



AGENDA

Special Meeting of Council

Village of Ashcroft Council Chambers, 601 Bancroft Street
 Friday, July 10, 2026, at 9:00 am

CALL TO ORDER

"Mayor and Council wish to acknowledge that the meeting today is held within the traditional territory of the Nlaka'pamux people."

1. ADDITIONS OR DELETIONS FROM THE AGENDA

2. MINUTES

All Minutes are adopted at a Regular Meeting of Council.

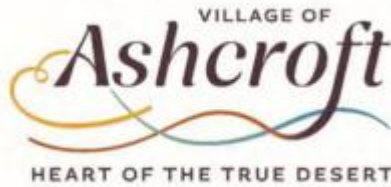
3. DELEGATIONS

41	NONE	
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4. PUBLIC COMMENTS / QUESTIONS

5. DISCUSSION ITEMS

5.1	<p>Garbage Truck Replacement – Purchase Approval PURPOSE: To seek Council approval to proceed with the purchase of a replacement garbage truck and award the purchase to Rollins Machinery Ltd. for a Labrie Automizer refuse collection unit.</p> <p>M/S <i>THAT, Council approve the purchase of one (1) Labrie Automizer garbage collection truck from Rollins Machinery Ltd. in the amount of \$453,965 plus applicable taxes; AND THAT, Administration be authorized to proceed with issuance of the purchase order.</i></p>	
5.2	<p>Presentation of the 2025 Annual Report PURPOSE: The purpose of this report is to present Council with the Village of Ashcroft's 2025 Annual Report for consideration and to seek approval to make the report available for public inspection in accordance with the requirements of the <i>Community Charter</i>.</p> <p>M/S <i>THAT, Council receive the 2025 Draft Annual Report for information and approve the report for public inspection in accordance with Section</i></p>	



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 Friday, July 10, 2026, at 9:00 am

	<i>98 of the Community Charter.</i>	
5.3	<p>Introduction and First Reading of the Official Community Plan Bylaw No. 889, 2026</p> <p>PURPOSE:</p> <p>The purpose of this report is to introduce Official Community Plan Bylaw No. 889, 2026 for Council's consideration of first reading and to seek authorization to proceed with the required referral and technical review process.</p> <p><i>M/S</i></p> <p><i>THAT Council give first reading to Village of Ashcroft Official Community Plan Bylaw No. 889, 2026;</i></p> <p><i>AND THAT Council direct Administration to proceed with the referral and technical review process prior to bringing the bylaw back for consideration of second reading.</i></p>	
5.4	<p>Introduction and First Reading of Zoning Bylaw No. 890, 2026</p> <p>PURPOSE:</p> <p>The purpose of this report is to present Zoning Bylaw No. 890, 2026 to Council for consideration of first reading. First reading will allow the bylaw to proceed to the referral and technical review process, providing an opportunity for external agencies and partners to review and provide feedback prior to Council considering second reading.</p> <p><i>M/S</i></p> <p><i>THAT Council give first reading to Village of Ashcroft Zoning Bylaw No. 890, 2026;</i></p> <p><i>AND THAT Council direct Administration to proceed with the referral and technical review process prior to bringing the bylaw back for consideration of second reading.</i></p>	

6. CLOSED MEETING

Motion to move to a closed meeting to discuss an item under the Community Charter Section 90.1

9.1	N/A	
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7. TERMINATION



TO: Mayor and Council
FROM: Daniela Dyck, CAO
SUBJECT: Garbage Truck Replacement – Purchase Approval

MEETING DATE: July 10, 2026

RECOMMENDATION:

THAT, Council approve the purchase of one (1) Labrie Automizer garbage collection truck from Rollins Machinery Ltd. in the amount of \$453,965 plus applicable taxes;

AND THAT, Administration be authorized to proceed with issuance of the purchase order.

PURPOSE:

To seek Council approval to proceed with the purchase of a replacement garbage truck and award the purchase to Rollins Machinery Ltd. for a Labrie Automizer refuse collection unit.

Respectfully Submitted by:

Daniela Dyck,
Chief Administrative Officer

Brian Bennewith,
Director of Public Works

BACKGROUND:

The Village's existing garbage truck has reached the end of its reliable service life, with mechanical failures and repair requirements becoming increasingly frequent. Most recently, the truck experienced a high-pressure oil pump failure resulting in towing and repair costs of approximately \$5,800.

Public Works staff continue to maintain the unit to the best of their ability; however, ongoing reliability concerns create operational challenges and increase the risk of service interruptions. The Village has been fortunate to have a Memorandum of Understanding with the Village of Logan Lake, allowing access to their older garbage truck when required, ensuring continuity of service for residents.

Replacement of the garbage truck was identified within the Village's capital plan and was originally anticipated for 2027. Given the current condition of the truck, ongoing repair costs, and favourable pricing received, Administration initiated a procurement review to determine if advancing the replacement timeline would provide better value to the Village.

DISCUSSION:

At the June 22, 2026 Regular Meeting of Council, Administration provided an update regarding the garbage truck replacement program. Council reviewed quotations received from two suppliers:

- Vimar Equipment: \$497,305 plus applicable taxes;
Estimated delivery: 6–8 months following receipt of purchase order.
- Rollins Machinery Ltd.: \$453,965 plus applicable taxes;
Estimated delivery: approximately 17 months following receipt of purchase order.

Council discussed several factors including pricing, delivery timelines, operational reliability, equipment familiarity, and long-term fleet needs. It was noted that the Rollins Machinery proposal included a Labrie body, which is consistent with the Village's current garbage collection equipment.

Following discussion, Council directed Administration to seek input from the Public Works crew regarding the preferred unit prior to making a final purchasing decision.

Public Works staff have reviewed the available options and recommend proceeding with the Rollins Machinery Labrie unit. The proposed replacement truck provides the best operational fit for the Village while maintaining consistency with existing service delivery.

Factors supporting this recommendation include:

- the Labrie collection system is consistent with the Village's existing garbage truck, providing operator familiarity and continuity;
- the proposed unit maintains the same 16 cubic yard collection capacity as the current truck, ensuring existing collection routes and service levels can continue without operational changes;
- the truck will be mounted on a Freightliner chassis, which we hope will address reliability concerns experienced with the Village's aging existing unit;
- the vehicle includes both left-hand and right-hand driving capability, improving operator flexibility and maintaining the current collection process;
- the tandem axle configuration is consistent with the existing truck and operational requirements;
- staff are familiar with the licensing requirements, as operation will continue to require a Class 3 driver's licence;
- The Labrie system provides continuity with the Village's existing equipment, has demonstrated long-term reliability, and supports operational efficiencies through staff familiarity with the collection system, maintenance requirements, and available components; and
- the unit provides the best overall value when considering purchase price, operator experience, and long-term operational needs.

Although the Rollins unit has a longer delivery timeline, Administration believes the operational advantages of maintaining a familiar garbage collection system, combined with the lower purchase price and transition to a new chassis, provide the best long-term value for the Village. Once the new truck is operational, the existing garbage truck will be retained as a backup unit. This will provide greater reliability for garbage collection services, reduce the risk of service disruptions, and allow the Village to maximize the remaining value of the current unit.

The Village's Procurement Policy recognizes that specialized equipment may have a limited number of

available suppliers. Administration has completed a reasonable procurement review and is satisfied that the recommended purchase represents good value and meets the operational needs of the Village.

FINANCIAL IMPLICATIONS:

The replacement garbage truck was included in the Village's long-term capital planning with an estimated budget of \$650,000–\$700,000.

The Rollins Machinery quotation of \$453,965 plus applicable taxes is significantly below the original capital estimate. Sufficient funds are available within reserves to complete the purchase, and no borrowing is required.

Proceeding with replacement at this time will reduce exposure to increasing repair costs associated with maintaining an aging unit and supports responsible long-term asset management.

STRATEGIC PRIORITIES:

This project supports Council's commitment to responsible asset management, financial sustainability, and maintaining reliable core services for residents.

ATTACHMENTS:

Rollins – Labrie Quote and Specs

Quote



Rollins Machinery LTD Branch Locations

Chilliwack
44725 Yale Road West
Chilliwack BC V2R 4H3
T 604.792.1301

Kelowna
#201 - 150 Campion Street
Kelowna, BC V1X 7S8
250.765.8266

Chemainus
3306 Smiley Road
Chemainus, BC V0R1K4
T 250.246.1203

Head Office
21869 56th. Ave. Langley BC V2Y 2M9
T (604)533-0048 TF (800)665-9060

www.rollinsmachinery.com info@rollinsmachinery.com

Name Village of Ashcroft
Address 601 Bancroft Street
City Ashcroft B.C. V0K 1A0

Customer# VA0076

Phone: 250-453-9161
Email: dpw@ashcroftbc.ca

Salesperson - Wayne Dreger
wayne@rollinsmachinery.com

GST # R104608070

GST Charge	PST Charge	PO #	Date Ordered	Date Shipped	Quote number	Quote Date
						May 14/26
QTY	UNIT #	MAKE	MODEL	DESCRIPTION	PRICE	AMOUNT
1		Freightliner	M2-106	2027 Freightliner M2-106 plus chassis c/w Detroit DD8 6 cyl diesel engine, 350 hp/1050 ft-lb torque Allison 3000 series automatic transmission w pto provision, fontaine premium dual steer conversion. Full chassis spec included in email.		\$ 210,015.00
1		Labrie	AURH	2027 Labrie automizer refuse body c/w 26 cu yd capacity (20+6) HD right hand arm & gripper - 32 to 95 gal containers, arm out alarm @ 6 kph, spill shield on gripper, crusher panel full width, RAM style packer panel, retainer teeth under breaker bar, auxiliary arm controls on floor curbside, non moveable joystick control RH side, crusher panel, packer control, grabber control buttons on joystick, transmission mounted pto, auto pump shutoff @ 50kph, pneumatic over hyd control valve, clean up tools mounted in std labrie locations, 20 lb fire ext body mounted, spill kit body mounted on curbside rub rail, std tailgate seal, aluminum 24x24x24 tool box frame mounted,		\$ 242,800.00
			continued			

SUBTOTAL	\$ 452,815.00
Freight Charge	
Environment Levy	
Advanced Disposal Fee	
5% GST	\$ 22,640.75
Trade Value	\$ -
G.S.T. Credit	\$ -
Net Amount	\$ 475,455.75
7% SALES TAX	\$ 31,697.05
Total Cash Price	\$ 507,152.80
Down Payment	
Balance Due	\$ 507,152.80

Warranty: Check one Sold Used As-Is. No warranty of any kind has been given by the seller or his agent
 Sold New With Standard Manufacturers Warranty

Terms:

- Cash
- Cheque
- Credit Card
-

- Sale
- Transfer
- Demo
- Rental
- Consignment

- Rollins to Haul
- Customer to Haul

Notes:

Priced in \$CAD FOB your location

Balance Due \$ 507,152.80
Quoted pricing is good for 30 days

Purchaser's Signature: _____

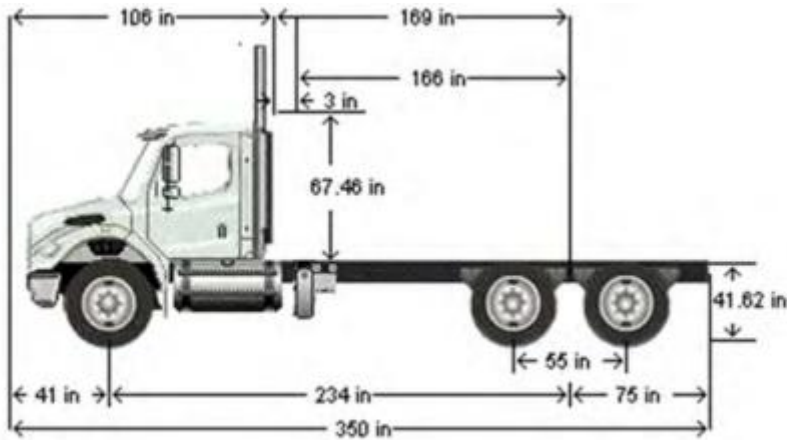
Date: _____

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LABRIE 26 YARD AUTOMIZER M2 106 PLUS DD8 350 HP / 1050 LB-FT, ALLISON 3000 RDS

D I M E N S I O N S



VEHICLE SPECIFICATIONS SUMMARY - DIMENSIONS

Model	M2106
Wheelbase (545)	5950MM (234 INCH) WHEELBASE
Rear Frame Overhang (552)	1900MM (75 INCH) REAR FRAME OVERHANG
Fifth Wheel (578)	NO FIFTH WHEEL
Mounting Location (577)	NO FIFTH WHEEL LOCATION
Maximum Forward Position (in)	0
Maximum Rearward Position (in)	0
Amount of Slide Travel (in)	0
Slide Increment (in)	0
Desired Slide Position (in)	0.0
Cab Size (829)	106 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
Sleeper (682)	NO SLEEPER BOX/SLEEPERCAB
Exhaust System (016)	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE
Cab to Body Clearance (in)	3.0



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TABLE SUMMARY - DIMENSIONS

Dimensions	Inches
Bumper to Back of Cab (BBC)	106.3
Bumper to Centerline of Front Axle (BA)	40.7
Front Axle to Back of Cab (AC)	65.6
Min. Cab to Body Clearance (CB)	3.0
Back of Cab to Centerline of Rear Axle(s) (CA)	168.7
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	165.7
Back of Cab Protrusions (Exhaust/Intake) (CP)	2.0
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	0.0
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	3.0
Back of Cab to End of Frame	243.5
Cab Height (CH)	67.5
Wheelbase (WB)	234.3
Frame Overhang (OH)	74.8
Overall Frame Length	338.4
Overall Length (OAL)	349.8
Rear Axle Spacing	55.0
Unladen Frame Height at Centerline of Rear Axle	41.6

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.



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May 8th 2026

SPECS APPROVED - TC

AURH 20+6
 TRANS. PTO
 DUAL-SIT FONTAINE

S P E C I F I C A T I O N P R O P O S A L

Data Code	Description	Weight Front	Weight Rear
Price Level			
PRL-30M	M2 PRL-30M (EFF:MY27 ORDERS)		
Data Version			
DRL-036	SPECPRO21 DATA RELEASE VER 036		
Vehicle Configuration			
001-172	M2 106 PLUS CONVENTIONAL CHASSIS	5,709	3,450
004-227	2027 MODEL YEAR SPECIFIED		
002-004	SET BACK AXLE - TRUCK		
019-004	STRAIGHT TRUCK PROVISION, NON-TOWING		
003-012	LH PRIMARY STEERING LOCATION AND PREP FOR CUSTOMER SUPPLIED RH SIT-DOWN SECONDARY STEERING LOCATION WITH DUAL INSTRUMENT CLUSTER		
General Service			
AA1-002	TRUCK CONFIGURATION		
AA6-203	DOMICILED, CANADA (OTHER THAN QUEBEC), INCL. CARB ENGINE CERT		
99D-019	CARB CLEAN IDLE LABELS NOT FOR INITIAL REGISTRATION IN STATES REQUIRING CARB EMISSIONS CERTIFICATION (INCLUDES 6X4 INCH LABELS ON LOWER FORWARD OF DRIVER DOOR)		
AF2-081	DOMICILED BRITISH COLUMBIA		
RCE-00F	FIXED CANADIAN EXCHANGE		
A85-001	REFUSE SERVICE		
A84-1GM	GOVERNMENT BUSINESS SEGMENT		
AA4-003	DRY BULK COMMODITY		
AA5-002	TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS		
AB1-008	MAXIMUM 8% EXPECTED GRADE		



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Data Code	Description	Weight Front	Weight Rear
AB5-001	SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE		
995-091	MEDIUM TRUCK WARRANTY		
A66-99D	EXPECTED FRONT AXLE(S) LOAD : 16000.0 lbs		
A68-99D	EXPECTED REAR DRIVE AXLE(S) LOAD : 40000.0 lbs		
A63-99D	EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 56000.0 lbs		

Truck Service

AA3-062	REFUSE, SIDE LOAD OR REAR PACKER BODY - DOES NOT UNLOAD IN A LANDFILL		
AF3-120	LABRIE AND ENVIROQUIP GROUP/LEACH/WITTKE/PENPAC		
AF7-99D	EXPECTED BODY/PAYLOAD CG HEIGHT ABOVE FRAME "XX" INCHES : 32.0 in		

Engine

101-2NB	DD8 7.7L 6 CYL DUAL STAGE 350 HP @ 2200 RPM, 2600 GOV RPM, 1050 LB-FT @ 1200 RPM	450	30
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Electronic Parameters

79A-065	65 MPH ROAD SPEED LIMIT		
79B-000	CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT		
79F-013	FLEET MANAGEMENT - DAILY ENGINE USAGE ENABLED		
79K-007	PTO MODE ENGINE RPM LIMIT - 1100 RPM		
79P-032	PTO RPM CONTROL WITH STEERING WHEEL SWITCHES		
79S-005	PTO MODE CANCEL VEHICLE SPEED - 10 MPH		
79T-002	PTO MODE RPM INCREMENT - 50 RPM		
79U-007	PTO GOVERNOR RAMP RATE - 250 RPM PER SECOND		
79W-001	ONE REMOTE PTO SPEED		
79X-005	PTO SPEED 1 SETTING - 900 RPM		
80G-006	PTO MINIMUM RPM - 825		
80J-003	REGEN INHIBIT SPEED THRESHOLD - 20 MPH		
80L-001	ENABLE AUTO ENGINE RPM ELEVATE FOR EXTENDED IDLE		
80S-018	PTO 1, WITH SWITCH, TEM SUPPLIED REQUEST AND INTERLOCKS, WITH PTO CONNECTIONS, NO FACTORY INTERLOCKS		



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Data Code	Description	Weight Front	Weight Rear
80T-018	PTO 2, WITH SWITCH, TEM SUPPLIED REQUEST AND INTERLOCKS, WITH PTO CONNECTIONS, NO INTERLOCKS		
80V-100	PTO MODE SPEED CONTROL ACTIVATION REQUEST FOR REMOTE ENGINE INTERFACE		
87W-008	PTO 2 MODE ENGINE RPM LIMIT - 950 RPM		
Engine Equipment			
99C-024	EPA 2010/GHG 2024 CONFIGURATION		
13E-001	STANDARD OIL PAN		
105-001	ENGINE MOUNTED OIL CHECK AND FILL		
014-099	SIDE OF HOOD AIR INTAKE WITH FIREWALL MOUNTED DONALDSON AIR CLEANER		
124-1D7	DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE		
292-235	(2) DTNA GENUINE, FLOODED STARTING, MIN 2000CCA, 370RC, THREADED STUD BATTERIES	10	
290-017	BATTERY BOX FRAME MOUNTED		
281-001	STANDARD BATTERY JUMPERS		
282-043	LH BATTERY BOX MOUNTED AS FAR AFT AS POSSIBLE, NO GREATER THAN 34 INCHES BACK OF CAB		
291-017	WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN		
289-001	NON-POLISHED BATTERY BOX COVER		
293-060	NON-ESSENTIAL POSITIVE LOAD DISCONNECT, LOCKING IN CAB CONTROL SWITCH MOUNTED OUTBOARD OF DRIVER SEAT	2	
295-029	POSITIVE AND NEGATIVE POSTS FOR JUMPSTART LOCATED ON FRAME NEXT TO STARTER	2	
306-015	PROGRESSIVE LOW VOLTAGE DISCONNECT AT 12.3 VOLTS FOR DESIGNATED CIRCUITS	2	
107-047	WABCO 20.0 CFM SINGLE CYLINDER AIR COMPRESSOR		
108-002	STANDARD MECHANICAL AIR COMPRESSOR GOVERNOR		
131-013	AIR COMPRESSOR DISCHARGE LINE		
152-041	ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM		
128-1A7	DETROIT MD COMPRESSION BRAKE WITH ON/OFF SWITCH		



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Data Code	Description	Weight Front	Weight Rear
016-1C2	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH B-PILLAR MOUNTED VERTICAL TAILPIPE	30	25
28F-015	ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD ACTIVE REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH IN CLUSTER AND DASH MOUNTED INHIBIT SWITCH		
239-026	10 FOOT 06 INCH (126 INCH+0/-5.9 INCH) EXHAUST SYSTEM HEIGHT		
237-1CR	RH CURVED VERTICAL TAILPIPE B-PILLAR MOUNTED ROUTED FROM STEP		
23U-001	6 GALLON DIESEL EXHAUST FLUID TANK		
30N-003	100 PERCENT DIESEL EXHAUST FLUID FILL		
43X-002	LH MEDIUM DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION		
23Y-002	DIESEL EXHAUST FLUID PUMP MOUNTED AFT OF DIESEL EXHAUST FLUID TANK		
43Y-001	STANDARD DIESEL EXHAUST FLUID TANK CAP		
242-011	ALUMINUM AFTERTREATMENT DEVICE/MUFFLER/TAILPIPE SHIELD(S)		
273-058	AIR POWERED ON/OFF ENGINE FAN CLUTCH		
276-001	AUTOMATIC FAN CONTROL WITHOUT DASH SWITCH, NON ENGINE MOUNTED		
110-077	DETROIT ENGINE MOUNTED FUEL/WATER SEPARATOR WITH WATER-IN-FUEL SENSOR AND ESOC		
118-001	FULL FLOW OIL FILTER		
120-998	NO COOLANT FILTER	-10	
266-013	1100 SQUARE INCH ALUMINUM RADIATOR	70	
103-039	ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT		
171-007	GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT		
172-001	CONSTANT TENSION HOSE CLAMPS FOR COOLANT HOSES		
270-016	RADIATOR DRAIN VALVE		
168-002	LOWER RADIATOR GUARD		
138-010	PHILLIPS-TEMRO 750 WATT/115 VOLT BLOCK HEATER	4	
166-007	PHILLIPS-TEMRO 150 WATT/125 VOLT OIL PREHEATER	4	
140-053	BLACK PLASTIC ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR		



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Data Code	Description	Weight Front	Weight Rear
134-001	ALUMINUM FLYWHEEL HOUSING		
155-080	DELCO 12V 31MT STARTER WITH INTEGRATED MAGNETIC SWITCH		
Transmission			
342-582	ALLISON 3000 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION	200	60
Transmission Equipment			
343-312	ALLISON VOCATIONAL PACKAGE 142 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODEL RDS		
84B-013	ALLISON VOCATIONAL RATING FOR REFUSE APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES		
84C-023	PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
84D-023	SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY		
84E-000	PRIMARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
84F-000	SECONDARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
84G-000	PRIMARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
84H-000	SECONDARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
84J-000	ENGINE BRAKE RANGE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
84K-000	ENGINE BRAKE RANGE ALTERNATE PRESELECT RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
84N-200	FUEL SENSE 2.0 DISABLED - PERFORMANCE - TABLE BASED		
84U-000	DRIVER SWITCH INPUT - DEFAULT - NO SWITCHES		
85E-011	MAXIMUM ENGINE SPEED FOR PTO ENGAGEMENT 1000 RPM		
353-079	QUICKFIT BODY LIGHTING CONNECTOR UNDER CAB, WITHOUT CAP		



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Data Code	Description	Weight Front	Weight Rear
34C-011	ELECTRONIC TRANSMISSION WIRING TO CUSTOMER INTERFACE CONNECTOR		
362-2JW	(2) CUSTOMER INSTALLED CHELSEA 871 SERIES PTO'S		
363-011	PTO MOUNTING, LH AND RH SIDES OF MAIN TRANSMISSION		
341-018	MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN		
345-003	PUSH BUTTON ELECTRONIC SHIFT CONTROL, DASH MOUNTED		
97G-004	TRANSMISSION PROGNOSTICS - ENABLED 2013		
370-015	WATER TO OIL TRANSMISSION COOLER, IN RADIATOR END TANK	15	
346-003	TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK		
35T-001	ATF-SYNTHETIC AUTOMATIC TRANSMISSION FLUID		

Front Axle and Equipment

400-1BA	DETROIT DA-F-18.0-5 18,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE	210	
402-030	MERITOR 16.5X6 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES	10	
403-002	NON-ASBESTOS FRONT BRAKE LINING		
419-023	CONMET CAST IRON FRONT BRAKE DRUMS		
427-001	FRONT BRAKE DUST SHIELDS	5	
409-006	FRONT OIL SEALS		
408-001	VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL		
416-022	STANDARD SPINDLE NUTS FOR ALL AXLES		
405-002	MERITOR AUTOMATIC FRONT SLACK ADJUSTERS		
536-012	TRW TAS-85 POWER STEERING	40	
539-003	POWER STEERING PUMP		
534-015	2 QUART SEE THROUGH POWER STEERING RESERVOIR		
533-001	OIL/AIR POWER STEERING COOLER	5	
40T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE		

Front Suspension

620-013	18,000# TAPERLEAF FRONT SUSPENSION	200	
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 ROLLINS MACHINERY LTD
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Prepared by:
 COREY THOMAS
 RJAMES MANAGEMENT GROUP LTD.
 2072 FALCON RD.
 KAMLOOPS, BC V2C 4J3
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Data Code	Description	Weight Front	Weight Rear
619-005	MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION		
* 62H-012	FRONT SUSPENSION WITH LEFT HAND AND RIGHT HAND OFFSET SHACKLE BRACKETS		
410-001	FRONT SHOCK ABSORBERS		
Rear Axle and Equipment			
420-1K4	MERITOR MT-40-14XP 40,000# R-SERIES TANDEM REAR AXLE WITH PUMP		2,530
421-529	5.29 REAR AXLE RATIO		
424-003	IRON REAR AXLE CARRIER WITH OPTIONAL HEAVY DUTY AXLE HOUSING		30
386-011	SPL170 XL DANA SPICER MAIN DRIVELINE WITH HALF ROUND YOKES	25	25
388-012	SPL170 XL DANA SPICER INTERAXLE DRIVELINE WITH HALF ROUND YOKES		10
452-006	DRIVER CONTROLLED TRACTION DIFFERENTIAL - BOTH TANDEM REAR AXLES		30
878-023	(1) INTERAXLE LOCK VALVE, (1) DRIVER CONTROLLED DIFFERENTIAL LOCK FORWARD-REAR AND REAR-REAR AXLE VALVE		
87A-005	INDICATOR LIGHT FOR EACH INTERAXLE LOCKOUT SWITCH		
87B-025	INDICATOR LIGHT FOR EACH DIFFERENTIAL LOCKOUT SWITCH, ENGAGE AT SPEEDS 5MPH OR LESS, DISENGAGE W/IGN OFF		
423-019	MERITOR 16.5X8.62 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES		
433-002	NON-ASBESTOS REAR BRAKE LINING		
434-005	BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S) WITH AUXILIARY SUPPORT BRACKETS		
451-001	CAST IRON OUTBOARD REAR BRAKE DRUMS		40
425-002	REAR BRAKE DUST SHIELDS		10
440-006	REAR OIL SEALS		
426-101	WABCO TRISTOP D LONGSTROKE 2-DRIVE AXLE SPRING PARKING CHAMBERS		20
428-002	MERITOR AUTOMATIC REAR SLACK ADJUSTERS		
41T-002	CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE		

Rear Suspension			
622-108	AIRLINER 46,000# REAR SUSPENSION WITH CHAIN CLEARANCE		480



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Data Code	Description	Weight Front	Weight Rear
621-007	AIRLINER HIGH POSITION RIDE HEIGHT		
431-005	RESTRAINED AXLE SEATS IN AXLE CLAMP GROUP		
624-025	55 INCH AXLE SPACING		
888-078	IGNITION CONTROLLED ELECTRIC DUMP SWITCH FOR AIR SUSPENSION WITH STATE RETENTION AND GAUGE		
87D-012	REAR AIR SUSPENSION DUMP VALVE AUTOFILL >5 MPH WITH INDICATOR LIGHT		
910-004	DUAL AIR REAR SUSPENSION LEVELING VALVES		
623-002	TRANSVERSE CONTROL RODS		
439-005	REAR SHOCK ABSORBERS - TWO AXLES (TANDEM) (AIR RIDE SUSPENSION)		

Pusher / Tag Equipment

429-998 NO PUSHER/TAG BRAKE DUST SHIELDS

Brake System

018-002 AIR BRAKE PACKAGE
 490-100 WABCO 4S/4M ABS
 871-001 REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES
 46E-001 STANDARD AIR MANAGEMENT UNIT
 904-001 FIBER BRAID PARKING BRAKE HOSE
 412-001 STANDARD BRAKE SYSTEM VALVES
 46D-002 STANDARD AIR SYSTEM PRESSURE PROTECTION SYSTEM
 413-002 STD U.S. FRONT BRAKE VALVE
 432-003 RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE
 480-088 WABCO SYSTEM SAVER HP WITH INTEGRAL AIR GOVERNOR AND HEATER
 483-004 WABCO OIL COALESCING FILTER FOR AIR DRYER
 479-012 AIR DRYER MOUNTED UNDER HOOD
 * 460-001 STEEL AIR BRAKE RESERVOIRS
 AIR TANK TORPEDO STYLE UNDER RH FRAME RAIL AS PER S/N KN1063
 477-004 PULL CABLES ON ALL AIR RESERVOIR(S)

Trailer Connections

481-998 NO TRAILER AIR HOSE
 476-998 NO AIR HOSE HANGER
 1AZ-998 NO TRAILER RECEPTACLE BRACKET



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Data Code	Description	Weight Front	Weight Rear
310-998	NO TRAILER ELECTRICAL CABLE		
Wheelbase & Frame			
545-595	5950MM (234 INCH) WHEELBASE		
546-123	8.0MM X 88.0MM X 281MM STEEL FRAME (0.31X3.46X11.06 INCH) 140KSI	330	70
547-037	0.236 INCH (6.00MM) C-CHANNEL INNER FRAME REINFORCEMENT	250	250
552-014	1900MM (75 INCH) REAR FRAME OVERHANG		
55W-007	FRAME OVERHANG RANGE: 71 INCH TO 80 INCH	-20	80
AC8-99D	CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 168.7 in		
AE8-99D	CALCULATED EFFECTIVE BACK OF CAB TO REAR SUSPENSION C/L (CA) : 165.7 in		
AE4-99D	CALC'D FRAME LENGTH - OVERALL : 338.44 in		
FSS-0LH	CALCULATED FRAME SPACE LH SIDE : 63.9 in		
FSS-0RH	CALCULATED FRAME SPACE RH SIDE : 106.5 in		
AM6-99D	CALC'D SPACE AVAILABLE FOR DECKPLATE : 0.0 in		
553-001	SQUARE END OF FRAME		
550-001	FRONT CLOSING CROSSMEMBER		
559-001	STANDARD WEIGHT ENGINE CROSSMEMBER		
561-001	STANDARD CROSSMEMBER BACK OF TRANSMISSION		
562-001	STANDARD MIDSHIP #1 CROSSMEMBER(S)		
572-001	STANDARD REAR MOST CROSSMEMBER		
565-002	HEAVY DUTY SUSPENSION CROSSMEMBER		30
Chassis Equipment			
556-1AR	THREE-PIECE 14 INCH CHROMED STEEL BUMPER WITH COLLAPSIBLE ENDS	30	
558-001	FRONT TOW HOOKS - FRAME MOUNTED	15	
574-001	BUMPER MOUNTING FOR SINGLE LICENSE PLATE		
585-998	NO MUDFLAP BRACKETS		
590-998	NO REAR MUDFLAPS		
586-024	FENDER AND FRONT OF HOOD MOUNTED FRONT MUDFLAPS		
551-007	GRADE 8 THREADED HEX HEADED FRAME FASTENERS		
44Z-002	EXTERIOR HARNESSSES WRAPPED IN ABRASION TAPE		



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Data Code	Description	Weight Front	Weight Rear
489-031	FACTORY INSTALLED BENDIX NEXT GEN SMARTIRE TIRE PRESSURE MONITORING SYSTEM WITH WHEEL RIM MOUNTED NEXT GEN SENSORS AND INTEGRATED IN DASH	6	6
* 601-020	3D STEP VEHICLE MODEL TOMMY CHIASSON EMAIL: tommy.chiasson@labriegrup.com		
607-001	CLEAR FRAME RAILS FROM BACK OF CAB TO FRONT REAR SUSPENSION BRACKET, BOTH RAILS OUTBOARD		
Fifth Wheel			
578-998	NO FIFTH WHEEL		
Fuel Tanks			
204-154	80 GALLON/302 LITER ALUMINUM FUEL TANK - LH	35	
218-001	23 INCH DIAMETER FUEL TANK(S)		
215-005	PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH PAINTED BANDS		
212-007	FUEL TANK(S) FORWARD		
664-001	PLAIN STEP FINISH		
205-001	FUEL TANK CAP(S)		
122-1H2	DETROIT FUEL/WATER SEPARATOR WITH BYPASS AND 12 VOLT PREHEATER	-5	
216-020	EQUIFLO INBOARD FUEL SYSTEM		
202-016	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE		
Tires			
093-10F	CONTINENTAL INTELLIGENT HAC3 385/65R22.5 20 PLY RADIAL FRONT TIRES	114	
* 094-0JY	GOODYEAR G182 RSD 11R22.5 16 PLY RADIAL REAR TIRES		60
Hubs			
418-060	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS		
450-060	CONMET PRESET PLUS PREMIUM IRON REAR HUBS		
Wheels			
502-566	MAXION WHEELS 10035 22.5X12.25 10-HUB PILOT 4.75 INSET 5-HAND STEEL DISC FRONT WHEELS x	102	
505-753	MAXION WHEELS 91262 22.5X8.25 10-HUB PILOT 5-HAND STEEL DISC REAR WHEELS		40



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Data Code	Description	Weight Front	Weight Rear
50W-001	BENDIX SMARTIRE TIRE PRESSURE MONITORING SYSTEM WHEEL/RIM MOUNTED SENSORS, ALL AXLES		16
496-011	FRONT WHEEL MOUNTING NUTS		
497-011	REAR WHEEL MOUNTING NUTS		
498-011	NYLON WHEEL GUARDS FRONT AND REAR ALL INTERFACES		
Cab Exterior			
829-071	106 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB		
650-008	AIR CAB MOUNTING		
648-002	NONREMOVABLE BUGSCREEN MOUNTED BEHIND GRILLE		
754-008	2-1/2 INCH FENDER EXTENSIONS	10	
678-001	LH AND RH GRAB HANDLES		
646-023	HOOD MOUNTED CHROMED PLASTIC GRILLE		
65X-003	CHROME HOOD MOUNTED AIR INTAKE GRILLE		
644-004	FIBERGLASS HOOD		
652-001	FREIGHTLINER NAME PLATES		
690-002	TUNNEL/FIREWALL LINER		
727-066	DUAL 26 INCH RECTANGULAR POLISHED ALUMINUM AIR HORNS ROOF MOUNTED	8	
726-001	SINGLE ELECTRIC HORN		
728-002	DUAL HORN SHIELDS		
575-001	REAR LICENSE PLATE MOUNT END OF FRAME		
327-012	SWITCH, INDICATOR LIGHT AND WIRING FOR (2) CUSTOMER FURNISHED BEACONS		
312-104	LED LOW BEAM AND HIGH BEAM HEADLIGHTS WITH CHROME BEZEL		
302-047	LED AERODYNAMIC MARKER LIGHTS		
311-001	DAYTIME RUNNING LIGHTS		
294-046	OMIT STOP/TAIL/BACKUP LIGHTS AND PROVIDE WIRING WITH SEPARATE STOP/TURN WIRES TO 4 FEET BEYOND END OF FRAME		-5
300-015	STANDARD FRONT TURN SIGNAL LAMPS		
744-1BC	DUAL WEST COAST BRIGHT FINISH HEATED MIRRORS WITH LH AND RH REMOTE		
797-001	DOOR MOUNTED MIRRORS		
796-001	102 INCH EQUIPMENT WIDTH		
743-204	LH AND RH 8 INCH BRIGHT FINISH CONVEX MIRRORS MOUNTED UNDER PRIMARY MIRRORS		



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Data Code	Description	Weight Front	Weight Rear
74B-079	RH 8 INCH STAINLESS STEEL FENDER MOUNTED CONVEX MIRROR WITH TRIPOD BRACKETS	4	
729-001	STANDARD SIDE/REAR REFLECTORS		
764-010	COMPOSITE EXTERIOR SUN VISOR	10	
768-043	63X14 INCH TINTED REAR WINDOW		
661-003	TINTED DOOR GLASS LH AND RH WITH TINTED NON-OPERATING WING WINDOWS		
654-011	RH AND LH ELECTRIC POWERED WINDOWS		
663-013	1-PIECE SOLAR GREEN GLASS WINDSHIELD		
659-020	2 GALLON WINDSHIELD WASHER RESERVOIR WITH FLUID LEVEL INDICATOR, FRAME MOUNTED		
647-001	WHITE WINTERFRONT	2	
Cab Interior			
055-017	PROFESSIONAL TRIM PACKAGE		
707-105	MIST AND CARBON CLOTH INTERIOR "PROFESSIONAL"		
70K-016	CARBON WITH BASE BLACK ACCENT		
706-013	MOLDED DOOR PANEL		
708-013	MOLDED PLASTIC DOOR PANEL		
772-006	BLACK MATS WITH SINGLE INSULATION		
785-026	(1)DASH MOUNTED 12V POWER OUTLET, (1)DASH MOUNTED DUAL USB-C OUTLET		
691-001	FORWARD ROOF MOUNTED CONSOLE		
693-019	LH AND RH DOOR STORAGE POCKETS INTEGRATED INTO MOLDED DOOR PANELS		
738-021	DIGITAL ALARM CLOCK IN DRIVER DISPLAY		
742-007	(2) CUP HOLDERS LH AND RH DASH		
680-029	M2/SD DASH		
720-002	2-1/2 LB. FIRE EXTINGUISHER	5	
700-002	HEATER, DEFROSTER AND AIR CONDITIONER		
701-001	STANDARD HVAC DUCTING		
703-005	MAIN HVAC CONTROLS WITH RECIRCULATION SWITCH		
170-015	STANDARD HEATER PLUMBING		
130-041	VALEO HEAVY DUTY A/C REFRIGERANT COMPRESSOR		
702-002	BINARY CONTROL, R-134A		
739-034	PREMIUM INSULATION		



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Data Code	Description	Weight Front	Weight Rear
285-013	SOLID-STATE CIRCUIT PROTECTION AND FUSES		
280-007	12V NEGATIVE GROUND ELECTRICAL SYSTEM		
324-1B2	PREMIUM LED CAB LIGHTING		
787-998	NO SECURITY DEVICE		
657-001	DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME		
78G-003	KEY QUANTITY OF 3		
655-005	LH AND RH ELECTRIC DOOR LOCKS		
740-998	NO MATTRESS	-20	-15
722-028	TRIANGULAR REFLECTORS KIT WITHOUT FLARES SHIPPED LOOSE IN CAB	10	
756-339	PREMIUM ISRINGHAUSEN HIGH BACK AIR SUSPENSION DRIVERS SEAT WITH 2 AIR LUMBAR, INTEGRATED CUSHION EXTENSION, TILT AND ADJUSTABLE SHOCK	70	
760-339	PREMIUM ISRINGHAUSEN HIGH BACK AIR SUSPENSION PASSENGER SEAT WITH 2 AIR LUMBAR, INTEGRATED CUSHION EXTENSION, TILT AND ADJUSTABLE SHOCK	60	20
759-005	DUAL DRIVER AND PASSENGER SEAT ARMRESTS	8	
711-004	LH AND RH INTEGRAL DOOR PANEL ARMRESTS		
758-014	BLACK CORDURA PLUS CLOTH DRIVER SEAT COVER		
761-014	BLACK CORDURA PLUS CLOTH PASSENGER SEAT COVER		
763-101	BLACK SEAT BELTS		
532-027	ADJUSTABLE STEERING COLUMN, SUPPLIER CONVERSION TO LH AND RH ADJUSTABLE TILT STEERING COLUMNS	10	
540-044	4-SPOKE 18 INCH (450MM) BLACK STEERING WHEEL WITH SWITCHES		
765-002	DRIVER AND PASSENGER INTERIOR SUN VISORS		

Instruments & Controls

106-002	ELECTRONIC ACCELERATOR CONTROL
732-998	NO INSTRUMENT PANEL-DRIVER
734-022	FULLY CONFIGURABLE CENTER INSTRUMENT PANELS
870-001	BLACK GAUGE BEZELS
486-001	LOW AIR PRESSURE INDICATOR LIGHT AND AUDIBLE ALARM



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Data Code	Description	Weight Front	Weight Rear
840-001	DUAL NEEDLE PRIMARY AND SECONDARY AIR PRESSURE GAUGE		
198-025	INTAKE MOUNTED AIR RESTRICTION INDICATOR WITHOUT GRADUATIONS		
721-001	97 DB BACKUP ALARM		3
149-015	ELECTRONIC CRUISE CONTROL WITH CONTROLS ON STEERING WHEEL SPOKES		
156-007	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY		
811-044	PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH TFT COLOR DISPLAY		
81B-003	DIGITAL PANEL LAMP DIMMER SWITCH IN DRIVER DISPLAY		
160-038	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR LOCATED BELOW LH DASH		
844-001	2 INCH ELECTRIC FUEL GAUGE		
148-073	ENGINE REMOTE INTERFACE FOR REMOTE THROTTLE		
48H-012	POWERTRAIN INTERFACE CONNECTOR LOCATED BETWEEN SEATS WITHOUT CAPS		
48C-003	QUICKFIT PROGRAMMABLE INTERFACE CONNECTOR(S) UNDER CAB WITH CAP		
163-014	ENGINE REMOTE INTERFACE CONNECTOR AT POWERTRAIN INTERFACE CONNECTOR		
33U-012	TMC RP170 INTERFACE CONNECTOR		
856-001	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE		
854-008	DIGITAL ENGINE OIL TEMPERATURE IN DRIVER DISPLAY		
864-001	2 INCH TRANSMISSION OIL TEMPERATURE GAUGE		
867-004	ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN DRIVER MESSAGE CENTER		
830-017	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY		
372-123	PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC ARCHITECTURE		
736-998	NO OBSTACLE DETECTION SYSTEM		
A87-998	NOT APPLICABLE - UNIT NOT SPEC'D WITH DETROIT ASSURANCE		
72J-998	NO DR ASSIST SYSTEM		
73H-998	NO CAMERA/VIDEO/IMAGING SYSTEM		



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Data Code	Description	Weight Front	Weight Rear
49B-998	NO VEHICLE STABILITY ADVISOR OR CONTROL		
73B-998	NO LANE DEPARTURE WARNING SYSTEM		
852-002	ELECTRIC ENGINE OIL PRESSURE GAUGE		
679-998	NO OVERHEAD INSTRUMENT PANEL		
35M-010	1 QUICKFIT PROGRAMABLE MODULE (QPM/XMC)	10	
786-113	GENERIC TELEMATICS PREWIRE (CONSTANT BATTERY POWER/IGNITION/GROUND/J1939); RP1226 TYPE CONNECTOR AT PASSENGER SIDE OF DASH END		
1U1-002	TOP OF DASH RAM MOUNT WITHOUT POWER OR GROUND, FOR CUSTOMER FURNISHED DEVICE		
* 746-137	AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH, USB AND AUXILIARY INPUTS, J1939		
747-002	ROOF/OVERHEAD CONSOLE MOUNTED RADIO		
750-002	(2) RADIO SPEAKERS IN CAB		
753-998	NO AM/FM RADIO ANTENNA		
748-002	POWER AND GROUND STUDS ON TOP OF DASH		
749-006	TOP OF DASH MOUNT CB RADIO PROVISION WITH PLATE AND STRAPS	2	
75W-006	SHARKFIN MULTI-BAND ANTENNA, CENTRAL ROOF MOUNTING LOCATION: AM/FM/WEATHERBAND, WIFI/BLUETOOTH, SDAR/SIRIUSXM, GNSS/GPS		
78C-998	NO DIGITAL SATELLITE AUDIO RECEIVER ANTENNA		
74D-006	STANDARD RADIO WIRING WITH STEERING WHEEL CONTROLS		
810-028	ELECTRONIC KPH SPEEDOMETER WITH SECONDARY MPH SCALE, WITHOUT ODOMETER		
817-001	STANDARD VEHICLE SPEED SENSOR		
812-001	ELECTRONIC 3000 RPM TACHOMETER		
813-1C8	DETROIT CONNECT PLATFORM HARDWARE		
8D1-215	5 YEARS DETROIT CONNECT BASE PACKAGE(FEATURES VARY BY MODEL) DETROIT CONNECT PLATFORM		
6TS-009	(2) TMC RP1226 ACCESSORY CONNECTORS: (1) LOCATED BEHIND PASSENGER SIDE REMOVEABLE DASH PANEL (1) CENTER OF BACKWALL/PASSENGER SIDE BAGGAGE COMPARTMENT		
162-002	IGNITION SWITCH CONTROLLED ENGINE STOP		



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Data Code	Description	Weight Front	Weight Rear
81Y-005	PRE-TRIP INSPECTION FEATURE FOR EXTERIOR LAMPS ONLY		
264-030	(1) OVERHEAD MOUNTED LANYARD CONTROL FOR DRIVER AIR HORN		
883-998	NO TRAILER HAND CONTROL BRAKE VALVE		
842-006	DIGITAL TURBO AIR PRESSURE IN DRIVER DISPLAY		
836-015	DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY		
660-008	SINGLE ELECTRIC WINDSHIELD WIPER MOTOR WITH DELAY		
304-030	ROTARY HEADLAMP SWITCH, MARKER LIGHTS/HEADLIGHTS SWITCH WITH PULL OUT FOR OPTIONAL FOG/ROAD LAMPS		
882-009	ONE VALVE PARKING BRAKE SYSTEM WITH WARNING INDICATOR		
299-020	SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, HEADLAMP FLASH, WASH/WIPE/INTERMITTENT		
298-046	INTEGRAL ELECTRONIC TURN SIGNAL FLASHER WITH 40 AMP (20 AMP PER SIDE) TRAILER LAMP CAPACITY		
87T-998	NO WRG/SW-OPTL #2, CHAS, AIR		

Design

065-000 PAINT: ONE SOLID COLOR

Color

980-5F6 CAB COLOR A: L0006EY WHITE ELITE EY
 986-020 BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT
 962-972 POWDER WHITE (N0006EA) FRONT WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
 966-972 POWDER WHITE (N0006EA) REAR WHEELS/RIMS (PKWHT21, TKWHT21, W, TW)
 976-995 SUNVISOR PAINTED SAME AS CAB COLOR A
 963-003 STANDARD E COAT/UNDERCOATING

Certification / Compliance

996-009 U.S. AND CANADA (DUAL CERTIFICATION), EXCEPT SALES CABS AND GLIDER KITS

Secondary Factory Options

99B-001 SHIP TO FONTAINE (MOUNT HOLLY, NC) PRIOR TO DELIVERY

Weight Summary



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Data Code	Description	Weight Front	Weight Rear	Total Weight
		Weight Front	Weight Rear	Total Weight
Factory Weight ⁺		8029 lbs	7295 lbs	15324 lbs
Total Weight ⁺		8029 lbs	7295 lbs	15324 lbs

(+) Weights shown are estimates only.

If weight is critical, contact Customer Application Engineering.

(***) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.



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G V W R

VEHICLE SPECIFICATIONS SUMMARY - GVWR

Model	M2106
Cab Size (829).....	106 INCH BBC FLAT ROOF ALUMINUM CONVENTIONAL CAB
Expected Front Axle(s) Load (lbs).....	16000.0
Expected Pusher Axle(s) Load (lbs).....	0.0
Expected Rear Axle(s) Load (lbs).....	40000.0
Expected Tag Axle(s) Load (lbs).....	0.0
Expected GVW (lbs).....	56000
Expected GCW (lbs).....	0.0
Front Axle (400).....	DETROIT DA-F-18.0-5 18,000# FL1 71.0 KPI/3.74 DROP SINGLE FRONT AXLE
Front Suspension (620).....	18,000# TAPERLEAF FRONT SUSPENSION
Front Hubs (418).....	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS
Front Disc Wheels (502).....	MAXION WHEELS 10035 22.5X12.25 10-HUB PILOT 4.75 INSET 5-HAND STEEL DISC FRONT WHEELS
Front Tires (093).....	CONTINENTAL INTELLIGENT HAC3 385/65R22.5 20 PLY RADIAL FRONT TIRES
Front Brakes (402).....	MERITOR 16.5X6 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
Steering Gear (536).....	TRW TAS-85 POWER STEERING
Rear Axle (420).....	MERITOR MT-40-14XP 40,000# R-SERIES TANDEM REAR AXLE WITH PUMP
Rear Suspension (622).....	AIRLINER 46,000# REAR SUSPENSION WITH CHAIN CLEARANCE
Rear Hubs (450).....	CONMET PRESET PLUS PREMIUM IRON REAR HUBS
Rear Disc Wheels (505).....	MAXION WHEELS 91262 22.5X8.25 10-HUB PILOT 5-HAND STEEL DISC REAR WHEELS
Rear Tires (094).....	GOODYEAR G622 RSD 11R22.5 16 PLY RADIAL REAR TIRES
Rear Brakes (423).....	MERITOR 16.5X8.62 Q+ CAST SPIDER CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
Pusher / Tag Axle (443).....	NO PUSHER OR TAG AXLE
Pusher / Tag Suspension (626).....	NO PUSHER OR TAG SUSPENSION
Pusher / Tag Hubs (449).....	NO PUSHER OR TAG HUBS
Dead/Pusher/Tag Disc Wheels (509).....	NO PUSHER/TAG DISC WHEELS
Pusher / Tag Tires (095).....	NO PUSHER/TAG TIRES
Pusher / Tag Brakes (456).....	NO PUSHER/TAG BRAKES



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TABLE SUMMARY - GVWR

	Front	Rear 1	Rear 2
Axle Component Weight Ratings			
Axles	18000	20000	20000
Suspension	18000	23000	23000
Hubs	23000	26000	26000
Brakes	20000	20000	20000
Wheels	22800	29600	29600
Tires	19840	24020	24020
Power Steering	18000	N/A	N/A
GAWR (per axle)	18000	20000	20000
GAWR (per axle system)	18000		40000
Expected Load (per axle system)	16000		40000
GVWR due to Frame	90000		
GVWR due to Transmission	62000		
Vehicle GVWR Summary			
Calculated GVWR	58000		
Expected GVWR	56000		
All weights displayed in pounds			

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.





TO: Mayor and Council
FROM: Daniela Dyck, CAO
SUBJECT: Introduction of the Draft 2025 Annual Report

MEETING DATE: July 10, 2026

RECOMMENDATION:

THAT, Council receive the 2025 Draft Annual Report for information and approve the report for public inspection in accordance with Section 98 of the Community Charter.

PURPOSE:

The purpose of this report is to present Council with the Village of Ashcroft's 2025 Annual Report for consideration and to seek approval to make the report available for public inspection in accordance with the requirements of the *Community Charter*.

Respectfully Submitted by:

A handwritten signature in black ink, appearing to read "Daniela Dyck", is written over a light blue horizontal line.

Daniela Dyck,
Chief Administrative Officer

BACKGROUND:

Section 98 of the *Community Charter* requires municipalities to prepare an Annual Report that includes the audited financial statements, a report on municipal services and operations, progress toward the objectives and measures established in the Five-Year Financial Plan, and other prescribed information.

The Annual Report is intended to provide accountability and transparency to the public while highlighting the work undertaken by Council and staff throughout the year.

DISCUSSION:

This year's Annual Report has been presented in a refreshed format that moves beyond a traditional summary of departmental activities. While continuing to meet all legislative requirements, the report has been designed to tell the broader story of the Village's accomplishments during 2025 and the collaborative efforts that made them possible.

Throughout the report, the emphasis has been placed not only on what was accomplished, but also why those accomplishments matter to the community. Rather than simply listing projects and statistics, the

report highlights how Council's strategic direction, responsible financial stewardship, dedicated staff, strong partnerships, and community engagement worked together to advance the Village's long-term vision.

A consistent format has been used throughout each departmental section, allowing readers to easily identify key accomplishments, measurable outcomes, and the role each service plays in supporting the community. The intent is to create a report that is informative, engaging, and accessible to residents while providing a meaningful record of the Village's progress.

One of the strongest themes to emerge throughout 2025 was community resilience. Whether through emergency preparedness, FireSmart initiatives, infrastructure investment, responsible financial management, long-term planning, economic development, recreation, or preserving Ashcroft's heritage, the Village continued to make decisions that strengthen the community today while preparing for the opportunities and challenges of tomorrow.

Equally important, this report reflects the understanding that the Village's accomplishments are not achieved by Council or staff alone. They are the result of collaboration between Council, employees, volunteers, community organizations, Indigenous and regional partners, local businesses, and residents who share a common commitment to making Ashcroft an exceptional place to live, work, and visit.

FINANCIAL IMPLICATIONS:

There are no financial implications associated with receiving the 2025 Draft Annual Report. Preparation of the report was completed using existing staff resources.

STRATEGIC PRIORITIES:

The Draft Annual Report reflects Council's continued commitment to the priorities identified in the 2024–2026 Strategic Plan, demonstrating progress across all seven strategic focus areas while reinforcing Council's vision of responsible governance, fiscal stewardship, community resilience, and excellence in service delivery.

CONCLUSION:

The 2025 Draft Annual Report celebrates far more than a year's worth of projects and initiatives. It tells the story of a community that plans thoughtfully, invests responsibly, values partnerships, and works together to build a resilient future. The report reflects Council's leadership, the dedication of Village staff, the contributions of volunteers and community partners, and the pride residents continue to take in the community they call home.

ATTACHMENTS:

2025 Draft Annual Report

The 2025 Annual Report will be uploaded as a separate file



TO: Mayor and Council **MEETING DATE:** July 10, 2026
FROM: Daniela Dyck, CAO
SUBJECT: Official Community Plan Bylaw No. 889, 2026 – Introduction and First Reading

RECOMMENDATION:

*THAT Council give first reading to Village of Ashcroft Official Community Plan Bylaw No. 889, 2026;
AND THAT Council direct Administration to proceed with the referral and technical review process prior to bringing the bylaw back for consideration of second reading.*

PURPOSE:

The purpose of this report is to introduce Official Community Plan Bylaw No. 889, 2026 for Council's consideration of first reading and to seek authorization to proceed with the required referral and technical review process.

Respectfully Submitted by:

Daniela Dyck,
Chief Administrative Officer

BACKGROUND:

The Village of Ashcroft initiated a comprehensive review and update of the Official Community Plan (OCP) to ensure the document continues to reflect the community's vision, priorities, and future growth needs.

The existing Official Community Plan was adopted in 2018 and has provided guidance for land use decisions, development, infrastructure planning, and community initiatives. Since that time, Ashcroft has experienced changes in provincial legislation, housing requirements, community priorities, and long-term planning considerations. Updating the OCP provides an opportunity to align the Village's guiding document with current conditions while maintaining the values that make Ashcroft unique.

The updated OCP has been developed through Council direction, community engagement, legislative review, and technical input. The document continues to support responsible growth, sustainable infrastructure investment, economic development, environmental stewardship, community resiliency, and the preservation of Ashcroft's heritage and character.

DISCUSSION:

The Official Community Plan is one of the Village's most important long-term planning documents. It

establishes the community's vision for the future and provides direction to Council, staff, residents, businesses, developers, and community partners regarding future growth and decision-making.

The updated OCP builds on the foundation established in the previous plan while introducing a refreshed format that is more accessible, community-focused, and reflective of current priorities.

Key themes identified within the updated OCP include:

- Building a complete and livable community;
- Supporting sustainable and responsible growth;
- Strengthening neighbourhoods and housing opportunities;
- Encouraging economic development and investment;
- Enhancing community resilience, including wildfire preparedness and climate adaptation;
- Protecting natural assets and infrastructure;
- Honouring Ashcroft's heritage, culture, and community identity.

The updated document also incorporates recent provincial housing legislation requirements and reflects updated information regarding population trends, housing needs, infrastructure planning, and community development.

First reading provides Council with the opportunity to formally introduce the bylaw and advance the document to the next stage of review. Following first reading, the OCP will be referred to external agencies, government partners, and technical reviewers for comment. Feedback received through this process will be reviewed and incorporated where appropriate prior to returning the bylaw to Council for consideration of second reading.

STRATEGIC PRIORITIES:

The Official Community Plan supports Council's strategic priorities by providing a framework for:

- Sustainable infrastructure planning;
- Responsible financial stewardship;
- Community growth and housing diversity;
- Economic development opportunities;
- Environmental responsibility and emergency preparedness;
- Strengthening partnerships and community connections.

FINANCIAL IMPLICATIONS:

The comprehensive review and update of the Official Community Plan and Zoning Bylaw was funded through provincial funding provided to support local governments with the implementation of recent legislative changes related to housing and land use planning.

Council allocated a budget of \$120,000 to complete both the Official Community Plan and Zoning Bylaw updates. These funds supported the technical review, legislative alignment, community engagement process, and preparation of the updated bylaws.

There are no additional financial implications associated with providing first reading to Official Community Plan Bylaw No. 889, 2026.

Future implementation of OCP objectives and policies will be considered through Council's annual budget deliberations, long-term financial planning, capital planning processes, and available grant funding opportunities.

LEGISLATIVE CONSIDERATIONS:

The Official Community Plan has been prepared in accordance with the requirements of the Local Government Act.

Following first reading, the bylaw will proceed through the required referral and consultation process. Additional opportunities for public input will occur prior to Council considering final adoption of the bylaw.

CONCLUSION:

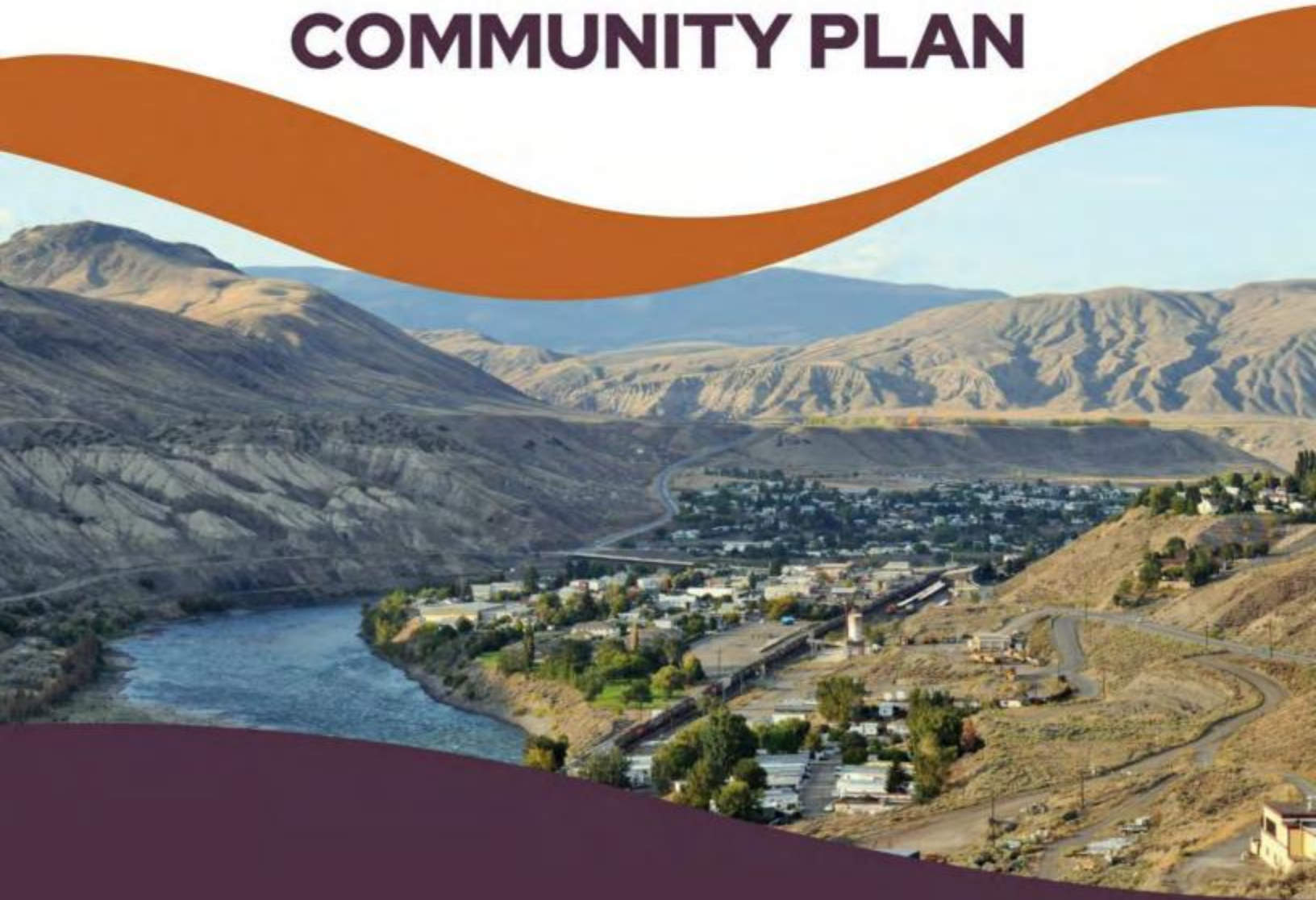
Official Community Plan Bylaw No. 889, 2026 represents an important step in shaping Ashcroft's future while respecting the community's history, values, and unique identity.

The updated OCP provides a clear, modern, and community-focused framework to guide future decisions related to land use, housing, infrastructure, economic development, environmental stewardship, and community wellbeing.

Administration recommends that Council provide first reading and authorize the bylaw to proceed to referral and technical review.



OFFICIAL COMMUNITY PLAN



Village of Ashcroft

Official Community Plan Bylaw No. XX, 2026

WHEREAS the Council of the Village of Ashcroft wishes to repeal “Village of Ashcroft Official Community Plan Bylaw No. 822, 2018”, and all amendments thereto, and wishes to adopt a new Official Community Plan pursuant to Part 14, Division 4 of the *Local Government Act*.

AND WHEREAS a Public Hearing has been held pursuant to Part 14, Division 3 of the *Local Government Act*.

THEREFORE, BE IT RESOLVED that the Council of the Village of Ashcroft, in open meeting assembled, enacts as follows:

1. This bylaw will be cited as the “Village of Ashcroft Official Community Plan **Bylaw No. XX, 2026**”.
2. The following schedules attached hereto are hereby made part of this bylaw and adopted as the Village of Ashcroft Official Community Plan Bylaw:
 - a) Schedule A (Official Community Plan Text)
 - b) Schedule B, C, D, E, and F (Official Community Plan Maps)
 - c) Schedule G (Downtown Design Guidelines)
3. If any section, subsection, sentence, clause or phrase of this bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be reversed and the decision that it is invalid shall not affect the validity of the remainder.
4. “Village of Ashcroft Official Community Plan Bylaw No. 822, 2018” and all amendments thereto are hereby repealed.

Read a first time this XX day of XXX, 2026

Read a second time this XX day of XXX, 2026

Public hearing held on this XX day of XXX, 2026

Read a third time this XX day of XXX, 2026

Adopted this XX day of XXX, 2026

Original Signed by Mayor Roden

Mayor

Original Signed by CAO Dyck

Chief Administrative Officer

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Schedule A – Official Community Plan Text

Schedule B, C, D, E, and F – Official Community Plan Maps

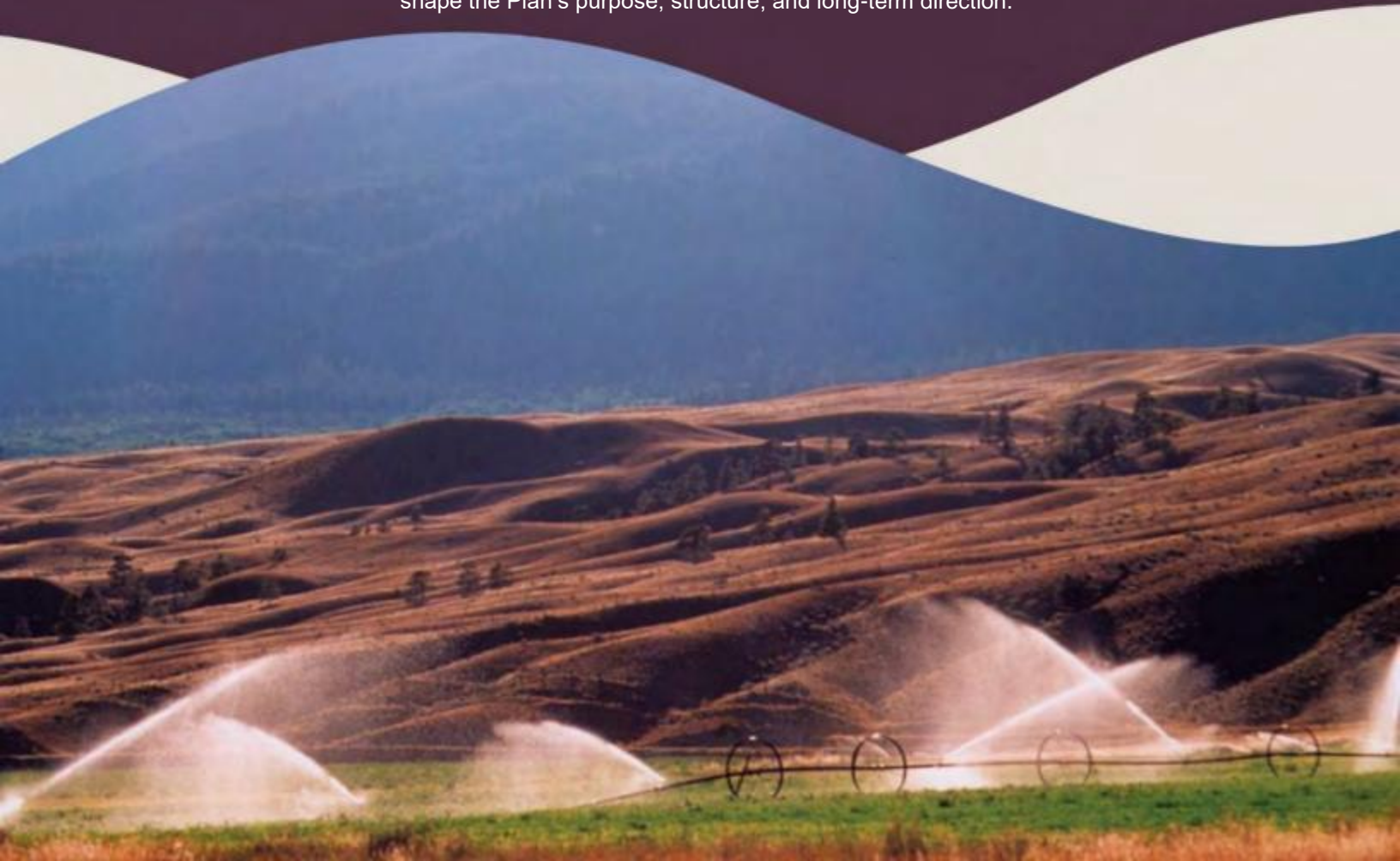
Schedule G – Downtown Design Guidelines

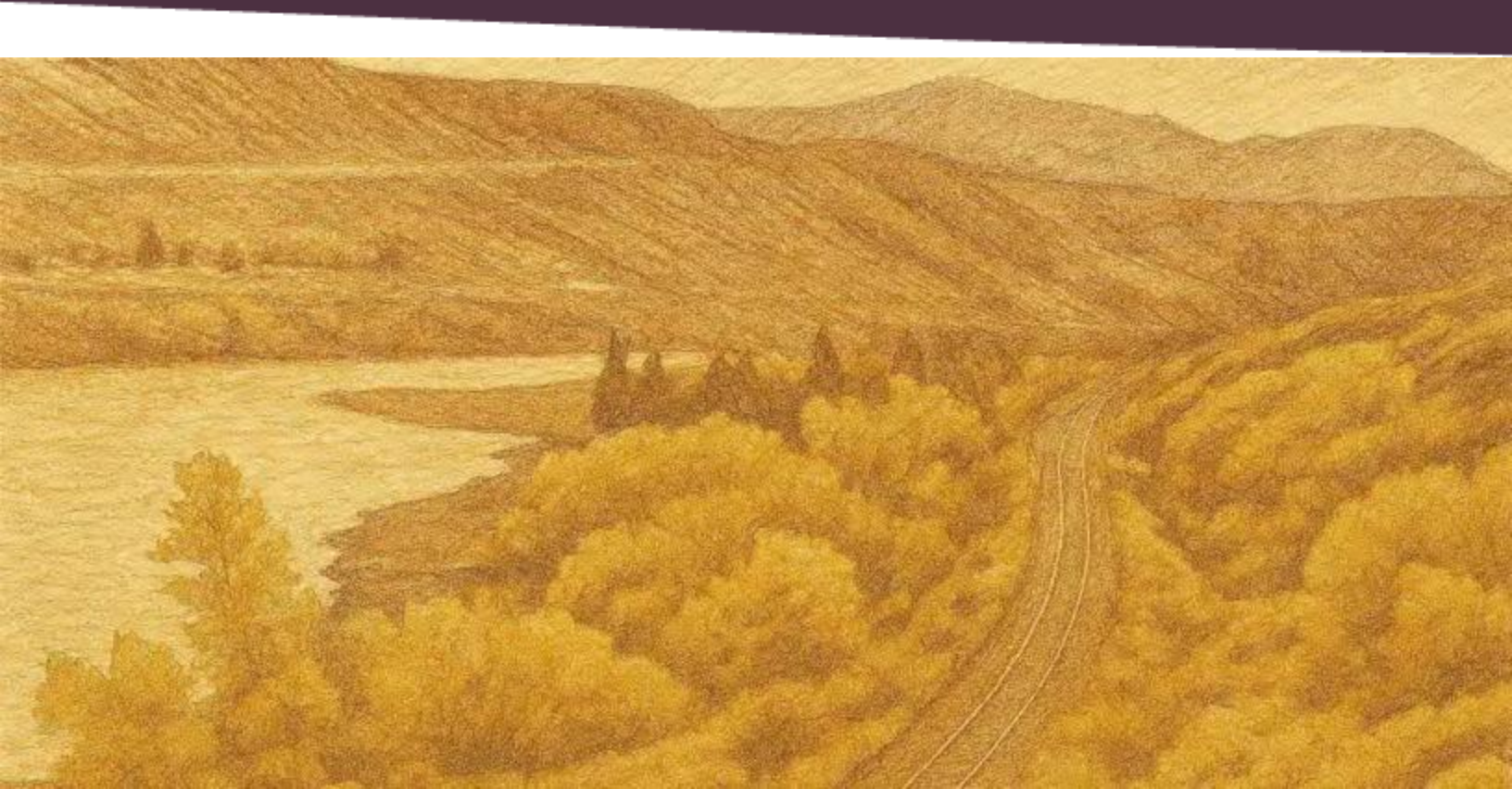


Part 1

INTRODUCTION AND VISION

Part 1 introduces the Official Community Plan by connecting the Village's history, current demographic context, to the vision and guiding principles that shape the Plan's purpose, structure, and long-term direction.





1. INTRODUCTION

1.1 BACKGROUND

The Village of Ashcroft was incorporated in 1952, and, according to BC Stats, has 1,744 residents as of 2025. The community is located 90 km west of Kamloops and is bisected by the Thompson River, which divides the downtown on the south side from residential areas and services on the north side. Ashcroft is also where the Bonaparte River and Thompson River meet and is within the traditional territory of the Nlaka'pamux and Secwepemc First Nations.

Ashcroft has existed since the 1850s, filling a role as a transportation hub and as an agricultural producer. The village is known for its historic character and has been a popular site for filming movies and TV series. Key features of the community are the Canadian Pacific Kansas City (CPKC) and Canadian National railways which border the Thompson River, the river itself, and the sagebrush landscape surrounding the community. There is a significant industrial presence both on the north and south side of the Thompson River, and a transloading facility northeast of the community within the municipal boundary. The residential nature of the village is a mix of urban and suburban, with a mixed commercial/residential area in the downtown and areas with single family and multiple family homes.

Ashcroft is a community in transition with an aging population, shifting economy, and changing roles of government. Recognizing this transition, the Village has developed this Official Community Plan to prepare itself for the challenges and opportunities that Ashcroft will encounter in the future.

1.2 WHAT IS AN OCP

An Official Community Plan (OCP) is a big-picture roadmap that guides how the community will grow and change over time. It sets out goals and directions for lands management and community growth in a variety of areas including housing, community facilities and parks, commercial and industrial development, and environmentally sensitive areas while also providing guidance on issues relating to economic development, the environment and social development. At the heart of an OCP is a vision for what the community wants to be in the future, and the policies, initiatives and approaches to community development that will help with achieving the vision.



WHAT DOES AN OCP DO?

The OCP helps make sure growth happens in a thoughtful way. It reflects the community's vision for the future and creates consistency across decisions related to community development, land use, and services. It helps guide decisions about community development such as how to make the Village an economically sustainable, healthy, and welcoming place for residents and visitors of all ages and abilities. It also helps land use decisions such as where new homes, businesses, and services should go while also identifying areas where development is less supported.



WHO USES THE OCP?

The OCP is used by Village staff, Council, developers, and community members. Village Council and staff use it to make decisions, and secure funding for infrastructure projects, developers use it to plan and design projects, and community members can use it to understand future plans, give input on changes, and track how the community is evolving.



WHAT AUTHORITY DOES THE OCP HAVE?

The OCP is prepared and adopted in accordance with the BC *Local Government Act*. The legislation requires certain content related to a variety of lands management issues and also enables the Village to set broad objectives that relate to matters beyond its direct jurisdiction.

The OCP is a legal bylaw that is adopted by Council.

WHAT AN OCP CAN AND CANNOT DO



An OCP Can:

- ✓ Provide a degree of certainty to Council, government staff, local businesses, developers, and residents regarding the future form and character of a community;
- ✓ Limit decisions and actions by Council when adopting bylaws or undertaking works to those which are consistent with the goals, objectives and policies included in the OCP;
- ✓ Provide direction for Council on decision-making and policy development; and
- ✓ Be used to support applications to acquire funding from senior levels of government to provide for works and services in a community, as funding is often contingent on a plan being in place for capital-intensive infrastructure investments.



An OCP Cannot:

- ✗ Obligate Council to undertake any projects suggested in the OCP;
- ✗ Commit Council to specific expenditures; or
- ✗ Force any action identified in the OCP.

AN OFFICIAL COMMUNITY PLAN

should be exactly what the name suggests:



OFFICIAL

It is adopted by the Village Mayor and Council.



COMMUNITY

It reflects the community's desires and vision for the future and involves community in developing the Plan.



PLAN

It presents a clear strategy to work toward identified goals.

1.3 WHY UPDATE THE OCP?

The previous Official Community Plan was adopted in 2018. There are many reasons why it is important to regularly update an OCP, such as planning for community demographic changes, addressing community development needs, and incorporating initiatives to support future funding applications. However, at present several key reasons are driving the update to the Village's OCP:

- **Provincial Legislation** – The Province passed several laws in 2023, including Bill 44, to encourage increased housing development. These changes require local governments such as the Village of Ashcroft to create Housing Needs Reports and update their OCPs and Zoning Bylaws to ensure there is enough capacity to accommodate the identified housing needs. Moving forward, communities will be required to update their OCPs every five years.
- **Reconsideration of Downtown Development Permit Area Guidelines** – Council has identified a desire to examine the current guidelines to see how Ashcroft's historical context can still be celebrated while making it easier to develop downtown.
- **Community resiliency planning** - Recent wildfire seasons have posed concern to community members and there is a strong desire to encourage proactive practices like embedding FireSmart principles and strengthening emergency planning and response measures.
- **Prepare for growth** – after years of stagnant or even declining population, Ashcroft has experienced modest population growth since the previous OCP was adopted in 2018 and the Village has received inquiries from developers interested in developing housing in the Village. The continued growth of the Ashcroft Terminal and HVC mine life expansion provides a sound economic base for development in the future.



1.4 VISION AND GUIDING PRINCIPLES

COMMUNITY VISION – 2045



Based on community input, the vision for Ashcroft is:

In 2045, Ashcroft is a vibrant, active and creative community that fosters healthy well-being and a collaborative inter-generational approach to our community's development.

Our vision includes the following aspects:

- **Community Oriented** – We have a strong volunteer base and we attract people to live here because there are exciting opportunities for people to have an impact on their community.
- **Diverse Population** – Our community is inter-generational and has a good mix of all demographics.
- **Creative Community** – There is a strong creative community that enables us to develop novel approaches to the issues we face.
- **Technology and Industries** – We will welcome a diversity of new technologies and industries to our community.
- **History** – The Indigenous and non-Indigenous history of our community is recognized and celebrated.
- **Health** – The physical and mental well-being of residents is well supported in the community through the built and natural environments as well as the provision of a wide range of health and wellness services suitable for people of all ages.
- **Small Town Atmosphere** – We are a place where people know each other and where there is a strong sense of interconnection.
- **Economically Resilient** – We have a diverse range of creative entrepreneurs who have integrated themselves into the community and thrive in our small-town atmosphere.
- **Neighbours** – We work collaboratively with our neighbours to strengthen our community and our region.

Part 1: Introduction and Vision





GUIDING PRINCIPLES

Guiding principles provide direction to the adoption and implementation of the OCP and include:

- **Community Building** - The Village will support initiatives that result in the building and strengthening of the community. This includes encouraging and supporting the efforts of volunteers making meaningful contributions to improving the quality of life in Ashcroft.
- **Common Sense** - Solutions to key issues will be practical and within the capacity of the community to achieve them. This will include recognizing the opportunities and constraints with respect to the resources that we have available to invest in various initiatives. Efforts will be made to increase the awareness of residents on municipal financial literacy and development processes. It also means that we will have a common-sense approach to development regulations.
- **Innovation**- The Village will support and encourage innovative solutions to the issues that Ashcroft faces. This can include new technologies, processes and concepts that lead to the strengthening of our community.
- **Partnerships** - The Village will leverage partnerships with non-profit agencies, local, provincial and federal government, businesses and Indigenous communities to achieve key community aspirations.
- **Reconciliation** - The Village will pursue initiatives that support ongoing efforts of reconciliation with Indigenous communities.
- **Economic Development** - The Village will pursue initiatives that aim to improve the economy of Ashcroft in a sustainable manner that will result in new jobs, both permanently and temporarily, and expands the tax base for the community.
- **Role of the Municipality** - The Village can play many different roles and is not necessarily responsible for leading the implementation of all aspects of the Official Community Plan but can be a sponsor, supporter, facilitator, and/or funder depending on the initiative.
- **Maintain the Character of the Community** - Ashcroft combines history and the natural environment to create a unique community. Ashcroft respects the environment by protecting and enhancing natural assets while limiting the impact of the built environment on the natural environment where possible. In addition, the Village will encourage new development to fit within the existing character of development in Ashcroft.

1.5 OCP CONTENTS

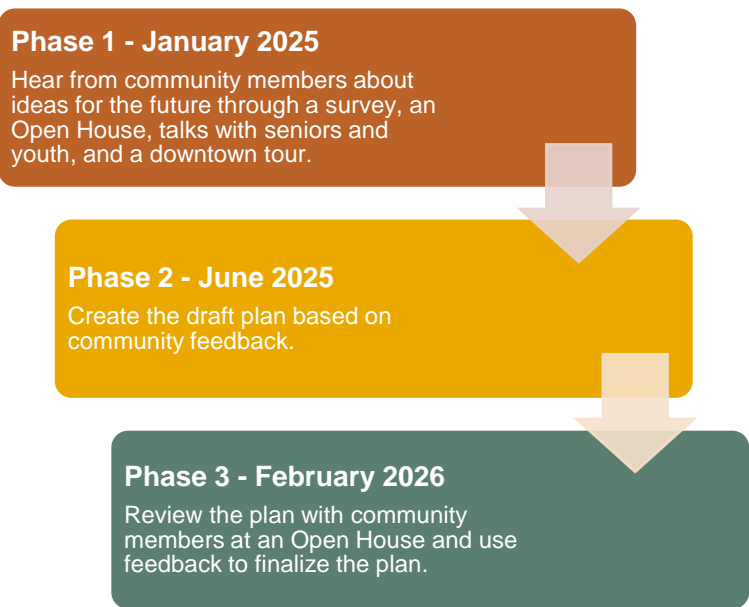
This OCP is organized into four main parts:

 <p>Part 1 Introduction and Vision</p>	<p>Part 1 introduces the OCP, describes its purpose, summarizes Ashcroft's history, shares key community characteristics such as population demographics, and provides the community vision and guiding principles.</p>
 <p>Part 2 Community Development Plan</p>	<p>Part 2 provides a description of how the community intends to change over time. Sections describe how the community will address topics including economic development, infrastructure, environmental protection and emergency preparedness, energy and greenhouse gas emissions, community development, social needs, and housing.</p>
 <p>Part 3 Land Use Plan</p>	<p>Part 3 contains land use designations used in the OCP, general policies associated with land use planning in Ashcroft, and the background, objectives, and policies related to each designation. Land use designations are implemented through the Zoning Bylaw. Part 3 also includes development permit area guidelines.</p>
 <p>Part 4 Implementation Strategy</p>	<p>Part 4 outlines an action and implementation plan to help move policies forward.</p>

HOW WAS THE OCP CREATED?

Engagement with Village residents identified key features that make Ashcroft a desirable place to live and should be kept in mind while planning for the community's future. These qualities are similar to what was identified in the 2018 OCP:

- Amenities and services at an affordable price
- Friendliness / Community spirit
- Small community size
- Scenic natural surroundings and good climate
- Eclectic western heritage design



2. HISTORY & CURRENT CONTEXT

2.1 HISTORY OF ASHCROFT

The history of the Ashcroft area begins long before the Cariboo Gold Rush of the 1860s. Indigenous people have been living in the area since time immemorial. The local nations include the Nlaka'pamux Nation, which includes the present day First Nations of Ashcroft Indian Band, Oregon Jack Creek Indian Band, and Cook's Ferry; and the Secwepemc Nation which includes the Bonaparte Indian Band. People from the two nations intermarried frequently and their territories overlapped.¹

The Nlaka'pamux and Secwepemc people lived off the abundant fish (particularly salmon), wild animals, and edible and medicinal plants found in the area. In the winter, they made their home in the valley bottoms, living in pit houses. Remnants of these settlements can be found throughout the area today, and there is clear evidence of established intergenerational pit house settlements dating back over 5,000 years.² In the summer, Indigenous people in the area travelled further up into the hills for the purpose of hunting game.



Around the mid-1800s, the Nlaka'pamux people became involved in the European fur trade and increasingly incorporated agriculture into their livelihoods as their vast territories were reduced to reserves.

The first settlers of European descent in the Ashcroft area were Clement and Henry Cornwall, who arrived in 1861. Ashcroft is named for their ancestral home in Gloucestershire, England, which was called Ashcroft. JC Barnes and William Brink arrived in the area in mid-1860's and pre-empted land that would eventually become the townsite of Ashcroft. Here they began farming and grew grain and fruit trees. They were soon joined by Oliver Evans and William Bose and the four became business partners in various undertakings.

¹ Ignace, Ron, 2008, *Our Oral Histories are our Iron Posts: Secwepemc Stories and Historical Consciousness*. PhD Dissertation, Simon Fraser University.

² Anderson Arnett, Christopher, 2016. *Rock Art of Nlaka'pamux: Indigenous Theory and Practice on the British Columbia Plateau*. PhD Dissertation, University of British Columbia.

Ashcroft has a unique colonial-era history that began when the Canadian Pacific Railway (now Canadian Pacific Kansas City railway) established a station and depot in the town in 1885. Since this time Ashcroft has experienced periods of boom and bust resulting in population growth and decline. The area served as Mile 0 for the road to the Cariboo goldfields and the BC Express Company was based here, providing transportation access into the Cariboo and Fraser-Fort George area. Ashcroft was also home to the iconic Ashcroft Manor, a roadhouse built by the Cornwall brothers.

In 1885 the town of Ashcroft was transformed by the completion of the Canadian Pacific Railway (CPR). It was then that the settlement was formally named Ashcroft and the rail company laid out a town plan to anticipate population growth as the area became the service centre for the Cariboo and northern areas of BC. By 1915 however, the CPR was suffering due to the competition with the Pacific Great Eastern Railways and the Grand Trunk Pacific.

Ashcroft was incorporated as a Village in 1952. As time passed, Ashcroft came to rely on agriculture and a local cannery for economic stability. Once the cannery was closed in the late 1950s, the local economy became supported, in large part, by the Bethlehem copper mine, which began operating in 1962, the Lornex pit which began in 1970 and the Highmont Operating Corporation which operated from 1979 to 1984. The three operations eventually combined to become the Highland Valley Copper Mine.

The opening of the Coquihalla Highway in 1986 changed the economic dynamic of the Village once again by diverting substantial vehicle traffic away from Highway 1. More recently, there has been a growing emphasis on industrial activity related to the railway, such as the Ashcroft Terminal and Koppers Ashcroft Inc. Increasingly, the village has also become attractive to retirees looking to enjoy the local climate, friendly community and affordable lifestyle.



2.2 LOCAL CONTEXT

KEY NEIGHBOURHOODS

The Village consists of several key neighbourhoods, with remaining parts of the Village being surrounded by farm lands and other open space lands that make up the agricultural land reserve. Key Neighbourhoods include:

- **North Ashcroft** - This primarily residential area includes a mix of older and newer homes. It's home to key services like the Desert Sands Secondary School, Urgent and Primary Care Centre, RCMP offices, and an assisted-living center. It also contains community recreational amenities—such as the HUB activity site, outdoor pool, and sports fields. North Ashcroft also contains some industrial sites and agricultural lands.
- **Downtown** – Separated by North Ashcroft by the bridge, Downtown Ashcroft features a combination of low-density residential dwellings and the Village's commercial centre. The mainstreet along Railway Avenue carries a selection of residentially-oriented shops like hairdressers, hardware centres, a grocery shop, cafes, and restaurants. Several community attractions have been developed downtown including Heritage Place Park and mosaic installations.
- **Mesa Vista** – Positioned above the downtown, the Mesa Vista subdivision provides views, access to nearby recreation trails, and primarily low-density development.

Other residences exist in areas beyond these three main neighbourhoods, such as a mobile home park on the south on the east side of the Thompson River.

ENVIRONMENTAL CHARACTERISTICS

The Village of Ashcroft is located in the Thompson River valley which is characterized by unstable soils, steep slopes and riparian areas.

- **Steep Slopes** – there are steep slopes on the south side of the Thompson River in downtown Ashcroft adjacent to the river, as well as between the downtown and Mesa Vista. In North Ashcroft, steep slopes line the Thompson River as well as along the northeast boundary of the village to Highway 97.
- **Unstable Soils** - unstable soils are located north of a band of steep slopes in the North Ashcroft area, reaching the northern boundary of the village. They are also located to the northeast, east, and south of the Mesa Vista subdivision, and another small subdivided area of rural residential located to the northeast of the Mesa Vista subdivision.
- **Floodplain** - a narrow floodplain borders the Village of Ashcroft along the Thompson and Bonaparte rivers. The floodplain is located next to a steep slope which borders the downtown to the south and residential and industrial areas in North Ashcroft.
- **Riparian Areas** – the Bonaparte and Thompson rivers meander through Ashcroft and have important riparian areas including at the confluence of the two rivers in North Ashcroft.

Schedule C illustrates these areas.



ECONOMIC OVERVIEW

According to the 2021 census, approximately 590 Ashcroft residents were part of the workforce, with most of them employed. Jobs in the village are mainly in manufacturing, transportation, agriculture, health care, education, and local services. Large employers include companies like IG Machine and Fibres, Koppers, Ashcroft Terminal, Highland Valley Cooper, and Desert Hills Ranch, which hires many seasonal workers. Government services, including the Desert Hills School, the Ashcroft Community Health Centre and municipal services employ a number of people as well as the commercial sector with jobs at local shops, restaurants, and services. Overall, Ashcroft offers a mix of industrial, agricultural, service, and limited hospitality employment opportunities.

DEMOGRAPHICS

HISTORICAL POPULATION GROWTH

The current population of the Village of Ashcroft, according to a BC Stats estimate for 2024, is 1,737.³ Before 2016, the population was declining, but it has been growing steadily since then. Between 2021 and 2023, Ashcroft's population increased by 8.6%, surpassing the provincial growth of 5.6%.⁴

³ BC Stats, Population Estimates Municipal and sub-provincial areas population, 2011 to 2024

⁴ TNRD, Regional Growth Strategy Monitoring Report 2024. <https://tnrd.civicweb.net/filepro/documents/146763/?preview=226907>

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A number of factors have contributed to the recent population growth including the Covid-19 pandemic, which witnessed a trend in people relocating from city centers into more rural areas and smaller communities.⁵ It is possible this trend has been continuing after Covid-19 and is contributing to population growth in the last few years, but has yet to be captured by an updated census. Additionally, the relatively lower cost of property in Ashcroft may also have contributed to the recent population growth; median home values in Ashcroft, according to the 2021 Census, were only \$300,000, compared to \$500,000 in the TNRD.

Table 2.1 summarizes population changes by Census year since 2001.

Table 2.1: Historical Population Change by Census Year

	2001 ⁶	2006	2011	2016	2021 ⁷
Population	1,814	1,664	1,628	1,558	1,670
% Change	-	-8.3%	-2.2%	-4.3%	+7.2%

SOURCE: STATISTICS CANADA CENSUS

POPULATION PROJECTIONS

Population projections for the Village of Ashcroft have been made based on three scenarios:

- **Low:** Using the annual average growth rate (**-0.09% per year**) for the Village between 1991 and 2021.
- **Medium:** Using the annual average growth rate used for projecting population in the 2024 Housing Needs Report between 2021 and 2041 (**0.4% per year**).
- **High:** Using the annual average growth rate for the BC Stats projections for the Thompson-Nicola Regional District between 2025 and 2045 (**1.07% per year**).

In the low growth scenario, there is a future reduction in population. If population trends continue as they have for the past 30 years, the population of Ashcroft will be 1,636 people by 2045, a reduction of 34 individuals from the 2021 Census population.

Under the medium and high growth scenarios, the population will continue to grow over the next 20 years. If the population continues to grow under the medium growth scenario, by 2045 Ashcroft's population will be 1,838, an increase of 168 residents from the 2021 Census population. Considering the stability of key employers in the area, such as the Ashcroft Terminal and Highland Valley Copper Mine, along with recent population growth, a high growth scenario may be appropriate. In the high growth scenario, the population could reach 2,156 residents over the next 20 years, an increase of 486 residents from the 2021 Census population.

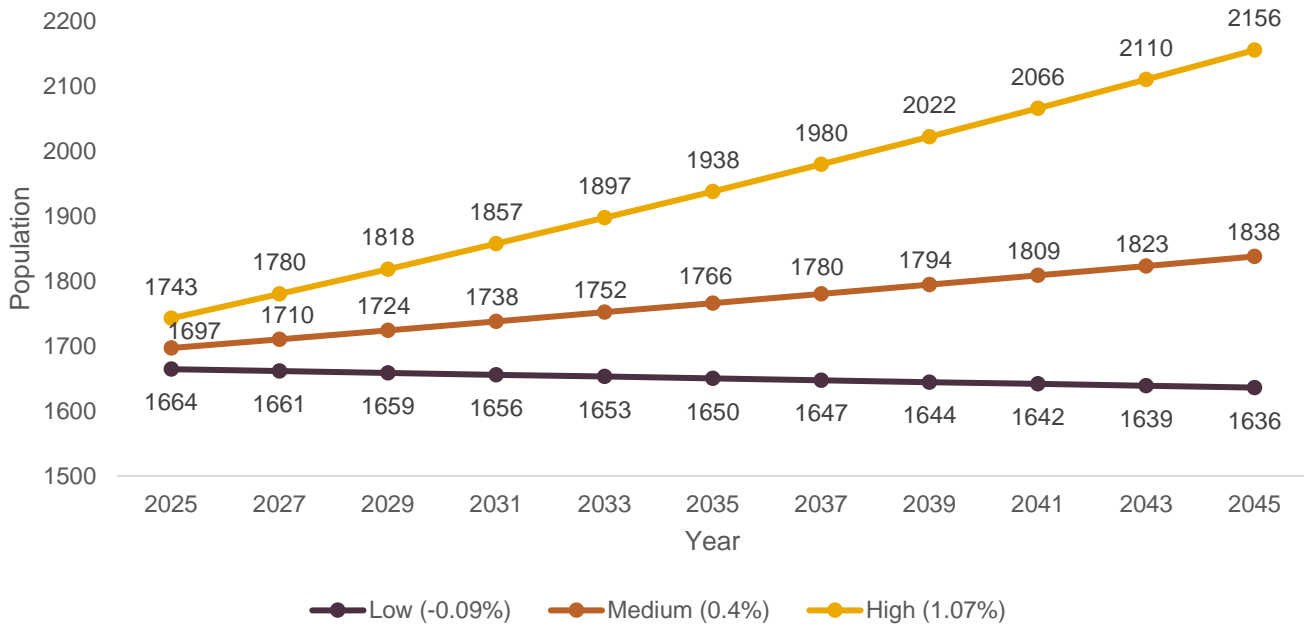
⁵ Statistics Canada, Population Growth in Canada's rural areas, 2016 to 2021. <https://www12.statcan.gc.ca/census-recensement/2021/as-sa/98-200-x/2021002/98-200-x2021002-eng.cfm>

⁶ Population estimate according BC Stats based on 2006 boundaries. Statistics Canada, 2001 Census Profile <http://www12.statcan.gc.ca/english/Profil01/CP01/Details/Page.cfm?Lang=E&Geo1=CSD&Code1=5933019&Geo2=PR&Code2=59&Data=Count&SearchText=ashcroft&SearchType=Begins&SearchPR=01&B1=All&Custom=>

⁷ Statistics Canada, 2021 Census Profile. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/index.cfm?Lang=E>

Figure 2.1 illustrates three different population projection scenarios for the Village of Ashcroft.⁸

Figure 2.1: Population Projections



AGE PROFILE

A comparison of the age profile of Ashcroft with that of the TNRD and BC shows that a higher proportion of Village residents are 65 years and older than in the regional district, and that a lower proportion of residents are under 45 years of age. The proportion of residents between 45 and 64 years is equal in all three jurisdictions. As indicated in Table 2.2, the median age in Ashcroft is more than 15 years higher than at the provincial level. The median age in Ashcroft declined by 0.9 years from the 2021 census. Table 2.2 below compares the age profile of Ashcroft with that of the TNRD and the province of BC.

Table 2.2: Comparative Age Profiles 2021

Age Group	Ashcroft	TNRD	BC
0-14 years old	13%	15%	14%
15 – 24 years old	6%	11%	11%
25 – 44 years old	15%	25%	27%
45 – 64 years old	27%	27%	27%
65+	37%	23%	20%
Total Population	1,670	143,680	5,000,880
Median Age	58.4	45.2	42.8

⁸ Note, the 2021 Census population, 1,670, was used as the base for the population projections, which explains why in Figure 2.1 the 2025 populations differ under the different growth scenarios.

2.3 REGIONAL CONTEXT

INDIGENOUS COMMUNITIES

First Nations continue to live in the area and are an important part of the Ashcroft community and the Village is in the overlapping territory of the Nlaka'pamux and Secwépemc Nations. The First Nations with the closest proximity to the Village of Ashcroft are the Nlaka'pamux Nation communities of Ashcroft Indian Band, Oregon Jack Creek Indian Band, and Cook's Ferry Indian Band and the Secwépemc Nation community of Bonaparte First Nation.

ASHCROFT INDIAN BAND

Ashcroft Indian Band's total membership is 440 people.⁹ The number of those living on an Ashcroft Indian Band reserve is 74. Ashcroft Indian Band is part of the Nlaka'pamux Nation but is not affiliated with any tribal council or association. Its main reserve abuts the Village of Ashcroft Boundary on the northwest side of the Thompson River.

OREGON JACK CREEK INDIAN BAND

Oregon Jack Creek Indian Band is located approximately 6 km south of Ashcroft. The total membership population is 74 people¹⁰ and most reside off-reserve with some people living on Paska Island IR # 3 and Upper Nepa IR # 6.¹¹ Oregon Jack is part of the Fraser Thompson Indian Services Society and the Nlaka'pamux Nation Tribal Council.

COOK'S FERRY INDIAN BAND

Cook's Ferry Indian Band is located south of Ashcroft generally in the vicinity of Spences Bridge. The total membership population is 385 members¹² with approximately 13% of members living on-reserve. Cook's Ferry is affiliated with the Citxw Nlaka'pamux Assembly, the Esh-Kn-Am Cultural Resources Management Services, the Heskwen'scutxe Health Services Society, and the Stuwix Resources Joint Venture.

BONAPARTE FIRST NATION

Bonaparte First Nation is located approximately 15 km north of Ashcroft. Bonaparte Indian Band is a member of the Secwépemc Nation and the Shuswap Nation Tribal Council. A total of 1,150 people are members of the Bonaparte First Nation.¹³ Of these, 147 live on a Bonaparte reserve, 48 live on other reserves, and 955 live off-reserve.

⁹ Indigenous and Northern Affairs Canada, First Nation Profiles. http://fnppn.aadnc-aadnc.gc.ca/fnp/Main/Search/FNRegPopulation.aspx?BAND_NUMBER=685&lang=eng

¹⁰ Indigenous and Northern Affairs Canada, First Nation Profiles. http://fnppn.aadnc-aadnc.gc.ca/fnp/Main/Search/FNRegPopulation.aspx?BAND_NUMBER=692&lang=eng

¹¹ BCStats, 2016 Census Total Population Results, Indian Reserves. <https://www.bcstats.gov.bc.ca/StatisticsBySubject/Census/2016Census/PopulationHousing/IndianReserves.aspx>

¹² Indigenous and Northern Affairs Canada, First Nation Profiles. https://fnppn.aadnc-aadnc.gc.ca/fnp/Main/Search/FNRegPopulation.aspx?BAND_NUMBER=694&lang=eng

¹³ Indigenous and Northern Affairs Canada, First Nation Profiles. http://fnppn.aadnc-aadnc.gc.ca/fnp/Main/Search/FNRegPopulation.aspx?BAND_NUMBER=686&lang=eng

REGIONAL CONTEXT STATEMENT

As required by the *Local Government Act*, municipalities must include a regional context statement in their Official Community Plans if their regional district has adopted a regional growth strategy. The purpose of the regional context statement is to identify how the OCP policies support the principles of the regional growth strategy.

In 2000, the Thompson Nicola Regional District (TNRD) adopted a Regional Growth Strategy that outlines a cooperative strategy for achieving a sustainable future for the region. In 2013 the Growth Strategy was updated, and monitoring reports have been conducted, most recently in late 2024. The policies contained in the Regional Growth Strategy support the TNRD's vision statement, which reads:

The TNRD is a unique region of diverse urban and rural communities, wilderness and natural resource opportunities, and a vibrant economy. Building on this diverse mix of urban and rural, resource and wilderness settings shall be the dominant guiding principle as new development is encouraged. Urban places will grow while retaining their existing scope and character; rural places will remain rural while accepting appropriate new development; and settlement in resource areas will be limited and carefully managed. (Bylaw No. 2409, 2013, p. 3)

ASHCROFT'S REGIONAL CONTEXT STATEMENT

The Village of Ashcroft's regional context statement was developed in accordance with the TNRD's Regional Growth Strategy. The following sub-sections describe how the Village of Ashcroft's OCP supports the TNRD's growth management strategy.



Human Settlement

The Human Settlement section of the TNRD's Regional Growth Strategy contains policies that aim to contain urban/rural sprawl, considering their projections add a total of 29,000 people who would mostly settle in Kamloops and Merritt. The aim of the TNRD is to promote *building on the existing network of diverse regional centres, directing growth to established centres, promoting infill and intensification, and ensuring adequate levels of servicing are provided*. The Village of Ashcroft's OCP supports the TNRD's Human Settlement policies by:

- Encouraging compact and cost-effective residential development by directing growth to established residential areas;
- Ensuring there is an adequate supply of land to meet future housing demand;
- Permitting secondary suites and carriage suites in Rural and Low Density Residential;
- Promoting mixed-use and medium density development downtown;
- Promoting medium density development in North Ashcroft;
- Consciously blending commercial with residential and compatible industrial uses to maintain the downtown as a livable and vibrant place;

Part 1: Introduction and Vision

- Protecting environmentally sensitive areas, particularly along the Thompson and Bonaparte Rivers with Development Permit Guidelines; and
- Encouraging a range of housing types including housing cooperatives, seniors housing, rental housing, and accommodation for temporary workers.



Energy and Transportation

The Village of Ashcroft also supports the TNRD's Regional Growth Strategy objective to *integrate transportation and energy considerations with land use and settlement planning to achieve conservation, mobility, and efficiency goals*. The OCP includes policies that:

- Encourage infill in residential development to allow for compact community design and efficient use of transportation infrastructure;
- Encourage the development of trails for walking or cycling between key locations;
- Support the continued operation and maintenance of community electric vehicle charging stations;
- Support work on improving transit ridership levels by collaborating with BC Transit to improve the user experience; and
- Encourage solar energy use in the community.



Economic Development

The Village's OCP contains policies that support the Regional Growth Strategy's policy to *broaden the economic base through diversification and expansion, and support and encourage existing primary, secondary, and tertiary industries while promoting new economic development opportunities*. The OCP supports the Regional Growth Strategy by:

- Encouraging private business investment in accommodations and tourist sector through advertising of hotel investment opportunity;
- Encouraging historically themed architecture into new and existing development Downtown to promote tourism;
- Encouraging the further development of the Ashcroft Terminal lands as a site of future industrial development;
- Encouraging health professionals to move to Ashcroft to promote high service levels and maintain the population;
- Encouraging residents to shop locally wherever possible;
- Promoting and marketing Ashcroft as a tourism destination; and
- Working with local agricultural operations to identify opportunities to help market and promote them as part of overall economic development initiatives.



Environmental Protection

The Village of Ashcroft supports the TNRD's goal to *protect and enhance the environment through the adoption and co-operative use of stewardship principles*. The OCP includes policies that:

- Designate environmentally sensitive areas and apply Development Permit Guidelines to help ensure that development does not negatively impact environmentally sensitive areas;
- Reduce Ashcroft's impact on the environment and protect the surrounding ecosystems and wildlife; and
- Ensure industrial development complies with applicable environmental standards.



Co-operation and Process

The Village of Ashcroft's OCP has been developed in consultation with the TNRD to ensure that the OCP is consistent with the Regional Growth Strategy. The Village has also adopted an OCP Consultation Policy that will ensure that the appropriate governments, government agencies, First Nations, and other stakeholders are properly consulted in the process of developing, amending, or repealing an OCP.



Open Space and Cultural Heritage

The Village of Ashcroft's OCP supports the Regional Growth Strategy's policies to *protect the archeological and heritage resources, open space, and rural character* of the region by:

- Encouraging owners of heritage homes to maintain the heritage aesthetic;
- Continuing the recognition of significant heritage buildings through the historical plaque program; and
- Designating lands for Open Space to provide recreation opportunities and to protect environmentally sensitive areas.





Part 2

COMMUNITY DEVELOPMENT PLAN

Part 2 presents goals and policies for topics: economic development, environmental protection and emergency preparedness, energy, community development, social needs, and housing. Finding solutions to issues in each of these topic areas is critical to Ashcroft's long-term vitality.





3. ECONOMIC DEVELOPMENT

3.1 BACKGROUND

The Village of Ashcroft has a number of important assets in terms of its location, and existing economic activity, which will play a role in supporting economic development in the future. While the Village's boundaries encompass portions of Highway 1, the townsite itself is located within minutes of the highway, which connects the Lower Mainland to the Interior, making the community suitable for the transportation of goods. In addition to manufacturing, tourism also benefits from the Village's proximity to Highway 1, as it brings in people interested in the Village's history, arts community, or the peace and quiet of Ashcroft.

Agriculture in Ashcroft is an important economic sector. Ashcroft has the benefit of one of the warmest climates in BC, as well as ample water for irrigation. Manufacturing in Ashcroft is also succeeding due to access to important transportation infrastructure. Ashcroft is also home to the Ashcroft Terminal, a major transloading terminal which enables the loading of unloading of train cargo to trucks. This facility is one of the only locations in western Canada that has both CPKC and CN rail lines and continues to expand.

A key challenge in Ashcroft is the lack of qualified personnel living locally. A lack of suitable market and rental housing has contributed to many workers choosing to reside in population centres like Kamloops and commute to Ashcroft for work. The lack of appropriate housing has been identified as a barrier to future expansion in labour-heavy industries such as agriculture, manufacturing or mining. However, recent efforts to unlock the rodeo grounds for development are creating interest among developers. Plans for residential

Part 2: Community Development Plan

and supportive housing at this site would significantly address Ashcroft's housing needs, contributing an estimated additional 150 units and benefiting families, seniors, low income households, and workers.

Other aspects of economic development involve attracting and retaining people to support and run local businesses. The number of businesses along Railway Avenue has decreased over recent years due to the difficulty of attracting businesses to a small community. A challenge moving forward will be finding people to own and operate businesses in Ashcroft. Despite this challenge, Railway Avenue, and other areas of Ashcroft's downtown continue to be attractive locations for businesses due to the heritage character and unique façades, which are a draw for visitors. This history continues to create opportunities for economic development, especially through tourism.

Despite having many ingredients for economic development including a unique heritage, a major visitor attraction in Desert Hills Ranch, reputation as Canada's only true desert, a dedicated arts and culture community, and recreational infrastructure, Ashcroft faces significant challenges capitalizing on these opportunities due a lack of short-term accommodations. Without a hotel, or similar alternative, Ashcroft is constrained in its ability to host tourists and visitors, grow interest in Ashcroft as a destination, and support local businesses. The Village will continue to support efforts that address gaps in housing and accommodations and facilitate tourism and community economic development.

It is important to note that the Village is currently exempt from provincial legislation limiting short term rentals to the only host's principal residence or secondary suite. Short term rentals provide an alternative option for addressing gaps in accommodation in the meantime but are potentially less reliable in the long term than a dedicated structure.

3.2 GOALS

It is the goal of Council to:

- .1 Encourage a more vibrant and diversified economy that attracts entrepreneurs that will contribute to the Ashcroft community;
- .2 Develop and maintain a positive business environment;
- .3 Encourage the further development of the tourism industry; and
- .4 Encourage the further development of the agricultural industry in Ashcroft.

3.3 POLICIES AND ACTIONS

It is the policy of Council to:

- .1 Diversify the economy by:
 - .1 Continuing to support efforts to bring fibre optic technology to Ashcroft.
 - .2 Reviewing options to market access to rail, highway, and future fibre optic technology to attract new businesses to Ashcroft;
 - .3 Encouraging more health professionals to permanently relocate to Ashcroft to create jobs in the community and to provide services that residents require;
 - .4 Working with major employers to explore options to market Ashcroft and its quality of life to skilled workers;
 - .5 Reinforcing industrial areas to be used primarily for industrial purposes with residential as a secondary and accessory purpose; and
 - .6 Continuing to implement the recommendations from the Village of Ashcroft Economic Development Strategy, reviewing and updating the document regularly; and
 - .7 Developing an online economic development focused Community Profile that markets Ashcroft's economic advantages and contains all related bylaws (i.e. OCP and Zoning).
- .2 Develop and maintain a positive business environment by:
 - .1 Supporting the utilization of the Ashcroft HUB as a business incubator while encouraging businesses to eventually locate in downtown spaces;
 - .2 Exploring alternatives to a Chamber of Commerce that will support and promote a strong business community;
 - .3 Working collaboratively with prospective businesses to find creative solutions that reduce barriers to establishing, operating, or expanding a business in Ashcroft;
 - .4 Encouraging residents to shop locally wherever possible;
 - .5 Identifying locations in the Downtown Area to extend sidewalk coverage and pedestrian access from side streets; and
 - .6 Exploring parking options and road design that would increase parking supply in key areas in the Downtown including angled parking.

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- .3 Encourage the further development of the tourism industry by:
 - .1 Working with key partners such as nearby First Nations, the Thompson Nicola Regional District, nearby municipalities and other key stakeholders to develop an integrated tourism strategy that leverages Ashcroft's agriculture, history (Indigenous and non-Indigenous), scenery, and the arts and culture community and provides direction on promotions and marketing;
 - .2 Continuing to operate and maintain the municipal campground;
 - .3 Enabling permanent residents of residential dwelling units to operate Short-term Rental Accommodations that support the development of the tourism industry while monitoring for legislative changes and adjusting for potential impacts to long-term housing availability;
 - .4 Continuing to support wayfinding signage projects that bring visitors to Ashcroft and help them navigate to points of interest within the community;
 - .5 Promoting and marketing Ashcroft as a tourism destination;
 - .6 Encouraging private sector investment into a hotel in Ashcroft;
 - .7 Continuing to support the role of the arts in bringing people to Ashcroft;
 - .8 Considering further investments in downtown beautification and streetscaping including upgrades to Heritage Park, such as through a downtown revitalization plan;
 - .9 Seeking synergies between future downtown revitalization planning and opportunities for tourism development and enhancement;
 - .10 Continuing to utilize the Northern Development Initiative Trust to access programs to enhance commercial development in Ashcroft, such as the façade improvement program; and
 - .11 Continuing to participate in the Gold Country geocaching tourism program.
- .4 Encourage the further development of the agricultural industry by:
 - .1 Reviewing opportunities to leverage Ashcroft's agriculture sector to create jobs and generate spin-off activities such as value-added processing and agri-tourism, as permitted by the Agricultural Land Commission;
 - .2 Continuing to promote and support the operation of the Ashcroft Farmers' Market;
 - .3 Encouraging the use of underutilized agricultural land, particularly for crops with emerging demand such as grape production and wineries, hops farms, and produce; and
 - .4 Working with local agricultural operations to identify opportunities to help market and promote them as part of overall economic development initiatives.



4. ENVIRONMENTAL PROTECTION AND EMERGENCY PREPAREDNESS

4.1 BACKGROUND

Ashcroft is committed to preserving its environment for the enjoyment of this generation and future generations. Key issues that Ashcroft faces today are related to protecting water quality, ensuring that air quality supports the health of the entire community, respecting the wildlife which make their home in and around Ashcroft, and generally reducing the community's environmental footprint.

In recent years, Ashcroft has experienced several significant climate-related events:

- **Wildfires** including the 2017 Elephant Hill Wildfire, 2021 Tremont Creek Wildfire, and 2024 Shetland Creek Wildfire.
- **Overland flooding** from the 2018 atmospheric river caused a series of landslides and flooding throughout the Southern Interior.
- **Periods of extreme heat and drought**, including the 2021 heat dome, are happening more frequently.

The above factors are contributing to a strong community desire for emergency planning and response measures. Resiliency efforts related to FireSmart practices and sustainable water use are now clear community priorities. To respond to these priorities, the Village has advanced efforts that support community resiliency such as creating and revising the Village's Emergency Response and Evacuation Plan and hiring a FireSmart coordinator to support implementation of FireSmart programming

Part 2: Community Development Plan

Another important factor shaping how the Village prepares for emergencies is the *Emergency and Disaster Management Act*. This provincial legislation introduced changes to how local governments such as the Village prepare for emergencies, including preparing risk assessments for potential hazards, completing enhanced management plans that consider different phases of planning, and consulting on these plans with local First Nations. The requirements of this Act will influence the update to the Emergency Response and Evacuation Plan which was developed under previous provincial legislation.

4.2 GOALS

It is the goal of Council to:

- .1 Work towards protecting and enhancing the natural environment;
- .2 Prepare for emergencies that Ashcroft may encounter due to natural disasters; and

4.3 POLICIES AND ACTIONS

It is the policy of Council to:

- .1 Work towards protecting and enhancing the natural environment by:
 - .1 Working to ensure that the impacts of development on environmentally sensitive areas are minimized to the greatest extent possible;
 - .2 Reducing negative impacts on the climate;
 - .3 Promoting and educating residents on xeriscaping, drought-resistant, and FireSmart landscaping.
 - .4 Ensuring that riparian areas are protected appropriately through the use of Development Permit Area Guidelines;
 - .5 Promoting the conservation of fish habitat on the Thompson and Bonaparte Rivers;
 - .6 Requiring developments to adhere to applicable senior government legislation to protect watercourses and fish habitat from urban encroachment;
 - .7 Protecting public safety and minimizing property damage associated with flooding events by encouraging flood susceptible areas to be used as park, recreational, or conservation areas;
 - .8 Supporting the development of an Urban Tree Program to provide habitat for birds and other wildlife, improve air quality, reduce greenhouse gas emissions, and improve the tree canopy in Ashcroft;
 - .9 Considering options to remove non-native vegetation from parks and community spaces; and
 - .10 Reduce the impacts of the built environment on the natural environment by reducing greenhouse gas emissions and promoting water conservation.

- .2 Prepare for emergencies that Ashcroft might encounter due to natural disasters by:
 - .1 Updating the Emergency Response and Evacuation Plan to align with requirements from the *Emergency Disaster and Management Act*;
 - .2 Supporting actions that sustain the Emergency Operations Centre, as required;
 - .3 Supporting adoption of FireSmart practices and public education to help the Village's wildfire resiliency;
 - .4 Continuing to update and promote the use of the centrally located signboard to share information on community events as well as evacuation alerts and orders;
 - .5 Developing a formal emergency access route out of the Mesa Vista neighbourhood including exploring opportunities for a secondary egress;
 - .6 Developing and communicating best practices for the emergency preparedness of each household in Ashcroft;
 - .7 Ensuring emergency generators in key Ashcroft facilities and infrastructure are properly maintained and operational;
 - .8 Increasing public education on water conservation and water consumption for residents during natural disasters; and
 - .9 Improving community resiliency such as exploring options to dissuade the installation of new cedar hedges on private properties and encouraging the removal of existing hedges due to their fire danger.



5. ENERGY AND GREENHOUSE GAS EMISSIONS

5.1 BACKGROUND

Reducing greenhouse gas (GHG) emissions is a key goal for the Village of Ashcroft. The Province provides community-level information on emissions through the Community Energy Emissions Inventory for emissions related to transportation, energy use, and solid waste. The most recent data is from 2022 and is provided in tonnes of carbon dioxide equivalent (tCO₂e) – the standard unit of measurement for greenhouse gas emissions:

- 2022 Transportation emissions: ~ 8,000 tCO₂e
Accounts for emissions from common passenger vehicles like SUVs as well as hybrid vehicles, buses, heavy trucks and other forms of vehicle transportation.
- 2022 Utilities energy emissions: ~10,900 tCO₂e
Accounts for emissions from both residential (~2,800 tCO₂e) and commercial / industrial (~8,100 tCO₂e).
- 2022 Solid waste: ~3,400 tCO₂e¹⁴
Solid waste emissions reporting is significantly higher from 2020 onward compared to community reductions in the 2010s. There was a fivefold increase in solid waste related emissions between 2018 (when the previous OCP was completed) and 2022.

¹⁴ Measurement of tCO₂e provided for “waste in place”, which is the emissions estimate produced by waste in the period of a single year, compared to “waste commitment” which accounts for total lifecycle emissions.

When solid waste emissions are discounted, the Village has experienced a 7% reduction in emissions (transportation and energy use) between 2018 and 2022, with a majority of this change coming from reductions in energy use (approximately 17%), and most of that coming from the commercial and industrial sector. This marks an overall decrease of 14% since 2007.

The Village recognizes that it has an important role to play in leading the community to meeting provincial greenhouse gas reduction targets, currently set at a 16% reduction by 2025 compared to 2007, but increasing to 80% by 2050. The Province also has a role to play in setting requirements for adoption of green building technologies, and transition to new, alternative, fuel efficient, and renewable energy sources to power vehicles and heat homes. The BC Energy Step Code advances this work by setting new energy efficiency requirements for the BC Building Code that escalate every few years until 2032. The most recent escalation of requirements occurred in 2023, amending the BC Building Code with changes to require 20% improvements in energy efficiency for most new buildings. It is important for Provincial initiatives such as this to continue, as without these requirements, and further technological advances, it will be challenging to reduce GHG emissions.

Moving forward it will be important to explore opportunities to further reduce Village solid waste, a challenge as the community currently has no curbside recycling program, and financing and capacity constraints make this unlikely to change soon. However, the Village has made strides in other areas, including undertaking initiatives to advance solar panels as part the development of the water treatment plant, and installing a fast-charging electric vehicle station.



5.2 GOALS

It is the goal of Council to:

- .1 Strive to reduce greenhouse gas emissions in the community by 10% below 2025 levels by 2035; and
- .2 Encourage energy conservation and alternative energy sources in the community.

5.3 POLICIES AND ACTIONS

It is the policy of Council to:

- .1 Reduce greenhouse gas emissions in the community by:
 - .1 Providing educational materials to residents that outline how they can reduce their greenhouse gas emissions;
 - .2 Enforcing anti-idling measures set out in the Good Neighbour Bylaw;
 - .3 Continuing to seek funding to implement recommendations from the Trails Master Plan including those that would improve connectivity throughout Downtown and between Downtown and North Ashcroft for people walking, cycling, or using micromobility modes such as e-bikes and scooters;
 - .4 Reviewing the feasibility of dedicated travel options for electric transportation modes on public roads, such as mobility scooters;
 - .5 Working towards improving transit ridership levels by collaborating with BC Transit to improve the user experience;
 - .6 Continuing to ensure the development of roads and sidewalks align with the Village's Subdivision and Development Servicing Bylaw, including consideration for accessibility;
 - .7 Reviewing the feasibility of providing incentives to builders who choose to use alternative energy systems such as solar hot water and geo-exchange heating;
 - .8 Encouraging residents and businesses to conduct energy audits, take advantage of rebate programs, and undertake energy retrofits;
 - .9 Providing incentives to builders and property owners to construct more energy efficient homes and retrofit existing homes to make them more energy efficient;
 - .10 Requiring new homes that are the subject of rezoning applications to meet green building standards;
 - .11 Continuing to direct development away from the Agricultural Land Reserve in order to protect and support local agricultural production;
 - .12 Working with the Thompson Nicola Regional District to examine options to reduce quantities of waste and to provide alternatives for waste disposal;
 - .13 Supporting efforts to reduce solid waste by promoting use of the TNRD's Eco-Depot;
 - .14 Exploring options to encourage private entrepreneurship to address gaps in curbside residential recycling options;

- .15 Exploring the financial feasibility of securing funding for a new garbage truck capable of providing recycling and composting services;
 - .16 Exploring opportunities to promote awareness and education of residential composting methods;
 - .17 Continuing to raise awareness about the value of purchasing locally-produced food, such as by participating in the community garden, and supporting programs that build a robust local food network; and
 - .18 Requesting the Province to provide the Village with the tools and resources to monitor and measure its GHG levels.
- .2 Encourage energy conservation and the use of alternative energy sources in the community by:
- .1 Reviewing the feasibility of installing alternative energy systems into municipal buildings, such as solar hot water, solar electricity, and geo-exchange systems;
 - .2 Encouraging the installation of solar panels on houses, businesses, and government buildings;
 - .3 Encouraging energy efficiency in the community and reviewing Village-owned facilities for efficiency options; and
 - .4 Reviewing the feasibility of developing community energy systems by considering the use of solar and/or wind energy.





6. COMMUNITY DEVELOPMENT

6.1 BACKGROUND

Community development refers to the process of taking community actions which prioritize social, economic, environmental, and cultural well-being; and their contributions to improving the community as a place to live. The promotion of community development offers many benefits. Encouraging diversity and inclusion in terms of ethnicity, gender, and age leads to feelings of inclusion and the social cohesiveness of a community. Events and activities which celebrate this cohesiveness in the community already are sporting events, community gardens, and artistic activities. An example of a project trying to create social unity in Ashcroft is the creation of mosaics which celebrate all aspects of the community's heritage. Activities which are organized by the Winding Rivers Arts and Performance Society (WRAPS) also bring different generations together, and even different communities together, as all are welcomed to be a part of their productions.

The Ashcroft HUB is integral to the community by providing a space that brings different generations together daily. Offering a variety of recreational and social activities catering to all demographics and interests may prove to be an important part of retaining families in the community. The benefits of increased social cohesion are pride of place, a desire for the Village to be attractive to visitors, a desire to support local businesses and provide local employment, and support for local food production.

In terms of community assets, moving forward it will be vital to continue to attract and retain young families, as well as encourage young Ashcroft residents to move home after completing their education elsewhere. The availability of amenities and recreational opportunities which responds to the needs of all generations living in Ashcroft will be key to the community's future viability and vibrancy. Services such as education and health care, while provided at a provincial level, should be encouraged and promoted in order to maintain current levels and make improvements where possible. As well, improving the supply of rental housing options, and affordable entry-level homes, could enable youth to return to community, live independently, and embark on further life stages in Ashcroft.

6.2 GOALS

It is the goal of Council to:

- .1 Strengthen community cohesiveness;
- .2 Support the development of the arts and culture community in Ashcroft;
- .3 Foster the growth of a family-friendly community; and
- .4 Enhance food security in Ashcroft.

6.3 POLICIES AND ACTIONS

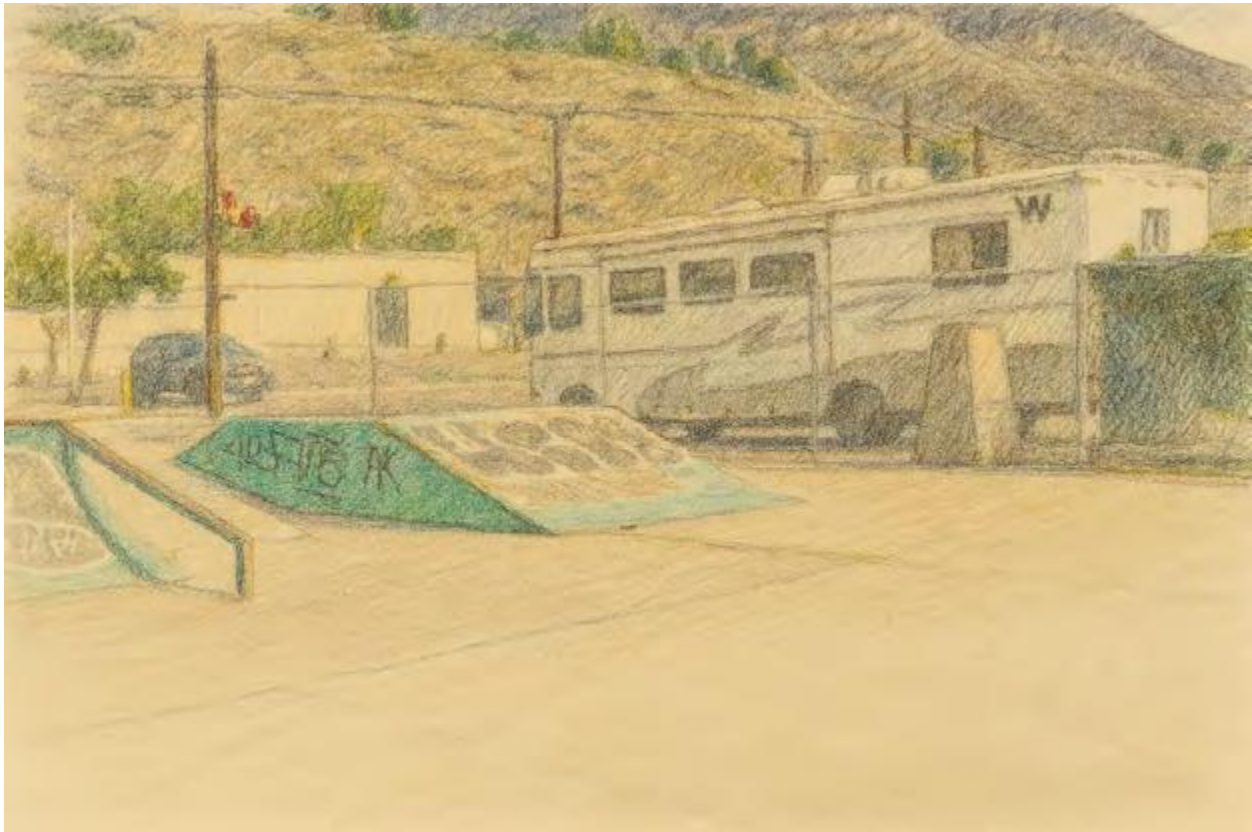
It is the policy of Council to:

- .1 Strengthen community cohesiveness by:
 - .1 Collaborating with stakeholders and partners to continue offering a range of activities, programs, and events that promote inclusion and strengthen intergenerational relationships.
 - .2 Exploring opportunities to continue strengthening relationships with local First Nations, such as taking steps to recognize and celebrate their contributions, both historically and currently;
 - .3 Continuing to recognize the Ashcroft HUB as a vehicle to promote social cohesion;
 - .4 Continuing to implement clear and improved communications between the municipality and the people;
 - .5 Strengthening working relationships with and between volunteer groups in Ashcroft;
 - .6 Continuing to use support from the Northern Development Initiative Trust for a grant writer to help local community groups access funding for their programs;
 - .7 Working with key stakeholders to determine options to better integrate temporary workers into the community and to promote Ashcroft as a place to live permanently;
 - .8 Continuing to implement and maintain visuals in the Village that support the 2SLGBTQIA+ community such as the rainbow bench; and
 - .9 Working with neighbouring communities and local governments (such as the TNRD) to share resources in the delivery of recreational programming and activities.

Part 2: Community Development Plan

- .2 Support the development of the arts and culture community in Ashcroft by:
 - .1 Encouraging community organizations to continue their programs that promote social interconnection and inclusivity;
 - .2 Utilizing the arts to promote cross-cultural understanding;
 - .3 Continuing to promote the North Ashcroft and Downtown mosaic walking tours, and encouraging local businesses / property owners to maintain any mosaics located on private property; and
 - .4 Incorporating culturally diverse public art into civic, institutional, park, and other spaces that recognizes the histories and contributions of the community's many groups, especially seeking opportunities to showcase artwork by local First Nations and traditionally underrepresented communities.
- .3 Foster a family-friendly community by:
 - .1 Supporting a diversity of program options that cater to the needs of families and youth, helping to attract and retain these members of the community;
 - .2 Working with the Gold Trail School District 74 to maintain high-quality education and efforts to support educators who are invested in staying in Ashcroft;
 - .3 Exploring upgrades to the built environment near the school to provide safe routes for walking and cycling to school;
 - .4 Continuing to support the day care at the HUB and other after-school options to meet child-minding needs;
 - .5 Exploring community interest in collaborating with educational institutions, non-profit organizations, and government partners, to provide adult learning and skill development offerings;
 - .6 Encouraging awareness of Ashcroft as a relatively affordable place for families, with housing options available to support multi-generational family needs;
 - .7 Examining options to improve remote work infrastructure, such as internet improvements and encouraging co-working spaces to attract families with remote jobs;
 - .8 Encouraging the development of services that welcome newcomers to Ashcroft, collaborating to help meet diverse needs such as connecting to peer support networks and housing options.

- .4 Enhance food security in Ashcroft by:
 - .1 Continuing to maintain and promote the community garden;
 - .2 Encouraging sharing of surplus fruits and vegetables with the development and promotion of a Gleaning Abundance Program;
 - .3 Exploring opportunities to partner with local businesses and community members to continue maintenance of and enhancements to pollinator gardens;
 - .4 Permitting the raising of backyard hens on residential properties to enable people to collect eggs; and
 - .5 Permitting residents to establish apiaries on residential properties.





7. SOCIAL NEEDS

7.1 BACKGROUND

Having key social needs met in Ashcroft is critical to increasing the quality of life in the community and attracting and retaining residents. Addressing access to basic social needs provides a foundation for community building, participation, and individual well-being. The community has long been concerned about access to social services, especially healthcare. The Ashcroft Urgent and Primary Care Centre (UCC) has greatly improved community access to health care by addressing critical rural health service gaps such as physician shortages and providing team-based primary care that is improving community health outcomes. It will be important to continue efforts to maintain existing social and health services and support efforts to retain health-care staff long-term.

An additional key component of social health and wellbeing is accessibility. Accessibility directly influences residents' ability to participate in Ashcroft's community and live fulfilling lives. Addressing accessibility barriers present in areas such as the built environment, social attitudes, and communications is important to improving physical health by enabling people to stay active longer, and mental health by reducing social isolation and supporting autonomy. While accessibility is not only a concern of older residents, it is expected to become a more prominent issue as Ashcroft's population ages. Pro-actively integrating accessibility into community spaces, Village processes, and creating awareness and understanding of common barriers to accessibility, can help support a stronger, more involved community. A key document that will support this work is the Village's Accessibility Plan which will be reviewed and updated every three years.

7.2 GOALS

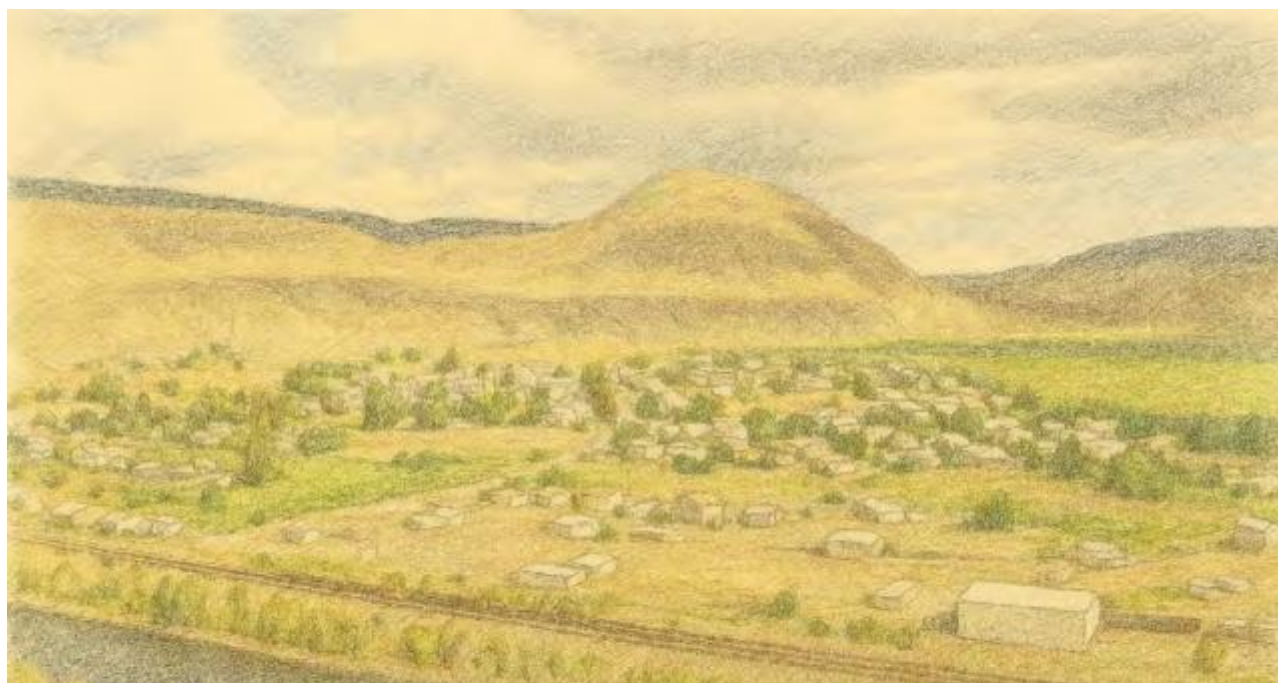
It is the goal of Council to:

- .1 Develop a community where all ages can thrive and meet most of their social needs.

7.3 POLICIES

It is the policy of Council to:

- .1 Collaborate on strengthening health and wellness in Ashcroft by:
 - .1 Lobbying Interior Health to recruit more health practitioners to the community, such as doctors, nurse practitioners and full-time paramedics, and to maintain and enhance levels of service;
 - .2 Continuing to encourage community partners in their efforts to provide innovative models of healthcare in Ashcroft;
 - .3 Lobbying for long-term care facilities in the community;
 - .4 Working with other communities within the region to attract specialized medical practitioners on a rotational basis;
 - .5 Continuing to seek opportunities to implement actions outlined in the Village's Accessibility Plan, with the involvement of the Accessibility Committee where possible;
 - .6 Exploring opportunities for community education related to accessibility barriers with a goal of generating awareness and understanding of diverse needs;
 - .7 Revising the Village's Emergency Response Plan and related efforts to address the accessibility needs of residents;
 - .8 Considering opportunities to integrate accessibility best practices into Village communications materials, engagement approaches, and engagement;
 - .9 Exploring opportunities for the Village to provide consistent accessibility guidance, such as by updating accessibility requirements in the Village Subdivision and Development Servicing Bylaw;
 - .10 Supporting the improvement of routes for pedestrians and different user groups such as active transportation and micromobility users (e.g., e-bikes, scooters), to improve individuals' ability to get around, stay safe, and maintain healthy active lifestyles;
 - .11 Exploring opportunities to have an available four-season public washroom in the downtown;
 - .12 Continuing to promote the memorial bench program and where possible encouraging installation near shaded areas.
 - .13 Encouraging the expansion of the volunteer driver program to assist those in need in the community; and
 - .14 Encouraging the development of a community kitchen program to teach people how to prepare nutritious meals and safely preserve food;
 - .15 Encouraging house and building owners to test for radon; and
 - .16 Continuing to investigate options for programs that encourage the switch from old wood fireplaces and stoves to more efficient, low-pollution, wood or natural gas stoves or fireplaces that meet appropriate standards.



8. HOUSING

8.1 BACKGROUND

Across BC, communities are confronting significant challenges to providing affordable market and rental housing to residents and Ashcroft is no exception. There is a growing need for a variety of housing options including seniors, rental housing for individuals and families moving to the community, short-term rental housing for labourers, and market housing. Communities are looking for innovative solutions to the housing shortage, including secondary suites, tiny houses, and carriage houses. Going forward, both the community and Council have a role to play in addressing housing concerns and looking for answers.

Embracing higher densities than what has typically been built in Ashcroft will be key to helping the Village meet the needs of a growing, and aging community. Given the significant amount of land currently within the boundaries of the Agricultural Land Reserve, there are limited opportunities for greenfield development with the exception of the old Rodeo Grounds and Mesa Vista. As such, encouraging density in existing neighbourhoods also supports improved use of the land base, creates opportunities for households to provide support for relatives through secondary suites, and helps more people access the community's existing services. The Village has already been working with government agencies and developers to develop new medium- to high-density projects in strategic locations to bring additional housing to community and further diversify the housing options available to residents.

HOUSING NEEDS REPORT (2024)

The Housing Needs Report (HNR) completed for the Village of Ashcroft in November 2024 identifies the number of new dwelling units needed to accommodate growth and to address current shortfalls. There is a need for 145 new units over the next 5 years and 380 new dwelling units over the next 20 years. This suggests an increase in the housing stock of over 18% over the next five years and over 47% over the next twenty years from the current census dwelling count.

Key areas of need identified by the Housing Needs Report to be addressed by this new housing stock are:

- Non-Market and Supportive Housing Options
- Rental Housing Supply
- Housing Needs of the Senior Population
- Enhanced Housing Diversity

A community survey completed as part of the Housing Needs Report identified some of the most pressing housing issues, which included:

- Availability / supply of affordable housing (ownership or rental)
- Cost of construction
- Supply / availability of seniors' housing
- Mismatch between who needs housing and the housing units that are currently available

The findings of this Housing Needs Report will inform decision-making on the use of upcoming development projects, uses for significant properties, and Village partnerships to address the community's varied housing needs.

8.2 GOALS

It is the goal of Council to:

- .1 Enable the diversification of the housing stock within Ashcroft to meet a greater range of housing needs.

8.3 POLICIES AND ACTIONS

It is the policy of Council to:

- .1 Enable the diversification of the housing stock by:
 - .1 Integrating housing types that support density such as townhomes, tri- and four-plexes in residential areas throughout the community.

Part 2: Community Development Plan

- .2 Supporting a range of housing tenures that meet different income needs, abilities, and life stages, including exploring options to develop an affordable housing co-operative;
- .3 Continuing to support non-profits and other organizations in expanding the supply of non-market and other subsidized housing options, especially those that cater to low-income seniors and other vulnerable members of the community;
- .4 Encouraging the development of rental housing by supporting the creation of secondary suites, accessory dwelling units, and rehabilitation of existing multi-family homes and new multi-family homes;
- .5 Encouraging the rehabilitation and renovation of existing houses in Ashcroft where applicable;
- .6 Supporting the development of housing to accommodate temporary and permanent workers;
- .7 Continuing to work with BC Housing to provide affordable housing in Ashcroft;
- .8 Continuing to support the development of housing appropriate for seniors' independent living;
- .9 Establishing a comprehensive development zone for the Rodeo Grounds and Mesa Vista to enable a variety of housing styles;
- .10 Considering how to market the Village reserve land for residential development;
- .11 Exploring completing geotechnical work to advance future land development of the Dunes property;
- .12 Reviewing lots that have been previously identified for a school site and firehall in the Mesa Vista neighbourhood to determine if houses could be constructed there;
- .13 Maintaining an understanding of housing needs by regularly updating the Housing Needs Assessment to ensure development continues to meet the community's diverse needs;
- .14 Encouraging new houses to be constructed to meet *visitability*¹⁵ guidelines that include having a bathroom and visiting areas on the ground floor of a house and a level entry that enables people with reduced mobility more ability to enter and visit homes;
- .15 Encouraging partners on housing projects that could be attractive to seniors to achieve higher proportions of accessible housing units than mandated; and
- .16 Lobbying Interior Health for more assisted care units in Ashcroft.

¹⁵ According to the Whole Building Design Guide, *Visitability* refers to an affordable, sustainable, and inclusive design approach for integrating a few core accessibility features as a routine construction practice into all newly built homes. These features allow the home to be visited by relatives, friends, and others who may have disabilities, accommodate short term occupancy by people with disabilities, and facilitate additional adaptations that may be needed by an individual.



Part 3

LAND USE PLAN

Part 3 of the Official Community Plan is focused on the development of goals and policies relating to land use in specific areas of the community.





9. GENERAL POLICIES

9.1 POLICIES

General land use policies apply to the use of land regardless of its land use designation. It is the policy of Council to:

- .1 Continue to protect environmentally sensitive areas and ensure that future development follows all relevant environmental guidelines;
- .2 Ensure that development in Ashcroft is compatible with environmental conservation of wildlife and waterways, and avoids negatively impacting air quality in residential areas;
- .3 Ensure that any development taking place on unstable soils be proven to be safe and feasible by a professional geoscientist in good standing with the Engineers and Geoscientists British Columbia (EGBC);
- .4 Encourage infill development, supporting densification where reasonable;
- .5 Embrace FireSmart practices, water conservation, drought tolerant landscaping, and complementary strategies that strengthen community resiliency and position the Village to better adapt to a changing climate.
- .6 Preserve and promote Ashcroft's diverse cultural heritage, recognizing the histories and contributions of local First Nations and traditionally underrepresented communities;
- .7 Encourage the integration of accessibility best practices and universal design principles where possible in new development and facility retrofits;
- .8 Support the Provincial Archeological Branch in its initiatives by:
 - .1 Encouraging developers to undertake archeological reviews of their properties as required by Provincial legislation; and
 - .2 Undertaking archeological overview assessments for all developments led by the Village, such as for infrastructure development projects.



10. RESIDENTIAL

10.1 BACKGROUND

Ashcroft's key residential areas are located in North Ashcroft, Downtown Ashcroft, and Mesa Vista. There currently exists a mix of housing types, from single detached dwellings on a range of lot sizes, to row housing and duplexes, to low-rise apartment buildings. Currently there is potential for a significant number of new lots to be created on developable land formerly designated for public and institutional uses in the Mesa Vista area, as well as in North Ashcroft on the former Rodeo Grounds. Strategically developing these lands, and encouraging density beyond what has been typical, will be important to meeting the evolving needs of Village residents.

RESIDENTIAL CONTEXT

There are 795 occupied dwelling units in Ashcroft, according to the 2021 Census.¹⁶ The predominant housing or dwelling type is the single detached house, which accounts for 65% of all dwellings. Other dwelling types found in Ashcroft to a lesser extent are apartments, row houses, and movable dwellings (mobile homes).

HOUSING NEEDS REPORT INFLUENCE ON RESIDENTIAL SUPPLY:

The 2024 Housing Needs Report indicates that 380 new dwellings are required over the next 20 years. According to provincial legislation, Ashcroft must plan to accommodate these 380 new units within the next 20 years. There is sufficient land to meet these needs based on the following:

- BC Housing development – 29 dwelling units
- Rodeo Grounds – up to 200 dwelling units

¹⁶ Statistics Canada, 2021 Census Profile. <https://www12.statcan.gc.ca/census-recensement/2021/dp-pd/prof/index.cfm?Lang=E> (accessed January 13, 2025).

Part 3: Land Use Plan

- Mesa Vista Site – up to 100 dwelling units
- Infill/suites/redevelopment – 50 - 60 dwelling units

10.2 GOALS

It is the goal of Council to:

- .1 Ensure that there is sufficient land designated for residential development to meet the needs for the next 20 years; and
- .2 Support the development of a range of residential land uses and housing types including those that enable residents of all ages and needs to stay in community.

10.3 RURAL RESIDENTIAL

It is the policy of Council to:

- .1 Direct rural residential uses to those areas designated Rural Residential on **Schedule B**;
- .2 Permit modular homes¹⁷ built within the last 10 years to be located in Rural Residential areas provided that they meet Canadian Standard Association A-277 standards;
- .3 Require a minimum lot size of 3000 m² in areas designated Rural Residential;
- .4 Ensure that lots within the Rural Residential area are connected to the community water system;
- .5 Ensure that homes within Rural Residential have an on-site sewerage system and encourage homeowners to maintain their system on an ongoing basis through education initiatives;
- .6 Consider options to develop acreages of 1 – 5 acres in appropriate locations;
- .7 Permit the development of secondary suites within single detached houses;
- .8 Permit the development of detached suites on appropriately sized lots; and
- .9 Permit home-based businesses and industries which are incidental to the home while encouraging businesses to relocate to commercial areas.

¹⁷ **Modular Home** is a manufactured dwelling unit constructed on site from factory assembled modules. These homes have a CSA A277 label to show that they were built in a certified factory and must meet local bylaws and the BC Building Code.

10.4 LOW DENSITY RESIDENTIAL

It is the policy of Council to:

- .1 Direct low density residential development to those areas designated for Low Density Residential on **Schedule B**;
- .2 Encourage a mix of housing types such as single detached houses, duplexes, townhomes, triplexes, and fourplexes.
- .3 Encourage the development of secondary suites within single detached dwellings;
- .4 Encourage the development of accessory dwelling units such as carriage houses and garden suites where lot sizes are appropriate;
- .5 Encourage residential densification within the downtown core up to a maximum of four dwelling units;
- .6 Continue pursuing options to develop more residential lots in the Mesa Vista area on parcels previously allocated for community uses;
- .7 Encourage developers to include space for storage of recreational vehicles, boats, trailers, and similar equipment in new residential developments;
- .8 Permit home-based businesses which are incidental to the home while encouraging businesses to relocate to the downtown;
- .9 Permit the establishment of daycares, both within homes and as stand-alone uses;
- .10 Allow places of worship within Low Density Residential designated areas;
- .11 Permit the installation of manufactured homes¹⁸;
- .12 Permit modular homes built within the last 10 years to be located in a Low Density Residential area provided that they meet Canadian Standard Association A-277 standards;
- .13 Direct single-wide mobile homes to existing mobile home parks and mobile home subdivisions;
- .14 Consider designating new areas for mobile home parks based on the following criteria:
 - .1 Location on the periphery of a Low Density Residential area;

¹⁸ **Manufactured Home** means a mobile home or a modular home used as a dwelling unit.

Mobile Home means a factory constructed dwelling unit designed to be towed from site to site and subject to Canadian Standards Association (CSA) Z240 Mobile Home Series of Standards. CSA Z240 Standards are specifically for homes that may be moved from one home site to another.

Modular Home is a dwelling unit constructed on site from factory assembled modules. These homes have a CSA A277 label to show that they were built in a certified factory and must meet local bylaws and the BC Building Code.

Part 3: Land Use Plan

- .2 Location on a street with higher traffic capacity; and
- .3 Any other criteria that Council deems appropriate.
- .15 Encourage owners of heritage homes to maintain the heritage aesthetic;
- .16 Encourage homeowners to rehabilitate and renovate aging homes; and
- .17 Ensure that all residential lots are connected to the community water system and sewer system.

10.5 MEDIUM DENSITY RESIDENTIAL

It is the policy of Council to:

- .1 Direct medium density residential uses to those areas designated as Medium Density Residential on **Schedule B**;
- .2 Allow the development of multi-unit dwellings including triplexes, fourplexes, row houses and apartments;
- .3 Direct multi-unit development toward Downtown Ashcroft and other neighbourhoods within walking distance to key amenities; and
- .4 Allow a maximum density of 75 units per hectare.

10.6 COMPREHENSIVE DEVELOPMENT

It is the policy of Council to:

- .1 Direct comprehensive development to those areas designated Comprehensive Development (Rodeo Grounds and Mesa Vista lots) on **Schedule B**;
- .2 Enable a range of residential development types including single detached dwellings, duplexes, fourplexes, rowhouses, apartments, and suites up to a maximum of 250 dwelling units on the Rodeo Grounds site;
- .3 Enable a range of residential development types including single detached dwellings, duplexes, fourplexes, rowhouses, and suites up to a maximum of 100 dwelling units on the Mesa Vista site;
- .4 Enable the development of limited commercial development at the Rodeo Grounds including convenience stores and commercial space as part of mixed use buildings;
- .5 Enable the development of limited commercial development at the Mesa Vista site as part of mixed use buildings;
- .6 Permit home-based businesses which are incidental to the home while encouraging businesses to relocate to the downtown;
- .7 Permit the establishment of daycares, both within homes and as stand-alone uses;

- .8 Permit the installation of manufactured homes¹⁹; and
- .9 Permit modular homes built within the last 10 years to be located in an area designated Comprehensive Development provided that they meet Canadian Standard Association A-277 standards.



¹⁹ **Manufactured Home** means a mobile home or a modular home used as a dwelling unit.

Mobile Home means a factory constructed dwelling unit designed to be towed from site to site and subject to Canadian Standards Association (CSA) Z240 Mobile Home Series of Standards. CSA Z240 Standards are specifically for homes that may be moved from one home site to another.

Modular Home is a dwelling unit constructed on site from factory assembled modules. These homes have a CSA A277 label to show that they were built in a certified factory and must meet local bylaws and the BC Building Code.



11. DOWNTOWN ASHCROFT

11.1 BACKGROUND

Downtown Ashcroft continues to be a key part of the village's economic vibrancy and social life. A number of restaurants, cafes, retail stores, and services such as Community Futures, Interior Savings, and the Post Office are located along Railway Avenue. Institutional establishments such as the library and Village Office are in the Downtown as well, along with important social gathering places such as the Legion, the curling club, and Drylands Arena. In recent years, small scale industrial operations have adapted buildings in Downtown Ashcroft to suit their needs which has added more diversity to the businesses in the area. Many services and businesses have been in their location for over 15 years and continue to be operated by the same owner or have successfully changed hands during that time.

Downtown Ashcroft, with its historical buildings, is also a key attraction for visitors to the area. There is interest in supplying more tourism accommodation options in and around Downtown Ashcroft to welcome visitors and provide easy access to key areas of interest. There is much potential to build upon the historical character and community spirit of the area.

In general, the Downtown commercial area encompasses Railway Avenue between the riverfront and Eighth Street; Brink Street between First and Fifth Streets; and the east side of Railway Avenue between Eighth Street and the cemetery. The area of the Downtown which is principally residential is predominantly a low-density area with single detached dwellings and some medium density townhouse and apartment units. This residential area in the Downtown lies between the riverfront and the central commercial area of the Village. The vision for this area is that, over time, higher density housing, including housing for senior citizens, will be interspersed with single detached dwellings and heritage homes, thereby creating a range of housing opportunities.

The conceptual street cross section in Figure 11.1 demonstrates a vision for the future of Downtown Ashcroft as heard from community engagement. This vision explores what Railway Avenue could look like and should be considered as part of any future downtown revitalization planning.

Figure 11.1: Conceptual cross section of Railway Avenue with angled parking



11.2 GOALS

It is the goal of Council to:

- .1 Consciously blend commercial with residential and compatible industrial uses to maintain the downtown as a livable and vibrant place.

11.3 POLICIES

It is the policy of Council to:

- .1 Direct commercial and mixed uses to the land use area designated Downtown Ashcroft on **Schedule B**;
- .2 Recognize Downtown Ashcroft as the retail and commercial centre of the community;
- .3 Permit the development of a mix of community, commercial, residential, and institutional uses within Downtown Ashcroft;
- .4 Encourage new and existing development to visually align with the Village's eclectic western character while supporting updated approaches on the theme that harmonize with the Downtown Development Permit Area Guidelines in **Schedule G**;
- .5 Consider allowing a greater range of businesses in Downtown Ashcroft, such as light industrial uses, as long as the eclectic western character of the Downtown is maintained or enhanced, and any necessary retrofits align with the Downtown Development Permit Area Guidelines;

Part 3: Land Use Plan

- .6 Encourage commercial uses to have reduced setbacks on the streetfront where a sidewalk exists. In cases where sidewalks do not exist, ensure that there is a landscaped buffer between the building and the street;
- .7 Encourage off-street parking behind storefronts or in landscaped, communal parking facilities;
- .8 Permit single detached, mixed use buildings, and multiple-unit dwellings to a density not exceeding 75 dwelling units per hectare;
- .9 Permit residential dwellings on parcels adjacent to Railway Avenue between First and Sixth Streets only if they are located above or behind a ground floor non-residential use;
- .10 Seek opportunities to improve the comfort of the downtown such as by exploring options to introduce shade, drought-tolerant green spaces, seasonal misting stations, and a four-season public washroom;
- .11 Review opportunities to improve the pedestrian safety of the downtown such as by exploring options to improve curb cuts, pedestrian crossings, pedestrian lighting, marked parking stalls, and expand the sidewalk network;
- .12 Consider developing a community heritage registry to identify heritage buildings in the downtown Ashcroft area;
- .13 Work toward installing attractive gateway signage and landscaping at the entrances to downtown Ashcroft, as well as exploring options to install wayfinding signage to key areas of interest in the Village;
- .14 Continue to promote the development of downtown Ashcroft's artistic character, including encouraging property owners to maintain any mosaic murals on private property;
- .15 Continue supporting local businesses in undertaking façade improvements;
- .16 Consider opportunities to improve the availability of outdoor community gathering spaces, such as by supporting the creation of a small plaza or garden, exploring seasonal patio options, and strengthening linkages to Heritage Place Park;
- .17 Review the feasibility of a downtown revitalization tax exemption for new development in the downtown;
- .18 Undertake a downtown revitalization strategy that explores opportunities to improve tourism, activate Heritage Place Park, address future parking needs, mobilize local businesses and community partners behind a shared economic vision, and embed accessibility priorities; and
- .19 Support non-medical cannabis retail stores only in downtown commercial areas along commercial sections of Railway Avenue.



12. INDUSTRIAL AREAS

12.1 BACKGROUND

The Village of Ashcroft has a diverse industrial sector. An important part of it is closely tied to the railways: a manufacturing plant produces ties for the railway while the Ashcroft Terminal performs transloading services between the Canadian Pacific Kansas City (CPKC) and Canadian National (CN) rail lines. Access to rail and highway transport is also important for other manufacturers in the area.

Going forward, Ashcroft aims to continue to support and enhance the industrial sector and at the same time be mindful of the potential need to attract workers and accommodate them in rental or market housing.

Ashcroft's three industrial areas are: along the CN rail line and Hollis Road in North Ashcroft, northeast of Downtown Ashcroft in the Ashcroft Terminal area, and an area south of Downtown Ashcroft currently used by Highland Valley Copper for CPKC Rail purposes.

12.2 GOALS

It is the goal of Council to:

- .1 Consider how to leverage access to rail, highway, and fibre optics to attract new businesses.

12.3 POLICIES

It is the policy of Council to:

- .1 Direct industrial uses to those areas designated Industrial on **Schedule B**;
- .2 Direct light industrial and service commercial to the area designated as Industrial in North Ashcroft;
- .3 Direct heavy industrial uses to the land use area designated as Industrial in northeast Ashcroft;
- .4 Direct public works yards and related maintenance facilities to those areas designated as Industrial;
- .5 Explore opportunities for industrial lands expansion to meet future community needs;
- .6 Encourage the further development of the Ashcroft Terminal lands as a site of future industrial development;
- .7 Reinforce industrial areas as being primarily for industrial purposes;
- .8 Direct sand and gravel extraction activities to those areas designated for sand and gravel extraction on **Schedule B**. This policy is contingent on the approval of provincial agencies, including the Agricultural Land Commission;
- .9 Ensure industrial development complies with applicable environmental standards;
- .10 Consider the impact of air, noise, and light pollution on residents when evaluating any industrial development application;
- .11 Ensure that industrial facilities are connected to the community water system and sewer system, except for the industrial area northeast of Downtown Ashcroft;
- .12 Promote industrial development that is compatible with current servicing infrastructure; and
- .13 Ensure adequate screening of industrial uses from adjacent non-industrial uses.



13. COMMUNITY USES

13.1 BACKGROUND

Community uses are critical to attracting and encouraging people to stay in Ashcroft. Community uses are located throughout Ashcroft. Public and institutional facilities include the Village Office, the Thompson Nicola Regional District Library, numerous places of worship, the Royal Canadian Mounted Police (RCMP) detachment, the Urgent and Primary Care Centre (UPCC), the office of School District 74, Desert Sands Community School in North Ashcroft, the cemetery, and the Chinese cemetery. The previous site of Ashcroft Elementary, located in North Ashcroft, has been repurposed as an all-ages recreation and social centre called the Ashcroft HUB.

Important recreational focal points in Ashcroft are its parks and recreational facilities. Recreation infrastructure in Ashcroft consists of both permanent and seasonal options. Key amenities are highlighted by neighbourhood:

- **North Ashcroft** – Ashcroft Pool Park consisting of an outdoor pool, playground, sports fields, and two baseball diamonds; and the Ashcroft Hub and soccer field.
- **Downtown Ashcroft** – Drylands Arena ice sheet; Ashcroft Curling Rink; skate park; Legacy Park Campground (contains electrical and water hookups for 15 sites); and Heritage Place Park and public washroom facilities (open seasonally).
- **Mesa Vista** – Mesa Vista Park and basketball court.

Part 3: Land Use Plan

Heritage Place Park is an important community gathering areas, used to host seasonal events such as the weekly summer Farmers' Market and Canada Day celebration. The community has identified the park as an important amenity, highlighting it as a location for future enhancements to improve its ability to cater to the needs of both locals and visitors.

13.2 GOALS

It is the goal of Council to:

- .1 Maintain and enhance public and institutional facilities; and
- .2 Maintain and enhance parks and recreational uses in a manner that is appropriate for a small town and meets the needs of people of all ages.

13.3 POLICIES

It is the policy of Council to:

- .1 Direct all community uses to those areas designated for Community Use on **Schedule B**;
- .2 Maintain and enhance public and institutional facilities by:
 - .1 Determining options to use surplus public land and underutilized facilities for key community needs such as seniors' housing;
 - .2 Encouraging public and institutional uses to be easily accessible to pedestrians, seniors, and youth through the use of trails, sidewalks, accessible parking, and other transportation infrastructure; and
 - .3 Seeking out opportunities and funding to complete accessibility retrofits, especially those guided by the Village's Accessibility Committee and Accessibility Plan, embedding universal design where possible.
- .3 Maintain and enhance parks and recreational facilities by:
 - .1 Continuing to leverage parks and recreational facilities to build intergenerational connections in Ashcroft and provide activities for all ages;
 - .2 Encouraging parks and recreational facilities to be easily accessible to pedestrians, active transportation users, micromobility users (e.g., e-bikes, scooters), seniors, and youth;
 - .3 Requiring the payment of cash in lieu of parkland by private developers, while prioritizing maintaining existing parkland;
 - .4 Ensuring that proposed investments into existing and new facilities have a business case that supports the investment;

- .5 Continuing to encourage the work of community organizations in beautifying the downtown and Village parks;
- .6 Continuing to implement recommendations from the Trails Master Plan including sourcing funding opportunities for infrastructure improvements, and supporting community partnerships to maintain existing trail infrastructure;
- .7 Encouraging the continued operation of arts and recreational programs at the Ashcroft HUB;
- .8 Continuing the use and maintenance of the community garden;
- .9 Continuing to maintain the pool and hot-tub to support the facility's longevity;
- .10 Continuing to support the operation of the Ashcroft Farmers' Market;
- .11 Continuing to implement the recommendations of the Village's asset management strategy and regularly planning for the long-term replacement and maintenance needs of community facilities and infrastructure.
- .12 Supporting infrastructure improvements to the Drylands Arena, particularly to the dressing rooms, should funding or financial resources become available;
- .13 Reviewing the feasibility of developing a dog park, preferably on existing park land;
- .14 Reviewing options to revitalize the curling rink facility;
- .15 Continuing to explore options to improve public access to the Thompson River, including pursuing options outlined in the Trails Master Plan to develop a river and garden walk adjacent to the Ashcroft Cemetery;
- .16 Determining the feasibility of developing additional recreational facilities (such as a BMX park, lawn bowling facility, waterpark, pickleball court), and/or improving existing facilities like the skateboard park;
- .17 Reviewing fiscally responsible opportunities to provide cemetery space;
- .18 Reviewing options to improve connectivity to community uses, facilities, and key destinations like the Downtown for pedestrians, active transportation users, and micromobility users (e.g., e-bikes, scooters); and
- .19 Seeking out opportunities and funding to complete accessibility retrofits, especially those guided by the Village's Accessibility Committee and Accessibility Plan, embedding universal design where possible.



14. AGRICULTURE

14.1 BACKGROUND

Agriculture has traditionally been a key part of Ashcroft's economy. In the past, there were tomato production and canning facilities. Today, activity centres on local agricultural production. Desert Hills is especially prominent, drawing visitors from across BC to its farm market, and is continuing to expand its production. Nearby ranching includes Monette Farms which operates cattle breeding and feedlots across western Canada.

It is important to the community to continue to support agricultural operations in the area. Not only is agriculture an important contributor to Ashcroft's economy, but large portions of land within the Village boundary are part of the Agricultural Land Reserve (ALR) where most non-agricultural uses are not permitted. There are significant areas of agricultural production in North Ashcroft associated with Desert Hills which are part of the Agricultural Land Reserve (ALR). The majority of the Ashcroft Ranch (now owned by the Nlaka'pamux Nation Tribal Council) is also within the ALR. Additional ALR areas are found along the southern edge of the Village boundary on the east side of the Thompson River, as well within the southern portion of northeast Ashcroft adjacent to the Ashcroft Terminal lands.

14.2 GOALS

It is the goal of Council to:

- .1 Support the use of agricultural land to contribute to local food security and build economic development;
- .2 Protect agricultural lands; and
- .3 Ensure the *Agricultural Land Commission Act* and the *Local Government Act* are applied in regard to any land use or building application submitted in the Agricultural Land Reserve.

14.3 POLICIES

It is the policy of Council to:

- .1 Direct agricultural uses to those areas designated Agriculture on **Schedule B**;
- .2 Support the mandate of the Agricultural Land Commission concerning lands within the ALR within Ashcroft's boundaries by:
 - .1 Supporting applications for the exclusion of lands from the ALR only if:
 - .1 It can be demonstrated that soil conditions are not suitable for agriculture;
 - .2 The parcels clearly have a history of non-agricultural use that pre-dates the ALR; and
 - .3 The land has already been identified for exclusion by the Agricultural Land Commission.
 - .2 Supporting the Agricultural Land Commission's objective of retaining agricultural lands and consolidating them into large parcels to maintain their viability for agricultural use; and
 - .3 Ensuring that the provisions of the Agricultural Land Commission Act and those of the Local Government Act are taken into account in any land use or building application being reviewed by the Village for property that is located within the ALR.
- .3 Use agricultural land to support economic development and provision of locally sourced food by:
 - .1 Encouraging the continuation and enhancement of agriculture in those areas designated as Agriculture in this Official Community Plan;
 - .2 Reviewing opportunities to leverage agriculture in Ashcroft to create jobs and generate spin-off activities such as value-added processing and agri-tourism;
 - .3 Encouraging individuals to establish agricultural operations in and around Ashcroft;
 - .4 Encouraging the utilization of agricultural lands and the diversification of crops to include wineries, hops farms, and produce; and
 - .5 Encouraging the use of underutilized agricultural land for agriculture or farm-related activities.



15. OPEN SPACE

15.1 BACKGROUND

Ashcroft's dramatic and unique landscape is an area rich in wildlife, both in the rivers and on the land. The landscape today is characterized by terraces and river valleys which result from glacial sediment deposits. The Bonaparte and the Thompson River continue to erode this sediment, and what remains are steep slopes, areas of unstable soils, riparian areas, and wildfire hazards. Development of these lands will be limited to nature trails.

Much of the community continues to be interested in the developing and formalizing trail networks that connect Ashcroft's neighbourhoods and enable better access to riverine areas and the Thompson River. A Trails Master Plan was completed in 2022 and recommendations for trail development in open space areas was included.

15.2 GOALS

It is the goal of Council to:

- .1 Set aside land as Open Space areas to promote public safety, provide recreation opportunities, and conserve habitat that contributes toward biodiversity;
- .2 Protect areas within or adjacent to Village boundaries which are environmentally sensitive; and
- .3 Promote public safety and minimize damage to property by exercising caution in areas exhibiting hazardous or potentially hazardous conditions.

15.3 OPEN SPACE AREAS

It is the policy of Council to:

- .1 Designate as Open Space those areas shown on **Schedule B**;
- .2 Prohibit development of buildings on Open Space areas, unless deemed necessary by the Village for community infrastructure purposes or deemed safe by a qualified professional;
- .3 Support Open Space areas as a means of promoting biodiversity and enriching the urban environment;
- .4 Support passive recreational use such as walking, hiking, fishing, and nature observation in Open Space areas;
- .5 Encourage the management of Open Space areas to reduce wildfire potential;
- .6 Support the conversion of lands between the CN Railway Right-of-Way and the Thompson River to Open Space use. Mandated setbacks from front parcel lines set out in the Village's Zoning Bylaw make development of these parcels very difficult. Consequently, Council will encourage Open Space use on these parcels over time.





16. INFRASTRUCTURE

16.1 BACKGROUND

Ashcroft has well developed infrastructure including a water and sewer system, and a road network. A key challenge for small communities is the ability to financially support infrastructure operations, maintenance, upgrades, and expansion, particularly when faced with a potentially declining tax base. Despite this challenge, the Village has upgraded both the water and sewage treatment plants to ensure high quality service for the community and undertaken steps to improve water conservation that will position the Village to continue accessing provincial and federal infrastructure funding. Moving forward, it is vital that the Village assess future investments in terms of the initial investment required, the ongoing cost of operations, and present and future need.

Infrastructure in Ashcroft includes the following:

WATER SYSTEM

The Ashcroft water system services developed areas within the municipal boundary. Several significant upgrades have been undertaken in recent years to improve water servicing:

- In 2018, the Village improved the drinking water quality by installing a membrane filtration water treatment plant (WTP) behind the main pump station, adjacent to Legacy Park Campground. Village drinking water now meets current provincial drinking water guidelines. Subsequent upgrades to improve filtration efficiency in the system were undertaken in 2021;
- In 2025, the Village received grant funding to complete universal water metering. This project will support water conservation and leak detection. The project is scheduled to be complete in 2027.

In 2024, a Water System Capacity Analysis highlighted key deficiencies including that the Village's water demand is nearing the maximum capacity of the WTP and Intake Pump, as well as capacity issues with the Zone 1 Reservoir and North Ashcroft Reservoir. Recommendations include implementing water metering to reduce per capita water use as well as expanding reservoir capacity to facilitate future development and fireflows in North Ashcroft.

SEWER SYSTEM

The community sewer system serves all residents that live in the higher, medium density and low density residential areas. Sewage is pumped via a series of lift stations to the sewage treatment plant located along Highway 97C. Recent improvements to the sewer system are summarized below:

- In 2022, the No. 1 Lift Station was upgraded after reaching the end of its service life, ensuring wastewater conveyance will reliably continue from the north side of the Thompson River to the downtown collection system.
- Sewer modeling in 2023 and 2024 confirmed that the Village's sewer infrastructure in the North and South Catchment areas can support future community growth.
- Upgrades to the wastewater treatment plant are underway, with a 2025 pre-design report guiding the replacement of aging components to ensure efficient and safe operations for the next decade.

TRANSPORTATION

Key transportation in Ashcroft includes roadways, railways, and bus:

- **Roadways** - The Village of Ashcroft is located east of Highway 1 and is bisected north-south by Highway 97C. Access to Highway 1 via Cornwall Road is possible through Ashcroft IR # 4. Important routes in Ashcroft include Railway Avenue, which is the Downtown's main street, and Highway 97C which connects North Ashcroft to the downtown and Mesa Vista. Most roads in Ashcroft are paved.
- **Railways** - Railways are a key characteristic of Ashcroft. The CN Rail line runs along the west side of the Thompson River. The CN station, which offers limited Via Rail service, is in North Ashcroft. The CPKC line runs north-south through Downtown near Railway Ave and meets the CN line at Ashcroft Terminal to the north. Ashcroft Terminal handles transloading and railcar storage and has consistently been growing, adding more track and warehouse facilities since 2018.
- **Bus** – Another means of transportation in Ashcroft is by bus. BC Transit runs the Ashcroft-Clinton Transit route, and additional access through Clinton is available on request. Connections to communities such as Kamloops, Prince George, Kelowna, and Vancouver are made possible by taking the Ebus from Cache Creek.

16.2 GOALS

It is the goal of Council to:

- .1 Ensure that infrastructure is developed and maintained in a fiscally responsible and sustainable manner; and
- .2 Ensure that municipal infrastructure meets the needs of residents and businesses today and into the future.

16.3 POLICIES AND ACTIONS

It is the policy of Council to:

- .1 Ensure that infrastructure is developed and maintained in a fiscally responsible manner by:
 - .1 Addressing the infrastructure deficit in Ashcroft by continuing to invest in asset management and seeking funding from senior government agencies to address deficits; and
 - .2 Striving to improve the community's understanding of the costs associated with infrastructure and how it needs to be managed.
- .2 Ensure that the water and sewer systems meet community needs by:
 - .1 Maintaining and operating the public water and sewer system as shown on **Schedule E**;
 - .2 Continuing to advance recommendations from the Village's Water Master Plan;
 - .3 Twinning the North Ashcroft water reservoir to provide fire protection in this area;
 - .4 Continuing to encourage water conservation in homes, businesses, and community facilities to reduce costs of providing water, extend the life span of water infrastructure, and protecting water quantity for ecological needs;
 - .5 Completing water meter installation to support water conservation efforts and responsible asset management;
 - .6 Using data from water meters to identify and fix potential leaks in the community water system;
 - .7 Undertaking water audits of community facilities, parks and key commercial businesses to determine how water is used in the community;
 - .8 Working with key partners and stakeholders in protecting the Thompson River, Ashcroft's principal water source; and
 - .9 Encouraging new and existing developments to incorporate xeriscaping and FireSmart landscaping into site.
- .3 Ensure that storm drainage meets community needs by:

- .1 Maintaining the public storm drainage system as shown on **Schedule E**;
 - .2 Requiring all development to manage stormwater in a manner which provides adequate disposal and minimizes impact to adjacent properties;
 - .3 Discouraging development which has a negative impact on existing drainage channels and gullies;
 - .4 Encouraging rainwater reuse in residential, commercial, and community land uses;
 - .5 Exploring opportunities for a rain barrel program to encourage water conservation;
 - .6 Improving the storm drainage system in North Ashcroft; and
 - .7 Considering alternative approaches to stormwater management, such as directing runoff from impermeable hardscape surfaces to bioswales and other planted and permeable areas.
- .4 Ensure that the transportation network meets existing and emerging needs by:
- .1 Designating major roads as shown on Schedule F.
 - .2 Upgrading sidewalks in the Village and considering opportunities to add new sidewalks or other types of pedestrian, active transportation, or micromobility (e.g., e-bikes, scooters) connections where feasible;
 - .3 Continuing to explore options for uninterrupted emergency egress routes to the Mesa Vista area;
 - .4 Investigating the integration of traffic calming measures, such as narrowing roadways, installing roundabouts, or constructing speed bumps in all neighbourhoods in order to reduce speeds and create a more comfortable network for pedestrians;
 - .5 Implementing a maximum traffic speed limit of 30 km/h on all non-arterial roads;
 - .6 Continuing to support safe pedestrian navigation and emergency vehicle egress by maintaining unobstructed public rights-of-way such as by encouraging residents not to store recreational vehicles on the street; and
 - .7 Continuing to work with the Desert Sands Community School and School District # 74 (Gold Trail) to develop a Safe Routes to School program.



17. DEVELOPMENT PERMIT AREA GUIDELINES

Pursuant to the *Local Government Act* (s.488(1)), Council may designate Development Permit Areas. These may be established under the following conditions:

- .1 Protection of the natural environment, its ecosystems and biological diversity;
- .2 Protection of development from hazardous conditions;
- .3 Protection of farming;
- .4 Revitalization of an area in which a commercial use is permitted;
- .5 Establishment of goals for the form and character of intensive residential development;
- .6 Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- .7 In relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- .8 Establishment of objectives to promote energy conservation;
- .9 Establishment of objectives to promote water conservation; and
- .10 Establishment of objectives to promote the reduction of greenhouse gas emissions.

This Plan contains four Development Permit Areas:

DPA #1 Streamside Protection:

Riparian areas within the Village have been designated to protect fish habitat.

DPA #2 Hazardous Slopes and Soils:

These areas are considered hazardous because of steeply sloping terrain as well as the presence of several gullies and unstable soils.

DPA #3 Multi-Unit Residential Area:

The form and character of future multi-unit residential dwellings in the Village.

DPA #4 Downtown Commercial/Mixed Use Area:

This Development Permit Area has been established to implement design guidelines that support the evolution of the Village’s unique eclectic western character, while addressing features such as fire-resiliency, active transportation, accessibility, climate adaptability, and others to meet the needs of current and future generations.

17.1 DEVELOPMENT PERMIT AREA NO. 1 – STREAMSIDE PROTECTION

.1 AUTHORIZATION

Lands adjacent to streams are designated as a Development Permit Area pursuant to Section 488(1)(a) of the *Local Government Act* for the protection of the natural environment, its ecosystems and biological diversity.

.2 DESIGNATED AREA

Development Permit Area No. 1 consists of all the riparian assessment areas within the Village of Ashcroft as illustrated on **Schedule D**.

.3 JUSTIFICATION

Development Permit Area No. 1 seeks to protect riparian areas to support fish life processes. Council seeks to protect this resource from any potentially negative impacts associated with development.

.4 DEVELOPMENT PERMIT TRIGGERS

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 17.1.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area No. 1, in accordance with Section 489 of the *Local Government Act*:

- .1 Subdivision of land;
- .2 Construction, addition or alteration of a building or other structure; or
- .3 Alteration of land.

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.5 EXEMPTIONS

In Development Permit Area No. 1, a development permit is not required for the following:

- .1 Development Permit Area No. 1 does not apply to the reconstruction or repair of a permanent structure if the structure remains on its existing foundation.
- .2 Development Permit Area No. 1 does not apply to agricultural, mining, or forestry related development.

.6 GUIDELINES

Development within Development Permit Area No. 1 shall be permitted only if:

- .1 A qualified environmental professional carries out an assessment of the proposed development in accordance with the Riparian Areas Regulation of the Fish Protection Act, and shows that the proposed development protects riparian areas as required by the Riparian Areas Regulation, and a notification is received from the appropriate federal and provincial government ministries stating that they have been notified of the development proposal as per the requirements of the Riparian Areas Regulation; or
- .2 The relevant federal government ministries or a regulation under the Fisheries Act (Canada) authorizes the harmful alteration, disruption, or destruction of natural features, functions and conditions that support fish life processes in the riparian assessment area that would result from the implementation of the development proposal.



17.2 DEVELOPMENT PERMIT AREA NO. 2 – HAZARDOUS SLOPES AND SOILS

.1 AUTHORIZATION

Development Permit Area No. 2 is designated pursuant to *Local Government Act* Section 488(1)(b) [protection of development from hazardous conditions].

.2 DESIGNATED AREA

Development Permit Area No. 2 is the area shown as Hazardous Slopes and Soils on **Schedule D**.

.3 JUSTIFICATION

Development Permit Area No. 2 seeks to protect development from hazardous conditions such as steeply sloping terrain, intermittent stream gullies with sloughing embankments, and unstable slopes prone to topsoil movement. Evidence of these conditions is found from air photo interpretation, topographic mapping analysis, field reconnaissance, knowledge of past history and the October 25, 1996 Golder Associates Geotechnical/Natural Hazard Assessment. Areas also include steep slopes with grades of 30% or greater, areas of soil subsidence, rock fall, land slip or erosion hazards which are known or suspected. Council will, however, consider permitting development on steep slopes or areas subject to soil subsidence, rock fall, land slips or erosion hazards, if the development or subdivision proponent provides a report from a professional engineer experienced in geotechnical engineering setting out how the area can be developed safely.

.4 DEVELOPMENT PERMIT TRIGGERS

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 17.2.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area No. 2, in accordance with Section 489 of the *Local Government Act*:

- .1 Subdivision of land;
- .2 Construction, addition or alteration of a building or other structure; or
- .3 Alteration of land.

Part 3: Land Use Plan

.5 EXEMPTIONS

In Development Permit Area No. 2, a development permit is not required for the following:

- .1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs;
- .2 Interior alterations to buildings;
- .3 The construction of new buildings or structures less than 10 square metres in area;
- .4 The erection of a sign or fence;
- .5 The placement of temporary construction site offices, structures used for short-term special events and emergency facilities; or
- .6 The consolidation of a lot or road widening.

.6 GUIDELINES

The following Development Permit Guidelines apply in Development Permit Area No. 2:

- .1 Areas of steep slopes are identified as those having a natural slope of greater than 30% for more than 1.5 metres and/or may pose a potential for landslide or other geotechnical hazard;
- .2 Any future development, including but not limited to the altering of land and soil, the erection and placement of buildings and the installation of in-ground sanitary or storm sewer systems, shall ensure that erosion mitigation and slope stabilization measures are implemented;
- .3 Steep slope lands shall preferably be maintained in their natural state. All persons desiring to alter or affect lands within the designated area will be required to submit to the Village of Ashcroft a report certified by a geoscientist registered with EGBC to assist the Village in determining what conditions or requirements it will impose in the permit.
- .4 Existing vegetation shall be maintained in order to avoid erosion, slumping and mass wasting. Access improvements on a steep slope such as roadways, pathways and trails shall be located and constructed so as not to disturb the slope or natural drainage;
- .5 Buildings and structures shall be sited in accordance with building setbacks and other requirements as determined by a geoscientist registered with EGBC; and
- .6 Provisions shall be made for the disposal of surface run-off and stormwater drainage to be diverted away from hazard slope areas subject to sloughing or erosion.

17.3 DEVELOPMENT PERMIT AREA NO. 3 – MULTIPLE DWELLING UNIT RESIDENTIAL

.1 AUTHORIZATION

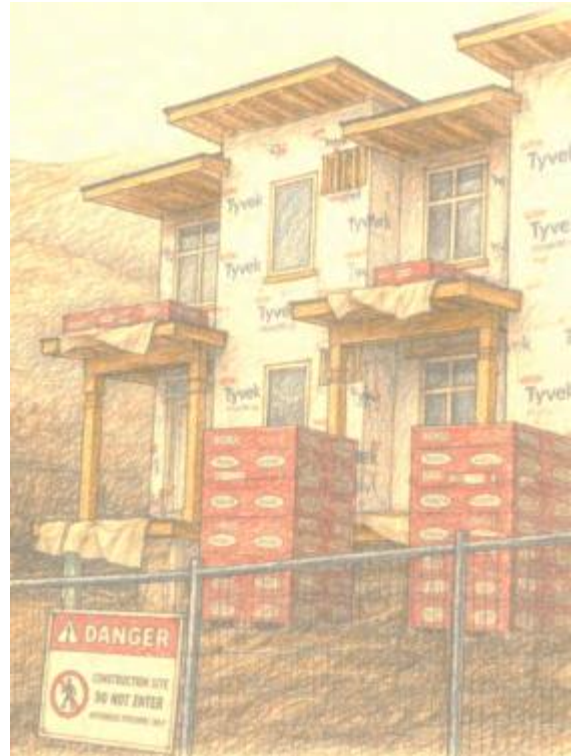
Development Permit Area No. 3 is designated pursuant to *Local Government Act* Section 488(1)(e) [establishment of objectives for the form and character of intensive residential development].

.2 DESIGNATED AREA

The Multiple Dwelling Unit Residential Development Permit Area is shown on **Schedule D**. For this Official Community Plan, 'Multiple Dwelling Unit Residential Development Permit Area' refers to those areas of the Village now zoned, or hereafter zoned, for a residential dwelling use of **four units or more**. Examples of typical multi-unit residential dwellings include fourplexes and other multiplex options (other than duplex), townhouses, condominiums, and apartment buildings.

.3 JUSTIFICATION

Development Permit Area No. 3 seeks to achieve a high standard of quality for multi-unit residential development. The Village is in transition and new multiple dwelling unit residential development should be sensitive to existing residential and commercial buildings. The Development Permit Area also seeks to create a greater sense of community by promoting good form and character as well as preparing the community for an ageing population by incorporating best practices for accessibility.



.4 DEVELOPMENT PERMIT TRIGGERS

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 17.3.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area No. 3, in accordance with Section 489 of the *Local Government Act*:

- .1 Subdivision of land
- .2 Construction, addition or alteration of a building or other structure
- .3 Alteration of land

.5 EXEMPTIONS

In Development Permit Area No. 3, a development permit is not required for the following:

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- .1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs
- .2 Interior alterations to buildings
- .3 The construction of new buildings or structures less than 10 square metres in area
- .4 The erection of a sign or fence
- .5 The placement of temporary construction site offices, structures used for short-term special events and emergency facilities
- .6 The consolidation of a lot or road widening.

.6 GUIDELINES

The following Development Permit Guidelines apply in Development Permit Area No. 3:

.1 SITE PLANNING

- .1 The development of new buildings should be sympathetic to, and where appropriate, align with, the scale, mass, materials and colours found in the existing neighbourhood.
- .2 Ground floor entrance(s) should be at-grade wherever possible
- .3 Site plans should consider how building footprints integrate with other features such as parking, pedestrian access routes, recreation spaces, landscaping, and other areas, and seek to ensure barrier-free circulation
- .4 Consider integrating landmarks such as ornamental structures, distinct plantings, and sculptural features to support neighbourhood wayfinding.



.2 DESIGN

- .1 Building massing should avoid the appearance of one large block or a series of identical units. A varied façade and the impression of several distinct structures should be created through the use of design features such as porches, balconies, dormers, bay windows and sub-roofs. Ornamental elements that align with the Village’s heritage theme are supported.
- .2 Building entrances should have clear sight lines from the street and be easily identifiable using architectural elements like step-backs / projections, overhangs, colour contrast, different materials, and ornamentation.
- .3 Façade colours that create a welcoming impression and harmonize with a heritage or desert-themed colour palette are encouraged but should not be limited to earth tones. This guidance includes using a variety of complementary and accent colours to break up building massing and define entrances.
- .4 Primary entrances should be sheltered from the elements by a projecting canopy or awning, or a recessed doorway.
- .5 The side or back of multiple unit dwellings can be less detailed than the front but should not consist of barren walls.
- .6 Outdoor amenity spaces should be welcoming to a range of ages and user types and consider comfort through the inclusion of shade features and lighting, creation of clear site lines, and selection of seating with back and arm support. Any accompanying features (e.g., gazebo, outdoor tables, garden beds) should incorporate principles of universal design.

.3 PATH OF TRAVEL

- .1 Site circulation should be simple, support intuitive navigation, have clear signage as needed, and, where appropriate, connect safely with any adjacent pedestrian infrastructure (e.g., sidewalks).
- .2 Pedestrian paths of travel should be linear and direct wherever possible and clearly contrast with adjacent spaces. Potential forms of contrast include using different paving or coloured materials for the pedestrian path of travel, having a raised concrete lip, creating an identifiable edge with landscaping, and implementing pedestrian scale lighting.
- .3 Pedestrian routes should be connected to all on site amenity areas (e.g., seating areas, outdoor spaces, parking, garbage bays and others) and use curb cuts where necessary.
- .4 Where possible, avoid level changes, and use gentle ramps (1:20 slope) instead of steps.
- .5 Any unavoidable level changes (e.g., stairs) should be clearly identified through high contrast materials, integrate handrails, and where appropriate, have tactile surface warning indicators in accordance with best practices.
- .6 Pedestrian paths of travel are free of projecting obstacles and protrusions considering both vertical and horizontal clearance (e.g., overhead signage, bike racks, landscaping).

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- .7 Wide pathways (1.6 m width) that support a range of users are encouraged.
- .8 Utility access points should be located outside the path of travel, and where possible any grates, drains, and other features in the path of travel should be installed flush with surrounding paving, ensuring no gaps are created in the route larger than 13 mm.
- .9 In multiple dwelling unit residential buildings such as apartments or condominiums, central entrances are encouraged to have a designated drop off space.

.4 SURFACE TREATMENTS

- .1 Surface treatments and paving materials should be selected that create a level, smooth, slip-resistant, and glare-free surface.
- .2 Any decorative elements should seek to avoid creating potentially jarring patterns or optical illusions.
- .3 Use of pattern or contrasting colour to define transition areas or edges of the pedestrian path of travel is supported, as long as appropriate materials and patterns are selected (for example, applying brushed concrete in the pedestrian path of travel and using decorative paving stones as accents to define amenity areas or path edges).
- .4 Use of gravel in pedestrian paths of travel is not supported.

.5 LANDSCAPING & SCREENING

- .1 Landscaping should focus on FireSmart species, employ xeriscaping principles, and consider low maintenance options.
- .2 Land clearing and alteration should be minimized.
- .3 Landscaping adjacent to paths of travel should consist of species that do not produce objects that could create slippery surfaces or tripping hazards such as some pods, fruits, or nuts.
- .4 High quality outdoor spaces should be provided and include elements such as balconies, patio space, landscaping, and communal amenity areas.
- .5 Screening, through the use of plantings, trees, decorative fencing, landscaped berms, or other suitable buffers should be provided adjacent to the following:
 - i. Single detached residential properties
 - ii. Outdoor storage areas
 - iii. Waste bins
 - iv. Parking and service areas
- .6 Rooftop appurtenances should be adequately screened to not be visible from the street.

- .7 Any landscaping or screening near high traffic and parking areas should ensure clear sight lines and visibility for pedestrians.

.6 PARKING

- .1 Parking should be located behind dwelling units fronting the street, and access to parking or any garages should be provided from a laneway.
- .2 Parking areas should be paved and provide a level, stable, slip-resistant surface.
- .3 Large parking areas should incorporate landscaping and consider ways to provide shade.
- .4 Where necessary, pedestrian routes of travel across parking areas and pedestrian crossings should be provided and clearly defined. Curb cuts should be incorporated as appropriate.
- .5 To be determined based on the development, parking areas should provide:
 - i. A suitable number of Electric Vehicle charging stations.
 - ii. A suitable number of secured indoor bicycle storage lockers.
- .6 Any designated accessible parking spaces should comply with best practices for dimensions, design, and location of loading aisles, signage, and curb cuts. Where possible, accessible parking spaces should be covered and located closest to the pedestrian access route to the building entrance.
- .7 Signage with recognizable icons should clearly mark routes to parking areas, support circulation, and identify visitor and designated parking spaces.
- .8 Parking areas should be adequately lit for safety and ease of navigation.

.7 LIGHTING

- .1 Low angle lighting styles are supported that direct light toward the ground and avoid light pollution (when light spills out toward the sky) or light trespass (when light spills out toward neighbouring properties).
- .2 Lighting should be designed to maximize safety for pedestrians and be incorporated into the following:
 - i. Parking areas
 - ii. Pedestrian paths of travel and amenity areas
 - iii. Level changes including stairways
 - iv. Rest and loading areas
 - v. Other areas of pedestrian interest and use

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- .3 Pedestrian lighting should be at a shorter height than vehicle lighting and create a uniform level of illumination that avoids creating strong shadows, glare, or pools of light and dark areas. Shorter pedestrian lights may require being placed at more frequent intervals to provide sufficient light for navigation.
- .4 Developments that can anticipate a high number of older adult residents are encouraged to install lighting with higher levels of illumination to account for changing contrast needs.
- .5 Consider locating lighting near pedestrian paths of travel to avoid shadows caused by vertical elements such as trees, signs, and buildings.
- .6 Consider using low level lighting to highlight elements such as building edges, landmarks, rest areas, and other notable features to support neighbourhood wayfinding.



17.4 DEVELOPMENT PERMIT AREA NO. 4 – DOWNTOWN DEVELOPMENT GUIDELINES

.1 AUTHORIZATION

Development Permit Area No. 4 is designated pursuant to *Local Government Act* Section 488(1)(d) [revitalization of an area in which a commercial use is permitted].

.2 DESIGNATED AREA

The Downtown Area is shown on **Schedule D**, the Development Permit Area Map as Development Permit Area No. 4.

.3 JUSTIFICATION

This section provides guidelines that are intended to support the continuation and evolution of Ashcroft's distinct character as well as the continued revitalization of this commercial district. The guidelines are informed by the objective to realize “a downtown that is comfortable, inviting, resilient and adaptable” and include the following sections:

- .1 Accessibility
- .2 Eclectic Western Character
- .3 Site Design
- .4 Plantings

Part 3: Land Use Plan

.4 DEVELOPMENT PERMIT TRIGGERS

The *Local Government Act* imposes development permit requirements in development permit areas. Unless exempted by 17.4.5, a development permit must be obtained when any of the following types of development activity occur in Development Permit Area No. 4, in accordance with Section 489 of the *Local Government Act*:

- .1 Subdivision of land;
- .2 Construction, addition or alteration of a building or other structure; or
- .3 Alteration of land.

.5 EXEMPTIONS

In Development Permit Area No. 4, a development permit is not required for the following:

- .1 The alteration of a building that is limited to the addition, replacement or alteration of doors, windows, building trim, awnings, or roofs as long as these alterations conform with the guidelines of Development Permit Area No. 4;
- .2 Interior alterations to buildings;
- .3 The construction of new buildings or structures less than 10 square metres in area;
- .4 The erection of a sign or fence;
- .5 The placement of temporary construction site offices, structures used for short-term special events and emergency facilities; or
- .6 The consolidation of a lot or road widening.

.6 GUIDELINES

The design guidelines of Development Permit Area No. 4 are contained in **Schedule G Downtown Development Guidelines**.



18. TEMPORARY USE PERMITS

Council may issue permits for temporary activities, as per **Section 492** of the *Local Government Act*. Temporary commercial uses may include fruit and vegetable stands, while temporary industrial uses may include asphalt or cement batch plants. If a temporary use permit is issued, the maximum period of time for these permits is three years and the permit may be renewed only once for an additional three years provided that the temporary use:

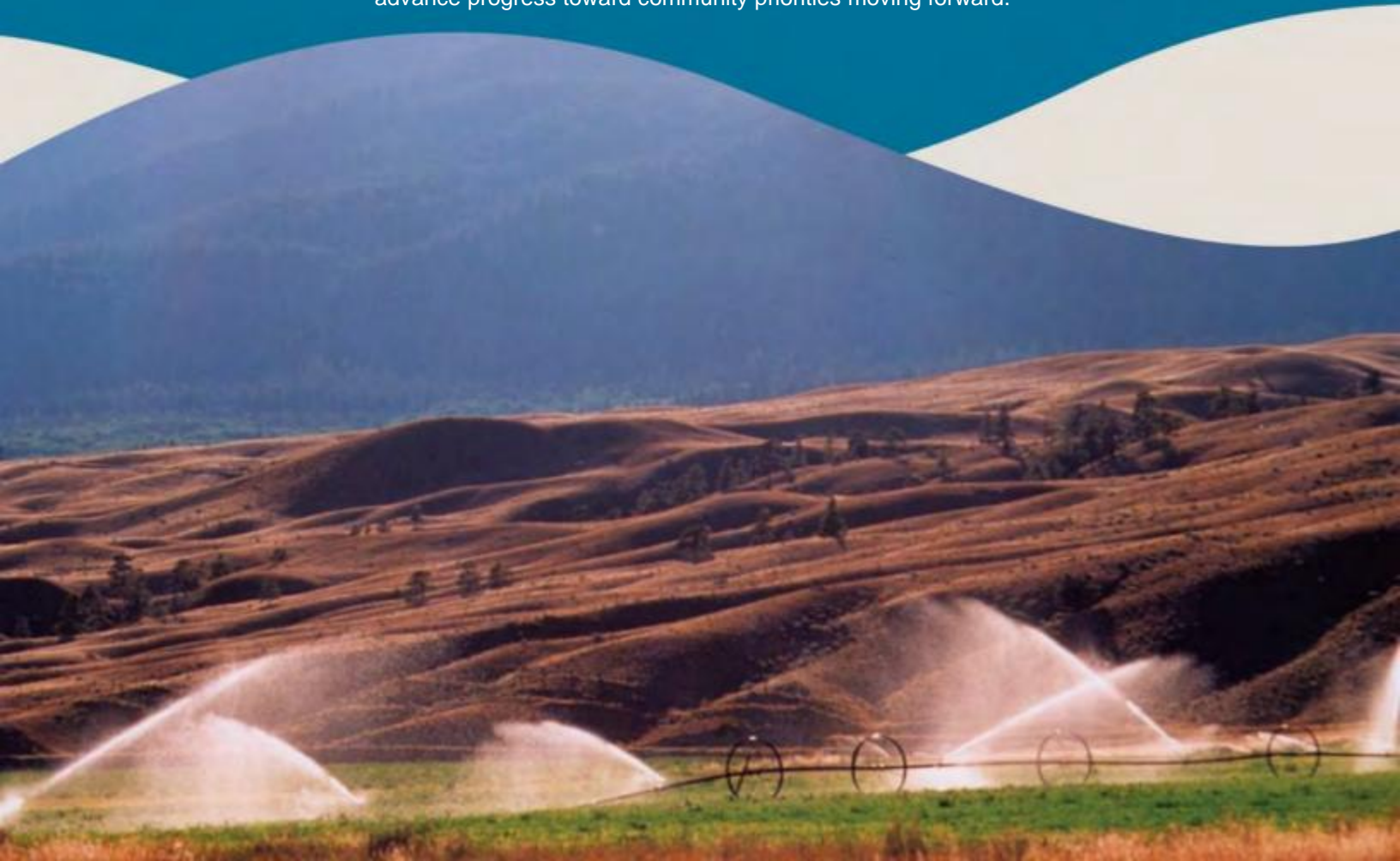
- .1 Is not noxious or undesirable because of smoke, noise, vibration, dirt, glare, odour, radiation, electrical interference or an offensive trade;
- .2 Is compatible with current and/or future uses on adjacent lands;
- .3 Does not have a negative impact on the natural environment;
- .4 Does not create a significant increase in the level or demand for services;
- .5 Does not permanently alter the site upon which it is located, unless this results in value to the site;
- .6 Complies with all the conditions specified by Council in the Temporary Use Permit;
- .7 Mitigates traffic impacts in a manner approved by the Ministry of Transportation and Infrastructure, where applicable; and
- .8 Complies with other Provincial and Federal enactments.



Part 4

IMPLEMENTATION STRATEGY

Part 4 outlines how the Official Community Plan will be implemented, linking policies to clear actions that will guide decision-making and advance progress toward community priorities moving forward.



19. IMPLEMENTATION STRATEGY

Part 4 summarizes the strategy for implementing the policies and actions outlined in this OCP and suggests potential timelines and responsibilities for implementation.

No.	Action	Relevant Policies	Priority	Leadership	Support
Economic Development, Revitalization, Tourism					
1.	Prepare an online Community Investment Overview and Profile that outlines a strategy and next steps to share business and development opportunities with investors and skilled workers.	3.3.1.1 3.3.1.4 3.3.2.1 3.3.2 3.3.4 6.3.3.7	Moderate	Village of Ashcroft	
2.	Prepare a Tourism Marketing Strategy that aligns with signage and downtown revitalization efforts and incorporates opportunities to leverage agricultural initiatives, as funding allows.	3.3.3 3.3.4 14.3.6.2	Moderate	Village of Ashcroft	First Nations, TNRD, Gold Country, Ministry of Transportation and Transit, BC Ministry of Agriculture
3.	Prepare a Hotel and Short-Term Accommodation Briefing Note to support investor discussions.	3.3.3.3 3.3.3.6	High	Village of Ashcroft	
4.	Develop a Signage and Wayfinding Strategy to support visitor awareness of and navigation to Ashcroft.	3.3.3.4 11.3.12	Moderate	Village of Ashcroft	Ministry of Transportation and Transit
5.	Create a Downtown Revitalization Plan that identifies opportunities for accessibility, climate resiliency, and active transportation improvements.	3.3.2.6 3.3.2.7 3.3.3.8 3.3.3.9	Moderate	Village of Ashcroft	

Part 4: Implementation Strategy

No.	Action	Relevant Policies	Priority	Leadership	Support
		11.3.10 11.3.11 11.3.16 11.3.18			
6.	Continue supporting downtown façade improvements through existing, and any emerging, funding programs.	3.3.3.10 11.3.15	Moderate	Village of Ashcroft	
7.	Review the feasibility of a downtown revitalization tax exemption.	11.3.17	Moderate	Village of Ashcroft	
8.	Publish a Mosaic Maintenance Brochure to share with local businesses and property owners.	6.3.2.3	Low	Community Groups	Village of Ashcroft
Environment, Climate, Sustainability					
9.	Support the development of an Urban Tree Program	4.3.1.8	Moderate	Communities in Bloom	Village of Ashcroft
10.	Develop an invasive species management briefing note that identifies low-effort approaches and assesses the feasibility of pursuing a management regimen.	4.3.1.9	Low	Communities in Bloom	Village of Ashcroft
11.	Develop a Community Energy Action Plan to outline steps to encourage community uptake of alternative energy, and energy saving practices. Include ways of promoting and or incentivizing energy efficiency in existing and new buildings.	5.3.1.4 5.3.1.7 5.3.1.9 5.3.1.10 5.3.2	Moderate	Village of Ashcroft	
12.	Develop a Waste Management Strategy that outlines potential methods to address community waste challenges	5.3.1.12 5.3.1.14	Low	Village of Ashcroft	TNRD

No.	Action	Relevant Policies	Priority	Leadership	Support
	and identifies investment opportunities for private recycling and compost collection.	5.3.1.15			
13.	Develop and promote a Gleaning Abundance Program	6.3.4.2	Low	Community Groups	Village of Ashcroft Interior Health
14.	Develop and implement a rain barrel program for water conservation, as funding allows.	16.3.3.5	Low	Community Partners	Village of Ashcroft
Emergency Preparedness & Resiliency					
15.	Prepare and provide educational materials at various community events, and on Village platforms, related to water conservation, FireSmart, climate resiliency, sustainability, and related topics.	4.3.1.3 4.3.1.10 4.3.2.3 4.3.2.8 4.3.2.9 5.3.1.1 5.3.1.8 5.3.1.13 5.3.1.16 5.3.1.17 7.3.1.15 16.3.2.4 16.3.3.4	Moderate	Village of Ashcroft	Village FireSmart Coordinator
16.	Update and adopt the Emergency Response and Evacuation Plan for Ashcroft.	4.3.2.1 7.3.1.7	High	Village of Ashcroft	
17.	Develop an Emergency Egress Briefing Note that outlines secondary access options from the Mesa Vista neighbourhood.	4.3.2.5 16.3.4.3	Moderate	Village of Ashcroft	

Part 4: Implementation Strategy

No.	Action	Relevant Policies	Priority	Leadership	Support
18.	Develop and share household emergency preparedness guidance for residents.	4.3.2.6	Moderate	Village of Ashcroft	
Transportation, Recreation, Community Amenities					
19.	Continue implementing priority actions from the Trails Master Plan that improve access to community uses, parks, recreation facilities, and other priorities, as funding and opportunities allow.	5.3.1.3 13.3.3.6 13.3.3.7	Moderate	Village of Ashcroft	
20.	Develop an Active Transportation and Transit strategy that explores ways of supporting alternative modes of transportation and increased transit ridership.	5.3.1.4 5.3.1.5	Low	Village of Ashcroft	BC Transit
21.	Prepare a Safe Routes to School Strategy.	6.3.3.2 16.3.4.7	Moderate	School District # 74	
22.	Implement a maximum traffic speed of 30 km/h on non-arterial roads	16.3.4.5	Moderate	Village of Ashcroft	
23.	Upgrade pedestrian and active transportation connections throughout Ashcroft where feasible and warranted.	7.3.1.10 13.3.3.2 13.3.7.3 16.3.4.2	Moderate	Village of Ashcroft	
Community Growth & Housing					
24.	Continue seeking opportunities to provide affordable, and diverse, housing options.	8.3.1	Moderate	Village of Ashcroft	BC Housing, Interior Health
25.	Conduct geotechnical, and other feasibility studies to determine options	8.3.1.11 8.3.1.12	High	Village of Ashcroft	

No.	Action	Relevant Policies	Priority	Leadership	Support
	for future housing in the Mesa Vista CD area.	10.4.6			
26.	Regularly review and update the Village’s Housing Needs Report to ensure it continues to reflect community needs.	8.3.1.13	Moderate	Village of Ashcroft	
27.	Develop a high-level Industrial Lands Expansion strategy that outlines potential areas for long-term expansion.	12.3.5	Low	Village of Ashcroft	
28.	Develop a community heritage registry to recognize historical sites and buildings of interest.	11.3.12	Low	Village of Ashcroft	Ashcroft Museum
Community Development, Wellbeing, Health					
29.	Regularly review and update the Village’s Accessibility Plan, implementing priorities as funding and opportunities allow. Ensure future updates prioritize interventions to support capital planning and grant applications.	7.3.1.5 13.3.2.3 13.3.8	Low	Village of Ashcroft	
30.	Prepare a Village Welcome and Information Package to support newcomers, temporary workers, and new residents to Ashcroft.	6.3.1.7 6.3.3.8	Moderate	Community Groups	Village of Ashcroft
31.	Develop a community kitchen nutrition program.	7.3.1.14	Low	Community Groups	Village of Ashcroft, Interior Health
32.	Continue providing grant-writing support to community organizations through available funding programs.	6.3.1.6	Moderate	Village of Ashcroft	Northern Development Initiative

Part 4: Implementation Strategy

No.	Action	Relevant Policies	Priority	Leadership	Support
Infrastructure & Servicing					
33.	Twin the North Ashcroft water reservoir	16.3.2.3	High	Village of Ashcroft	
34.	Continue advancing residential water metering, and related conservation efforts, as well as using metering data and water audit results to identify leaks, reduce water loss, and manage community water demand.	16.3.2.5 16.3.2.6 16.3.2.7	High	Village of Ashcroft	
35.	Review the feasibility of improving the storm drainage system in North Ashcroft.	16.3.3.6 16.3.3.7	Low	Village of Ashcroft	

Schedule B
Land Use Plan

Village of Ashcroft

**Zoning Bylaw
Main Community**

Legend

- A1** Agriculture 1
- RR1** Rural Residential 1
- R1** Residential 1
- R2** Downtown Residential
- MH1** Mobile Home Park 1
- RM1** Residential Multiple Family 1
- C1** Commercial Mixed Use 1
- M1** Industrial 1
- M2** Industrial 2
- P1** Park & Public Use
- VR** Village Reserve
- CD** Comprehensive Development

SOURCE:

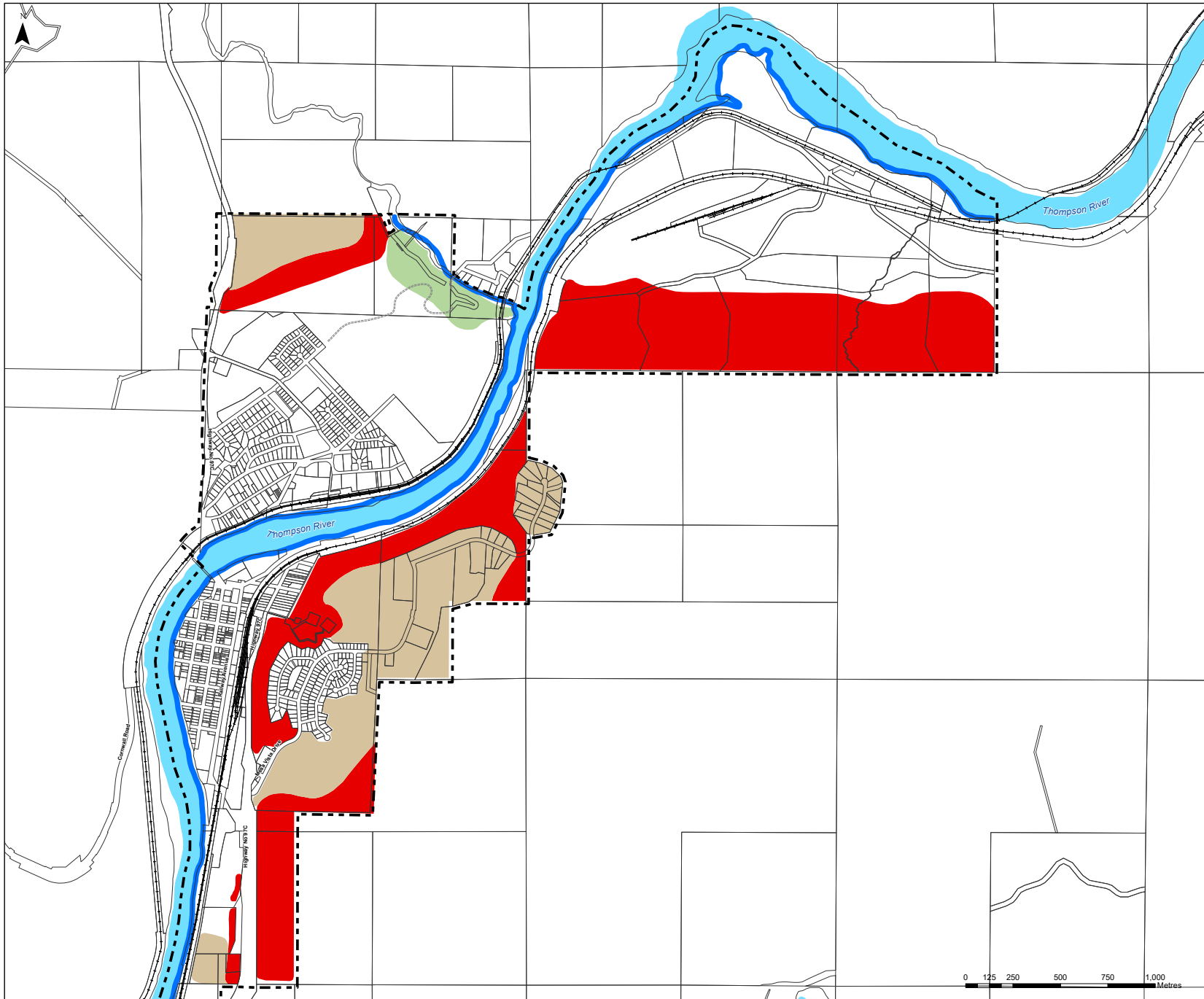
Cadastral information obtained through ICI Society.
Municipal Boundary provided by TNRD.

THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.



Schedule C

Environmentally Sensitive and Hazardous Areas







Village of Ashcroft

**Official Community Plan
Schedule C**

**Environmentally Sensitive
& Hazardous Areas**

Legend

-  Floodplain
-  Environmentally Sensitive Areas
-  Hazardous Slopes
-  Unstable Soils

SOURCE:

Water and road features obtained through www.geobase.ca website.
Cadastral information obtained through ICI Society.
Municipal Boundary obtained through DataBC.

THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.



Schedule D
Development Permit Areas

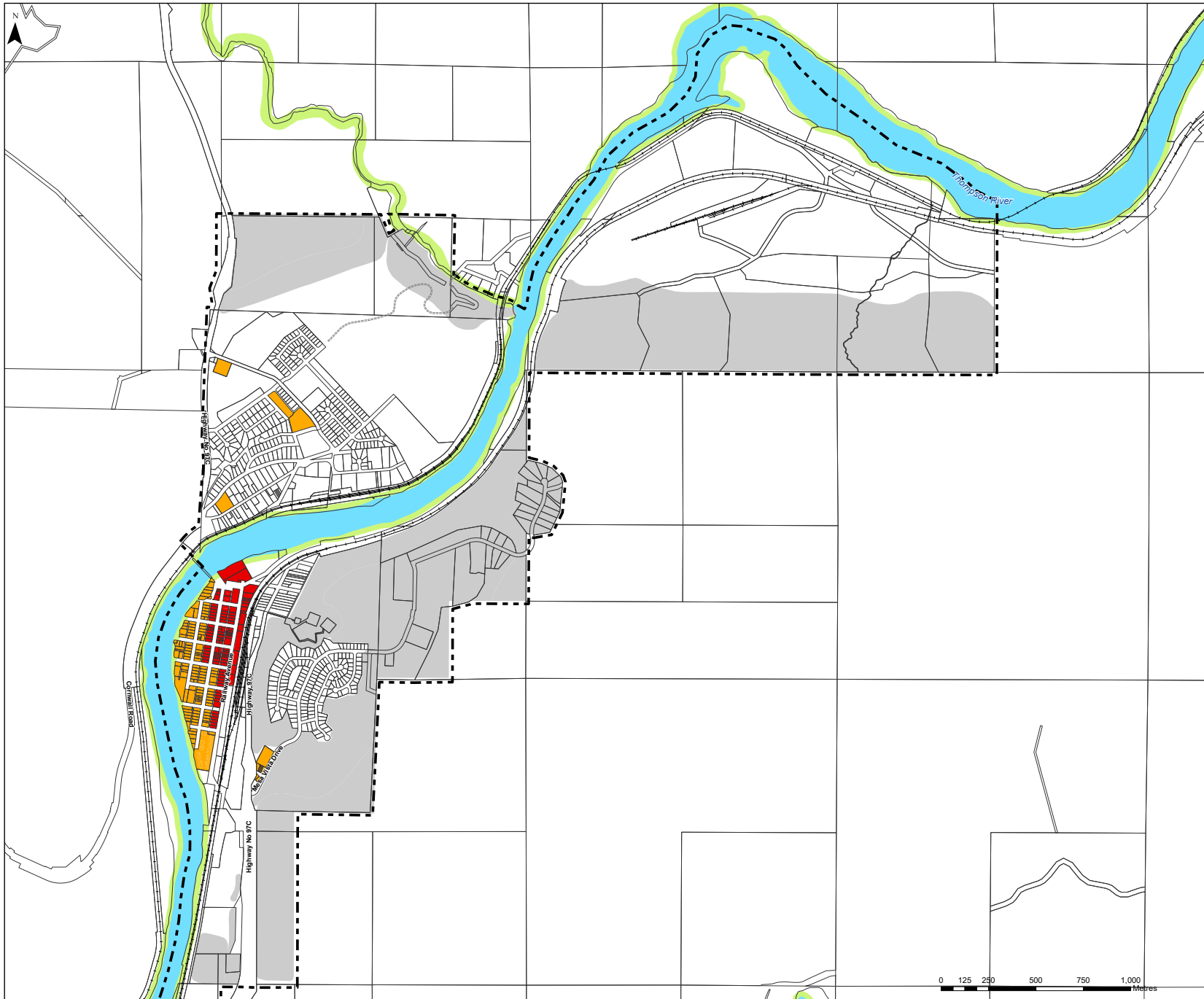
Village of Ashcroft

**Official Community Plan
Schedule D**

Development Permit Areas

Legend

-  DPA #1 - Streamside Protection
-  DPA#2 - Hazardous Slopes and Soils
-  DPA #3 - Multiple Dwelling Unit Residential
-  DPA #4 - Downtown Commercial / Mixed Use Area



SOURCE:

Water and road features obtained through www.geobase.ca website.
Cadastral information obtained through ICI Society.
Municipal Boundary obtained through DataBC.

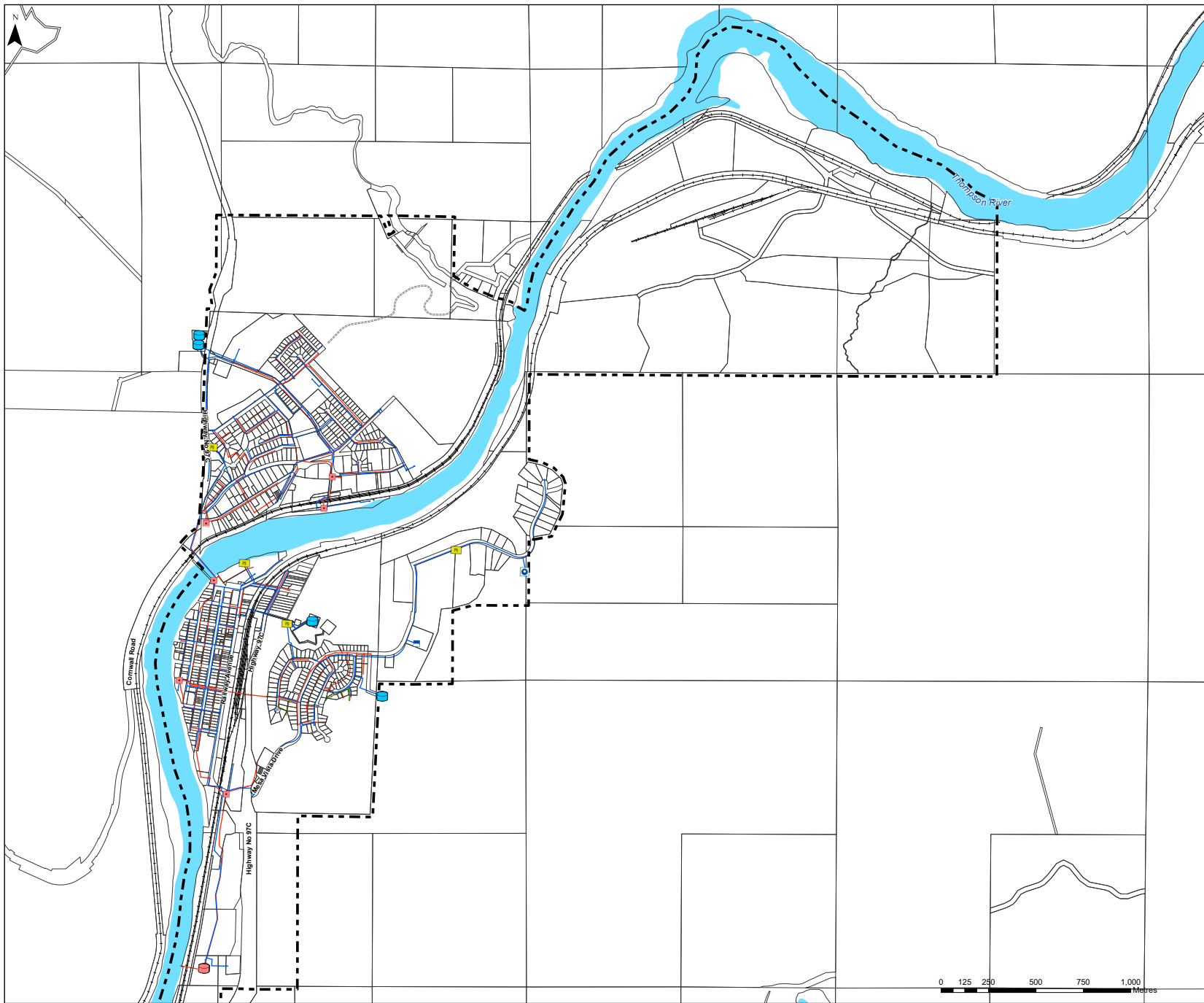
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0 125 250 500 750 1,000
Metres

Schedule E
Public Utilities

Village of Ashcroft
**Official Community Plan
Schedule E**

Public Utilities



Legend

- Sanitary
- Storm
- Water
- Reservoir
- Pump Station
- Balancing Tank
- Irrigation Control
- Waste Water Treatment Plant
- Lift Station

SOURCE:

Water and road features obtained through www.geobase.ca website.
Cadastral information obtained through ICI Society.
Municipal Boundary obtained through DataBC.

THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.

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Metres

Schedule F
Major Road Network

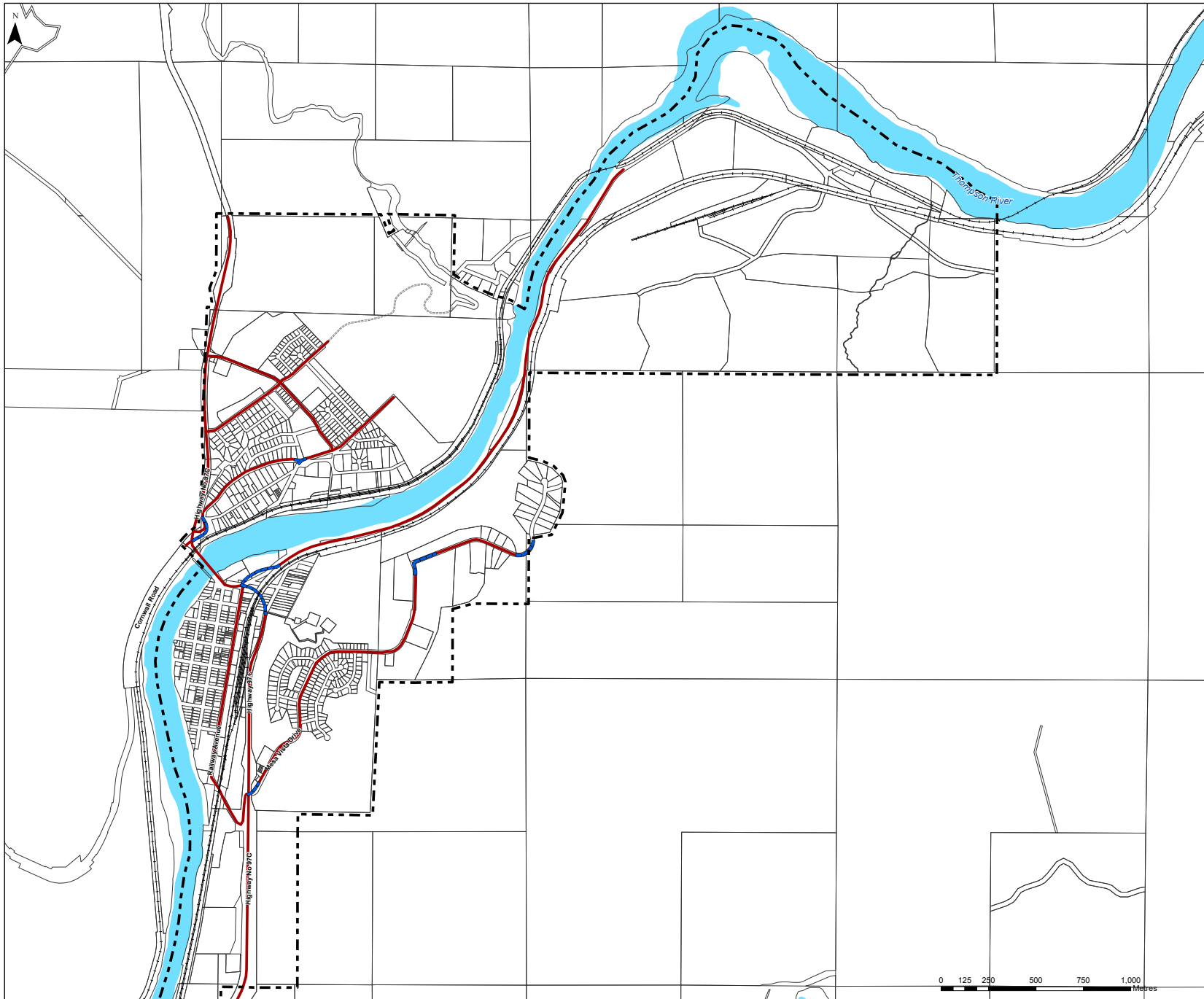
Village of Ashcroft

**Official Community Plan
Schedule F**

Major Road Network

Legend

- EXISTING MAJOR ROAD
- PROPOSED MAJOR ROAD



SOURCE:

Water and road features obtained through www.geobase.ca website.
Cadastral information obtained through ICI Society.
Municipal Boundary obtained through DataBC.

THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.

Schedule G

Downtown Development Guidelines



Schedule G

DOWNTOWN DEVELOPMENT GUIDELINES



SCHEDULE G – DOWNTOWN DEVELOPMENT GUIDELINES

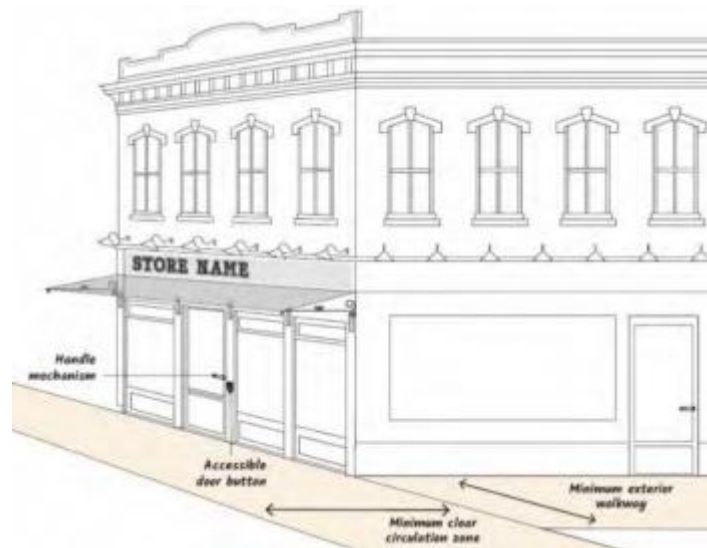
This section provides guidelines that are intended to support the continuation and evolution of Ashcroft's distinct character as well as the continued revitalization of this commercial district. The guidelines are informed by the objective to realize “a downtown that is comfortable, inviting, resilient and adaptable” and include the following sections:

1. Accessibility
2. Eclectic Western Character
3. Site Design
4. Plantings

1. ACCESSIBILITY

1.1 WALKWAYS AND ENTRANCES

Figure G 1.1: Walkways and Entrances



1.1.1 EXTERIOR WALKWAYS

- .1 Minimum 1.8-metre width
- .2 Include let-downs or ramps at grade changes

1.1.2 BUILDING ENTRANCES:

- .1 Doors should open freely with a handle mechanism
- .2 Sidewalk-oriented entries should consider accessible buttons
- .3 Maintain a 1.8-metre clear circulation zone around any sidewalk obstruction, e.g. awning posts, furnishings, etc.

1.2 LIGHTING

Figure G1.2: Lighting



1.2.1 SIGN AND EXTERIOR LIGHTING

- .1 Goose-neck style preferred
- .2 Dark-sky compliant
- .3 Temperature range to be 2000K-4000K
- .4 Backlit and neon signs are not permitted

1.2.2 AWNING LIGHTING

- .1 **Minimum** 5 footcandles required under awning
- .2 Temperature range to be 2000K-4000K

1.3 BUSINESS SIGNAGE

1.3.1 STREET-ORIENTED

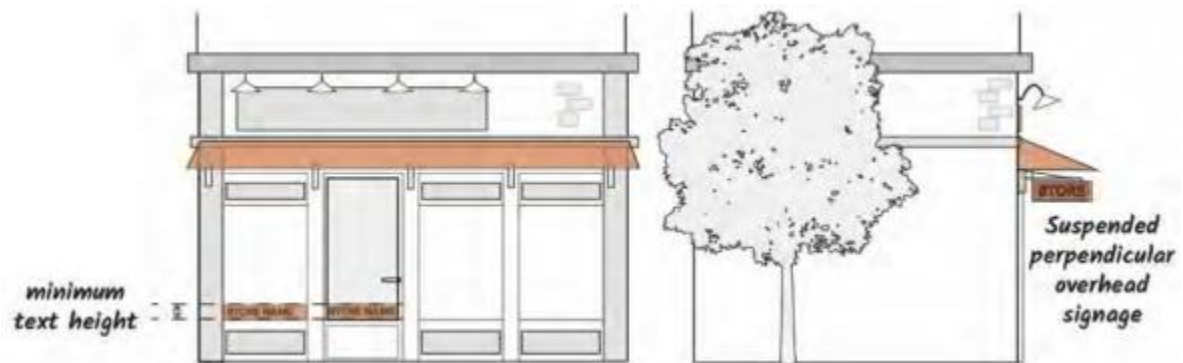
Figure G 2.3.1: Street-oriented Business Signage



- .1 200mm minimum text-height
- .2 High-contrast text and background colours
- .3 Attach to lintel or awning parallel to building face

1.3.2 SIDEWALK-ORIENTED

Figure G 3.3.2: Street-oriented Business Signage



- .1 55mm minimum text height
- .2 High-contrast text and background colours
- .3 Suspend overhead perpendicular to building façade preferred

2. ECLECTIC WESTERN CHARACTER

2.1 VARIETY AND UNIQUENESS

2.1.1 MOSAICS, MURALS AND ARTIFACTS

Figure G 2.1.1: Murals and Gathering Areas



- .1 Murals and/or mosaic murals on exterior walls are encouraged, especially on larger uninterrupted facades where windows are absent or where walls face outdoor gathering areas

Figure G 2.1.1.1: Mosaic Murals and Artifacts



2.2 CREATIVELY INCORPORATE WESTERN ARTIFACTS INTO BUILDING DETAILS, SIGNAGE OR SITE

2.2.1 CHEERFUL & BOLD COLOUR PALETTES

- .1 Façades colours that are bright and cheerful are encouraged.
- .2 Select accent colours that are split complementary or split analogous to dominant façade colour.

Examples for selecting dominant and accent colours:

Step 1: Select dominant façade colour. This colour may be a tint of any colour on the colour wheel.

- a. Examples: Yellow and different tints.

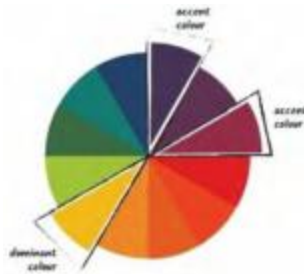
Figure G 2.2.1.a: Dominant Colour Tints



Step 2: Select colours to accent the dominant colour in either split complementary or split analogous.

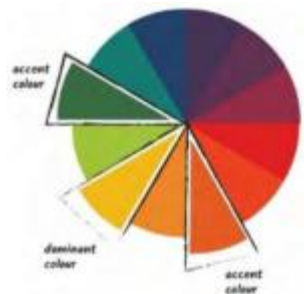
- b. Example: Split complementary for dominant yellow.

Figure G 2.2.1 b: Split Complementary



- c. Example: Split analogous for dominant yellow.

Figure G 2.2.1.c: Split analogous



2.3 BUILDING FAÇADE

2.3.1 STOREFRONT FAÇADE

Figure G 2.3.1: Storefront Façade



- .1 Storefronts on Railway Ave. should have repetitive façade modules divided into equal sections by vertical piers/pilasters
- .2 Stores should have glazed entry doors
- .3 Storefronts should feature large display windows with opaque bulkheads at ground level and clerestory/transom above
- .4 Recessed store entries are encouraged
- .5 Interpretive signage relating to building, site and/or Indigenous histories is encouraged

2.3.2 AWNINGS

- .1 Required on Railway Ave. frontage.
- .2 Awning should extend horizontally from lintel above transom and ensure a minimum 2.4 metre vertical clearance.

Figure G 2.3.2.2: Awning Minimum Vertical Clearance



- .3 Encouraged along side-street frontages.
- .4 Awning to extend over entire width of sidewalk where possible.
- .5 Cantilevered awnings to include decorative bracket.
- .6 Accessible porch with railings on top of awning is strongly encouraged.

Figure G 2.3.2.6: Accessible Porch with Railings



- .7 Awnings supported by vertical posts to include decorative brackets or simple knee-braces and align with pilasters on façade.
- .8 Awnings without an accessible porch should include a sloping canopy roof.

Figure G 2.3.2.8: Awning with Sloping Canopy Roof



2.3.3 UPPER FAÇADE

- .1 False fronts/parapets or ornamented gabled roofs are required on Railway Ave. frontage in keeping with an eclectic Western character.

Figure G 2.3.3 a: Upper Façade Example 1

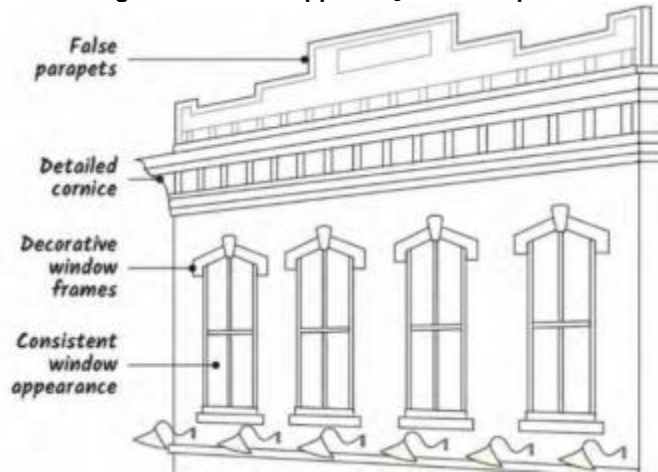


Figure G 2.3.3 b: Upper Façade Example 2

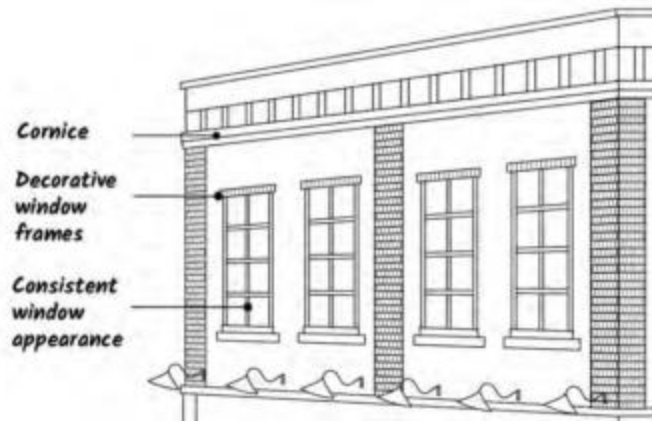
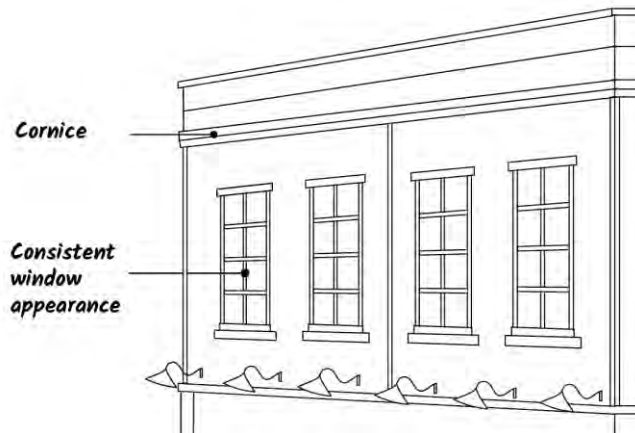


Figure G 2.3.3 c: Upper Façade Example 3



- .2 False fronts/parapets are to include a cornice
- .3 Cornice should protrude a minimum of 100mm beyond the façade
- .4 Articulated pediments and decorative detailing on cornice is encouraged
- .5 Upper story windows to have a consistent appearance and occur at regular intervals relating to the lower story
- .6 Decorative details on upper story window frames are encouraged

2.3.4 FIRE-ADAPTIVE CLADDING

- .1 Fiber cement with wood plank, shiplap, shingle or board and batten pattern
- .2 Common clay brick
- .3 Natural stone
- .4 Stucco with fine textured finish, e.g. light dash, fine sand or sand pebble
- .5 Metal with plank, shiplap, or board and batten pattern
- .6 Wood, cast concrete and cultured stone veneer may be incorporated to a limited degree for façade details and ornamentation
- .7 Exposed concrete block is not permitted

3. SITE DESIGN

Figure G 3: Example Site Design



3.1 SCREENING

3.1.1 LANDSCAPE SCREENING

- .1 Screen parking areas from the streets and adjacent properties with 2.0m landscape buffer where possible.
- .2 Enclose garbage receptables and provide a 2.0m landscape buffer from property line where possible.

3.2 ZERO LOT FRONTAGE

3.2.1 RAILWAY AVE. FRONTAGE

- .1 Zero lot frontage is required for all buildings facing Railway Ave.

3.2.2 SIDE STREET FRONTAGE

- .1 Where the side frontage faces a side street off Railway Ave, zero lot frontage is encouraged.
- .2 Side street façade, including canopy and clearances, consistent with Railway Ave guidelines are encouraged.

3.3 PARKING AND VEHICLE ACCESS

3.3.1 VEHICLE ACCESS

- .1 Wherever possible all parking and vehicle access should be from the lane at the rear of properties.

3.3.2 VEHICLE PARKING

- .1 Parking should have a pedestrian walkway to the sidewalk or building entrances.
- .2 Parking areas should have 10% of landscaping coverage with permeable areas, inclusive of the 2.0m landscape screening buffers.
- .3 Wherever possible include trees with broad canopies to provide shade over parking areas.

3.3.3 DESIGNATED ACTIVE TRANSPORTATION PARKING

- .1 Provide designated parking for bicycles, scooters, and mobility devices close to building entrances with canopy cover where possible.

4. PLANTINGS

4.1 ARID CLIMATE ADAPTABILITY

4.1.1 TREES

- .1 Species selection should prioritize drought tolerance, resilience to heat, fire resistance and adaptability to urban conditions.
- .2 Suitable compact tree choices include *Acer ginnala*, Amur Maple; *Amelanchier x grandiflora* 'Autumn Brilliance', Autumn Brilliance Serviceberry; *Malus 'DurLawrence'*, Courageous Crabapple; *Sorbus decora*, Showy Mountain Ash; *Crataegus x mordenensis 'Toba'*, Toba Hawthorn; *Crataegus mordenensis* 'Snowbird', Snowbird Hawthorn; *Betula platyphylla* 'Fargo', Dakota Pinnacle Birch; *Juniperus scopulorum*, Rocky Mountain Juniper.
- .3 Suitable large tree choices include *Gleditsia triacanthos*, Honey Locust; *Celtis occidentalis*, Common Hackberry; *Quercus macrocarpa*, Burr Oak.
- .4 Suitable native tree choices include *Pseudotsuga menziesii*, Douglas Fir; *Picea pungens*, Blue Spruce; *Pinus monticola*, Western White Pine; *Populus tremuloides*, Quaking Aspen.
- .5 When possible, select native or regionally adapted varieties to ensure longevity and minimal maintenance.

4.1.2 SHRUBS, GROUND COVERS AND PERENNIALS

- .1 Species selection should prioritize drought tolerance, resilience to heat, pollinator habitat, and adaptability to urban conditions.
- .2 Suitable shrub species include *Aronia melanocarpa*, Black Chokeberry; *Artemisia tridentata*, Big Sagbrush; *Ericameria nauseosa*, Rabbitbrush; *Ribes alpinum*, Alpine Currant; *Rhus glabra*, Smooth Sumac; *Physocarpus opulifolius*, Ninebark; *Potentilla fruticosa*, Shrubby Cinquefoil; *Juniperus horizontalis*, Creeping Juniper; *Juniperus communis*, Common Juniper; *Mahonia aquifolium*, Oregon Grape Holly; *Amelanchier alnifolia*, Saskatoon Serviceberry; *Shepherdia argentea*, Silver Buffaloberry; *Rosa acicularis*, Prickly Wild Rose; *Salix purpurea*, 'Nana' Dwarf Arctic Willow; *Rhus aromatica* 'Gro-Low', Gro-lo Sumac; *Juniperus horizontalis*, Creeping Juniper.
- .3 Suitable groundcover species include *Sedum spurium*, Creeping Stonecrop; *Thymus serpyllum*, Creeping Thyme; *Fragaria virginiana*, Wild Strawberry; *Cerastium tomentosum*, Snow-in-summer; *Spiraea betulifolia*, Birchleaf Spiraea.

- .4 Suitable perennial species include *Echinacea purpurea*, Purple Coneflower; *Achillea millefolium*, Yarrow; *Gaillardia aristata*, Blanket Flower; *Hemerocallis* spp., Daylily; *Asclepias tuberosa*, Butterfly Weed; *Sedum spectabile*, Showy Stonecrop; *Perovskia atriplicifolia*, Russian Sage; *Liatris spicata*, Blazing Star; *Agastache Foeniculum*, Anise Hyssop; *Salvia* spp., Garden Sage; *Eriogonum flavum*, Yellow Buckwheat; *Monarda fistulosa*, Wild Bergamot.
- .5 Suitable ornamental grass species include: *Poa glauca* 'Blue Hills', Blue Hills Poa Grass; *Bouteloua gracilis*, Blue gramma Grass; *Leymus cinereus*, Giant Wild Rye; *Helictotrichon sempervirens*, Blue Oat Grass; *Pseudoroegneria spicata* ssp *spicata*, Bluebunch Wheatgrass; *Festuca* spp., Fescue; *Schizachyrium scoparium*, Little Bluestem; *Sorghastrum nutans*, Wood Grass.

4.1.3 WATER-SAVING LANDSCAPES

- .1 Group plants with similar water requirements together.
- .2 Reduce soil water-loss with mulches.
- .3 Optimize watering with automatic irrigation.
- .4 Large above-ground planters supported by self-watering reservoirs.
- .5 Locate and invert planting areas to absorb water from impermeable surfaces like pathways, parking and roofs.



TO: Mayor and Council

MEETING DATE: July 10, 2026

FROM: Daniela Dyck, CAO

SUBJECT: Zoning Bylaw No. 890, 2026 – Introduction and First Reading

RECOMMENDATION:

THAT Council give first reading to Village of Ashcroft Zoning Bylaw No. 890, 2026;

AND THAT Council direct Administration to proceed with the referral and technical review process prior to bringing the bylaw back for consideration of second reading.

PURPOSE:

The purpose of this report is to present Zoning Bylaw No. 890, 2026 to Council for consideration of first reading. First reading will allow the bylaw to proceed to the referral and technical review process, providing an opportunity for external agencies and partners to review and provide feedback prior to Council considering second reading.

Respectfully Submitted by:

Daniela Dyck,
Chief Administrative Officer

BACKGROUND:

The Village of Ashcroft initiated a comprehensive review and update of the Zoning Bylaw in conjunction with the Official Community Plan (OCP) review to ensure both documents remain aligned and reflect current legislation, community priorities, and future growth opportunities.

The existing Zoning Bylaw No. 823 was adopted in 2018 and has provided the regulatory framework for land use, development, zoning classifications, and permitted uses throughout the Village. Since adoption, changes to provincial housing legislation, community needs, and development trends have created the need to review and modernize the bylaw.

The updated Zoning Bylaw has been developed through technical review, legislative analysis, community engagement, and Council direction. While the OCP establishes the long-term vision for the community, the Zoning Bylaw provides the regulatory tools required to implement that vision.

Together, these documents support responsible growth, housing diversity, economic development, sustainable infrastructure planning, and the protection of Ashcroft's unique community character.

DISCUSSION:

Zoning Bylaw No. 890, 2026 represents a comprehensive update to the Village's existing zoning regulations. The updated bylaw maintains the overall intent of the current zoning framework while improving clarity, consistency, and ease of interpretation for residents, developers, staff, and Council.

Key updates within the proposed bylaw include:

- alignment with the updated Official Community Plan;
- incorporation of recent provincial housing legislation requirements;
- modernization of definitions and land-use terminology;
- improved clarity regarding permitted uses and development regulations;
- support for a broader range of housing options;
- continued support for commercial and industrial development opportunities; and
- recognition of Ashcroft's established neighbourhoods and community character.

A significant focus of the update is providing additional flexibility for housing while ensuring development remains appropriate for the scale and character of the community.

During the final review process, discussion occurred regarding proposed changes within the R1 Residential Zone, specifically provisions related to permitting triplex and fourplex dwellings. While these housing forms support increased housing choice and align with provincial objectives to increase housing supply, further review is required to ensure implementation reflects Ashcroft's local context.

Items requiring additional consideration include:

- appropriate minimum parcel size requirements;
- servicing capacity;
- parking requirements;
- site suitability; and
- neighbourhood compatibility.

Advancing the bylaw to first reading allows the formal review process to begin while providing the opportunity for these items to be further evaluated and refined prior to second reading.

STRATEGIC PRIORITIES:

The updated Zoning Bylaw supports Council's strategic priorities by providing a framework that encourages:

- sustainable and responsible growth;
- housing diversity and affordability;
- efficient use of existing infrastructure;
- economic development opportunities;

- community resilience; and
- honouring Ashcroft's heritage, identity, and neighbourhood character.

FINANCIAL IMPLICATIONS:

The comprehensive review and update of the Official Community Plan and Zoning Bylaw was funded through provincial funding provided to support local governments with the implementation of recent legislative changes related to housing and land use planning.

Council allocated a budget of \$120,000 to complete both the Official Community Plan and Zoning Bylaw updates. These funds supported technical review, legislative alignment, community engagement, and preparation of the updated bylaws.

There are no additional financial implications associated with providing first reading to Zoning Bylaw No. 890, 2026. Future implementation of zoning-related initiatives or development opportunities will be considered through regular municipal processes, budget planning, and Council decision-making.

LEGISLATIVE CONSIDERATIONS:

The Zoning Bylaw has been prepared in accordance with the requirements of the Local Government Act and has been reviewed to incorporate recent provincial housing legislation changes.

Following first reading, the bylaw will be referred to external agencies and technical reviewers for comment. Feedback received through this process will be reviewed and incorporated where appropriate prior to Council considering second reading.

The bylaw will also be referred to the Ministry of Transportation and Transit for approval prior to adoption as required.

CONCLUSION:

Zoning Bylaw No. 890, 2026 represents an important step in implementing Ashcroft's updated Official Community Plan and establishing a modern regulatory framework to guide future development.

The updated bylaw balances opportunities for growth and housing diversity with the importance of maintaining Ashcroft's established neighbourhoods, infrastructure capacity, and community identity.

Providing first reading allows the Village to continue the review process, receive technical feedback, and further refine the bylaw prior to consideration of second reading.

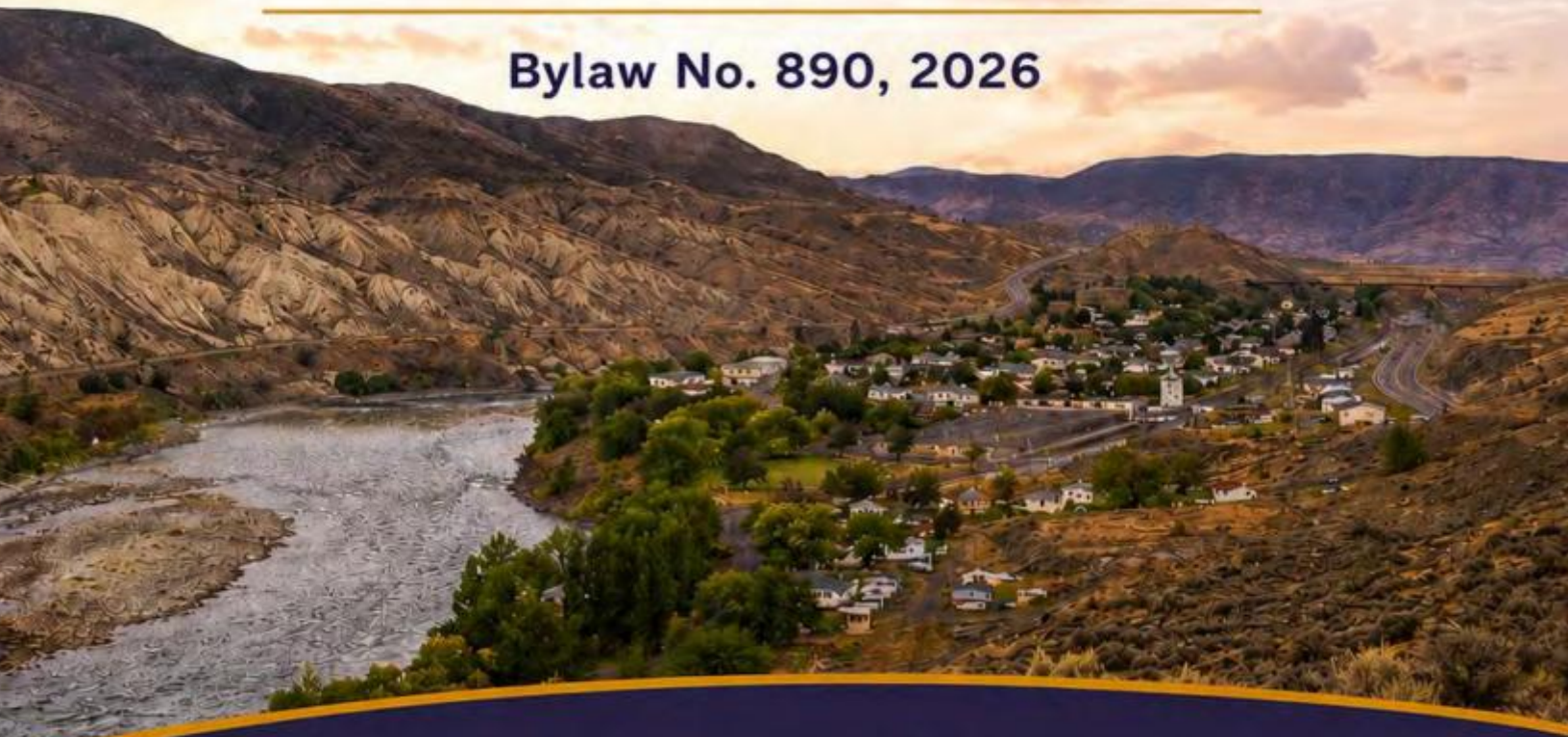
Administration recommends Council provide first reading to Zoning Bylaw No. 890, 2026 and authorize the referral and technical review process to proceed.



HEART OF THE TRUE DESERT

ZONING BYLAW

Bylaw No. 890, 2026



LIVABLE
COMMUNITY



SUSTAINABLE
GROWTH



STRONG
NEIGHBOURHOODS



CELEBRATING
OUR HERITAGE

Village of Ashcroft
Zoning Bylaw No. 890, 2026

WHEREAS Council wishes to repeal Village of Ashcroft Zoning Bylaw No. 823, 2018, and amendments thereto, and wishes to adopt a new Zoning Bylaw, pursuant to Section 479 of the *Local Government Act*;

AND WHEREAS Council has held a Public Hearing pursuant to Section 465 of the *Local Government Act*.

NOW THEREFORE Council of the Village of Ashcroft, in open meeting assembled hereby enacts as follows:

1. Village of Ashcroft Zoning Bylaw No. 823, 2018, and all amendments thereto are hereby repealed.
2. This Bylaw **shall be cited as the "Village of Ashcroft Zoning Bylaw No. 890, 2026"**.
3. The following schedules attached hereto are hereby made part of this Bylaw and adopted as the Zoning Bylaw for the Village of Ashcroft:
 - .1 Schedule A (Zoning Bylaw Text)
 - .2 Schedules B (Zoning Bylaw Map)

READ A FIRST TIME THIS XX DAY OF XXXX, 2026

READ A SECOND TIME THIS XX DAY OF XXXXXX, 2026

RECEIVED APPROVAL OF THE MINISTRY OF TRANSPORTATION AND TRANSIT THIS
XX DAY OF XXXXX, 20XX.

PUBLIC HEARING HELD ON THIS XX DAY OF XXXXXX, 2026

READ A THIRD TIME THIS XX DAY OF XXXXXX, 2026

ADOPTED THIS XX DAY OF XXXXXX, 2026.

Original Signed by Mayor
MAYOR

Original Signed by CAO
CHIEF ADMINISTRATIVE OFFICER

SCHEDULE A

ZONING BYLAW TEXT

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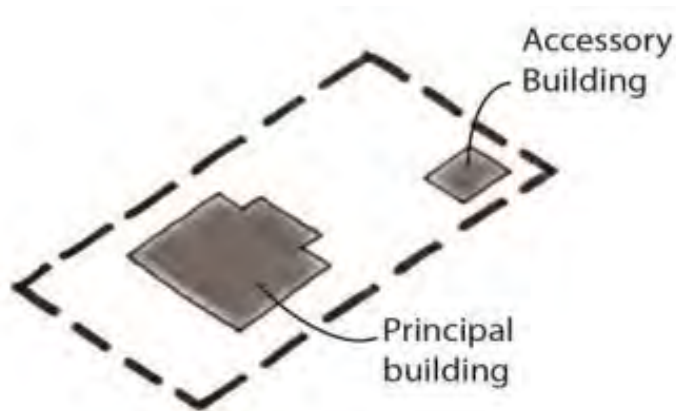
1.0 DEFINITIONS

In this Bylaw all words or phrases shall have their normal or common meaning except where this is changed, modified or expanded by the definitions set forth below:

Abut or Abutting means immediately contiguous to, or physically touching. When used with respect to two parcels separated by a road or lane, means two parcels that share the road or lane centreline.

Accessory Building means any building or structure that is used in conjunction with the principal building, but is separate from the principal building, and is located on the same parcel and includes garages, carports, sheds, soft-sided structures, and greenhouses. An accessory building or structure may be located on the common property in a bare land strata plan or on a strata parcel in that strata plan. Accessory buildings exclude heat pumps and other mechanical or electrical equipment, gas meters or propane tanks that are permanently affixed to a building or structure by way of plumbing or other duct work.

Figure 1.1 Principal and Accessory Buildings



Accessory Dwelling Unit means a self-contained, dwelling unit located in a building completely separate from the principal single detached dwelling, which has one or more habitable rooms used or intended for use as a residence by one or more persons living as a household or as a Short-Term Rental Accommodation. An accessory dwelling unit has sleeping, cooking and bathing facilities which are separate from the facilities of the principal dwelling located on the same parcel and may be contained within a separate building on the same parcel as a single detached dwelling (garden suite) or as part of a detached garage (garage suite).

Accessory Use means a use or structure on the same parcel, with and of a nature customarily incidental and subordinate to, the principal use or structure. An accessory use may or may not be within the same building as the principal use. An accessory use is permitted at the same time or after a principal use is established on a parcel.

Aggregate Storage and Processing means the use of a parcel, buildings or structure for the production of asphalt, gravel, sand, stone, soil and other aggregate materials through processes involving moving, storage, washing, screening, crushing and refining.

Agricultural Use means a use providing for the growing, rearing, producing and harvesting of agricultural products, including the storing and processing on an individual farm of the primary agricultural products harvested, reared, or produced on that farm and the storage of farm machinery and implements used on the farm; and specifically includes a kennel and the keeping of horses, cattle, sheep, hens, pigeons, ducks, geese, and other livestock.

Aisle means the area used by motor vehicles for access to and from all off-street parking spaces, but does not include an access driveway.

Animal Hospital means a building where domestic animals (household pets), birds and livestock are kept for examination and/or treatment, including surgery, and where veterinary drugs and other related products, including pet food, may be sold.

Apartment means a single building consisting of five or more dwelling units on a parcel, where each dwelling unit has its principal access from a shared common entrance or hallway. Ground level dwelling units may have the principal access from a shared common entrance or hallway or may have direct ground level access to the outside.

Attached Suite means a self-contained, secondary dwelling unit located within a single-detached or duplex dwelling. An attached suite has sleeping, cooking and bathing facilities which are separate from the facilities of the principal dwelling in which the attached suite is located. Attached suites must contain a separate private entrance, which is enclosed from the rest of the principal dwelling unit. **Attached suites are most commonly in the form of a "basement suite".**

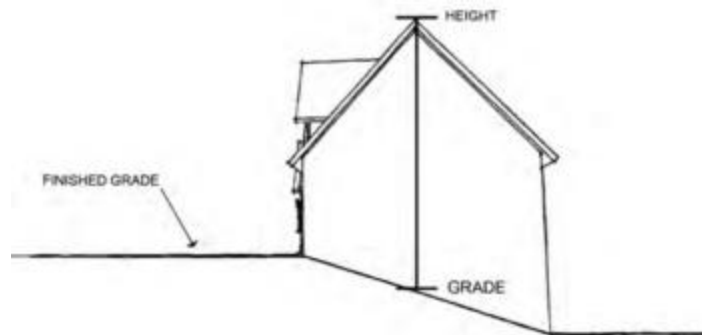
Automobile Sales and Repair means a business engaged primarily in car, truck, farm equipment, tractor and recreational vehicle sales and/or rental. Automobile repair, painting, part sales and body or glass services may also be included, provided that these services are fully contained within the principal building. Automobile sales and vehicle servicing may exist separately as a use on a parcel or be combined.

Auto Wrecking Yard means an area outside of an enclosed building where motor vehicles are disassembled, and where vehicles are not in operable condition and used parts of motor vehicles are stored and sold.

Average Grade means the average of the finished ground at the center of the face with the highest ground level and the finished ground at the center of the face with the lowest ground level, except that localized ground level changes such as vehicle or pedestrian entrances or window wells need not be

considered in the determination of average levels of finished ground, generally as seen in Figure 1.2 illustrates Grade and Height.

Figure 1.2 Grade and Height



Boarder or Lodger means a person who pays compensation to reside in a separate or shared sleeping room in a dwelling unit, and who is not a member of the family residing in the residence.

Boutique Industrial means the design, processing, fabrication, assembly, treatment, and packaging of products entirely within a building or structure in a small-scale manner that creates minimal odors, noises or fumes and includes the incidental storage, sales and distribution of such products. Typical products include, but are not limited to electronic goods; food and bakery products; non-alcoholic beverages; printmaking; household appliances; leather products; jewelry and clothing/apparel; metal work; furniture; small tool manufacturing; glass or ceramic production; and paper manufacturing.

Building means a structure located on the ground and supported by columns or walls which is designed, erected or intended for the support, enclosure or protection of persons, animals, or property.

Building Inspector means the official or officials appointed by the Council of the Village of Ashcroft to administer and enforce the provisions of the BC Building Code, the Village of Ashcroft Building Regulations Bylaw and this Bylaw.

Building, Principal means a building in which is conducted the main or principal use of the parcel on which it is located.

Building Supply and Lumber Yards means the supply and storage of materials that are incorporated into the structure of a building including hardware, lumber, wall-paneling, and carpet, but excluding furniture and appliances that are normally removed by the owner upon the sale of a building, and excluding concrete mix plants and other building supply manufacturing and processing plants. Materials may be stored outside of the principal building on the same parcel.

Building Width means the lesser of the two horizontal dimensions of a building or structure. In the case of a mobile home, this means the width of the mobile home exclusive of any structural additions

attached thereto which were not a section or intended to be a section of the mobile home at the time of its manufacture.

C Zone means the C1 zone.

Campground and RV Park means land that is used to provide temporary accommodation in tents, tent trailers, travel trailers, recreational vehicles and non-permanent structures that contains no more than one single-family dwelling and no more than one convenience store but does not include a worker camp.

Cannabis means all parts of the genus cannabis whether growing or not and the seed or clone of such plants.

Caretaker Suite means a dwelling unit used solely to accommodate a person or persons for the purposes of providing on-site surveillance, maintenance or security for the primary use of the parcel.

Cardlock Fuel Installation means any building or land used or intended to be used for the sale of fuels or lubricants to vehicles and equipment, either through the use of keys, cards or service attendants, but does not include a motor vehicle service station.

Carport means a roofed structure that is enclosed less than 75% around the perimeter and is used for the residential parking of automobiles.

Cargo Container means a container designed for the storage or transport of goods, including a container designed for the intermodal transportation of freight or goods, but excludes dumpsters and recycling receptacles. Commonly referred to as a sea-can or a shipping container.

Cemetery means and includes any parcel or tract of land set aside, used, maintained or operated as a place for the interment of the remains of dead persons.

Chief Administrative Officer means the person duly appointed by the Council, and includes the Chief Administrative Officer designate.

Club or Lodge means a building or establishment used by an association or organization for fraternal, social, or recreational purposes with cooking facilities and which will be operated for the use of club members and their guests only.

Council means the Council of the Village of Ashcroft.

Day Care, Commercial means a commercial or not-for-profit facility licenced under the *Community Care and Assisted Living Act* that provides care to either children or adults.

Day Care, Home-based means a facility licenced or otherwise permitted in accordance with the *Community Care and Assisted Living Act*, that is located in a single-detached dwelling and operates as a daycare for no more than 8 people.

Deck means a platform with at least one side open that is attached to or adjacent to a dwelling unit with a minimum vertical distance to the finished grade below the deck of 0.6 m (2.00 ft.). Decks may or may not have direct ground access.

Density, Gross means a measure of the intensity of development to the area of the parcel. Gross density is typically measured in units/hectare and is calculated by the total number of residential units in a development area divided by total development area, which includes all roads, utility rights-of-way and greenspaces within the development area.

Derelict Vehicle means any motor vehicle that has not been licensed for more than twelve months or is incapable of being driven, except for any non-licensed off-road or construction vehicle currently being used or property stored for construction, maintenance or recreation on the site.

Dwelling Definitions:

Accessory Dwelling Unit means a dwelling unit that is secondary to the use of the principal building on the same parcel. An accessory dwelling unit:

- a. is a self-contained residential accommodation unit;
- b. has cooking, sleeping and bathroom facilities;
- c. is secondary to a principal building located on the same property; and
- d. is on the same parcel within residential, commercial, industrial, and institutional zones

Dwelling means a standalone building designed to contain one or more dwelling units for the purpose of permanent habitation on a full-time basis. A dwelling does not include hotels, motels, or community care facilities.

Duplex Dwelling means a Building used or designed for use as two (2) principal self-contained Dwelling Units, and no suites. A Duplex may be designed and constructed as two (2) Dwelling Units at initial construction or through the conversion of an existing Building. Figure 1.3 illustrates two types of Duplex Dwellings.



Figure 1.3 Examples of Duplex Dwellings

Dwelling Unit means two or more rooms used or intended to be used as the permanent home or residence of a family that contains only one cooking facility, with sleeping and bathing facilities.

Fourplex Dwelling means a building having four dwelling units located above or below each other or four side by side units facing the front property line that each share a party wall with each other. A fourplex may have a common entrance foyer or individual entrances. Each dwelling unit within a fourplex has a separate sewer and water hookup.

Multiple Dwelling Unit Residential means a building on a parcel, containing three or more dwelling units each of which is occupied or intended to be occupied as the permanent home or residence of one household.

Row House Dwelling means three or more of a series of dwellings, often of similar or identical design, situated side by side and joined by common walls.

Single Detached Dwelling means a building that contains only one dwelling unit and is completely separated by open space on all sides from any other structure, except its own garage or shed. This use includes manufactured homes that conform to CSA A277 or CSA Z240 standards.

Triplex Dwelling means a building having three dwelling units located above or below each other or three side by side units facing the front property line where each share a party wall with each other. A triplex may have a common entrance foyer or individual entrances. Each dwelling unit within a triplex has a separate sewer and water hookup.

Emergency and Protective Services means and includes, but is not limited to, a public facility used by police, fire protection, ambulance, and search and rescue services.

Entertainment Services means any building or land used for the provision of entertainment on a user-pay basis. Facilities may include, but are not limited to, amusement arcade, billiard and pool hall, bowling alleys, and mini-golf.

Fence means a railing, trellis, or other screening forming a boundary to or enclosing a parcel or part thereof.

Financial Institution means the provision of financial and investment services by a bank, trust company, investment dealer, credit union, mortgage broker, insurance company, financial planners and advisors or related businesses, and may include a drive-through.

Fruit and Vegetable Stand means accessory building or structure used for retailing agricultural products.

Funeral Services means a building designed for the purpose of furnishing supplies, funerals, viewing and related services to the public and includes facilities intended for the preparation of the dead human body for interment which may include cremation.

Gross Floor Area (GFA) means the total area of all the floors in a Structure measured to the exterior faces of the exterior walls of the structure, excluding the area used for off-street loading and areas used exclusively for parking, mechanical equipment, stairways, and crawl spaces with a vertical clearance of less than 1.8 metres.

Guest Home means a Single-Detached Dwelling, a dwelling unit in a Duplex Residential dwelling or a dwelling unit in a Multiple-Unit Residential Dwelling where such dwelling unit is used in its entirety as one dwelling for Short-Term Rental.

Guest Room means a habitable room used for Short-Term Rental and that does not contain cooking facilities

Guest Suite means a Suite (Attached or Detached) used for Short-Term Rental.

Health Services means the use of a building or buildings for the provision of a physical or mental health service on an out-patient basis and includes but is not limited to medical and dental offices, chiropractors, massage therapists, acupuncture clinics, reflexology clinics, health clinics and counseling services.

Height means the vertical distance from the average grade at the perimeter of the building structure to the highest point of the roof surface and in the case of a structure without a roof, to the highest point of the structure. Refer to Figure 1.2.

Highway means a street, road, trail, lane, bridge, viaduct and any other way open to the use of the public under the *Transportation Act*, but does not include a private right of way on private property.

Home Business means a small-scale business carried out entirely within the principal dwelling that provides professional or personal services.

Home Industry means a small-scale industry carried out entirely within the principal dwelling or an accessory building or structure that provides trades related services.

Home Occupation means a small-scale occupation, profession, or craft carried out entirely within the principal dwelling or an accessory building or structure only by one or more residents of the principal dwelling. The home occupation must be clearly incidental and accessory to the use of the dwelling for residential purposes and specifically excludes retail cannabis sales. There are two types of home occupations, a home business or home industry.

Hospital means the use of land and buildings as a hospital, as defined by the *Hospital Act*, RSBC 1996, c 200.

Hotel means a building that provides rooms or suites for temporary sleeping accommodation where each room or suite is accessed by an enclosed common interior corridor and may be equipped with individual kitchen facilities. A hotel may include an office for hotel administration, a restaurant, and/or meeting rooms.

Household means one (1) or more persons living together or as a common unit sharing all spaces except bedrooms in a Dwelling Unit.

Industry, Heavy means the basic processing and manufacturing of materials or products predominantly from extracted or raw materials; a use engaged in the storage or manufacturing of flammable or explosive material; or other manufacturing processes that potentially involve hazardous or commonly recognized offensive odors and includes any administrative, office or employee facilities associated with the use.

Industry, Light means the manufacturing of goods, products and materials carried on predominantly inside of a premise, which may create minor noise, smoke, dust or other emissions and may include on-site storage of raw materials for its production. Light Industry includes the repair of goods, products and materials that are produced on-site and any administrative, office or employee facilities associated with the use.

Junk Yard means an area outside of an enclosed building where junk, waste, used building materials, used industrial materials, scrap metal, or used, discarded or salvaged materials are put, sold, exchanged, stored, baled, packed, disassembled, or handled. A junk yard will not be constructed to include the arrangements for the sale, purchase, or storage of used furniture, used cars in operable condition or the processing of used, discarded, or salvaged materials as a minor part of a manufacturing operation.

Kennel means a building, structure, compound, pen, cage or property in which 4 or more dogs are kept for any purpose and excludes animal hospitals.

Landscaping means the planting of lawns, shrubs or trees, and the addition of fencing, walks, drives or other structures and materials as used in landscape architecture.

Lane means a public thoroughfare that provides only a secondary means of access to a parcel at the side or rear.

Loading Space means an on-site space reserved for temporary parking for the purpose of loading or unloading goods and materials.

M Zone means the M1 and M2 zones.

Manufactured Home means a dwelling built under CSA standards Z240 or A277 designed to provide residential accommodation, whether ordinarily equipped with wheels or not, that is designed, constructed or manufactured to be moved from one place to another by being towed or carried, and includes mobile homes and modular homes but does not include travel trailers, recreational vehicles, or campers.

Manufactured Home Park means a parcel of land upon which two or more manufactured homes are located, and includes all buildings and structures used or intended to be used as part of such Manufactured Home Park, but excludes any dwelling unit that is not a manufactured home with the exception of one dwelling unit for the caretaker or operator of a Manufactured Home Park.

Medical Cannabis means cannabis that is produced by a producer licensed by Health Canada and is **prescribed by a medical professional for administration to treat or alleviate a qualifying patient's debilitating medical condition or symptoms associated with the patient's debilitating medical condition** under the *Access to Cannabis for Medical Purposes Regulations*, SOR/2016-230.

Medical Cannabis Production Operations means cultivating, growing, producing, packaging, storing, distributing, dispensing, advertising, trading or selling of cannabis or any products containing or derived from cannabis or marijuana for uses exclusively for medical purposes as permitted under the federal **government's** *Access to Cannabis for Medical Purposes Regulations*, SOR/2016-230 or any subsequent legislation which may be enacted in substitution thereof.

Mixed Use means a building that is used for a combination of commercial and residential uses.

Mobile Home means a manufactured home that is constructed in a factory, designed to be towed from site to site and subject to Canadian Standards Association (CSA) Z240 Mobile Home Series of Standards. CSA Z240 Standards are specifically for homes that may be moved from one home site to another.

Modular Home means a manufactured home that is constructed on site from factory assembled modules. These homes have a CSA A277 label to show that they were built in a certified factory and must meet local Bylaws and the BC Building Code. Modular homes are not typically moved from one home site to another.

Motel means a Building that provides rooms or suites for Temporary Accommodation where each room or suite has individual exterior access. A Motel may include an Office for administration, and it may contain assembly spaces, indoor recreation, a Restaurant (including Licensed Premises) as Accessory uses.

Motor Vehicle Service Station means premises primarily for the sale of motor vehicle fuels, lubricating oil and motor vehicle accessories directly to the users of motor vehicles and the servicing of motor vehicles, excluding body works and painting.

Municipality means the municipal area contained within the boundaries of the Corporation of the Village of Ashcroft.

Natural Boundary means the visible high-water mark of any lake, river, stream, or other body of water where the presence and action of the water are so common and usual, and so long continued as to mark the soil of the bed of the body of water a character distinct from that of its banks, in vegetation and the nature of the soil and as determined by a surveyor.

Non-Conforming Use means a use that is a variance of an existing zoning bylaw, permitted because the use of the land was legal before the ordinance was passed. If the non-conforming use is discontinued for period of time or the building is damaged, the nonconforming use is no longer permitted and any use on the property must meet the requirements of this Zoning Bylaw. The specific non-conforming use regulations are set out in the *Local Government Act*.

Office, Professional means a building or part thereof used for the practice of a profession, the carrying on of a business, or the administration of an industrial activity that is conducted off site, and includes, but is not limited to, medical, dental, chiropractic, psychiatric, legal, accounting, optometrist, real estate, newspaper, and government offices.

Office, Trade Contractor means offices that include trades, contractors, storage for trades, and related industries including, but not limited to, electrical, fabricating, flooring, heating, painting, plumbing, refrigeration, roofing, septic services and ventilation, air conditioning and natural resource development. Trade contractor offices may include the indoor and outdoor storage of materials, equipment and machinery that is directly related to the activities of a particular trade contractor office.

Open Space means vacant land used for recreation activities such as walking, cycling, running, hiking, snowmobiling, and all-terrain vehicle use.

P Zone means any park and institutional zone and includes the P1 zone.

Panhandle means a narrow strip of land which, as an integral part of the parcel, provides frontage and access to a highway.

Panhandle Lot means any parcel which gains road frontage through the use of a narrow strip of land which is an integral part of the parcel called a panhandle but which panhandle is not included when calculating the area of such parcel or the front yard setback requirement.

Parcel means any lot, block or other area in which land is held, or into which it is subdivided, including a strata lot within a bare land strata plan as defined by the *Strata Property Act*, SBC 1998, c 43, but does not include a public thoroughfare or access route.

Parcel Area means the total area of land comprising the parcel but excluding any panhandle.

Parcel, Corner means a parcel abutting upon two or more streets at their intersection or upon two parts of the same street, such streets or parts of the same street forming an interior angle or less than 135°. For the purposes of this definition, the front yard is the yard adjacent to the shortest boundary abutting on a street or right of way.

Parcel Coverage means the sum of the areas of the building footprints of every building or structure on the parcel. Parcel coverage is expressed as a percentage of the parcel area, and in the case of a building or structure with no walls the building footprint shall be the horizontal area within the drip line of the roof.

Parcel Depth means the shortest horizontal distance between the front and rear parcel lines.

Parcel Frontage means the length of that parcel boundary which abuts a highway, or access route in **a bare land strata, and for this purpose "highway" does not include a walkway or emergency access route.**

Parcel, Interior means a parcel other than a corner parcel.

Parcel Line means the legally defined boundary of any parcel.

- Equivalent Front Parcel Line means a line drawn between the intersect points of the side parcel line and the front parcel line on parcels with curved front parcel lines, as illustrated in Figure 1.4.
- Exterior Side Parcel Line means a side parcel line which abuts the highway (excluding a lane, pathway, walkway, or trail) on a corner parcel, as illustrated in Figure 1.5.
- Front Parcel Line means any parcel line common to a parcel and one highway other than a lane as illustrated in Figure 1.4. Where a parcel is contiguous to the intersection of two (2) highways, the front parcel line is the shortest parcel line contiguous to a highway other than a lane.
- Interior Side Parcel Line means a parcel boundary between two (2) or more parcels or a lane, other than a front or rear parcel line, as illustrated in Figure 1.5.
- Rear Parcel Line means the boundary of a parcel which lies the furthest from, and is not connected to, the front parcel line, as illustrated in Figure 1.5.

Figure 1.4: Illustration Equivalent Front Parcel Line

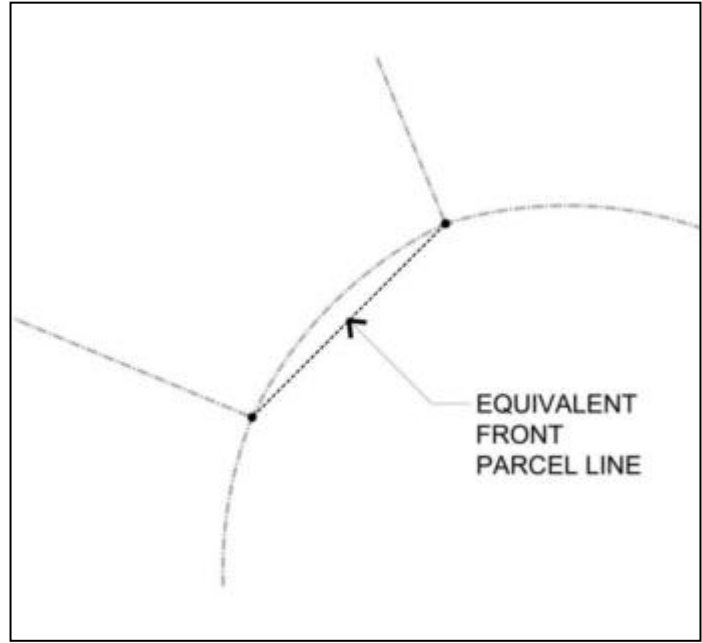
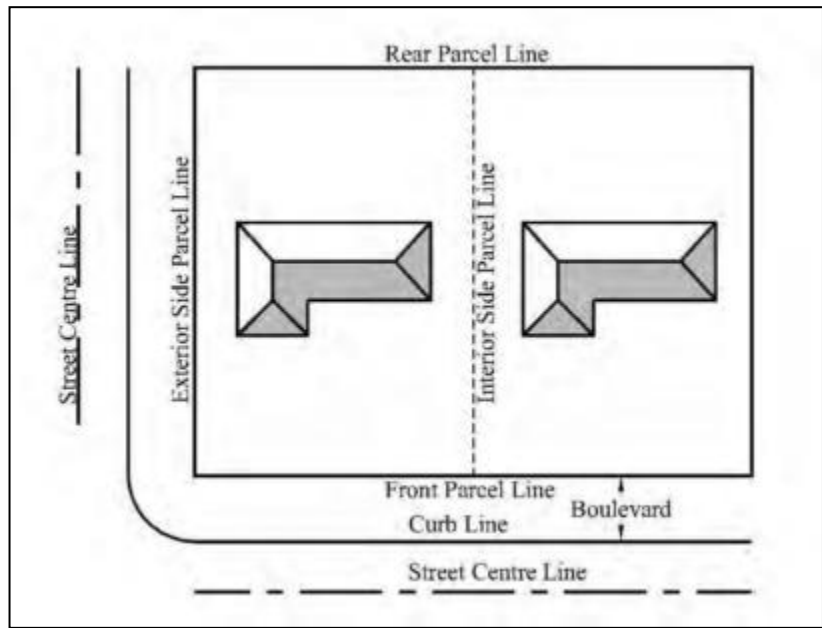


Figure 1.5: Illustration of Parcel Lines



Parcel Width means the horizontal distance between the two side parcel lines measured at the minimum setback from the front parcel line.

Park means land for public uses, outdoor recreational purposes that may or may not include outdoor recreational facilities and includes archaeological, historical or natural sites, and does not include stormwater management ponds.

Parking Lot means a parcel or part of a parcel or a building available to be used for the temporary parking of more than one vehicle.

Parking Space means an off-street space of the size and dimensions to park one vehicle in conformance with the off-street parking requirements of this Bylaw, exclusive of driveways, aisles, ramps or obstructions.

Personal Service Establishment means a use that provides personal services to an individual related to the care and appearance of the body or the cleaning and repair of personal effects, including barber shops, hairdressers, manicurists, tailors, dress makers, shoe repair shops, and laundries; but does not include health services.

Place of Worship means a building wherein people regularly assemble for religious worship and related religious, philanthropic, or social activities which is maintained and controlled for public worship. Typical uses include but are not limited to churches, chapels, synagogues, monasteries, temples, and convents. It also includes an accessory dwelling unit for the caretaker or someone of a similar position.

Porch means a platform, with or without a foundation and/or basement with at least one (1) side open, that may be covered by a roof or other structural element, with direct access to the ground and is attached to the dwelling.

Principal Building means the building which contains the principal use of the parcel and shall include attached garages or carports.

Principal Residence means the usual dwelling unit where an individual makes their home.

Principal Use means the main purpose for which a parcel, building, or site is used.

Public Utility means a system, work, building, plant or works equipment, works yard or resource owned by a public or private utility company or government agency for the provision of water, sewer, drainage, gas, electricity, transportation, or communication services.

R Zone means any residential zone, and includes the R1, RR1, RM1 and MH1 zones.

Recreational Vehicle (RV) means a vehicle capable of being licensed under the *Motor Vehicle Act*, which is designed for the temporary accommodation of people, and includes motor homes, camper vans, tent and camper trailers, fifth wheels and other motor vehicles converted or adapted for temporary human accommodation.

Recycling Centre means the buying, selling, collection, sorting, baling, packing, or temporary storage of recyclable materials including cardboard, plastics, glass, paper, bottles, cans and similar household goods and electronics, household appliances, office equipment, and batteries, where all storage is contained within an enclosed building. This use does not include a junk yard.

Restaurant means an establishment where food and beverages are sold to the public, and includes dine-in and take-out restaurants and drive-throughs.

Resource Development means any activity required to develop or extract natural resources from the land. This includes mining, forestry, exploration and extraction activities and can also include related processing plants, administrative facilities and employee facilities.

Retail Cannabis Production Operations means cultivating, growing, producing, packaging, storing, distributing, dispensing, advertising, trading or selling of cannabis or any products containing or derived from cannabis or marihuana to be used in Retail Cannabis Sales, but excludes uses exclusively for medical purposes as defined in Medical Cannabis Operation.

Retail Cannabis Sales means a business that sells cannabis but excludes the sale of cannabis for exclusively medical purposes where that sale is made in accordance with federal medical cannabis or medical marihuana enactments and regulations.

Retail Store means a building where goods, wares, merchandise, substances, articles or things are offered or kept for sale at retail, including storage of limited quantities of such goods, wares, merchandise, substances, articles or things sufficient only to service such store, but specifically excludes a building offering retail cannabis sales.

Sanitary Landfill means a refuse disposal site for the disposal of municipal solid waste, and which:

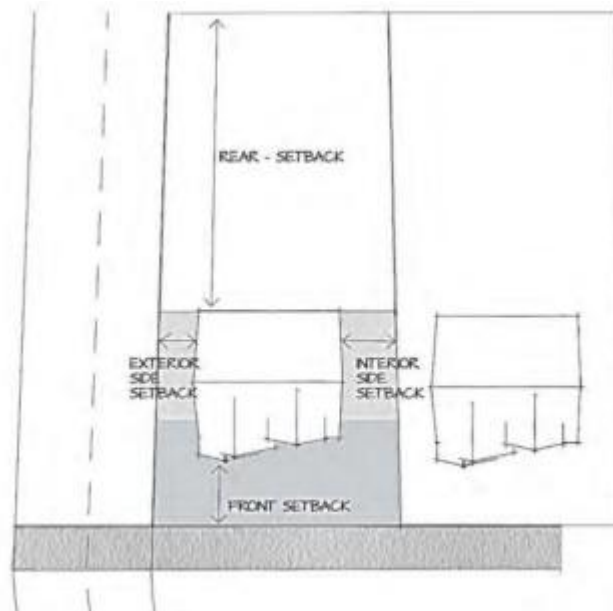
- i. is solely for the disposal of municipal solid waste as determined by the provincial agency having jurisdiction;
- ii. is under the operational control of the Thompson-Nicola Regional District; and which
- iii. is authorized under provisions of the *Environmental Management Act*.

School means a development that involves public assembly for education, training or instruction which is publicly or privately supported and includes the administration offices required for the provision of such services on the same site. Typical uses include but are not limited to public and private schools, community colleges, universities, and technical and vocational schools, and their administrative offices.

Screening means a continuous fence, wall, compact evergreen hedge or combination thereof, supplemented with landscaped planting, that would effectively obscure direct vision of the property which it encloses, and is broken only by access drives and walks.

Setback means the horizontal distance measured at right angles to the parcel line, between the parcel line and the exterior wall of the building or structure as illustrated in Figure 1.6.

Figure 1.6: Setbacks



Short-Term Rental Accommodations means a Guest Home, Guest Suite, Guest Rooms, or part thereof in a residential zone wherein accommodation is offered for rent, or rented, to the travelling public on a temporary basis (31 days or less).

Sign means any structure, device, advertisement, advertising device or visual representation intended to convey information or to advertise or attract attention to a product, service, place, event, person, institution or business and which is visible from any property other than the one on which it is located.

Soft-sided Structure means a structure composed of flexible, water-resistant or waterproof material, often cloth such as canvas or polyester coated with urethane or made of plastics such as polyethylene.

Storey means, as defined by the BC Building Code, that portion of a building which is situated between the top of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of such floor and the ceiling above it.

Structure means any construction or erection of any kind, of any material, which is fixed to, supported by, or sunk into land or water and includes:

- a building;
- tent;
- awning;
- shipping container;
- tower;
- arbour;

- trellis;
- gazebo;
- swimming pool; and
- dock.

For the purposes of this Bylaw, the following shall not be Structures:

- a fence;
- retaining wall;
- open air surface areas at grade such as paving or other surfacing materials;
- walkways; and
- curbs.

Supportive Housing means housing consisting of dwellings with support services onsite that may or may not include collective dining facilities, laundry facilities, counselling, educational services, homemaking and transportation.

Temporary means a period of two years or less.

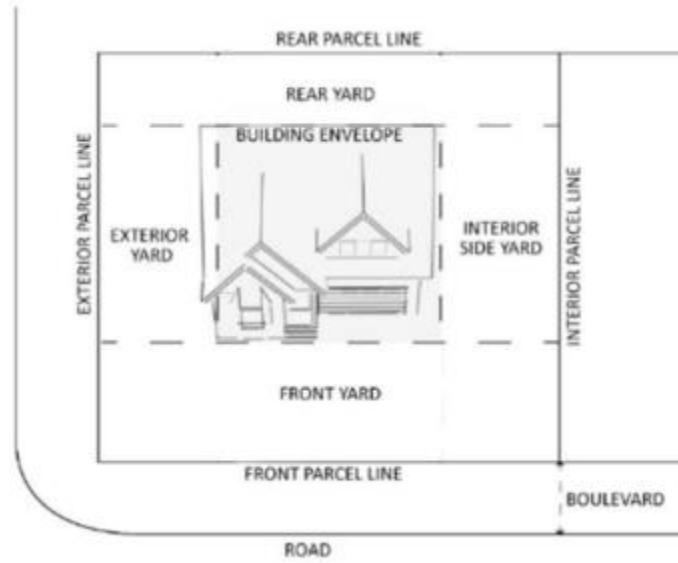
Transportation Terminal means any parcel, structure or building used predominantly for the movement of people, including bus depots, taxi stations and related administrative, storage and maintenance facilities.

Use means the purpose or function to which land, buildings, or structures are designed, intended to be put or put.

Yard means an area created by a setback, as illustrated in Figure 1.7.

- Front Yard means that portion of the parcel extending across the full width of the parcel from the front parcel line to the face of the nearest exterior wall of the principal building on the parcel except in the case of a corner parcel, the front yard shall parallel the shortest boundary thereof abutting on a street or right of way.
- Exterior Side Yard means the portion of the parcel extending from the front yard to the rear yard side yard that abuts a highway.
- Interior Side Yard means a side yard other than an exterior side yard.
- Side Yard means the portion of the parcel extending from the front yard to the rear yard and lying between the side parcel line and the face of the nearest exterior wall of the principal building on the parcel.
- Rear Yard means the part of a parcel lying between the rear parcel line and the rear of the principal building and extending across the full width of the parcel.

Figure 1.7: Yards



Warehousing means the use of enclosed buildings and structures primarily for the shipping, receiving, wholesaling and storage of large quantities of goods.

Zone means a zone created by this Bylaw or as amended or as replaced.

2.0 ADMINISTRATION

Purpose

- 2.1 **The purpose of this Zoning Bylaw is to provide a clear and efficient system of land use regulation within the Village of Ashcroft. This will ensure orderly, economic, equitable and environmentally sensitive use, development and redevelopment of lands within the Village of Ashcroft with regard to the provisions and contents of the Village of Ashcroft's Official Community Plan Bylaw.**

Application

- 2.2 This Bylaw shall be applicable to all land, buildings and structures including surface water within the boundaries of the Village of Ashcroft as defined in the Letters Patent and amendments thereto.

Conformity

- 2.3 Land, including air space and the surface of water, shall not be used or subdivided and buildings and structures shall not be constructed, altered, located or used except as specifically permitted in this Bylaw.
- 2.4 Existing non-conforming uses, buildings and other structures are subject to provisions of the *Local Government Act*.

Severability

- 2.5 If any section, subsection, sentence, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder.

Applicable Regulations

- 2.6 Where this Bylaw sets out both general and specific regulations that could apply to a situation, the specific regulations shall apply.

Compliance with Other Bylaws and Legislation

- 2.7 In addition to this Bylaw, a person is responsible for determining and complying with the requirements of all other applicable municipal bylaws, and provincial and federal statutes and legislation.

Figures

- 2.8 All figures used in this Bylaw are for illustrative purposes only and are not to scale.

Measurements

- 2.9 All dimensions and other measurements in this Bylaw are expressed in the standard International Units (Metric) System.

Inspection and Administration

- 2.10 The Village Clerk or such other person appointed by the Council shall administer this Bylaw.
- 2.11 Persons appointed under Section 2.10 may enter any building or premises at any reasonable time for the purpose of administering or enforcing this Bylaw.

Violation

- 2.12 Every person who:
- .1 Violates any of the provisions of this Bylaw;
 - .2 Causes or permits any act or thing to be done in contravention or violation of any of the provisions of this Bylaw;
 - .3 Neglects or omits to do anything required under this Bylaw;
 - .4 Carries out, causes or permits to be carried out any development in a manner prohibited by or contrary to any of the provisions of this Bylaw;
 - .5 Fails to comply with an order, direction or notice given under this Bylaw; or
 - .6 Prevents or obstructs, or attempts to prevent or obstruct, the authorized entry of an officer onto property under Section 2.11

Commits an offence under this Bylaw and is liable to a penalty as set out in Section 2.13.

Penalty

- 2.13 Every person who commits an offence under the Bylaw is liable, on summary conviction, to a penalty not exceeding \$2000.00 and the cost of prosecution as outlined in the *Offence Act*, RSBC 1996, c 338.
- 2.14 Each day during which such a violation is continued shall be deemed to constitute a new and separate offence.

3.0 GENERAL PROVISIONS

Applicability of General Regulations

- 3.1 Except as otherwise specified in this Bylaw, Section 3.0 applies to all zones established under this Bylaw.

General Compliance and Prohibitions

- 3.2 No land, building or other structures may be used, occupied, developed, constructed, erected, altered, modified, replaced, located, enlarged, or maintained except in strict conformity with this Bylaw.
- 3.3 No subdivision may be approved except in conformity with this Bylaw, or so as to cause any existing building or other structure to violate the provisions of this Bylaw.
- 3.4 Where a zone includes a minimum parcel size, or minimum parcel width, then a parcel that does not satisfy all minimum requirements for the regulated use may not be used for that use, unless the parcel was created prior to the adoption of this Bylaw and no other permitted use is available for the parcel.
- 3.5 A reference to a statute, regulation or another bylaw refers to that enactment as it may be amended or replaced from time to time.

Permitted Uses

- 3.6 Any use not expressly permitted in this Bylaw is prohibited in every zone and where a particular use is expressly permitted in one zone, such use is prohibited in every zone where it is not also expressly permitted.
- 3.7 Public utility facilities for the transmission of water, sewage, electrical power, telephone, natural gas, cable television, fibre optic and other similar services (but not including water and sewage treatment plants or electrical substations) are permitted in all zones and individual parcels.
- 3.8 Except where specifically excluded, the following uses, buildings and structures are permitted in every zone:
- .1 Uses, buildings and structures which are accessory to a principal permitted use, building or structure on the same parcel;
 - .2 Underground telecommunication lines and cables and telephone exchange buildings;
 - .3 Pipelines, telecommunication towers and wires, traffic control devices, and clock towers;
 - .4 Underground or submarine utility systems;
 - .5 Parks, open space, community gardens, playgrounds and playing fields, hiking and bicycling paths and ecological reserves;
 - .6 Public works yards;
 - .7 Transportation rights-of-way established by a government or Crown corporation; and
 - .8 Utilities.

Prohibited Uses

- 3.9 Medical Cannabis Production Operations and Retail Cannabis Production Operations are prohibited in all zones except for lands designated as Agricultural Land Reserve and except for the production of cannabis by a registered person authorized to produce cannabis for their own medical purposes or by a designated person authorized to produce cannabis for a registered person in accordance with Part 2 of the *Access to Cannabis for Medical Purposes Regulations*, SOR/2016-230.
- 3.10 Occupancy of a recreational vehicle for overnight accommodation while it is parked on a highway is prohibited.
- 3.11 No land in an R zone or C1 shall be used for the storage of derelict vehicles, or as a wrecking yard or junk yard.
- 3.12 Pigeon keeping is prohibited in all zones.

Agricultural Land Reserve

- 3.13 **All lands designated as "Agricultural Land Reserve" pursuant to the *Agricultural Land Commission Act*** are subject to the provisions of the *Agricultural Land Commission Act*, and all applicable conditions, orders, and regulations.

Height Exceptions

- 3.14 The maximum height regulations of this Bylaw do not apply to the following, provided that no such structure covers more than 20% of the parcel, or if located on a building, not more than 15% of the roof area of the principal building:
 - .1 Chimney, smoke stacks;
 - .2 Church spires;
 - .3 Cranes;
 - .4 Domes or cupolas;
 - .5 Elevator housings;
 - .6 Flagpoles;
 - .7 Floodlights;
 - .8 Hose and fire alarm towers;
 - .9 HVAC units;
 - .10 Masts and aerials;
 - .11 Roof stairway entrances;
 - .12 Silos;

- .13 Skylights;
 - .14 Stadiums (including bleachers);
 - .15 Telecommunications towers;
 - .16 Transmission towers;
 - .17 Utility poles;
 - .18 Warning devices; and
 - .19 Water towers.
- 3.15 In all R zones, the roofline of the attached carport may not exceed the maximum height of the rest of the principal building.

Principal Buildings

- 3.16 No more than one principal building shall be located on the same parcel except as otherwise provided for in this Bylaw.

Parcel Size and Width and Irregularly Shaped Parcels

- 3.17 A parcel registered in the Land Title Office before the original adoption date of this Bylaw that does not adhere to the parcel size and width requirements of this Bylaw is deemed to be an existing non-conforming parcel on which the permitted uses for the subject zone under this Bylaw shall be permitted.
- 3.18 Legal non-conforming uses and buildings are subject to the legal non-conforming use provisions of the *Local Government Act*.
- 3.19 Except as permitted in the regulations below, no parcel will be reduced in area, either by the conveyance or alienation of any portion thereof or otherwise, contrary to the provisions and regulations of this Bylaw. However:
- .1 The minimum parcel size required by this Bylaw may be reduced by a maximum of ten percent (10%) if part of the proposed parcel is required for the purpose of widening an existing Highway or right of way.
 - .2 The minimum parcel size required by this Bylaw may be reduced by a maximum of ten percent (10%) under all the following conditions:
 - .1 The minimum parcel width set out in this Bylaw, or set by the Approving Officer, is attained;
 - .2 The minimum parcel size needs to be reduced in order to allow the length of the Parcel to be reduced; and
 - .3 The reduction in minimum parcel size (and resulting reduction in required length) is required in order to allow a subdivision to fit within an extension of the standard grid of streets, avenues, and lanes in the Village of Ashcroft.

- 3.20 Parcel size requirements do not apply to public utility facilities for the transmission of water, sewage, electrical power, telephone, natural gas, cable television, fibre optic and other similar services.
- 3.21 Where a parcel is a panhandle parcel, the access strip or panhandle shall not be included as part of the minimum parcel size calculation
- 3.22 Notwithstanding other provisions of this Bylaw and excluding panhandle parcels, irregular or asymmetrical parcels shall have a parcel frontage of not less than 8.0 m provided that the average parcel width complies with the required minimum parcel width of the applicable zone.
- 3.23 In all zones, the minimum parcel width is 11.0 m for parcels fronting on a cul-de-sac bulb. The width of a parcel is measured using the equivalent front parcel line shown in Figure 1.4.

Location and Siting of Buildings

- 3.24 All principal and accessory buildings shall be sited in accordance with the standards as provided in tables within each section.
- 3.25 Any person(s) erecting a residential building on a parcel of land so that any main wall is nearer than 10.0 m to Highway 97C shall be required to screen and buffer the residential use from these highways in accordance with Section 17.14.

Interior Side Parcel Line Setback Exception

- 3.26 Where a common wall shared by two or more units within a building for residential use, commercial use, or industrial use coincides with an interior side parcel line of a parcel subdivided under the *Land Title Act* or of a strata parcel shown on a registered strata plan, the setbacks for the principal building specified in this Bylaw with respect to the interior side parcel line shall not apply.

Setbacks

- 3.27 Minimum setbacks, sight triangles and other criteria must be in compliance with applicable sections of the *Transportation Act*, SBC 2004, c44, and associated regulations.

Projections into Setback Areas

- 3.28 No part of any building or structure shall project into a required front, side or rear yard setback required by this Bylaw, except for the following:
 - .1 Steps and landings complete with handrails, fireplaces, balconies, and awnings provided that such projections do not exceed 1.8 m and are not closer than 1.5 m to the parcel line.
 - .2 A covered porch addition projecting no more than 2.4 m in width and 1.2 m in depth.
 - .3 Wheelchair ramps may project without any limit.
 - .4 Eaves, gutters, cornices, sills, belt courses, bay windows, dormers, chimneys, or other similar features may project no more than:

- .1 1.0 m into a side yard where the minimum side yard is 3.0 m;
 - .2 0.5 m into a side yard where the minimum side yard is 1.5 m; and
 - .3 1.0 m into a front yard or rear yard.
 - .5 An uncovered patio, sundeck, or terrace in a side or rear yard, subject to the fence height limitations as specified in this Bylaw, that is not closer than 1.5 m to the parcel line.
 - .6 Arbors and trellises, fish ponds, ornaments, flag poles or similar landscape features.
 - .7 A swimming pool, provided that such pool will not be constructed within the required front yard, or nearer than 3.0 m to any exterior or interior side or rear parcel line, nor nearer than 3.0 m to any principal building, and provided that any structure over a pool will be constructed so that the roof or ridge of such structure will not be in excess of 4.0 m above average grade level and provided that all other provisions of this Bylaw are met.
 - .8 Motor vehicle service station pumps or pump islands in a required front yard or side yards, subject to other regulations of this Bylaw.
 - .9 Underground structures may be sited in any portion of a parcel provided that the top surface of such structure at no point extends above the average finished ground level and provided that the installation of the underground structure does not require the use of or impact of adjacent property.
- 3.29 No building or structures or part thereof except a fence will be located within the setback requirement from Highway 97C as set out by the Ministry of Transportation and Transit.

Accessory Buildings and Structures

- 3.30 No accessory building or structure shall be erected on any parcel unless the principal building to which the accessory building is an incidental use has been erected simultaneously with said building.
- 3.31 A mobile home is not permitted as an accessory building in any zone.
- 3.32 Accessory buildings or structures are not permitted in the front yard in any zone.
- 3.33 Not more than 30% of the area of the rear yard of any parcel in an R zone shall be occupied by accessory buildings.
- 3.34 Accessory buildings shall be located at least 2.0 m away from any principal building.
- 3.35 On corner parcels, accessory building and structure setbacks from the exterior side parcel line shall be equal to the front parcel line setback.
- 3.36 Greenhouses may be located 0.9 m from side and rear parcel lines, except as provided in Section 3.37.
- 3.37 Where an accessory building or structure has a floor area of less than 6.7 m², including projections, it may be located adjacent to a side or rear parcel line, except in the M1 zone.

Suites

- 3.38 Suites include accessory dwelling units and attached suites.
- 3.39 Where permitted, suites shall follow the following regulations:
- .1 Suites shall be considered an accessory use to a principal building.
 - .2 A maximum of 2 suites per parcel is permitted in R-zones that permit suites as an accessory use.
 - .3 The day-to-day or week-to-week occupancy of suites is prohibited. Suites may only be rented for periods longer than one month in duration except as outlined in Section 3.39.4.
 - .4 Any use of a suite for Short-Term Rental Accommodations will require a Business Permit to be issued by the Village of Ashcroft.
 - .5 One off-street parking space must be provided on-site for a parcel that contains a suite, in addition to the required parking spaces for the principal uses.
 - .6 All suites must meet the BC Building Code requirements and pass inspection from the **Village's Building Inspector**.
 - .7 A suite shall not alter the exterior character of the principal dwelling.
 - .8 Suites shall not be subdivided or strata titled.
 - .9 Suites must have an entrance from the exterior of a building which is separate from the main entrance of the principal use.
 - .10 Suites must share common utility connections with the principal building.

Accessory Dwelling Units

- 3.40 Where permitted, all accessory dwelling units must comply with the following regulations:
- .1 Accessory dwelling units are only permitted in conjunction with a permitted single detached dwelling.
 - .2 A maximum of one accessory dwelling unit is permitted per parcel, unless otherwise indicated.
 - .3 Accessory dwelling units are only permitted as an accessory use.
 - .4 Accessory dwelling units must be fully separated from the associated principal dwelling by walls, partitions and/or floors.
 - .5 Accessory dwelling units will be a maximum of 65 m² in residential zones where they are permitted.
 - .6 Accessory dwelling units shall not exceed a height of 6.6 m when the accessory dwelling unit is located in the second storey of an accessory building or 4.5 m when the accessory dwelling unit is located in a single storey accessory building.

- .7 Accessory dwelling units shall be located in the rear yard, with the exception of a suite on top of an existing detached garage that has no portion of the garage in the front yard of the parcel.
- .8 Accessory dwelling units shall be set back a minimum of 5.0 m from the rear of the principal dwelling, except accessory dwelling units on top of an existing detached garage
- .9 Must adhere to the setback requirements for accessory buildings.
- .10 Basements are prohibited in accessory dwelling units.

Attached Suites

3.41 All attached suites must adhere to the following regulations:

- .1 Not exceed 90 m² or 40% of the gross floor area of the principal building; and
- .2 Contain a separate private entrance from the primary entrance(s) of the principal building.

Caretaker Suite

3.42 Where permitted, all caretaker suites must comply with the following regulations:

- .1 Caretaker suites are only permitted in conjunction with a permitted principal commercial, industrial or institutional use.
- .2 A maximum of one accessory dwelling unit is permitted per parcel, unless otherwise indicated.
- .3 Caretaker suites are only permitted as an accessory use.
- .4 Caretaker suites must be fully separated from the associated principal use by walls, partitions and/or floors.
- .5 Caretaker suites will be a maximum of 200 m².
- .6 Caretaker suites may only be occupied by owners, employees or operators of the associated principal use.

3.43 If located within a principal building, a caretaker suite must:

- .1 Have an entrance from the exterior of a building which is separate from the main entrance of the principal use.
- .2 Share common utility connections with the principal building.
- .3 Must not exceed 25% of the principal building's floor area, notwithstanding Section 3.43.5.

Short-Term Rental Accommodation

3.44 Where permitted within a zone, a Short-Term Rental Accommodation must comply with the following regulations:

- .1 All operators of Short-Term Rental Accommodations must hold a valid Business License from the Village of Ashcroft;

- .2 A Short-Term Rental Accommodation must be operated by someone who owns the property;
- .3 The maximum number of bedrooms available for Short-term Rental Accommodation, on a residential property, including those within a Guest Suite and/or Guest Home shall be three;
- .4 A Guest Home and Guest Suite is permitted on the same residential property;
- .5 One additional off-street parking space must be provided for each Guest Room, in addition to the off-street parking requirements for the principal dwelling;
- .6 A Short-Term Rental Accommodation must retain the external appearance of a typical residential property; and
- .7 All signage must comply with the Village of Ashcroft Bylaws.

Boarders and Lodgers

- 3.45 Boarders and lodgers are permitted in each type of dwelling unit.
- 3.46 The minimum length of stay for any boarder or lodger shall not be less than 28 consecutive days.
- 3.47 A parking space is required for every sleeping unit and shall be in addition to those otherwise required for the single-detached dwelling, to a maximum of 15% of the total parcel area.
- 3.48 The keeping of no more than 2 boarders or lodgers shall be permitted in each single-detached dwelling unit. In the case of a dwelling unit in a duplex, triplex, row house or apartment, the keeping of not more than one boarder per unit shall be permitted.

Home Occupations

- 3.49 Where permitted within a zone, a home-based occupation must comply with the following regulations, unless otherwise indicated in a zone:
 - .1 All home occupations must hold a valid Business License from the Village of Ashcroft;
 - .2 A home occupation must not produce any offensive noise, vibration, traffic, smoke, dust, odour, glare, heat or electrical interference;
 - .3 A home occupation will be carried out wholly within a dwelling unit or within an accessory building, and will involve no external storage of materials, containers or finished products;
 - .4 A home occupation will not result in any exterior alterations to a principal or accessory building that are not consistent with the character of adjacent residential buildings and property;
 - .5 A home occupation is not permitted to use or store materials or processes that produce flammable explosive vapours or gases;
 - .6 A home occupation that requires delivery of materials or commodities in bulk quantity to and from the residence by commercial vehicles or trailers will not be permitted;

- .7 No home occupations activities will be conducted between the hours of 10:00 pm and 8:00 am;
- .8 Business visitors or customers of a home occupation will not exceed that normally occurring for a residence, including not more than 10 visitors or customers a day;
- .9 One parking space is required for a home occupation, in addition to those required for the principal dwelling;
- .10 All signage must comply with Village of Ashcroft Bylaws; and
- .11 Home occupations are differentiated into either home businesses or home industries.

Home Businesses

- 3.50 The following activities and similar type activities are permitted as home businesses:
- .1 Small scale home sales (i.e. mail order sales, etc.);
 - .2 Artist studio for the production of arts, crafts, videography and photography arts, but not including an audio recording studio;
 - .3 Teacher or tutor, including a music, dance or academics teacher;
 - .4 Business and professional offices other than a medical, dental or chiropractic office or veterinary practitioner;
 - .5 Dressmaker, tailor or seamstress;
 - .6 Computer and handheld device repair;
 - .7 Barber, beautician, dietician, hair salon, massage therapist or reflexologist;
 - .8 Pet grooming; and
 - .9 Day care or pre-school for not more than eight (8) children.

Home Industries

- 3.51 The following activities and similar type activities are permitted as home industries:
- .1 Welding shop;
 - .2 Carpentry shop;
 - .3 Repair of small scale appliances, mechanical equipment and electronic instruments;
 - .4 Metal working shop; and
 - .5 Small scale automotive repair.
- 3.52 A home industry will not generate the need for more than two additional on-site parking spaces.

Manufactured Homes

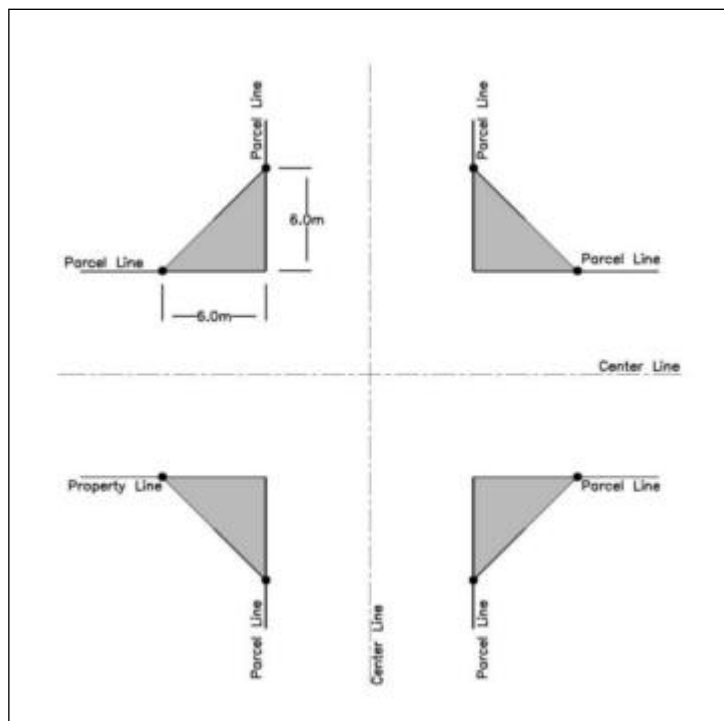
3.53 Manufactured homes must conform to the following regulations:

- .1 Every manufactured home within the Village of Ashcroft must be placed on a permanent foundation;
- .2 Manufactured homes must meet CSA A277 or Z240 ratings;
- .3 A manufactured home must be no older than ten years from the date it is placed on a parcel and have a BC Registration Number;
- .4 All newly placed manufactured homes must be at least 4.0 m in width in a MH1 zone and 8.0 m in width in a R1 Zone, RR1 Zone, CD Zone or A1 Zone;
- .5 Skirtings must be installed within sixty days from the date which the manufactured home is placed on the foundation;
- .6 The towing hitch and wheels must be removed within thirty days from the date that the manufactured home is placed on the foundation; and
- .7 Travel trailers and recreational vehicles are not permitted as manufactured homes.

Vision Clearance at Intersections

3.54 As illustrated in Figure 3.1, on a corner parcel within the shaded space formed by measuring 6.0 m along the curb lines of the 2 streets and joining these points on the diagonal, no landscaping, screening, building or structure will be planted or erected to a height greater than 0.5 m above the established grade of the street.

Figure 3.1: Illustration of Site Triangle



Cargo Containers – Short-term Use

3.55 A cargo container may be used on a short-term basis in these circumstances:

- .1 During construction provided that a valid building permit has been issued authorizing construction of a building or other structure. The cargo container must be removed upon completion of the construction, and for this purpose construction is deemed to be complete on the earlier of the date on which an occupancy permit for the construction is issued, or the building or other structure is used or occupied; and
- .2 For a period not exceeding thirty (30) days for the purpose of loading or unloading goods related to a relocation of a residential or commercial use.

Cargo Containers – Permanent Installation General Conditions

3.56 Cargo containers to be used permanently in any zone where they are permitted are only permitted as accessory storage units to a principal building, and only under the following conditions:

- .1 Cargo containers must not be used as workspaces, assembly shops, dwelling units or any other form of accommodation, including offices, under any circumstances;
- .2 Cargo containers must have documentation attached that indicates they were constructed within the past 10 years before they are placed on a property;
- .3 Cargo containers require the approval of a building permit prior to installation regardless of size;
- .4 Cargo Containers must meet fire safety guidelines for Intermodal Shipping Container Fire Safety (Appendix A) as outlined by the Fire Chief's Association of BC;
- .5 Cargo containers must meet the minimum setback and lot coverage requirements for accessory buildings for the zone in which they are located;
- .6 Cargo containers must not occupy any required off-street parking spaces;
- .7 Cargo containers must not occupy any areas that are required for open space or landscaping;
- .8 Cargo containers must not be located on any street, sidewalk or trail, or in any location that blocks or interferes with vehicular and/or pedestrian circulation;
- .9 Cargo containers must be located in accordance with all applicable building and fire code regulations for the purpose of ensuring safe ingress and egress to dwellings, access to utility shut-off valves, and for fire protection;
- .10 Cargo containers must be screened from adjacent properties and right-of-ways with solid fencing, landscaping or by being placed behind, between or within buildings;
- .11 Cargo containers must be free of logos and colour compatible with surrounding buildings;
- .12 Property owners must receive written approval from the Village of Ashcroft prior to the installation of a cargo container.

Cargo Containers – Non-Industrial Uses

- 3.57 In addition to provisions in Section 3.56, cargo containers in non-industrial zones are permitted under the following conditions:
- .1 Cargo containers may not be stacked except and must not exceed a height of 2.6 m;
 - .2 Multiple cargo containers may be located on a single parcel in the C and P zones but they must not exceed a cumulative gross floor area of 30 m²;
 - .3 In all R zones, only one individual cargo container is permitted and must not exceed a gross floor area of 15 m²;

Cargo Containers –Industrial Uses

- 3.58 In addition to provisions in Section 3.56, cargo containers are only permitted as accessory storage units to a principal building in M-Zones under the following conditions:
- .1 In the M1 zone, cargo containers may be used for a mini-storage and rental of cargo containers for use off-site;
 - .2 A site plan illustrating the location of the cargo containers must be submitted as part of the building permit and must demonstrate access for a fire truck;
 - .3 Cargo containers may be stacked up to a height of 5.2 m in M zones;
 - .4 Stacked cargo containers must be of similar colours in the M1 zone;
 - .5 Multiple cargo containers may be located on a single parcel in the M zone but they must not exceed the parcel coverage maximum for the property;
 - .6 Cargo containers must be placed flush on a concrete pad or other hard surface acceptable to the Building Inspector.

Signage

- 3.59 **All signage must comply with the Village of Ashcroft's *Signage Bylaw*.**

4.0 ESTABLISHMENT OF ZONES

Establishment of Zones

4.1 The area within the boundaries of the Village of Ashcroft shall be divided into the zones identified in Column 1 and described in Column 2 of Table 4.1.

TABLE 4.1: ESTABLISHMENT OF ZONES

COLUMN 1 ZONES	COLUMN 2 TITLES
A1	Agriculture 1
RR1	Rural Residential 1
R1	Residential 1
RM1	Residential Multiple Dwelling Unit 1
MH1	Mobile Home Park 1
C1	Commercial Mixed Use 1
M1	Industrial 1
M2	Industrial 2
P1	Park and Public Use
CD1	Comprehensive Development 1
CD2	Comprehensive Development 2
VR	Village Reserve

The correct name of each zone provided for in this Bylaw is set out in Column 1 of Table 4.1 and the inclusion of the title elaboration contained in Column 2 of Table 4.1 is for convenience only.

Location of Zones

4.2 The location of each zone is established in Schedule B, the Zoning Map of this Bylaw.

Zone Boundaries

4.3 The zone boundaries on the Zoning Map shall be interpreted as follows:

- .1 Where a zone boundary follows a street, lane, railway, pipeline, power line, utility right-of-way, or easement, it follows the centerline, unless otherwise clearly indicated on the Zoning Map;
- .2 Where a zone boundary is shown as approximately following the Village boundary, it follows the Village boundary;
- .3 Where a zone boundary is shown as approximately following the natural boundary, it follows the natural boundary and changes with the change in the natural boundary;

- .4 Where a zone boundary is shown as approximately following a property line, it follows the property line;
- .5 Where a zone boundary is shown as approximately following a topographic contour line or a top-of-bank line, it follows that line;
- .6 Where a zone boundary is shown as being generally parallel to or as an extension of any of the features listed above, it shall be so;
- .7 In circumstances not covered above, the zone boundary shall be determined by the scale of the Zoning Map;
- .8 Where any street is closed, the roadway lands have the same zoning as the abutting land. When abutting lands are governed by different zones, the center of the roadway is the zone boundary unless the zone boundary is shown clearly following the edge of the **roadway. If the roadway is consolidated with an adjoining parcel, the parcel's zoning** designation applies to affected portions of the roadway; and
- .9 Where the zone boundary does not follow a legally defined line, and where the distances are not specifically indicated, the location of the zoning boundary shall be determined by scaling from the Zoning Map.

5.0 A1 (AGRICULTURE 1) ZONE

Permitted Uses

5.1 In an A1 (Agricultural 1) zone, the following uses are permitted:

.1 Principal Uses:

- .1 Agricultural use;
- .2 Aggregate extraction;
- .3 Animal hospitals and kennels;
- .4 Single detached dwelling;
- .5 Duplex dwelling;
- .6 Exhibition or fair grounds; and
- .7 Fruit and vegetable stands

.2 Accessory Uses:

- .1 Home occupations;
- .2 Accessory dwelling unit;
- .3 Attached suite;
- .4 Short-term rental accommodations; and
- .5 Accessory buildings and structures.

Zone Regulations

5.2 On a parcel zoned A1, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 5.1 below in which Column 1 sets out the matter to be regulated and Column 2 sets out the regulations.

TABLE 5.1: ZONE REGULATIONS ON A PARCEL ZONED A1

COLUMN 1		COLUMN 2
.1	Minimum Parcel Size for New Subdivisions	8 ha
.2	Maximum Number of Principal Buildings	1
.3	Minimum Parcel Width for New Subdivisions	50 m
.4	Minimum Setback	
	.1 Front parcel line	7.5 m
	.2 Exterior side parcel line	6.0 m
	.3 Interior side parcel line	6.0 m
	.4 Rear parcel line	7.5 m
.5	Maximum Height of Principal Buildings	11 m
.6	Accessory Buildings and Structures	
	.1 Minimum Setback of Accessory Buildings and Structures from parcel line	7.5 m
	.2 Setback from principal building	10 m
	.3 Setback between accessory buildings used for residential purposes	6.0 m
	.4 Maximum Height	15 m

Other Regulations

5.3 Notwithstanding the provisions of Section 5.1 and 5.2, the provisions of the *Agricultural Land Reserve Act* take precedence on land that is designated as part of the Agricultural Land Reserve.

6.0 RR1 (RURAL RESIDENTIAL 1) ZONE

Permitted Uses

6.1 In an RR1 (Rural Residential 1) zone, the following uses are permitted:

.1 Principal Uses:

- .1 Single detached dwelling; and
- .2 Duplex dwelling.

.2 Accessory Uses:

- .1 Short-term rental accommodations;
- .2 Accessory dwelling unit;
- .3 Attached suite;
- .4 Beekeeping;
- .5 Horticulture and greenhouses in conjunction with a residential use;
- .6 Kennel, in conjunction with a residential use;
- .7 Home occupations;
- .8 The keeping of livestock or fowl; and
- .9 Accessory buildings and structures.

Zone Regulations

6.2 On a parcel zoned RR1, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 6.1 below in which Column 1 sets out the matter to be regulated and Column 2 sets out the regulations.

TABLE 6.1: ZONE REGULATIONS ON A PARCEL ZONED RR1

COLUMN 1		COLUMN 2
.1	Minimum Parcel Size for New Subdivisions (not connected to community water system)	0.3 ha
.2	Minimum Parcel Width for New Subdivisions	30 m
.3	Minimum Setback	
	.1 Front parcel line	7.5 m
	.2 Exterior side parcel line	4.5 m
	.3 Interior side parcel line	4.5 m
	.4 Rear lot line	7.5 m
.4	Maximum Parcel Coverage	20%
.5	Maximum Height of Principal Buildings	11 m
.6	Accessory Buildings and Structures	
	.1 Minimum Setback of Accessory Buildings and Structures from parcel line	4.5 m
	.2 Maximum Height	4.5 m
	.3 Setback from principal building	3.0 m
	.4 Maximum Accessory Building Floor Area per dwelling unit	50 m ²

Other Regulations

6.3 Livestock or fowl can be kept on a parcel subject to the following regulations:

- .1 12 hens per 3,000m² of lot area
- .2 1 horse per 3,000m² of lot area
- .3 1 cow per 3,000m² of lot area
- .4 1 sheep per 3,000m² of lot area
- .5 1 goat per 3,000m² of lot area

7.0 R1 (RESIDENTIAL 1) ZONE

Permitted Uses

7.1 In an R1 (Residential 1) zone, the use of land, buildings and structures is restricted to:

- .1 Principal Uses:
 - .1 Single detached dwelling;
 - .2 Duplex dwelling;
 - .3 Triplex;
 - .4 Fourplex;
 - .5 Commercial day care;
 - .6 Places of worship;
 - .7 Clubs or lodges; and
 - .8 Funeral services provider.
- .2 Accessory Uses:
 - .1 Short-term rental accommodations;
 - .2 Accessory dwelling unit;
 - .3 Attached suite;
 - .4 Home businesses; and
 - .5 Accessory buildings and structures.

Zone Regulations

7.2 On a parcel zoned R1, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 7.1 on the next page in which Column 1 sets out the matter to be regulated and Column 2 and 3 set out the regulations.

TABLE 7.1: ZONE REGULATIONS FOR A PARCEL ZONED R1

COLUMN 1		COLUMN 2 Single Detached Dwelling	COLUMN 3 Duplex, Triplex, Fourplex
.1	Minimum Parcel Size for New Subdivisions	525 m ²	250 m ² /dwelling unit
	.1 if a multiple family dwelling unit is divided into two, three or four separate parcels		250 m ² per attached dwelling unit
.2	Minimum Parcel Width for New Subdivisions	15 m	7.5 m/dwelling unit
.3	Maximum Number of Principal Buildings per Parcel	1 per parcel	1 per parcel
.4	Minimum Setback		
	.1 Front parcel line	6.0 m	6.0 m
	.2 Exterior side parcel line	3.5 m	3.5 m
	.3 Interior side parcel line	1.5 m	1.5 m
	.4 Rear parcel line	6.0 m	7.5 m
.5	Maximum Parcel Coverage	50%	50%
.6	Maximum Height of Principal Buildings	11 m	11 m
.7	Accessory Buildings and Structures		
	.1 Minimum Setback of Accessory Buildings and Structures from:		
	a. Any lane	1.2 m	1.2 m
	b. Parcel line	1 m	1.5 m
	.1 Maximum Height	4.5 m	4.5 m
	.2 Setback from principal building	3 m	3.0 m
	.3 Maximum Accessory Building Floor Area per dwelling unit	70 m ²	20 m ²
.8	Minimum Dwelling Unit Width	8.0 m	6.0 m

Other Regulations

- 7.3 Public utility buildings and structures shall not have exterior storage of any kind and no garages for the repair and maintenance of equipment.

8.0 RM 1 (RESIDENTIAL MULTIPLE DWELLING UNIT 1) ZONE

Permitted Uses

8.1 In an RM1 (Residential Multiple Dwelling Unit 1) zone, the use of land, buildings and structures is restricted to:

.1 Principal Uses:

- .1 Apartments; and
- .2 Row House Dwelling

.2 Accessory Uses:

- .1 Home business;
- .2 Short-Term Rental Accommodations; and
- .3 Accessory buildings and structures.

Zone Regulations

8.2 On a parcel zoned RM1 (Residential Multiple Dwelling Unit 1) no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 8.1 in which Column 1 sets out the matter to be regulated and Column 2, and 3 set out the regulations.

TABLE 8.1: ZONE REGULATIONS FOR A PARCEL ZONED RM1

COLUMN 1		COLUMN 2 Row House	COLUMN 3 Apartment
.1	Minimum Parcel Size for New Subdivisions	900 m ²	1,250 m ²
	.2 if a two or multiple family dwelling unit is divided into two, three or four separate parcels	250 m ² per attached dwelling unit	
.2	Minimum Parcel Width for New Subdivisions	7.5 m/dwelling unit	25 m
.3	Minimum Setback		
	.5 Front parcel line	7.5 m	7.5 m
	.6 Exterior side parcel line	3.0 m	3.0 m
	.7 Interior side parcel line	3.0 m	3.0 m
	.8 Rear parcel line	7.5 m	9.0 m
	Maximum Parcel Coverage	50%	50%
.4	Maximum Height of Principal Buildings	11 m	15 m
.5	Accessory Buildings and Structures		
	.2 Minimum Setback of Accessory Buildings and Structures from:		
	a. Any lane	1.2	Rear yards only 1.2 m
	b. Parcel line	1.5	3.0 m
	.4 Maximum Height	4.5 m	4.5 m
	.5 Setback from principal building	3.0 m	3.0 m
	.6 Maximum Accessory Building Floor Area per dwelling unit	10 m ²	5.0 m ²
.6	Minimum Dwelling Unit Width	5.0 m	n/a

Other Regulations

8.3 Density must not exceed 75 dwelling units per hectare.

9.0 MH1 (MOBILE HOME PARK 1) ZONE

Permitted Uses

9.1 In an MH1 (Mobile Home Park 1) zone, the use of land, buildings and structures is restricted to:

.1 Principal Uses:

.1 Mobile home park.

.2 Accessory Uses:

.1 Home businesses.

Zone Regulations

9.2 On a parcel zoned MH1, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in the *Village of Ashcroft Residential Mobile Home Parks Bylaw*.

10.0 C1 (COMMERCIAL MIXED USE 1) ZONE

Permitted Uses

10.1 In a C1 (Commercial Mixed Use 1) zone, the use of land, buildings and structures is restricted to:

.1 Principal Uses:

- .1 Administrative offices;
- .2 Apartment;
- .3 Automobile sales and repair;
- .4 Bakery;
- .5 Bar and brewpubs;
- .6 Boutique industrial;
- .7 Bus terminal and taxi offices;
- .8 Business and professional offices;
- .9 Club or lodge;
- .10 Entertainment services;
- .11 Health services;
- .12 Hotels and motels;
- .13 Financial institution;
- .14 Libraries;
- .15 Mixed use;
- .16 Motor vehicle service stations, including a car wash;
- .17 Parking areas and structures;
- .18 Personal service establishments;
- .19 Public buildings and uses;
- .20 Printing and publishing shops;
- .21 Recycling centre;
- .22 Restaurants;
- .23 Retail cannabis sales;
- .24 Retail stores;
- .25 RV Storage (only on parcels with PID 012-621-161 and PID 012-630-594); and
- .26 Transportation terminal.

- .2 Accessory Uses:
 - .1 Podium dwelling unit;
 - .2 Accessory dwelling unit;
 - .3 Short-term rental accommodations; and
 - .4 Accessory buildings and structures.

Zone Regulations

10.2 On a parcel zoned C1, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 10.1 on the next page in which Column 1 sets out the matter to be regulated and Column 2 and set out in the regulations.

TABLE 10.1: ZONE REGULATIONS FOR A PARCEL ZONED C1

COLUMN 1		COLUMN 2
.1	Minimum Parcel Size for New Subdivisions	
	.1 All commercial uses (excluding motor vehicle service station; hotels and motels)	280 m ²
	.2 Motor vehicle service station; hotels and motels	1,050 m ²
.2	Minimum Parcel Width for New Subdivisions	10 m
.3	Minimum Setback	
	.1 Interior side parcel line without developed rear lane	0 m
	.2 Interior side parcel line where a parcel abuts a residential zone without the intervention of a highway (street or lane)	3.0 m
	.3 Rear parcel line without rear lane	3.0 m
	.4 Rear parcel line with rear lane	No setback required
	.5 Front parcel lines	1.0 m
	.6 Motor vehicle service station pumps or pump islands	4.5 m to any property line
.4	Maximum setback from front and side parcel line along Railway Avenue between 1 st and 8 th Streets	1.0 m
.5	Maximum parcel coverage	90%
.6	Maximum Height of Principal Buildings	15 m
.7	Maximum Height of Accessory Buildings and Structures	4.5 m
.8	Maximum Floor Area of Accessory Building	90 m ²

Other Regulations

- 10.3 Retail Cannabis operations are only permitted on parcels with frontage on Railway Avenue between 2nd Street and 7th Street.
- 10.4 Where a parcel is used for combined commercial and residential use, the residential use shall:
- .1 Be contained in the same building as the commercial use;
 - .2 Be located over or behind the commercial use;
 - .3 Have a separate entrance for the outside; and
 - .4 Have a maximum density not exceeding 75 units per ha.

11.0 M1 (INDUSTRIAL 1) ZONE

Permitted Uses

11.1 In an M1 (Industrial 1) zone, the use of land, buildings and structures is restricted to:

.1 Principal Uses:

- .1 Animal hospital and animal beauty parlours;
- .2 Auction houses excluding livestock;
- .3 Automobile sales and repair;
- .4 Bakery;
- .5 Boat building, boat showrooms and display yards;
- .6 Bottling and distribution plant;
- .7 Building supply and lumber yards;
- .8 Car wash;
- .9 Cardlock fuel installation;
- .10 Cargo container storage, rentals, and sales;
- .11 Cartage, delivery and express facilities including truck terminals;
- .12 Commercial nurseries and greenhouses, including related retail outlets;
- .13 Commercial recreation;
- .14 Garage and parking lot for the storage of water vehicles and recreational vehicles;
- .15 Heavy equipment sales and repair;
- .16 Laundromats and dry cleaning;
- .17 Machine shop and parts manufacturer, machinery and assembly not involving forging, casting, punch presses or drop forges;
- .18 Manufacturing and processing plants;
- .19 Mini-storage, including facilities utilizing cargo containers for storage lockers;
- .20 Motor vehicle service stations;
- .21 Outdoor garden shops;
- .22 Plumbing and sheet metal workshop;
- .23 Printing and other reproduction processes;
- .24 Propane sales;
- .25 Public work yards;

- .26 Publishing and allied trades;
 - .27 Recycling Centre;
 - .28 Rental and repair of small equipment and tools;
 - .29 Restaurants;
 - .30 Sash and door and other woodworking shops;
 - .31 Septic tank service;
 - .32 Storage, excluding auto wreckers and junk yards;
 - .33 Tire shops, re-treading and rebuilding, sales and service;
 - .34 Trailer manufacture, repairs, sales and display yards; and
 - .35 Warehousing and wholesale establishments.
- .2 Accessory Uses:
- .1 Offices in conjunction with storage buildings for trade contractors;
 - .2 Caretaker suite; and
 - .3 Accessory buildings and uses.

Zone Regulations

11.2 On a parcel zoned M1, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 11.1 in which Column 1 sets out the matter to be regulated and Column 2 and set out in the regulations.

TABLE 11.1: ZONE REGULATIONS FOR A PARCEL ZONED M1

COLUMN 1		COLUMN 2
.1	Minimum Parcel Size for New Subdivisions	560 m ²
.2	Minimum Setback (except fence, landscaped area or parking area)	
	.1 Front parcel line	7.5 m
	.2 Interior or exterior side parcel line	2.0 m
	.3 Except where M1 zone abuts a Residential zone	
	a. one storey building	3.0 m
	b. more than one storey;	7.5 m
	.4 Corner parcel flanking a highway	4.5 m
	.5 Rear parcel line	3.0 m
	.6 Motor vehicle service station pumps or pump islands	4.5 m to any property line

COLUMN 1		COLUMN 2
.3	Maximum Parcel Coverage	60%
.4	Maximum Height of Principal Buildings	15 m

Other Regulations

11.3 In an M1 zone:

- .1 All businesses shall be conducted within a completely enclosed building except for open storage areas, parking and loading facilities; and
- .2 No storage areas shall be located in any required front yard.

12.0 M2 (INDUSTRIAL 2) ZONE

Permitted Uses

12.1 In an M2 (Industrial 2) zone, the use of land, buildings and structures is restricted to:

.1 Principal Uses:

- .1 Activities associated with the trans-shipment of goods;
- .2 Log storage;
- .3 Log dumping, sorting and loading;
- .4 Manufacture and assembly of goods;
- .5 Mining operations;
- .6 Nurseries;
- .7 Warehousing; and
- .8 Outdoor storage.

.2 Accessory Uses:

- .1 Caretaker suite; and
- .2 Accessory buildings and uses.

Zone Regulations

12.2 On a parcel zoned M2, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 12.1 below in which Column 1 sets out the matter to be regulated and Column 2 and set out in the regulations.

TABLE 12.1: ZONE REGULATIONS FOR A PARCEL ZONED M2

	COLUMN 1	COLUMN 2
.1	Minimum Parcel Size for New Subdivisions	560 m ²
.2	Maximum Parcel Coverage	60%

Other Regulations

12.3 In an M2 zone, more than one principal building per parcel may be permitted.

13.0 P1 (PARK AND PUBLIC USE 1) ZONE

Permitted Uses

13.1 In a P1 (Park and Public Use) zone, the use of land, buildings and structures is restricted to:

.1 Principal Uses:

- .1 Cemetery;
- .2 Club or lodge;
- .3 Emergency and protective services;
- .4 Government use;
- .5 Health Services;
- .6 Hospital;
- .7 Library;
- .8 Open space conservation area;
- .9 Places of worship;
- .10 Recreational facility;
- .11 Schools;
- .12 Supportive housing; and
- .13 Independent seniors housing.

.2 Accessory Uses:

- .1 Accessory buildings and uses.

Zone Regulations

13.2 On a parcel zoned P1, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 13.1 below in which Column 1 sets out the matter to be regulated and Column 2 and set out in the regulations.

TABLE 13.1: ZONE REGULATIONS FOR A PARCEL ZONED P1

COLUMN 1		COLUMN 2
.1	Maximum Parcel Coverage	50%
.2	Minimum Setback for buildings	
	.1 Front parcel line	7.5 m
	.2 Interior or exterior side parcel line	3.0 m
	.3 Rear parcel line	7.5 m

14.0 CD1 (COMPREHENSIVE DEVELOPMENT 1) ZONE – RODEO GROUNDS

Purpose

The purpose of this zone is to regulate the development of the Rodeo Grounds site for a mix of residential densities with limited commercial development.

Permitted Uses

14.1 In a CD1 (Comprehensive Development 1) zone, the use of land, buildings and structures is restricted to:

.1 Principal Uses:

- .1 Single detached dwellings;
- .2 Duplex dwellings;
- .3 Triplex dwellings;
- .4 Fourplex dwellings;
- .5 Row house dwellings;
- .6 Multiple dwelling units;
- .7 Mixed use building;
- .8 Community centre;
- .9 Convenience store (up to 200 m²); and
- .10 Park.

.2 Accessory Uses:

- .1 Home businesses;
- .2 Short-term rental accommodations; and
- .3 Accessory buildings and uses.

Zone Regulations

14.2 On a parcel zoned CD1, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 14.1 below in which Column 1 sets out the matter to be regulated and Column 2, 3, 4, 5, and 6 set out in the regulations.

TABLE 14.1: ZONE REGULATIONS FOR A PARCEL ZONED CD1

COLUMN 1		COLUMN 2 Single Detached	COLUMN 3 Duplex, Triplex, Fourplex Dwelling	COLUMN 4 Row House	COLUMN 5 Apartment	COLUMN 6 Neighbourhood Commercial
.1	Density	75 dwelling units/ha up to 200 units				200 m ² GFA
.2	Minimum Parcel Size for New Subdivisions	525 m ²	250 m ² /dwelling unit	900 m ²	1,250 m ²	1,000 m ²
	.1 if a multiple family dwelling unit is divided into two, three or four separate parcels		250 m ² per attached dwelling unit	250 m ² per attached dwelling unit		
.3	Minimum Parcel Width for New Subdivisions	15 m	7.5 m/ dwelling unit	30 m	25 m	15 m
.4	Minimum Setback					
	.1 Front parcel line	6.0 m	6.0 m	6.0 m	7.5 m	6.0 m
	.2 Exterior side parcel line	3.5 m	3.5 m	3.0 m	3.0 m	4.5 m
	.3 Interior side parcel line	1.5 m	1.5 m	3.0 m	3.0 m	3.0 m
	.4 Rear parcel line	6.0 m	6.0 m	7.5 m	9.0 m	6.0 m
.5	Maximum Parcel Coverage	50%	50%	50%	50%	50%
.6	Maximum Height of Principal Buildings	11 m	11 m	11 m	15 m	4.0 m
.7	Accessory Buildings and Structures					
	.1 Minimum Setback of Accessory Buildings and Structures from:					
	c. Any lane	1.2 m	1.2 m	1.2 m	Rear yards only 1.2 m	3.0 m
	d. Parcel line	1.0 m	1.0 m	1.0 m	n/a	3.0 m
	e. Setback from principal building	3.0 m	3.0 m	3.0 m	3.0 m	3.0 m
	.2 Maximum Height	4.5 m	4.5 m	4.5 m	4.5 m	3.0 m
	.3 Maximum Accessory Building Floor Area per dwelling unit		20 m ²		5 m ²	N/A
.8	Minimum Dwelling Unit Width	8.0 m	6.0 m	6.0 m	N/A	N/A

Other Regulations

14.3 The maximum number of units permitted on the development parcel is 200.

15.0 CD2 (COMPREHENSIVE DEVELOPMENT 2) ZONE – MESA VISTA

Purpose

The purpose of this zone is to regulate the development of the Mesa Vista site for a mix of residential densities.

Permitted Uses

15.1 In a CD2 (Comprehensive Development 2) zone, the use of land, buildings and structures is restricted to:

.1 Principal Uses:

- .1 Single detached dwellings;
- .2 Duplex dwellings;
- .3 Triplex dwellings;
- .4 Fourplex dwellings;
- .5 Row house dwellings;
- .6 Mixed use building; and
- .7 Park.

.2 Accessory Uses:

- .1 Home businesses;
- .2 Attached suite;
- .3 Accessory dwelling unit;
- .4 Short-term rental accommodations; and
- .5 Accessory buildings and uses.

Zone Regulations

15.2 On a parcel zoned CD2, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 15.1 below in which Column 1 sets out the matter to be regulated and Columns 2, 3, and 4 and set out in the regulations.

TABLE 15.1: ZONE REGULATIONS FOR A PARCEL ZONED CD2

COLUMN 1		COLUMN 2 Single Detached	COLUMN 3 Duplex, Triplex, Fourplex Dwelling	COLUMN 4 Row House
.1	Density	50 units/ha		
.2	Minimum Parcel Size for New Subdivisions	525 m ²	250 m ² /dwelling unit	900 m ²
	.1 if a two or multiple family dwelling unit is divided into two, three or four separate parcels		250 m ² per attached dwelling unit	250 m ² per attached dwelling unit
.3	Minimum Parcel Width for New Subdivisions		7.5 m/ dwelling unit	30 m
.4	Minimum Setback			
	.1 Front parcel line	6.0 m	6.0 m	6.0 m
	.2 Exterior side parcel line	3.5 m	3.5 m	3.0 m
	.3 Interior side parcel line	1.5 m	1.5 m	3.0 m
	.4 Rear parcel line	6.0 m	6.0 m	7.5 m
.5	Maximum Parcel Coverage	50%	50%	50%
.6	Maximum Height of Principal Buildings	11 m	11 m	11 m
.7	Accessory Buildings and Structures			
	.1 Minimum Setback of Accessory Buildings and Structures from:			
	f. Any lane	1.2 m	1.2 m	1.2 m
	g. Parcel line	1.0 m	1.0 m	1.0 m
	h. Maximum Height	4.5 m	3.0 m	3.0 m
	.2 Setback from principal building	3.0 m	4.5 m	4.5 m
	.3 Maximum Accessory Building Floor Area per dwelling unit		20 m ²	
.8	Minimum Dwelling Unit Width		6.0 m	6.0 m

Other Regulations

15.3 Maximum number of units is 200.

16.0 VR (VILLAGE RESERVE) ZONE

Purpose

The purpose of this zone is to identify land that could be developed in the future.

Permitted Uses

16.1 In a VR (Village Reserve) zone, the use of land, buildings and structures is restricted to:

- .1 Agricultural use;
- .2 Single detached dwelling; and
- .3 Accessory buildings and uses.

Zone Regulations

16.2 On a parcel zoned VR, no building or structure shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations established in Table 16.1 below in which Column 1 sets out the matter to be regulated and Column 2 and set out in the regulations.

TABLE 16.1: ZONE REGULATIONS FOR A PARCEL ZONED VR

COLUMN 1		COLUMN 2
.1	Minimum Parcel Size for New Subdivisions	8 ha
.2	Maximum Number of Dwelling Units	1 per parcel
.3	Minimum Setback for buildings or structures or part thereof (except a fence)	7.5 m

17.0 SCREENING AND LANDSCAPING

Screening requirements are to apply to the designated zones outlined in this Bylaw.

- 17.1 The minimum width for landscaping and screening areas in all zones is 1.0 m.
- 17.2 The minimum screening between a M zone and a R zone shall be 2.0 m in height on the M zone parcel.
- 17.3 Wherever possible, landscaping and screening areas will retain existing FireSmart trees and natural vegetation and add planting that enhances the natural environment.
- 17.4 Existing healthy woody plants (trees, shrubs) shall be preserved and protected unless removal is demonstrated to be necessary to efficiently accommodate the proposed development, or if the vegetation poses a safety hazard or is deemed by the Village to be a nuisance.
- 17.5 Vegetative buffers shall be required in the M and C zones where these uses are adjacent to R zones and P zones. Developments may be exempt from providing a vegetative buffer if the setback is required for a fire lane access.
- 17.6 Fence and wall materials shall be consistent with the character of the zone in which they are to be located. The height of a fence or wall shall be measured from grade. Where the fence or wall is adjacent to the property line, the height shall be measured with reference to the grade of the abutting property. Where a fence is located on top of a retaining wall, berm or similar structure, the height of the fence shall include the height of the supporting structure.
- 17.7 All fencing and screening materials, including natural vegetation, shall consist of a material that is deemed to be FireSmart.
- 17.8 The proposed site grading shall respect the natural contour of the land to the extent possible, minimize the necessity to use retaining walls, and ensure drainage away from buildings and abutting properties. Erosion control measures shall be used during construction to prevent the pollution, degradation or siltation of natural areas, watercourses and roads.

Screening and Landscaping Requirements: Lots and Required Yards

- 17.9 Landscaping and screening areas must not be located on septic fields, and a septic field must not be located in a landscaping and screening area, unless approved in writing by the appropriate regulatory authority.
- 17.10 In a C1, M1 or M2 zone, where the side or rear line of a lot abuts a lot in an R1, RM1 or MH1 zone, or is separated by a highway (street) therefrom, a solid decorative fence of at least 2.0 m in height shall be provided along all property lines separating the developed portion of the site from such residentially zoned property.

Screening and Landscaping Requirements: Outdoor Storage

- 17.11 Where permitted in this Bylaw, areas used for the outdoor storage of discarded material or wrecked vehicles shall be screened and/or landscaped in accordance with the following:
- .1 The storage of said materials or vehicles shall be enclosed entirely within a building; or
 - .2 Said materials or vehicles shall be screened and buffered in accordance with the following:
 - .1 A continuous, decorative, solid fence of not less than 1.8 m and not greater than 3.0 m in height shall be provided; or
 - .2 a 7.5 m wide landscaped berm with a height of not less than 1.8 m and not greater than 3.0 m in height shall be provided.
- 17.12 In an M1 zone, any industrial activity or storage not contained within a building shall be enclosed by a wall or a tight board fence not less than 1.8 m high.
- 17.13 All storage of goods and materials in M and C zones shall be screened from view from any highway, and from adjacent sites in an R zone by fences, berms, landscape materials or a combination of these to the satisfaction of the Village of Ashcroft.

Screening and Landscaping Requirements: Dwellings Adjacent to a Major Highway

- 17.14 Notwithstanding this Bylaw, screening and landscaping shall be subject to the requirements of the Ministry of Transportation and Transit where applicable. In any R1 zone, where a dwelling is constructed within 10.0 m of Highway 97C, the following provisions apply:
- .1 A 7.5 m wide landscaped buffer strip, including a solid buffer of trees and shrubs of not less than 1.8 m in height, or
 - .2 A continuous, decorative, solid fence of not less than 1.8 m and not greater than 3 m in height, or
 - .3 A 7.5 m wide landscaped continuous earth berm with a height above the grade of the road surface of not less than 1.8 m.

Screening and Landscaping Requirements: Fence Height and Materials

- 17.15 All fencing shall not be greater than 2.0 m in height unless otherwise specified and comprised of non-combustible materials in the R1, RM1, MH1, CD1, CD2, or C1 zone.
- 17.16 Notwithstanding Section 17.15, no fence constructed along the front parcel line shall exceed 1.2 m in height in the RR1, R1 or MH1 zone.
- 17.17 All fencing shall not be greater than 2.4 m in height unless otherwise specified and comprised of non-combustible materials in the A1, RR1, P1 or M1 zone.
- 17.18 No fence in an R1, RM1, MH1, CD1, CD2, P1, RR1, or C1 zone shall contain tarps, barbed wire, razor wire, or electrified wire.
- 17.19 No fence in an A1, or M1 zone shall contain tarps, or razor wire.

18.0 OFF-STREET PARKING AND LOADING REGULATIONS

General Provisions

- 18.1 For any construction, renovation, extension or redevelopment, no land, water, building or structure shall be used by the owner, occupier or any other person for any use unless the off-street parking requirements for that use have been provided for in accordance with Section 18.0 of this Bylaw.
- 18.2 Notwithstanding Section 18.1, any construction, renovation, extension or redevelopment on properties within the C1 zone (and not adjacent to a controlled access highway) does not require the provision of off-street parking spaces in accordance with this Section of this Bylaw.

Note to reader which does not form part of this Bylaw:

Parking requirements for downtown Ashcroft are included in the Village's Official Community Plan as part of a Development Permit Area.

- 18.3 No person shall park or store any vehicle having a licensed gross vehicle weight (GVW) exceeding 5,500 kg (12,000 lbs.) on any highway or on private property within an R zone except:
- .1 Recreational vehicles;
 - .2 Moving or delivery vans while engaged in work;
 - .3 Municipal or utility vehicles while engaged in work; and
 - .4 Vehicles licensed under the *Motor Carrier Act*, RSBC 1996, c 315 for the transportation of passengers.

Note to reader which does not form part of this Bylaw:

Notwithstanding the requirements of this Bylaw, development within a controlled area as defined in the Transportation Act is required to meet Ministry of Transportation and Transit parking requirements.

Required Number of Parking Stalls

- 18.4 Except as otherwise provided for in this Bylaw, the number of off-street parking stalls for motor vehicles required for any use is calculated according to Table 18.1 of this Bylaw, in which Column 1 classifies the types of uses and Column 2 sets out the number of required off-street parking spaces that are to be provided for each use in Column 1.
- 18.5 In respect of a use permitted in this Bylaw which is not specifically referred to in Column 1 of Table TABLE 18.1 of this Bylaw, the number of off-street parking stalls is calculated on the basis of the requirements for a similar use that is listed in Table TABLE 18.1 of this Bylaw.
- 18.6 Where the calculation of the required off-street parking stalls results in a fraction, one parking or loading space shall be provided in respect of the fraction.
- 18.7 Where more than one use is located on a parcel, the total number of parking to be required shall be the sum total of the requirements for each use.

- 18.8 Where a building or structure contains more than one use whose business hours of operation do not overlap, the required number of off-street parking spaces shall be the greatest number required for any of those individual uses.
- 18.9 Off-street loading spaces shall not be counted as off-street parking spaces, and off-street parking spaces shall not be counted as off-street loading spaces.
- 18.10 Where more than one standard may apply to a use, the most stringent standard shall be used.

TABLE 18.1: REQUIRED OFF-STREET PARKING STALLS

COLUMN 1 Use	COLUMN 2 Required Parking Stalls
Single detached dwelling Duplex dwelling Triplex Fourplex Rowhouse	2 per dwelling unit + 1 for every suite
Accessory dwelling unit Podium dwelling unit	1 per dwelling unit
Apartment	1.5 per dwelling unit + 1 per 4 units for visitor parking
Supportive housing	1 per dwelling unit + 1 per 5 units for employee parking
Hotel, motel Boarding or lodging house Bed and Breakfast	1 per guest sleeping room and 1 parking space for the owner, operator or caretaker
Campgrounds	1 per camp site
Health services	1 per 15 m ² of gross floor area
Retail store	1 per 35 m ² of gross floor area
Office	1 per 75 m ² of gross floor area
Restaurant, nightclub, cocktail lounge, cabaret, beer parlour	1 per 5 seats
Manufacturing and industrial building and use	1 per 20 m ² of gross floor area or 1 per 100 m ² of land area, whichever results in more parking stalls
Kindergarten, elementary and junior high school Senior high school	2 per classroom 5 per classroom
Place of Worship	1 per 10 seats
Hospital	1 per 15 m ² of gross floor area
Taxi office	1 per each vehicle customarily operating from the office

COLUMN 1 Use	COLUMN 2 Required Parking Stalls
Arena, auditorium, lodge and fraternal building, community hall, public library, funeral parlour, theatre	1 per 5 seats or 1 per 10 m ² of the gross floor area used for dancing or assembly, whichever is greater
Curling rink, roller rink, swimming pool	1 space for each 45 m ² of gross floor area, plus 1 for each 10 spectators seats
Bowling Alley Billiard and pool hall	3 for each alley 2 for each table
Warehouse, storage building, wholesale establishment or other similar use	1 per 75 m ²

Exemption of Existing Buildings from Parking Requirements

18.11 Notwithstanding Table TABLE 18.1, the regulations contained in Section 18.0 shall not apply to uses, buildings or structures existing on the effective date of this Bylaw, except that:

- .1 Off-street parking shall be provided and maintained in accordance with the Section where there is a change in the principal use, or where the total floor area is increased in excess of ten percent (10%) over the existing floor area.
- .2 Off-street parking existing on the effective date of this Bylaw shall not be reduced below the applicable off-street parking requirements of Section 18.0.

Parking for the Physically Challenged

18.12 Where more than 10 parking stalls are required, every off-street parking facility shall provide 5% of the required stalls for the use of physically challenged persons. Each stall for physically challenged persons shall:

- .1 Be at least 4.0 m in width and at least 7.5 m in length;
- .2 Be located as close as possible to a main handicapped accessible building entrance; and
- .3 Be clearly identified for the exclusive use of physically challenged persons.

Location

18.13 Required off-street parking shall be located on the same parcel as the principal building. Where parking is provided on the same parcel, the parking portion must be consolidated with the portion of the site upon which the building is located, so that the whole forms one parcel.

18.14 Required off-street parking will be permitted on a site within 150 m of a use in the C1 and M2 zones and of multiple dwelling units/apartments in the RM1 zone with more than 20 dwelling units.

- 18.15 Notwithstanding Sections 18.13 and 18.14, parking requirements may be provided off-site where the owner has entered into a restrictive covenant with the Village restricting the use of the site to parking.

Home Occupations

- 18.16 One off-street parking stall must be provided for the home occupation in addition to parking stalls required for residential use.
- 18.17 Not more than one commercial vehicle used for home occupation use shall be allowed to be parked or stored on the premises in the R1, RM1, or MH1 zones unless they are completely enclosed within a building.

Off-Street Parking Requirement Standards

- 18.18 Off-street parking spaces, whether public or private, shall conform to the following requirements:

Size

- .1 All parking spaces shall have a clear length of not less than 5.8 m and a clear width of not less than 2.2 m.

Access

- .2 Ingress and egress to and from all parking spaces shall be by means of unobstructed manoeuvring aisles having widths not less than:
- .1 7.0 m where parking spaces are located at 90 degrees to the manoeuvring aisle providing access to the space; and
- .2 5.0 m where parking spaces are located at 45 degrees to the manoeuvring aisle providing access to the space.

Layout

- .3 Where more than 10 parking spaces are provided, they must be so designed that vehicles are not required to back out onto a highway. In any case, they shall be subject to the requirements of the Ministry of Transportation and Transit where applicable.

Surface

- .4 Every off-street parking area shall:
- .1 Be graded to provide an even surface; and
- .2 Be drained so that no surface water:
- .1 Accumulates thereon;
- .2 Runs off onto any sidewalk;
- .3 Runs off onto any highway if the area is not paved; and

- .3 Be surfaced with gravel or crushed rock, treated to suppress dust, and kept free of weeds, or paved if the uses are such that there is a risk of spill or leakage.

Curbs

- .5 All parking lots shall be provided with curbs as defined in the *Subdivision and Development Servicing Bylaw*; such curbs to be constructed of asphalt, concrete or treated timber, installed, and secured.

Distance

- .6 No part of parking lots shall:
 - .1 Be located closer than 1.5 m to any dwelling for multiple dwelling unit or apartment uses in the RM1 (Residential Multiple Dwelling Unit 1) zone where parking facilities are located on the same site as the principal building.
 - .2 Be located closer than 1.5 m to any adjacent building in C1 (Commercial 1) zones for parking located on the same site as the principal building.

Signs

- .7 All parking lots for more than 10 vehicles, other than for motor vehicle service stations, shall have directional signs so as to provide traffic control.

Mixed Occupancy

- .8 In the case of mixed uses, the total requirements for off-street parking facilities shall be the sum of the requirements for the various uses computed separately.

Off-Street Loading Spaces

- 18.19 No land, water, building or structure shall be used by the owner, occupier or any other person for any use unless the required off-street loading space for that use has been provided in accordance with Section 18.0 of this Bylaw.
- 18.20 Notwithstanding Section 18.19, uses on properties within the C1 zone do not require the provision of off-street loading spaces in accordance with Section 18.0 of this Bylaw.
- 18.21 The number of off-street loading spaces required for any use is calculated according to Table 18.2 of this Bylaw in which Column 1 classifies the type of use and Column 2 sets out the off-street loading requirements for each use in Column 1.

TABLE 18.2: REQUIRED OFF-STREET LOADING SPACES

COLUMN 1 Total Gross Floor Area of Building	COLUMN 2 Minimum Number of Spaces Required
Retail store, business, industry warehouse or other similar use:	
▪ Less than 470 m ²	1
▪ 470 m ² to 2,300 m ²	2
▪ 2,300 m ² to 4,600 m ²	3
▪ Each additional 4,600 m ² or each fraction thereof in excess of 2,300 m ²	1 additional
Office building, place of public assembly, hospital, institution, hotel, club or lodge, auditorium, public utility, school or other similar use:	
▪ Less than 2,800 m ²	1
▪ 2,800 m ² to 5,600 m ²	2
▪ Each additional 5,600 m ² or each fraction thereof in excess of 2,800 m ²	1 additional

Units of Measurement

18.22 When calculating off-street loading space requirements, the gross floor area shall include the floor area of accessory buildings and basements, except where they are used for parking or heating.

Existing Uses, Buildings or Structures

18.23 Notwithstanding Sections 18.19 to 18.21, the regulations contained in Section 18.0 shall not apply to uses, buildings or structures on the effective date of this Bylaw, except that:

- .1 Off-street loading spaces shall be provided and maintained in accordance with Section 18.0 where there is a change in the principal use, or where the total floor area is increased in excess of ten percent over the existing floor area.
- .2 Off-street loading spaces existing on the effective date of this Bylaw shall not be reduced below the applicable off-street loading space requirements of Section 18.0.

Mixed Occupancies

18.24 In the case of mixed uses, the total requirements for off-street loading spaces shall be the sum of the requirements for the various uses computed separately.

Location and Siting of Loading Facilities

18.25 Off-street loading spaces and facilities shall be located on the same parcel as the use served, but not within the required front yard nor closer than 15.0 m to the nearest point of intersection of any two road allowances.

Development and Maintenance Standards

- 18.26 The location of all points of ingress and egress to a loading area shall be subject to all applicable bylaws and regulations of the Village.
- 18.27 All off-street loading spaces shall be of adequate size and with adequate access thereto, to accommodate a vehicle 6.0 m in length, 3.0 m in width, and 4.0 m in height.
- 18.28 All loading areas shall be provided with adequate curbs in order to retain all vehicles within such permitted loading areas and to ensure that required fences, walls, hedges or landscaped areas, as well as any buildings, will be protected from parking vehicles.
- 18.29 Each loading space shall be surfaced with gravel or crushed rock, treated to suppress dust, and kept free of weeds, or paved so as to provide a durable dust-free surface and shall be so graded and drained so as to properly dispose of all surface water.
- 18.30 Any lighting used to illuminate any loading area shall be so arranged that all direct rays of light are reflected upon the loading area, and not on any adjoining premises.














SCHEDULE B

ZONING BYLAW MAP

Village of Ashcroft

**Zoning Bylaw
Main Community**

Legend

-  **A1** Agriculture 1
-  **RR1** Rural Residential 1
-  **R1** Residential 1
-  **MH1** Mobile Home Park 1
-  **RM1** Residential Multiple Family 1
-  **C1** Commercial Mixed Use 1
-  **M1** Industrial 1
-  **M2** Industrial 2
-  **P1** Park & Public Use
-  **VR** Village Reserve
-  **CD1** Comprehensive Development 1 (Rodeo Grounds)
-  **CD2** Comprehensive Development 2 (Mesa Vista)
-  **ALR** Agricultural Land Reserve

SOURCE:
Cadastral information obtained through ICI Society.
Municipal Boundary provided by TNRD.

THE ACCURACY & COMPLETENESS OF INFORMATION SHOWN ON THIS DRAWING IS NOT GUARANTEED. IT WILL BE THE RESPONSIBILITY OF THE USER OF THE INFORMATION SHOWN ON THIS DRAWING TO LOCATE & ESTABLISH THE PRECISE LOCATION OF ALL EXISTING INFORMATION WHETHER SHOWN OR NOT.

