 2023 Active Transportation Plan, 2023 Golden Transportation Plan



Scale: 1:22,000



Schedule E  
Development Permit Area – Wildfire Interface

Additional Mapping and Analysis Required.

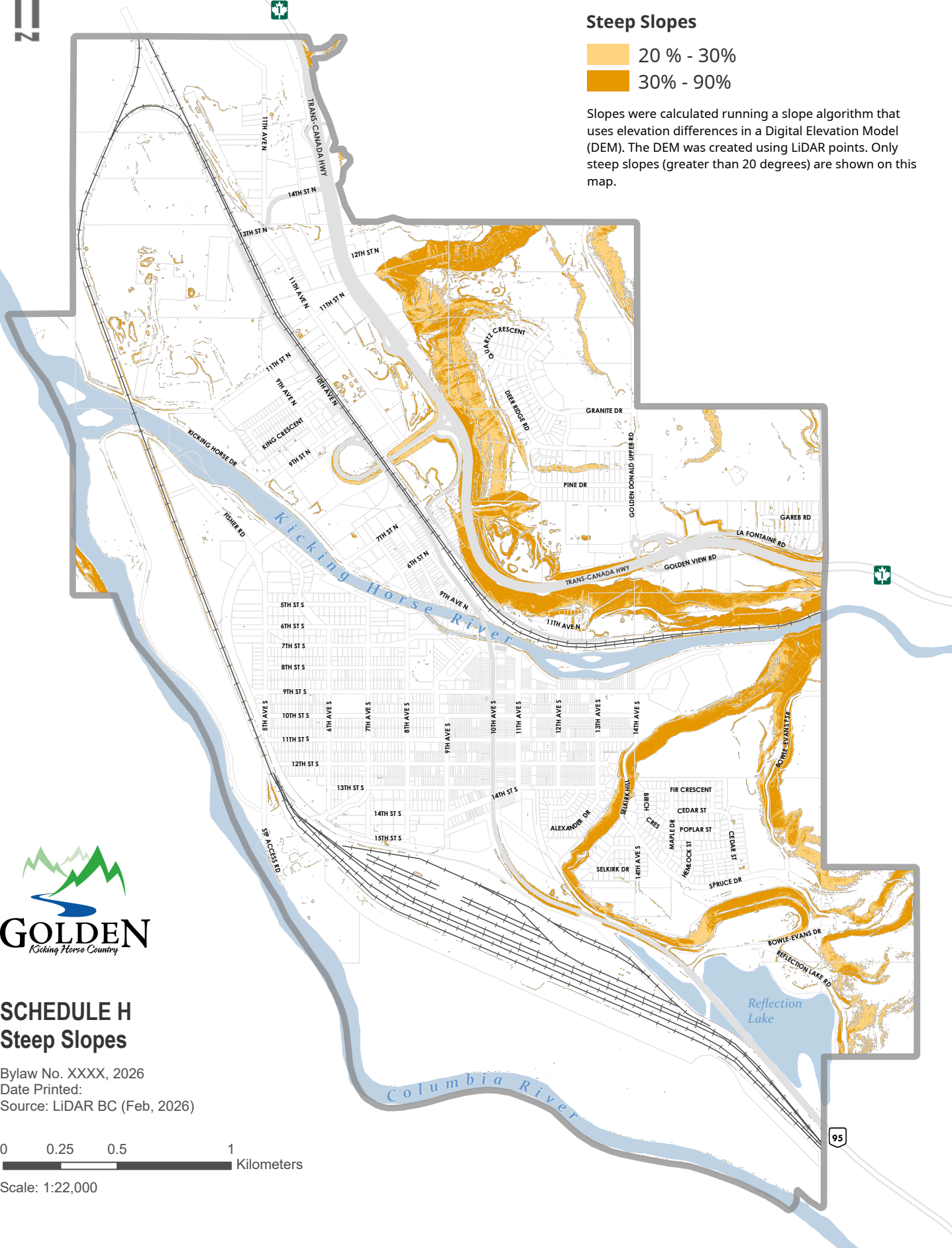




### Steep Slopes

- 20% - 30%
- 30% - 90%

Slopes were calculated running a slope algorithm that uses elevation differences in a Digital Elevation Model (DEM). The DEM was created using LiDAR points. Only steep slopes (greater than 20 degrees) are shown on this map.



## SCHEDULE H Steep Slopes

Bylaw No. XXXX, 2026  
Date Printed:  
Source: LiDAR BC (Feb, 2026)

