

OP

OFFICIAL COMMUNITY PLAN

Nelson 2050
Leading the way, together.



What We Heard Report

Phase 5 Engagement

LAND ACKNOWLEDGMENT

We acknowledge that Nelson resides on the traditional and unceded territory of the Ktunaxa, the Syilx, and the Sinixt, and is also home to the Métis and diverse Indigenous Peoples. Together, we summon the wisdom embedded in our collective traditions to collaboratively shape a thriving city for both present and future generations. Nelsonites not only inhabit but share a responsibility to steward this Land. Our very presence in this city, its vitality, and existence are indebted to the Land itself and the rich cultures that have contributed to its development. City planning, including the Official Community Plan, is fundamentally about land—the use of land and connections to cultural practices. With the forthcoming update to the OCP, we aspire to deepen the path of reconciliation, acknowledging and celebrating the First Nations who have stewarded this Land for millennia and honoring the Indigenous Communities who proudly call Nelson home today.

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OVERVIEW & PURPOSE

OCP TIMELINE



OCP Update Overview

The City of Nelson is currently updating its Official Community Plan (OCP), a strategic statutory document guiding growth and change over the next 25 years. This previous phase of the project (Phase Two: Visioning) involved developing a robust community vision for Nelson in 2050 that will serve as the foundation for future planning and decision-making. A well-supported community-driven vision, grounded in best practices, ensures that new programs, policies, and investments align with the diverse needs of both current and future residents.

What We Heard Purpose

This report provides an overview of the engagement activities and key feedback gathered during Phase 5 of the OCP update. It explains how public input was collected and used to refine the draft plan, building on two years of community engagement—including Phase 2 visioning and Phase 3 policy development.

Feedback from earlier phases played a key role in shaping the first draft of the updated OCP in Phase 4. Phase 5 focused on gathering public input to refine this draft before moving forward.

This report summarizes these efforts, detailing the outreach methods used, the feedback received, and how it informed the next steps in the OCP process.

SUMMARY

The first draft of the 2025 City of Nelson Official Community Plan (OCP) was released on January 21st, 2025. Public engagement was held from January 22nd to February 12th and then extended to February 22nd.

The public was invited to participate online through two surveys, a Q&A, and a discussion forum and to attend one of two open house events. Dozens of community and governmental organizations were invited to participate. Meetings were held with the OCP Advisory Committee as well as many others.

Altogether, an estimated 332 people, 11 organizations, and two First Nations actively took part in this round of engagement.

Even more people were paying attention to the draft OCP:

- **2,082 unique visitors to nelson2050.ca during the consultation period**
- **1,274 unique visitors to letstalk.nelson.ca, the City's online engagement portal**
 - 52% of people returned at least a second time
- **The draft OCP document was viewed or downloaded a total of 798 times**

Considerations:

Estimated 332 people: This estimate includes the number of “policy survey” responses + number of letters received from individuals + the members of the advisory committee + half of the open house participants + half of the number of individuals who participated in the online forum and Q&A. We therefore assume that half of open house and online forum/Q&A participants also responded to the policy survey, and that 100% of those who responded to the long-form feedback form also participated in some other manner.

Finally, we include in this count 3 people from each participating organization, although the real number of individuals who participated in drafting their organization’s letter is likely higher.

Unique visitors: are defined as the number of people who visit a website one or more times, meaning that if the same person visits multiple times, they are still counted as only one visitor.

KEY MESSAGES

- **Most people who participated are overall supportive of the draft OCP.** Their reasons for supporting the plan vary: for some, it is its new focus on health, equity, and climate; for others, it is its policy directions on housing.
- It is important for Indigenous peoples that Nelson's OCP accurately reflect their history with this land and that OCP policies address specific environmental, cultural, and economic and generational inequity issues that are of concern to them.
- Protecting heritage buildings is the issue that has the most consensus and unifies the community the most.
- Although it has some detractors, the majority of respondents are supportive of introducing neighbourhood hubs.
- Affordable housing and densification tend to be the most debated topics. There is no consensus on these issues, with just as many people saying that the draft OCP goes too far as there are those who say it is doing what needs to be done, or even that it doesn't go far enough.
- Climate action, transit, and active transportation are also key issues amongst participants. Most people want the City to do more on these fronts, although some think the opposite.
- Wildfire risk, clean and available water, and the environment are on the forefront of many people's concerns.
- Many people want the OCP to recognize and integrate the important role community nonprofits play, in particular in recreation and arts & culture.
- Many people expect the OCP to be more detailed and committal than it is, with detailed implementation plans, precise definitions, and more specific policies and strategies. While an OCP can include some of these elements, public expectations often go beyond its intended purpose and mandate. This highlights an opportunity for the City to better communicate the role of the OCP and how it fits within the broader framework of policies, bylaws, and plans.

HOW WE REACHED OUT

A vast communications strategy was employed to convey a simple message: help shape our city's future, this is the time to review the draft OCP and provide feedback, visit www.nelson2050.ca.

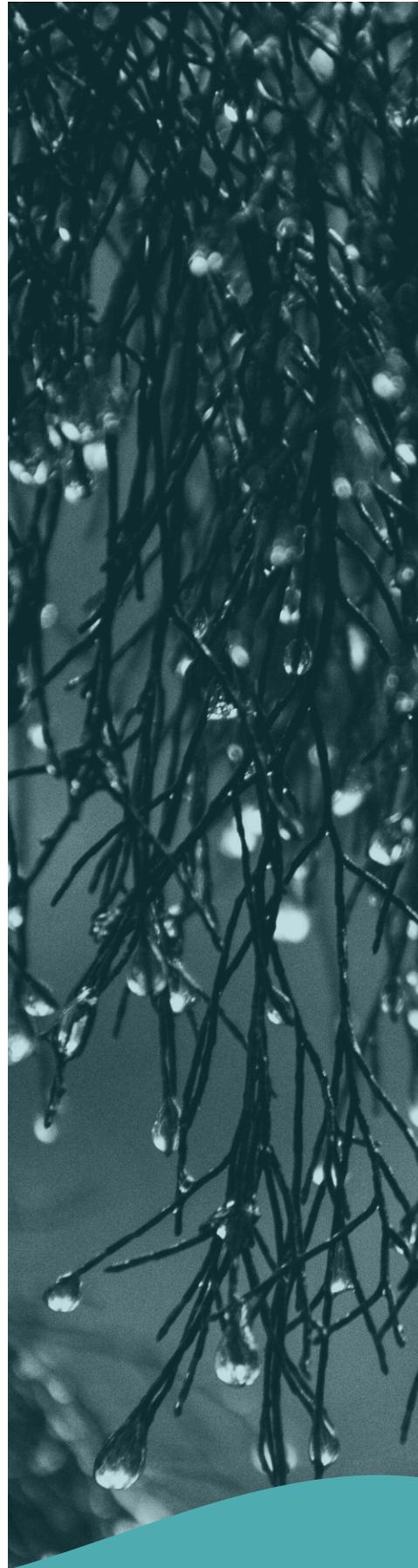
The following tools were used to get the word out:

- Newspaper, radio, and social media ads
- A full back page ad in the Nelson Star on January 24 and February 6
- A radio ad that ran 91 times on 103.5 The Bridge
- Two Facebook ads leading to 2,105 link clicks
- Two ads on local public transit for a total of eight weeks
- Sandwich board at entrance to City Hall
- Media release
- Email to the OCP e-newsletter subscribers (over 275 people)
- City's messaging board in front of City Hall
- Mention of the OCP update process on the garbage & recycling mailout
- Hand-delivered 120 flyers to Rosemont residents
- Posted information at the Selkirk College Silver King campus and in front of the KTK Rosemont Market & Cafe

To support this round of engagement, we launched a new online engagement platform, Let's Talk Nelson.

In addition to releasing the draft OCP itself, the following communications materials were prepared to help summarize key information:

- A presentation video featuring the mayor that garnered over 290 views over the consultation period
- Concise background information on the Let's Talk Nelson website.
- A 4-page "What You Need to Know" summary of major changes
- A 2-page handout on how the draft OCP impacts affordability
- A 1-page handout on how public feedback has contributed to this first draft of the updated OCP
- A physical copy of the draft OCP was made available for on-site consultation at the Nelson Public Library.



WHO WE REACHED OUT TO

The OCP project team attempted to engage all community members using the engagement strategies noted above in "how we reached out". In acknowledgment of the time and energy it takes to participate, a draw was held for one of two \$250 gift cards for the local Nelson business of the winner's choice.

The Sinixt Confederacy (Confederated Tribes of the Colville Reservation), Ktunaxa (Yaqan Nukiy), and Syilx were contacted to invite them to participate, either through in-person meetings or in writing. Staff also used their online consultation portals, as this is the protocol preferred by many Nations.

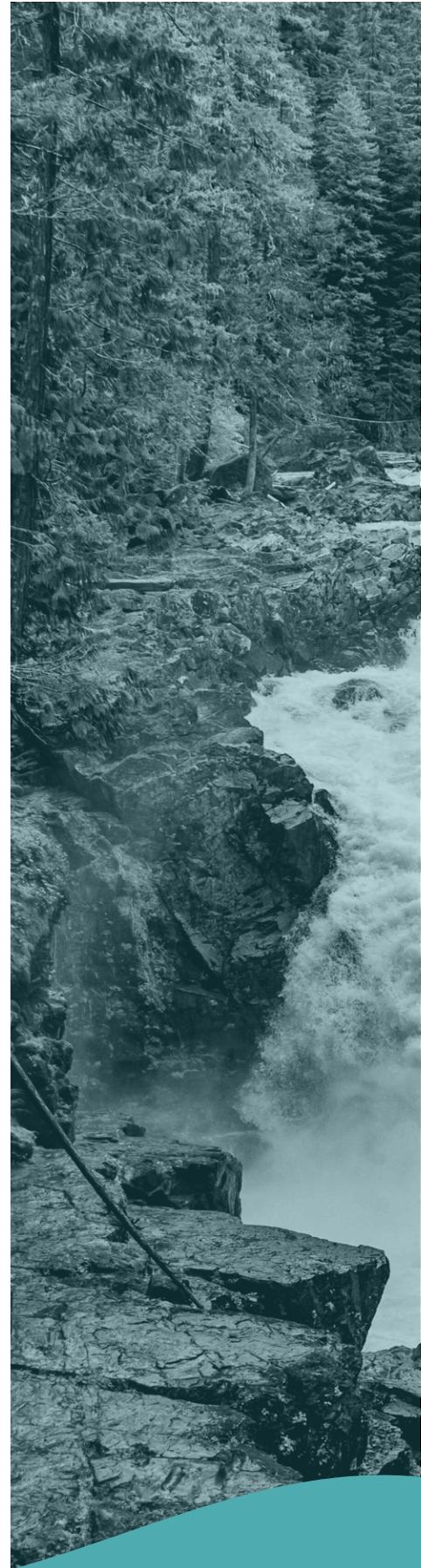
The City's OCP Advisory Committee, Advisory Planning Commission, and Cultural Development Committee were invited to submit feedback and suggest changes.

Direct emails were sent to dozens of organizations reaching out to invite them to participate in the process by submitting written feedback:

- The 50 community change agents
 - Organizations that were identified and contacted as part of previous phases of the OCP update process; see complete list in Appendix 1
- Regional District of Central Kootenay
- Directors of surrounding electoral areas
- Planning staff
- Nelson & District Chamber of Commerce
- Interior Health
- School District 8
- Ministry of Transportation and Transit
- CPKC Rail
- BC Transit

Staff reached out to Nelson-based architects, specifically regarding the updated development permit design guidelines.

Staff were invited to present at the RDCK's Nelson & District Recreation Commission No. 5 meeting in February 2025.



WHO WE HEARD FROM

Altogether, an estimated **332 members of the public participated**. What we heard from them is detailed in the sections below.

In addition to submissions via the online platform and the open house events, 10 people wrote to ocp@nelson.ca over the course of the engagement period with detailed feedback, questions, and suggestions.

Staff met with representatives of the Ktunaxa Nation Council and the Sinixt Confederacy (Confederated Tribes of the Colville Reservation).

Feedback was received from the following organizations. In most cases, a letter was received and, in some cases, City staff met with representatives:

- Regional District of Central Kootenay
- Cheryl Graham (Director, RDCK Electoral Area E)
- West Kootenay Climate Hub
- Kootenay Carshare Coopertive
- West Kootenay/Nelson chapter of the Council of Canadians
- Nelson Disk Golf Society
- Interior Health
- BC Transit
- City of Nelson Cultural Development Commission
- Nelson Pilots' Association
- Nelson And District Airport Society

Their feedback is summarized in the section “Feedback from Organizations” below.

When a letter has been received, it has been included in [Appendix 4](#).



FAQ: HAVE ENOUGH PEOPLE PARTICIPATED

One of the most common questions we got is: how many people have participated in this process, and is it enough?

Having gone through three phases of consultation in the previous two years, we have had a total of 462 in-person interactions and 1,267 survey responses, in addition to other forms of participation such as letters, informal interactions, and thousands of views of the website and videos. We cannot know exactly how many individual residents this represents, whether it was the same citizens participating in each round of engagement or new people.

Engagement is not just about volume of responses, but also about trying to capture a diversity of opinions and perspectives.

We're not alone in our efforts to engage and represent a broader cross-section of our community. Like many other cities, we face challenges in turning outreach into active participation and ensuring more voices are heard.

If we compare various BC cities' OCP survey response rates, we find that Nelson has an above-average participation rate:

- Nelson's year-2025 survey received responses from the equivalent of 2% of the population, our year-2024 OCP surveys garnered responses from over 1% of our population, and 2023's OCP engagement survey, nearly 5.5%.
- For the first survey for Cranbrook's new OCP (adopted in January 2025), 212 people participated (1% of its population). 98 participated in its second survey, then 84 in the final survey (0.4% of its population).
- Victoria's 2024 OCP survey had 1,457 responses (1.5% of its population).
- In the final round of Prince George's OCP engagement, 152 survey responses were received (0.2% of its population).
- Vancouver, despite having an entire team strategizing and working on public engagement in multiple languages even, also has a low participation rate. For their latest city plan, they had an average survey response rate of 2,000 per survey, or 0.3% of their population.

Comparing the Numbers



WHAT WE HEARD: INDIGENOUS PEOPLES FEEDBACK

The Sinixt Confederacy and the Confederated Tribes of the Colville Reservation submitted a detailed letter.

The letter provides numerous recommendations of specific wording, historical elements, policies, and targets that the draft OCP should include, in particular for the riparian development permit area. Some of the key messages, as summarized by City staff, include:

- The Sinixt advances that “the ethnographic record provides strong evidence for two tribes: the Sinixt/Lakes Indians and the Lower Kootenay Indian Band/Ktunaxa” and “ask that the city’s OCP make specific reference to how Nelson will address and actively repair this great loss to our community, and to the Sinixt people.”
- Requests for more consultation and dialogue
- Frustration that the Kootenay Lake Partnership has excluded the Sinixt Confederacy
- The OCP should *“plan for and support areas that could reflect Indigenous values, in particular those of the Sinixt, who had a pithouse village in Rosemont, and one at the mouth of Grohman Creek on the north shore of the Kootenay River, just downstream of Nelson’s airport.”*
- Prioritize the restoration of Cottonwood Creek and the old transfer station lands, for example with natural parkland and a tribute meadow for Sinixt Indigenous plants
- *“Nelson must specifically address the economic and generational inequity that comes from exclusion of Indigenous Sinixt people across a century. An example of ongoing inequity that directly affects the Sinixt: Since the Desautel Decision, several Sinixt people from the Inchelium community have attempted to purchase homes in Canada, in or near Nelson, but have been taken aback by the enforcement of a B.C. “foreign” buyer tax that makes already high home prices prohibitive for them. The City of Nelson could lobby the provincial government to end this foreign tax for its Indigenous people who have Aboriginal rights.”*

The Sinixt conclude by saying that *“In general, this OCP draft speaks of the integration of Indigenous values in abstract terms but offers no concrete reference-points. As is, the document emphasizes settler needs and values, within legal protection of these settler rights through zoning and development guidelines. It offers no assurances for Indigenous values.”*

City staff met with a representative of the Ktunaxa Nation Council and are awaiting formal feedback.

City staff are in the process of connecting with Syilx Okanagan Nation alliance and are awaiting formal feedback.

WHAT WE HEARD: OCP ADVISORY COMMITTEE

A meeting was held on February 3, 2025, with the Official Community Plan Advisory Committee since the release of the first draft.

The committee brought many valuable suggestions on policy and wording to the table and highlighted numerous gaps and areas of the document requiring improvement, different language, and clarification. In small group discussions, staff recorded over two pages of notes, recommendations, questions, and corrections. Key recommendations include:

- Add a glossary
- Identify ten new strategies from Nelson Next for inclusion in the annual workplan
- Amend policy 4.1.4 to consider more than 4 storeys of height for student housing
- Remove policy 4.1.3 (to consider mandating that all new homes be suite-ready)
- Remove the development permit requirement for laneway houses over 5 metres tall
- The layout and spacing were well received, making the document feel accessible and easy to navigate.
- Mixed opinions on policies related to secondary suites and housing density. Some felt policies were too prescriptive and preferred incentives over regulations. There were also suggestions to broaden height and housing type considerations.
- Suggestions to refine or combine overlapping policies, particularly around post-secondary institutions and housing support, as well as certain land use policies.



WHAT WE HEARD: OPEN HOUSES

City staff hosted two public open houses to provide the community with information and gather feedback on the project.

One open house was hosted at Wildflower School and the other was hosted at Rosemont Elementary School.

Attendees had the opportunity to review 25 informational boards that outlined the project's background and key policies in an accessible format.

To gauge public sentiment, participants could place a sticky dot along a spectrum to indicate their support or opposition for various policy directions.

In addition to viewing the display boards, attendees could:

- Complete paper copies of the online survey
- Leave sticky note comments on policy directions
- Review both the current plan and the draft plan
- Engage in discussions with planning staff and volunteers or ask questions

The day following the second open house event, the [info boards](#) were posted on the online public engagement platform for the wider community's benefit.

WHAT WE HEARD: WILDFLOWER OPEN HOUSE

The first took place on Thursday, February 6, 2025, at Wildflower School and was attended by 31 people:

- For most policy areas, 100% of participants expressed strong support or support. Only one person expressed disagreement with the housing and reconciliation policy directions.
- Participants at this open house did not choose to leave comments on sticky notes, but many took the time to engage in fulsome discussion with City staff.

WHAT WE HEARD:

ROSEMONT OPEN HOUSE

The second open house was held at Rosemont School on Tuesday, February 11, 2025, and was attended by 39 people. The main messages that we heard:

- The vast majority of participants expressed strong support for all policy directions. No one expressed disagreement in the 'sticky dot' voting exercise.
- Most comments concerned recreation, green space, and transportation:
 - Acknowledge the importance of the tourism industry, and mountain biking in particular, to the local economy
 - Acknowledge and support the community groups that provide recreation opportunities
 - Improve public spaces and follow up on the Downtown Urban Design Strategy
 - Make space for community gardens
 - Complete buildout of the cycling route, and build cycling infrastructure going out of town too
 - Bike share and bike parking
 - Improve snow clearing
 - Ensure continuous sidewalks
 - Traffic calming and traffic planning for a growing community
 - Participants emphasized their support for the proposed targets and said that it is important to them that the City track implementation and monitor how we are achieving our targets
 - Concerns about the cost of living
 - Act upon the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP)
 - Concern about landscaping and wildfire risk, as well as whether the City is doing enough to ensure sufficient water supply

Other comments expressed by individuals:

- Prioritize housing but balance with green space
- Concern about Granite Pointe redevelopment and about neighbourhood hubs being counterproductive to OCP goals
- Interest in the possibility of increasing the riparian area development permit area to 30m
- Creating opportunities for more outdoor live music
- Support for retrofits, citizen climate engagement, and effective composting
- Prioritize maintaining that infrastructure that we have



WHO WE HEARD FROM: POLICY SURVEY

228 responses were received on the policy survey. Below are the key demographics:

- 80% of respondents indicated that they live in the City of Nelson.
- 10% of respondents moved to Nelson in the past 5 years, whereas census data tell us that 32% of Nelsonites moved to the city in the past 5 years.
- 46% self-identified as female, 42% as male, and 3% as gender nonbinary. The most recent census reports that Nelson is slightly more female than male.
- 4% of respondents are Indigenous, which is consistent with census data.
- 66% of respondents are between 32 and 63 years old, whereas this age group represents 48% of the population.
- 14% are 64 years old and over. Seniors were therefore underrepresented, as they represent 21% of Nelson's population.
- Youth were very underrepresented. Only one respondent was below 18.
- 71% of respondents indicate that they own their home, and 20% are renters. According to the last census, 63% of Nelson households own their home and 37% are renters.
- 81% of respondents live in a single-detached home or a duplex. They are therefore quite over-represented, as census data places them at 61%.
- 7% of respondents live in an apartment, whereas census data indicate that they represent 20% of all Nelson households.

The complete survey results are attached as [Appendix 2](#), including the demographics of respondents.



WHAT WE HEARD: POLICY SURVEY

The policy survey was designed to be accessible to the entire community, regardless of whether they take the time to read the draft OCP. It was entirely composed of multiple-choice questions.

All 16 policies proposed in the survey received the support of the majority of respondents.

Top 3 most popular policies:

1. **Heritage rules for buildings on Baker Street** through implementation of a Heritage Conservation Area
 - 84% support, 7% oppose, 8% neutral
2. Develop various incentives to **expand heritage protection throughout the city**, including through potentially providing reduced fees and charges, tax exemptions, encouraging adaptive reuse of heritage buildings and relaxing existing rules for heritage buildings
 - 74% support, 9% oppose, 17% neutral
3. The gradual creation of **neighbourhood hubs**
 - 72% support, 18% oppose, 8% neutral

The three policies with the most disagreement, but that nonetheless received support from the majority of respondents:

1. **Provide underutilized City-owned land to non-profit housing organizations** to build housing in partnership with BC Housing or other housing funding organizations
 - 53% support, 40% oppose, 7% neutral
2. Consider adopting new rules to mandate that **new housing developments** include units that are **universally accessible for those with mobility issues or disabilities**
 - Only 56% support, 24% oppose, 20% neutral
3. The City should **work with local Indigenous Nations on potential economic development opportunities**
 - 55% support, 21% oppose, 24% neutral (this was the question with the most “neutral” responses)

The complete survey results are attached as [Appendix 2](#), including the demographics of respondents.



WHAT WE HEARD:

OCP FEEDBACK FORM

OVERVIEW + IMPRESSIONS

The OCP Feedback Form was designed to collect feedback and impressions of the draft OCP from those who have read the draft, in whole or in part. It allowed for long-form text answers of up to 3,000 characters.

83 responses were received. 80% live in the City of Nelson.

First, we asked respondents if they feel that the draft OCP represents them as individuals: ***Overall, on a scale of 0-10, do you feel that the draft OCP represents you?***

A score of 10 meant “I fully support this draft OCP” and 0 indicated “Does not represent me at all”.

- **The average response of all respondents was 5.1, indicating that half of respondents support the plan and half are uncomfortable with it**
- Support from those who live within city limits was slightly higher, at 5.4
- 33.9% of responses were between 8 and 10 (very representative)
- 25.8% of responses were between 0 and 2 (not at all representative)

Next, we asked if they feel that the draft OCP represents their community: ***Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?***

A score of 10 meant “It fully reflects our community's vision” and 0 indicated “Does not represent the community at all”.

- **The average response was 5.3 (in the middle)**
- The average response those who live within city limits was 5.4
- 33.3% of responses were between 8 and 10 (very representative)
- 27.3% of responses were between 0 and 2 (not at all representative)

The complete results are attached as [Appendix 3](#).

WHAT WE HEARD:

OCP FEEDBACK FORM

STRENGTHS & WEAKNESSES

Next, we asked what the **strengths** of the draft OCP are. 42% of respondents participated in this question. The top three strengths are:

1. The OCP prioritizes housing and affordability
2. Liveability: heritage policies, active transportation, creating mixed-use neighbourhood hubs, health, environment, and wildfire resilience
3. Praise for being easy to read (plain language), well laid out and thorough

The next question was on the plan's **weaknesses**. Nearly all respondents participated, for whom the top three weaknesses are:

1. Many respondents criticized the idea that our city needs to grow, highlighting concerns about the implications of growth on the community; these included issues related to densification, gentrification, and too much focus on affordable housing
2. Lack of specificity, detail, concrete actions, prioritization, and definitions
3. More support needed for recreation and volunteer nonprofit organizations

Other reoccurring themes include public safety (sense of safety in the downtown), protecting community character (what makes Nelson 'Nelson'), critique of OCP public engagement, and the need to plan for more specific, concrete actions for the environment and active transportation.

The complete results are attached as [Appendix 3](#).

WHAT WE HEARD:

OCP FEEDBACK FORM

LONG FORM RESPONSES

The feedback form included a **final open-ended, long-form response** question to provide any other comments.

Here are the top three recurring themes from the comments:

1. Concerns about growth and the processes surrounding how affordable housing developments are approved and integrated into the community
2. Preserve the Nelson airport, in particular for medical transportation reasons but also for tourism and business
3. Calls for more specific measures, particularly for climate action, wildfire, and matters of livability, rather than broad terms like "climate resilience."

Many respondents used the survey to express concerns and opposition regarding the current BC rezoning application for 1306-1308 Fell Street.

Although many were critical of increased building height and development, some were supportive of more density and housing.

Several people took the opportunity to compliment the plan and left encouraging feedback.

The complete results are attached as [Appendix 3](#).



WHAT WE HEARD:

ONLINE Q&A AND DISCUSSION FORUM

Both the Q&A (question & answer) page and the discussion forum were spaces where people could, anonymously or using their real name, ask questions, state their opinion, and interact with others' posts. In the Q&A, only City staff can post responses to questions, whereas the discussion forum allows anyone to respond and comment on other's thoughts and questions.

Participation in numbers:

- 31 posts and questions
- 17 individual participants
- 333 views of the discussion forum

Residents' feedback and concerns expressed through the online platform can be summarized as follows:

- Question about how Nelson's vulnerable populations have been engaged
- Docking for boat-access communities
- Questions and concerns about neighbourhood planning, including Granite Pointe and Upper Fairview
- Concerns about the Trevor Street extension
- Concerns about population and housing growth, as well as growth in the wildfire interface area and parking
- Support for community gardens and green spaces
- Concern that not enough is being done to protect Kootenay Lake
- Criticism of the policy encouraging the regional district to adopt zoning
- Question about whether non-market housing pays property taxes
- Questions about specific land use designations and the OCP process (engagement and amendments)

The questions and answers can still be consulted online at <https://letstalk.nelson.ca/ocp-update>.



WHAT WE HEARD:

EMAILS & LETTERS

Correspondence received by individuals advocated for the following points:

- A direct bus link between Nelson and the Trail regional hospital
- Strengthen the implementation policies by identifying ten new strategies from Nelson Next for inclusion in staff's annual workplan
- Work with partners to improve docking options for residents of boat-access communities
- Concerns that allowing buildings and suites without enough off-street parking will lead to congestion, safety issues during evacuations, and difficulties for snowplows and garbage trucks
- An argument that densification needs to be concentrated closer to downtown and the lake, warning against building near forested areas and high-risk wildfire areas
- The need to improve active transportation infrastructure

Letters addressed to Council are included in [Appendix 4.](#)



WHAT WE HEARD:

FEEDBACK FROM ORGANIZATIONS

The feedback received from each organization is summarized below, based on written correspondence received and/or meetings held with representatives. Formal letters are attached as part of [Appendix 4](#).

WEST KOOTENAY CLIMATE HUB

The West Kootenay Climate Hub urges the City to accelerate, prioritize, and fund implementation of the Nelson Next climate action plan. This involves developing a prioritized list of actions and accountability mechanisms (see Aspiration 7 of Nelson Next).

Specifically, they recommend that the OCP:

1. Review Nelson Next and develop a minimum of 3 prioritized actions each year and develop initiatives to facilitate and accelerate the implementation of these priorities.
2. Regularly review and update policies and commit staff and financial resources to keep the City and community on track to achieving its stated carbon and greenhouse gas emissions reduction targets.

KOOTENAY CARSHARE COOPERATIVE

The carshare cooperative requested that carsharing be identified in the OCP as part of multimodal, sustainable transportation solutions, alongside transit and active transportation, that can assist the community in reducing its greenhouse gas emissions.

They also ask that carsharing be considered as part of mobility planning and transportation demand management for major residential development projects and that more opportunities for integration of carshare vehicle parking be considered on public property, particularly in the downtown and the transit exchange.



WHAT WE HEARD:

FEEDBACK FROM ORGANIZATIONS

Formal letters are attached as part of [Appendix 4](#).

REGIONAL DISTRICT OF CENTRAL KOOTENAY

The City of Nelson is bordered by two regional district electoral areas.

In a formal letter from the planning staff, and reviewed by Electoral Area E and F Directors, the RDCK indicates that “Nelson’s Draft OCP does not appear to conflict with any of the relevant objectives or policies contained within the Electoral Area ‘E’ OCP”.

With respect to the Area ‘F’ OCP, they also find it compatible, except with respect to policy 4.8.4 of the draft Nelson OCP, which reads as follows: “On the North Shore, commercial uses geared towards visitors and drive-through traffic will be limited to parcels that border Highway 3A. Light-industrial activities compatible with nearby residential lands will be considered on a case-by-case basis.”

Accordingly:

- The RDCK “requests that the City give careful consideration to what makes a light industrial use compatible with surrounding residential lands, given that the RDCK lands on the North Shore bordering the municipal boundary are designated for Suburban Residential and Country Residential land use”.

Both adjacent RDCK OCPs encourage “a coordinated approach to development between rural areas and municipalities”. Other areas of mutual interest are also highlighted, including “the reduction of the use of private automobiles”, supporting public and shared transportation, mitigating impacts of future light-industrial land uses, lake access, and natural environment management.

Area F OCP supports developing more housing in the City of Nelson: “Direct high density residential development to established residential areas and municipalities to ensure efficient use of existing services, amenities, and infrastructure.” (*Residential Land & Housing Objective 11.2.3*)

Director of Electoral Area E

The Director requests that the next draft of the OCP remove all mentions of boundary expansion and policies encouraging zoning for Area E.

WHAT WE HEARD:

FEEDBACK FROM ORGANIZATIONS

Formal letters are attached as part of [Appendix 4](#).

CITY OF NELSON CULTURAL DEVELOPMENT COMMISSION (CDC)

The Cultural Development Commission (CDC), composed of 11 representatives of the community's arts & culture sector as well as the City's Cultural Development Officer, provided an annotated version of the draft OCP with over 400 comments, recommendations, ideas, revisions, and questions.

The majority of members' comments and recommendations focused on giving more space to arts & culture in various areas of the OCP, as well as on Indigenous history, reconciliation, equity, inclusion, and diversity. Staff have carefully studied their comments, ideas, and recommendations, many of which will be incorporated into the second draft.

INTERIOR HEALTH

Interior Health supports the draft OCP. Their letter highlights which policies support key public health priorities, including affordable housing, as "being supported to stay in one place for a longer period of time improves social well-being and fosters community connection."

Interior Health states that the City should consider donating land for emergency and short-term shelters.



WHAT WE HEARD:

FEEDBACK FROM ORGANIZATIONS

Formal letters are attached as part of [Appendix 4](#).

COUNCIL OF CANADIANS WEST KOOTENAY/NELSON CHAPTER

The letter from the local chapter of the Council of Canadians (approximately 40 members, of which approximately 10 are active and have reviewed the letter) urges the City to provide more specific actions, timelines, and commitments in the OCP. The main points are:

1. The OCP should more clearly acknowledge and address major challenges such as wildfire risks, greenhouse gas emissions, inadequate public transit, affordable housing shortages, and others. The Plan should specify how the City will collaborate with other governments to tackle these issues.
2. Nelson should aim to become a major tourist destination by improving pedestrian areas, enhancing waterfront development, and addressing transportation gaps. They suggest closing the airport, pedestrianizing Baker, and transforming the western waterfront into parkland.
3. The OCP's climate section is too vague, relying too much on the Nelson Next plan without clear accountability measures. The letter calls for specific commitments, such as banning fossil fuel heating in new buildings, transitioning the City's fleet to electric, and improving public transit with park-and-rides served by electric minibuses.
4. The OCP needs clearer transportation commitments, detailed plans and timelines, and measurable targets.



WHAT WE HEARD:

FEEDBACK FROM ORGANIZATIONS

Formal letters are attached as part of [Appendix 4](#).

NELSON PILOTS' ASSOCIATION

The Nelson Pilots' Association opposes the policies in the OCP that consider one day repurposing the airport lands and highlight the many uses and benefits of the airstrip to the community. Their letter also highlights that there is a covenant on title that the land shall remain an airport, due to previous federal funding, and that remediation of the lands would be problematic.

They request that the airport not be referred to as a land bank.

NELSON AND DISTRICT AIRPORT SOCIETY

The board of the Nelson and District Airport Society has submitted a letter describing the history, cultural significance, economic/tourism importance, and other roles that the Nelson airport plays. It describes the city's airport as ranking "as one of the world's most iconic small airports".

The letter concludes with "*the airport is a significant part of [Nelson's] tenacity and remains a multi-faceted asset. To consider redeveloping the airport, or even part of it is not simply an economic error but a serious cultural mistake.*"

BC TRANSIT

BC Transit is supportive of the draft OCP.



WHAT WE HEARD:

FEEDBACK FROM ORGANIZATIONS

Formal letters are attached as part of [Appendix 4](#).

NELSON DISK GOLF SOCIETY

The board of the Nelson Disk Golf Society requests that the role of community, volunteer nonprofits in building and operating recreational amenities be recognized in the OCP.

The Society also requests that the OCP include specific support for its 9-hectare Highwater Disc Golf Course, located within city limits on private land in the public utility sector west of the city. This privately-owned public space is open to the public for free year-round with no operational support from local government

The Society highlights that the City of Nelson provided them with a letter of support on March 15, 2024, and that having support for their work in the OCP is critical to help them obtain third-party capital funding.



LESSONS LEARNED:

Engagement Fatigue

After more than two years of outreach, we observed signs of engagement fatigue, with some community members appearing disengaged or overwhelmed by overlapping initiatives. Balancing engagement timelines to avoid competing projects will be important moving forward.

Timing Considerations

Engagement timing played a role in participation. Cold weather may have impacted attendance at open houses, while summer has traditionally been a difficult time to engage residents. Finding the right window for meaningful participation remains a challenge.

Streamlining Engagement Platforms

The introduction of a dedicated city-wide engagement portal was effective but had a learning curve. Future efforts should consolidate information into a single (one-website), accessible platform to improve user experience and ensure key resources are easy to find.

Framing Engagement Questions

Some questions, like “Does this OCP represent you?”, were too subjective and may have led to further confusion about the OCP’s role as a policy document. Future engagement should focus on clear, actionable questions that assess how well policies align with community priorities.

Clarifying the OCP’s Purpose

Despite significant engagement, there was a perception that little progress had been made. This highlights the need to better communicate what an OCP is, its scope, and key milestones to demonstrate progress and reinforce community input.

Coordinating with Other Initiatives

To reduce engagement fatigue and improve public input, future OCP engagement should be better coordinated with other major projects, such as rezonings, allowing residents to focus on fewer initiatives at a time.



CP

OFFICIAL COMMUNITY PLAN

Nelson 2050

Leading the way, together.



**CITY OF NELSON DEVELOPMENT SERVICES
& CLIMATE LEADERSHIP
SUITE 101-310 WARD STREET
NELSON, BC, V1L 5S4
EMAIL: OCP@NELSON.CA**

LETSTALK.NELSON.CA/OCP-UPDATE NELSON2050.CA

City of
NELSON

APPENDIX 1:

LIST OF COMMUNITY CHANGE AGENTS

1. Ankors
2. Central Kootenay Food Policy Council
3. Chamber of Commerce
4. Columbia Basin Alliance for Literacy
5. Columbia Basin Environmental Education Network
6. Columbia Basin Trust
7. Community Energy Association
8. Cover Architects
9. Cube Climbing
10. Doctors and Nurses for Planetary Health
11. Fridays for Future West Kootenay
12. Friends of Kootenay Lake
13. Intercultural Kootenays
14. Kootenay Association for Science & Technology
15. Kootenay Carshare Co-op
16. Kootenay Kids Society
17. Kootenay Lake Partnership
18. Kootenay Pride Community Forum
19. Kootenay Rideshare
20. Kootenay Seniors
21. Kootenay Society for Community Living (KSCL)
22. Living Lakes Canada
23. Neighbours United
24. Nelson & District Women's Centre
25. Nelson and Area Action Group for Better Public Transportation
26. Nelson and District Seniors Coordinating Society
27. Nelson at its Best
28. Nelson Cares
29. Nelson Community Food Centre
30. Nelson Cycling Club
31. Nelson District Arts Council
32. Nelson Electric Tramway Society
33. Nelson Filipino Community of BC Society
34. Nelson Museum, Archives and Gallery
35. Nelson Regional Sports Council
36. Nelson Tenants Union
37. Osprey Foundation
38. Our Daily Bread
39. Poverty Reduction Group
40. Rotary Club
41. Selkirk College
42. Selkirk College Students' Union
43. Stanley Office of Architecture
44. Studio 9 Architects
45. Urban Systems - Nelson Office
46. West Kootenay Climate Hub
47. West Kootenay Cycling Coalition
48. West Kootenay Landlord Association
49. West Kootenay People for Racial Justice
50. West Kootenay Regional Arts Council

APPENDIX 2:

POLICY SURVEY RESULTS

Lets Talk Nelson

Report Type: Form Results Summary

Date Range: 22-01-2025 - 22-02-2025

Exported: 24-02-2025 07:02:35

Closed

Policy Survey

[Official Community Plan Update](#)

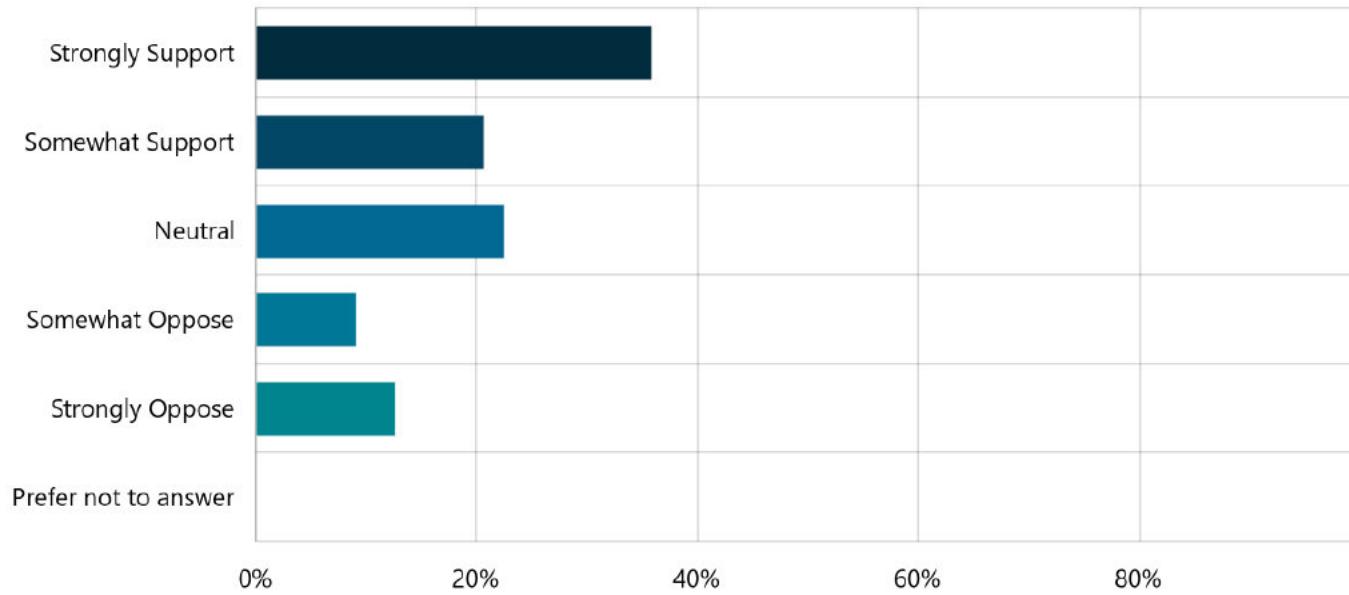
228

Contributions

Contribution Summary

1. The City should enter into protocol and communications agreements with local Indigenous Nations

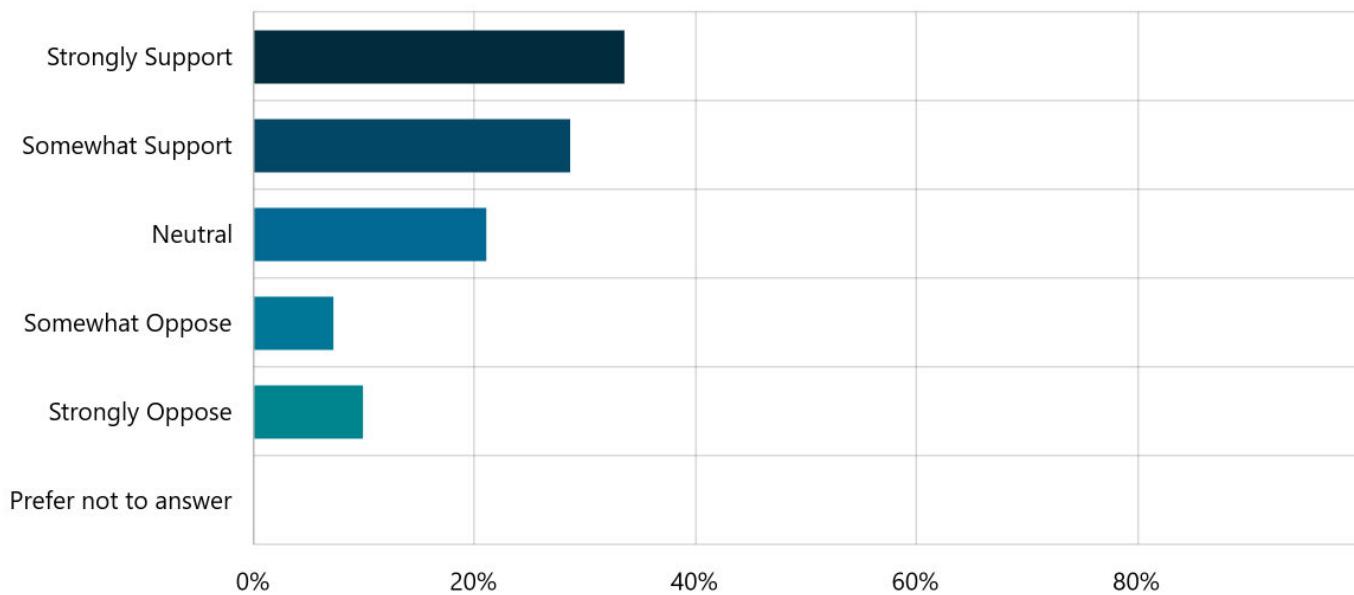
Select Box | Skipped: 4 | Answered: 224 (98.2%)



Answer choices	Percent	Count
Strongly Support	35.71%	80
Somewhat Support	20.54%	46
Neutral	22.32%	50
Somewhat Oppose	8.93%	20
Strongly Oppose	12.50%	28
Prefer not to answer	0%	0
Total	100.00%	224

2. The City should undertake initiatives to support Nelson's residents understanding of Indigenous history and culture.

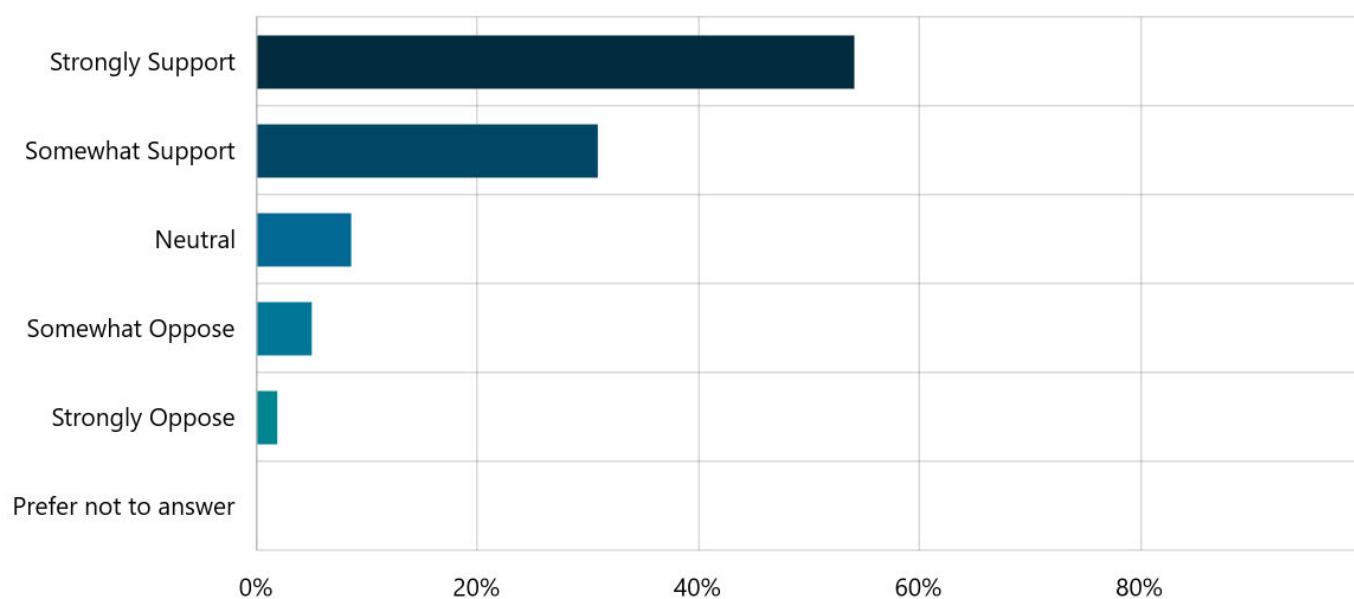
Select Box | Skipped: 4 | Answered: 224 (98.2%)



Answer choices	Percent	Count
Strongly Support	33.48%	75
Somewhat Support	28.57%	64
Neutral	20.98%	47
Somewhat Oppose	7.14%	16
Strongly Oppose	9.82%	22
Prefer not to answer	0%	0
Total	100.00%	224

3. Continue with heritage rules for buildings on Baker Street through the use of a Heritage Conservation Area

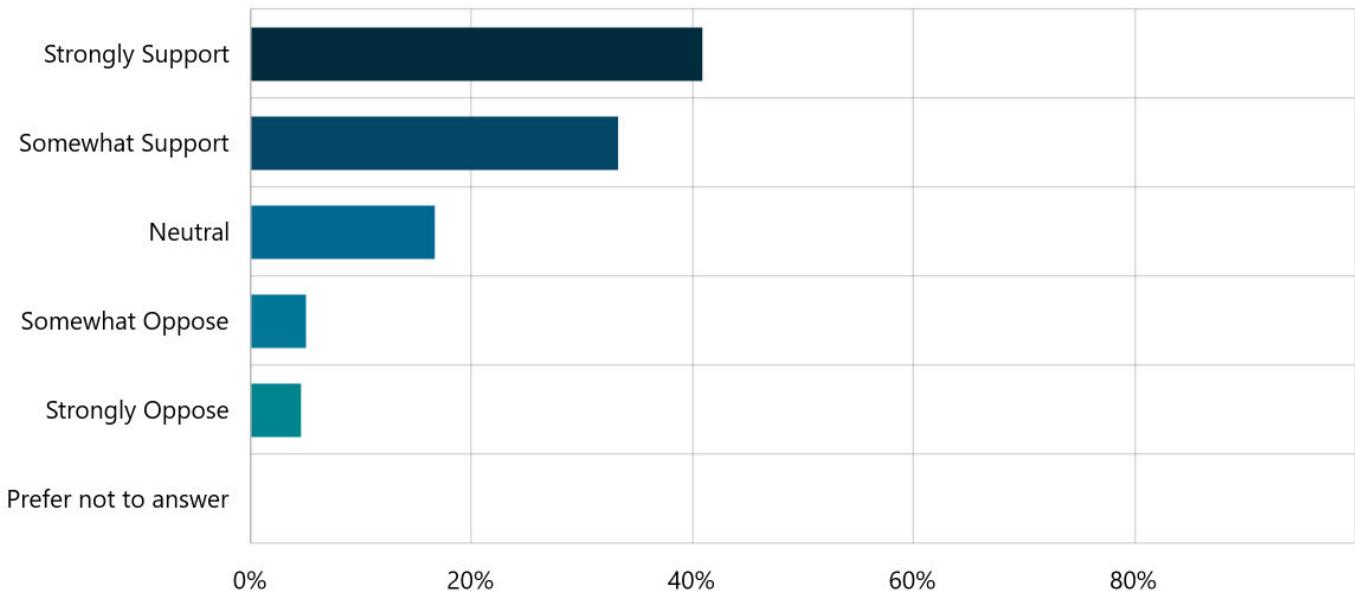
Select Box | Skipped: 4 | Answered: 224 (98.2%)



Answer choices	Percent	Count
Strongly Support	54.02%	121
Somewhat Support	30.80%	69
Neutral	8.48%	19
Somewhat Oppose	4.91%	11
Strongly Oppose	1.79%	4
Prefer not to answer	0%	0
Total	100.00%	224

4. Develop various incentives to expand heritage protection throughout the City, including through potentially providing: reduced fees and charges, tax exemptions, encouraging adaptive reuse of heritage buildings and relaxing existing rules for heritage buildings.

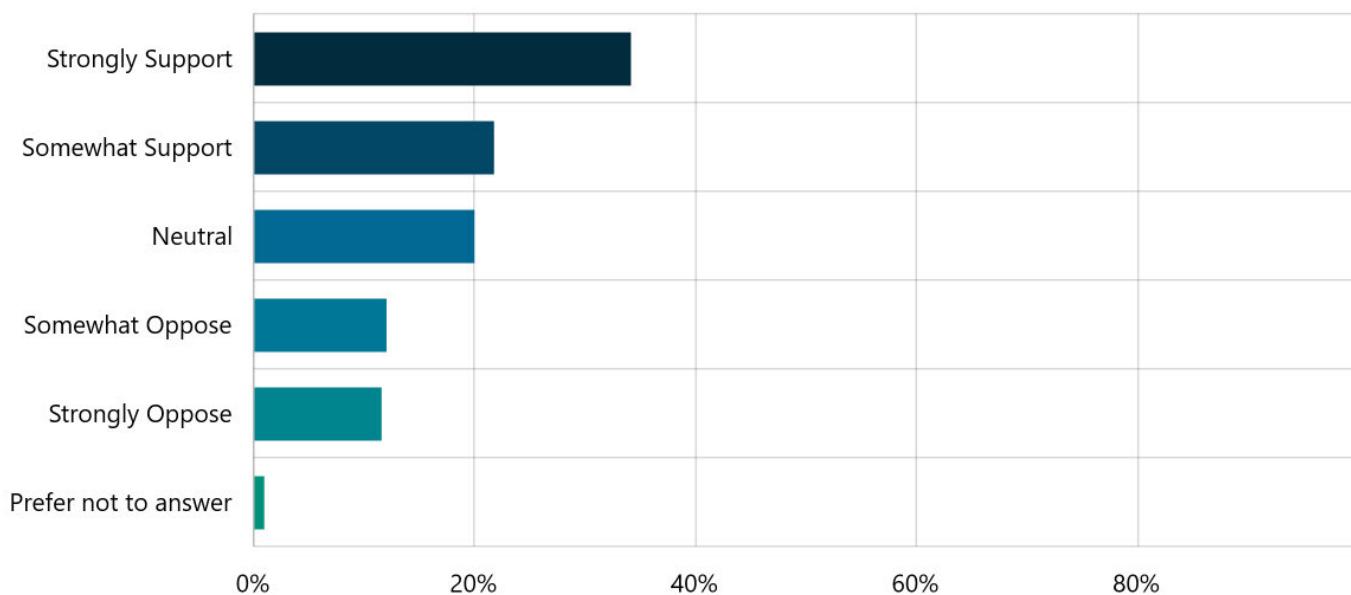
Select Box | Skipped: 5 | Answered: 223 (97.8%)



Answer choices	Percent	Count
Strongly Support	40.81%	91
Somewhat Support	33.18%	74
Neutral	16.59%	37
Somewhat Oppose	4.93%	11
Strongly Oppose	4.48%	10
Prefer not to answer	0%	0
Total	100.00%	223

5. Consider adopting new rules to mandate that new housing developments include units that are universally accessible for those with mobility issues or disabilities

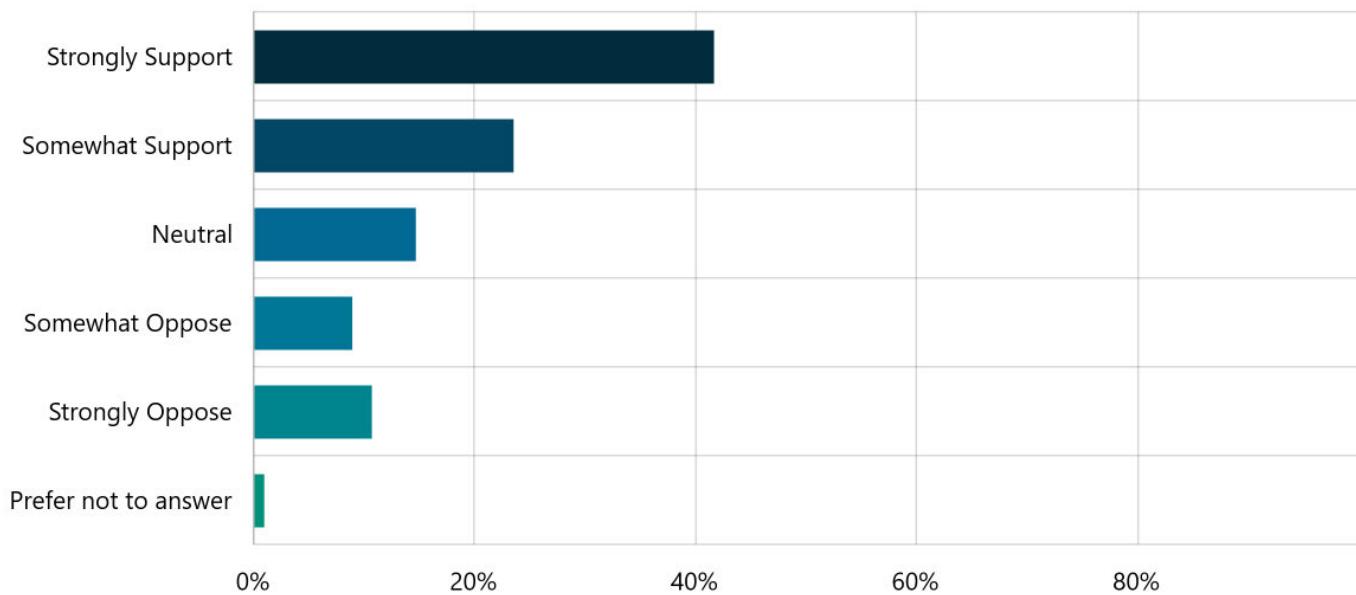
Select Box | Skipped: 2 | Answered: 226 (99.1%)



Answer choices	Percent	Count
Strongly Support	34.07%	77
Somewhat Support	21.68%	49
Neutral	19.91%	45
Somewhat Oppose	11.95%	27
Strongly Oppose	11.50%	26
Prefer not to answer	0.88%	2
Total	100.00%	226

6. Consider adopting new rules to mandate that new multi-unit housing development includes family-sized units (e.g. two-, three-, and four-bedroom units)

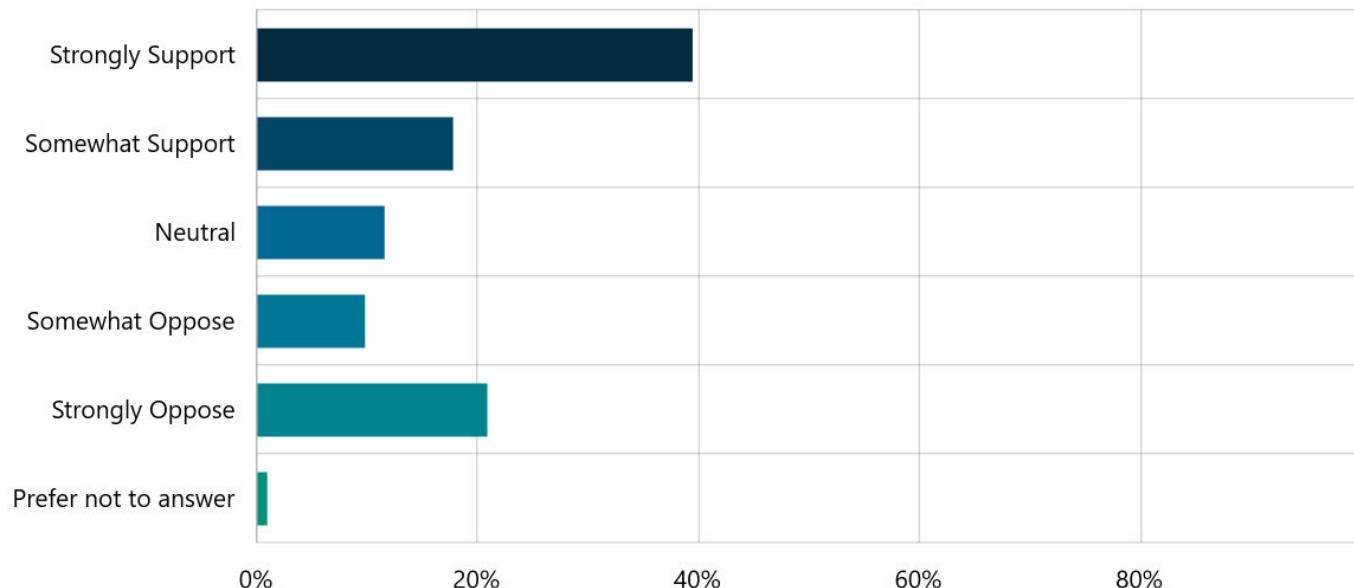
Select Box | Skipped: 2 | Answered: 226 (99.1%)



Answer choices	Percent	Count
Strongly Support	41.59%	94
Somewhat Support	23.45%	53
Neutral	14.60%	33
Somewhat Oppose	8.85%	20
Strongly Oppose	10.62%	24
Prefer not to answer	0.88%	2
Total	100.00%	226

7. Consider adopting new rules, complimentary to the Province, that discourage demolition of existing rental housing and that discourage displacement of existing renters through “renovictions” (a practice where a landlord evicts a tenant to renovate a building or unit with the intent to increase rent over what was charged to the previous tenant)

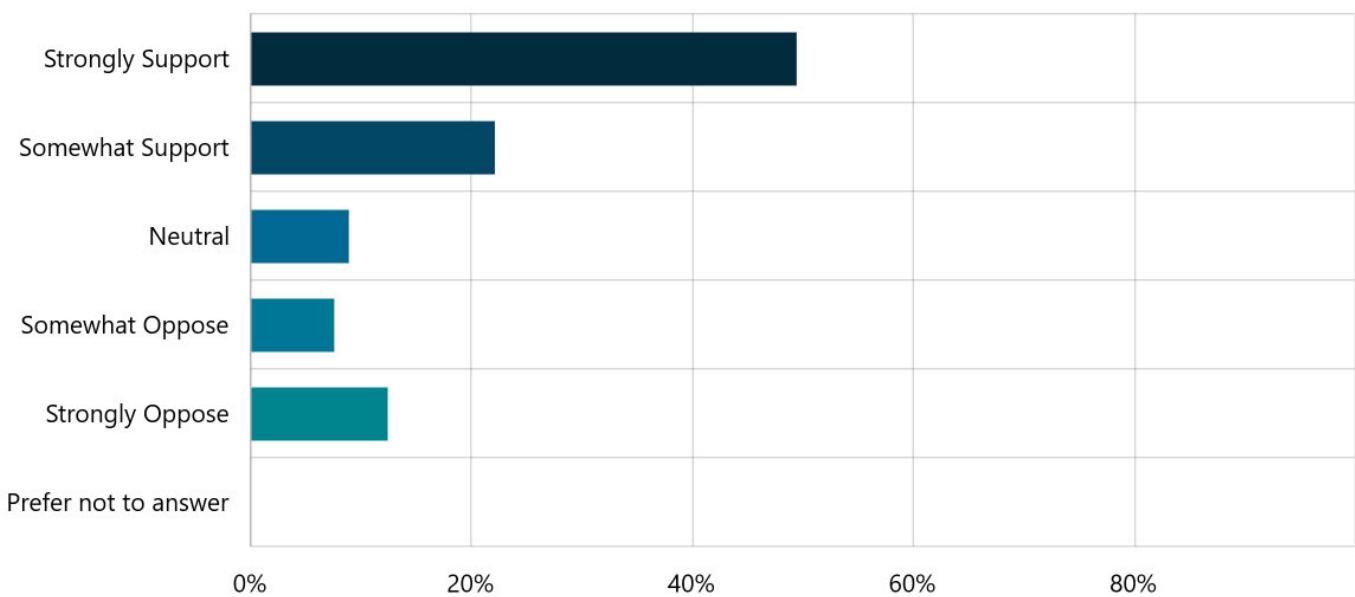
Select Box | Skipped: 2 | Answered: 226 (99.1%)



Answer choices	Percent	Count
Strongly Support	39.38%	89
Somewhat Support	17.70%	40
Neutral	11.50%	26
Somewhat Oppose	9.73%	22
Strongly Oppose	20.80%	47
Prefer not to answer	0.88%	2
Total	100.00%	226

8. Allow institutional uses (e.g. churches, hospitals and schools, colleges and universities) to build housing on their properties

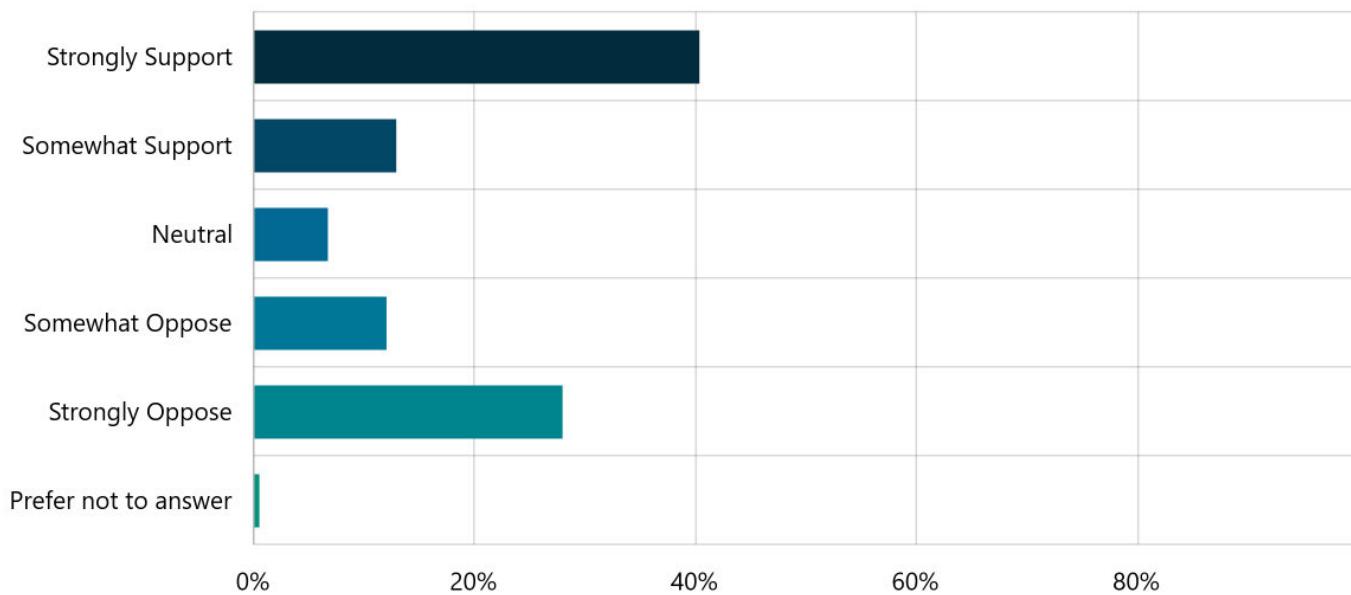
Select Box | Skipped: 1 | Answered: 227 (99.6%)



Answer choices	Percent	Count
Strongly Support	49.34%	112
Somewhat Support	22.03%	50
Neutral	8.81%	20
Somewhat Oppose	7.49%	17
Strongly Oppose	12.33%	28
Prefer not to answer	0%	0
Total	100.00%	227

9. Provide underutilized City-owned land to non-profit housing organizations to build housing in partnership with BC Housing or other housing funding organizations

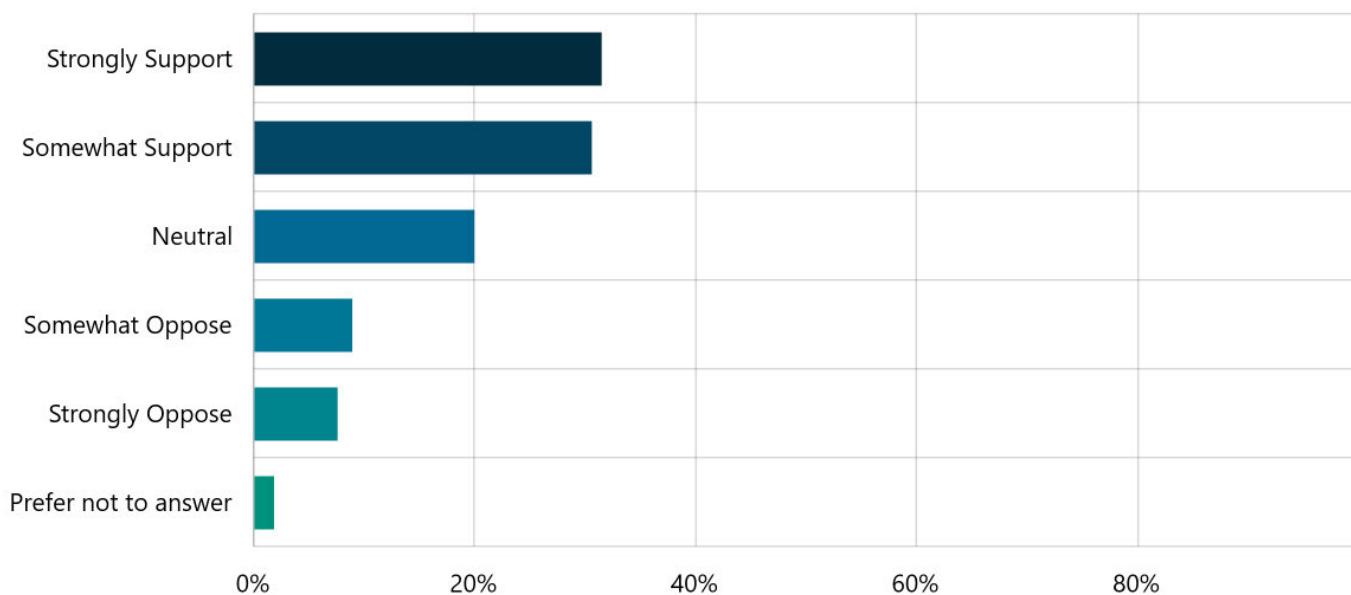
Select Box | Skipped: 2 | Answered: 226 (99.1%)



Answer choices	Percent	Count
Strongly Support	40.27%	91
Somewhat Support	12.83%	29
Neutral	6.64%	15
Somewhat Oppose	11.95%	27
Strongly Oppose	27.88%	63
Prefer not to answer	0.44%	1
Total	100.00%	226

10. Continue to practice comprehensive, multi-modal “complete streets” transportation planning, as shown in the draft OCP and Active Transportation Plan.

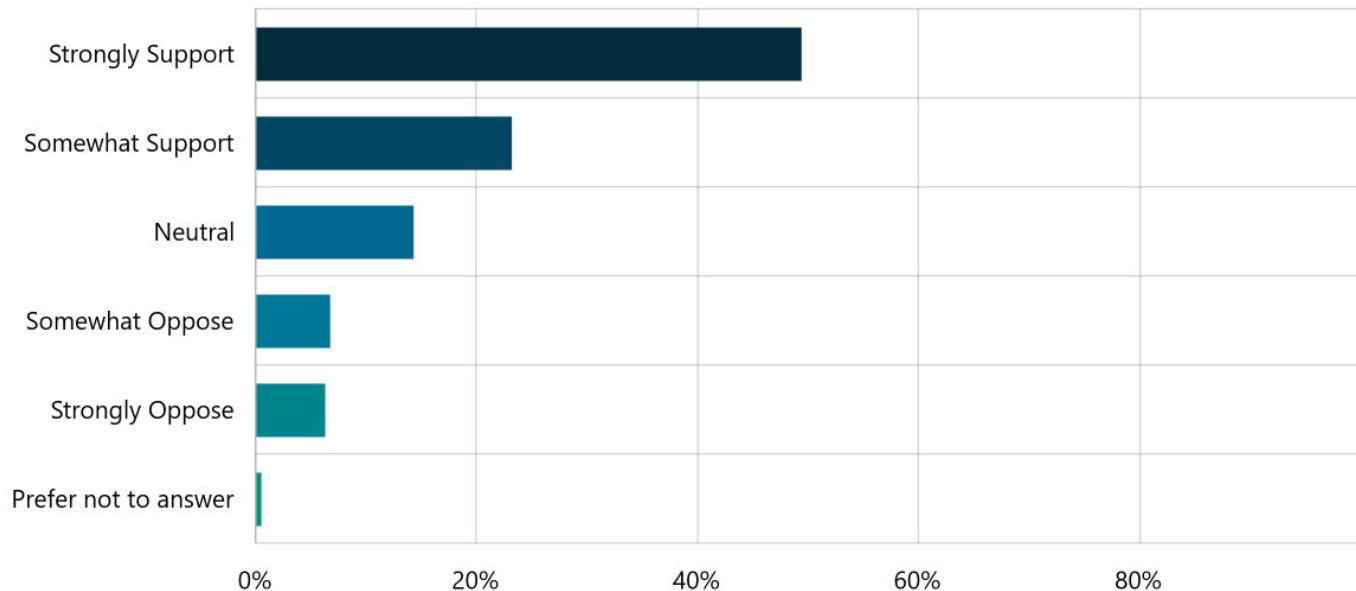
Select Box | Skipped: 2 | Answered: 226 (99.1%)



Answer choices	Percent	Count
Strongly Support	31.42%	71
Somewhat Support	30.53%	69
Neutral	19.91%	45
Somewhat Oppose	8.85%	20
Strongly Oppose	7.52%	17
Prefer not to answer	1.77%	4
Total	100.00%	226

11. Consider offering free transit in off-peak hours and when air quality is above '6' on the Provincial Air Quality Health Index, both to encourage people to use transit and to protect the health of community members who would otherwise be walking to help preserve their health.

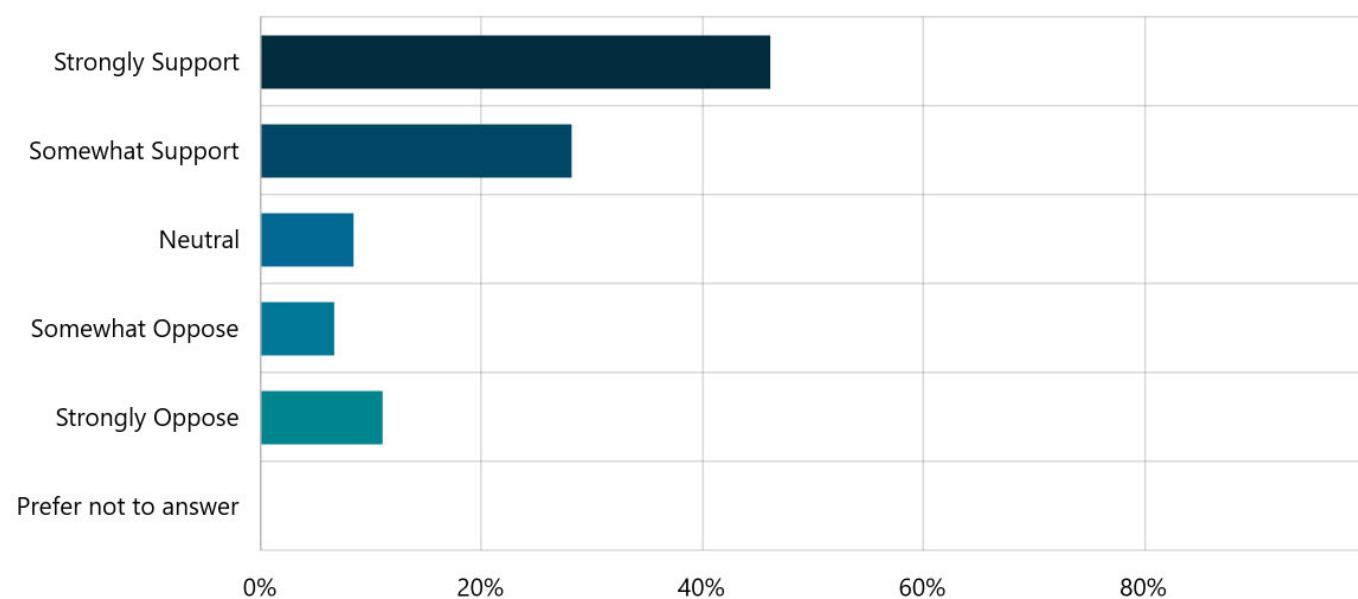
Select Box | Skipped: 3 | Answered: 225 (98.7%)



Answer choices	Percent	Count
Strongly Support	49.33%	111
Somewhat Support	23.11%	52
Neutral	14.22%	32
Somewhat Oppose	6.67%	15
Strongly Oppose	6.22%	14
Prefer not to answer	0.44%	1
Total	100.00%	225

12. To what extent do you support the gradual creation of neighbourhood hubs?

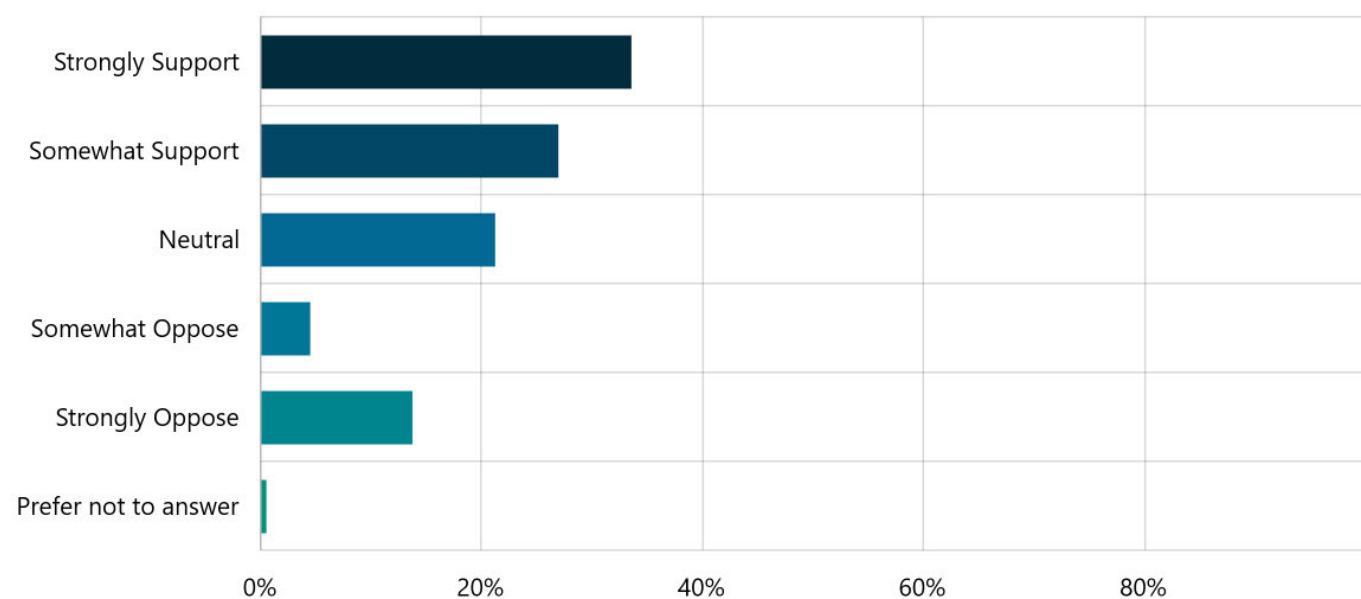
Select Box | Skipped: 0 | Answered: 228 (100%)



Answer choices	Percent	Count
Strongly Support	46.05%	105
Somewhat Support	28.07%	64
Neutral	8.33%	19
Somewhat Oppose	6.58%	15
Strongly Oppose	10.96%	25
Prefer not to answer	0%	0
Total	100.00%	228

13. To what extent do you support additional neighbourhood-level planning in Upper Fairview specifically?

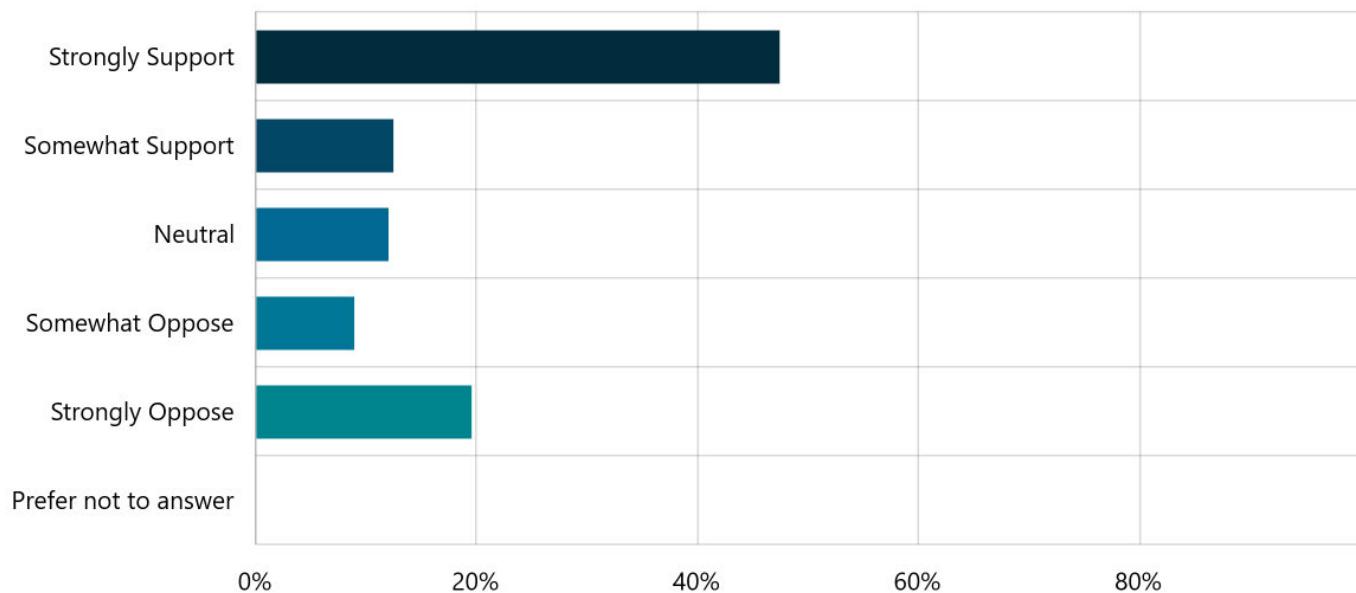
Select Box | Skipped: 1 | Answered: 227 (99.6%)



Answer choices	Percent	Count
Strongly Support	33.48%	76
Somewhat Support	26.87%	61
Neutral	21.15%	48
Somewhat Oppose	4.41%	10
Strongly Oppose	13.66%	31
Prefer not to answer	0.44%	1
Total	100.00%	227

14. Avoid supporting the development of economic activities that have negative effects on human and ecosystem health (for example, mining and heavy industry).

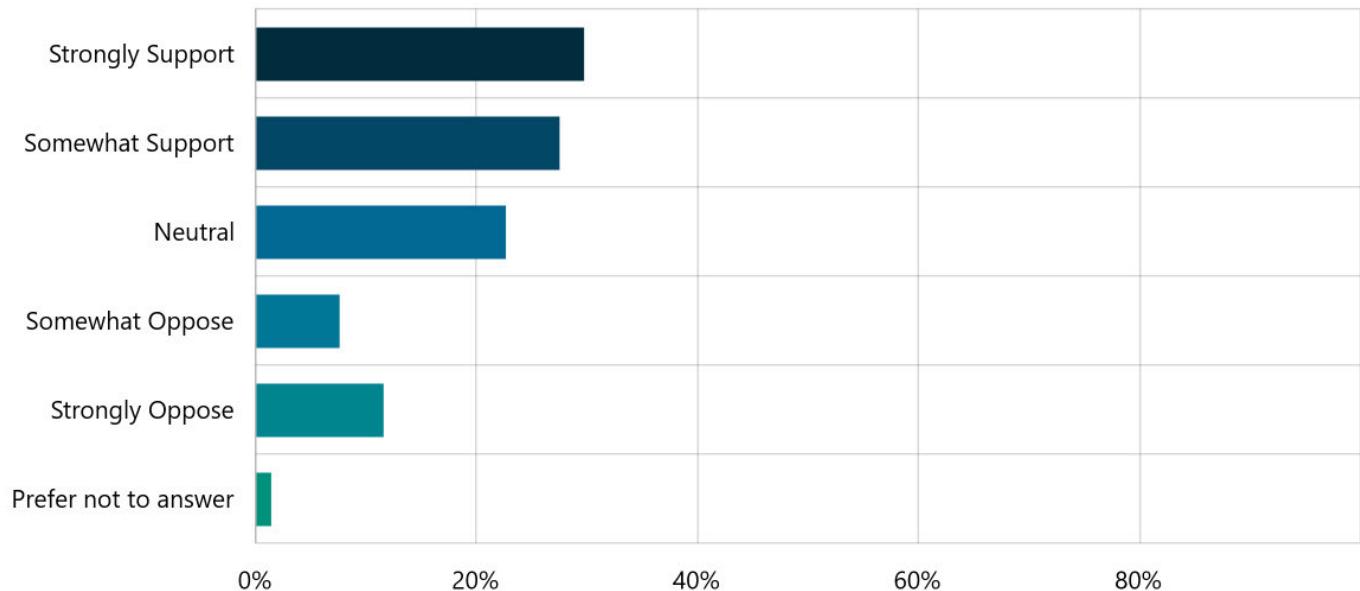
Select Box | Skipped: 2 | Answered: 226 (99.1%)



Answer choices	Percent	Count
Strongly Support	47.35%	107
Somewhat Support	12.39%	28
Neutral	11.95%	27
Somewhat Oppose	8.85%	20
Strongly Oppose	19.47%	44
Prefer not to answer	0%	0
Total	100.00%	226

15. To what extent do you support the City working with the Greater Nelson Economic Development (GNED) to attract new investment to Nelson; and working with GNED to develop a Regional Economic Development Strategic Plan in partnership with other urban centres and the Regional District of Central Kootenay?

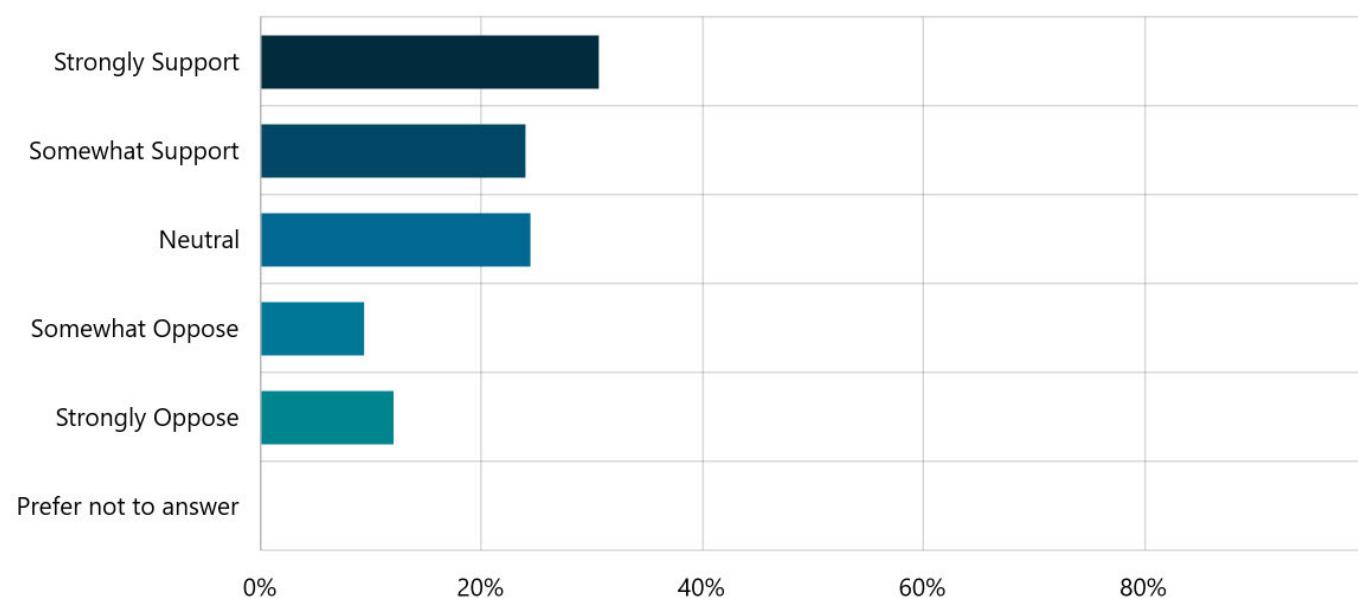
Select Box | Skipped: 2 | Answered: 226 (99.1%)



Answer choices	Percent	Count
Strongly Support	29.65%	67
Somewhat Support	27.43%	62
Neutral	22.57%	51
Somewhat Oppose	7.52%	17
Strongly Oppose	11.50%	26
Prefer not to answer	1.33%	3
Total	100.00%	226

16. The City should work with local Indigenous Nations on potential economic development opportunities.

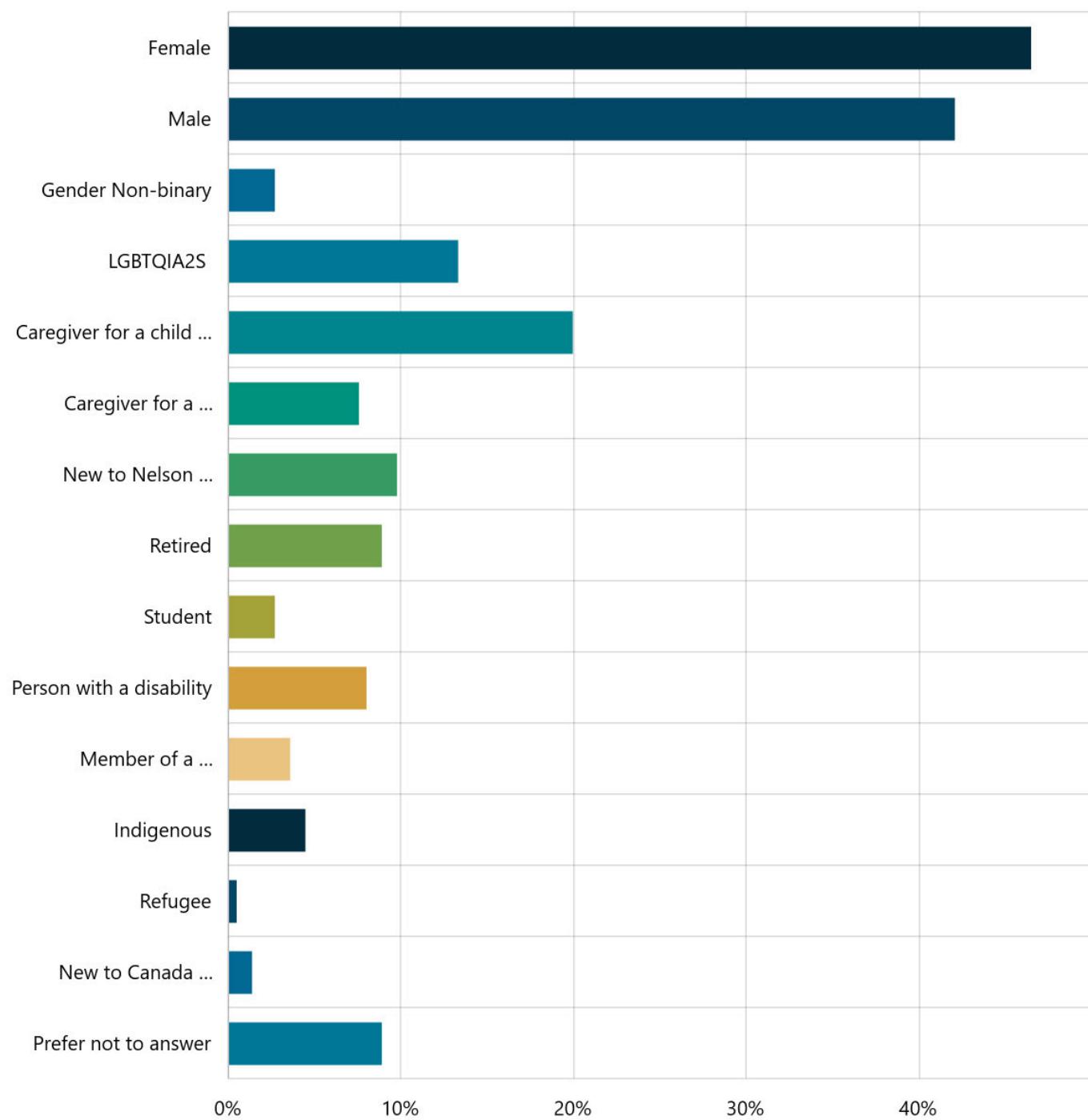
Select Box | Skipped: 2 | Answered: 226 (99.1%)



Answer choices	Percent	Count
Strongly Support	30.53%	69
Somewhat Support	23.89%	54
Neutral	24.34%	55
Somewhat Oppose	9.29%	21
Strongly Oppose	11.95%	27
Prefer not to answer	0%	0
Total	100.00%	226

17. Do you consider yourself any of the following? Select all that apply.

Multi Choice | Skipped: 2 | Answered: 226 (99.1%)

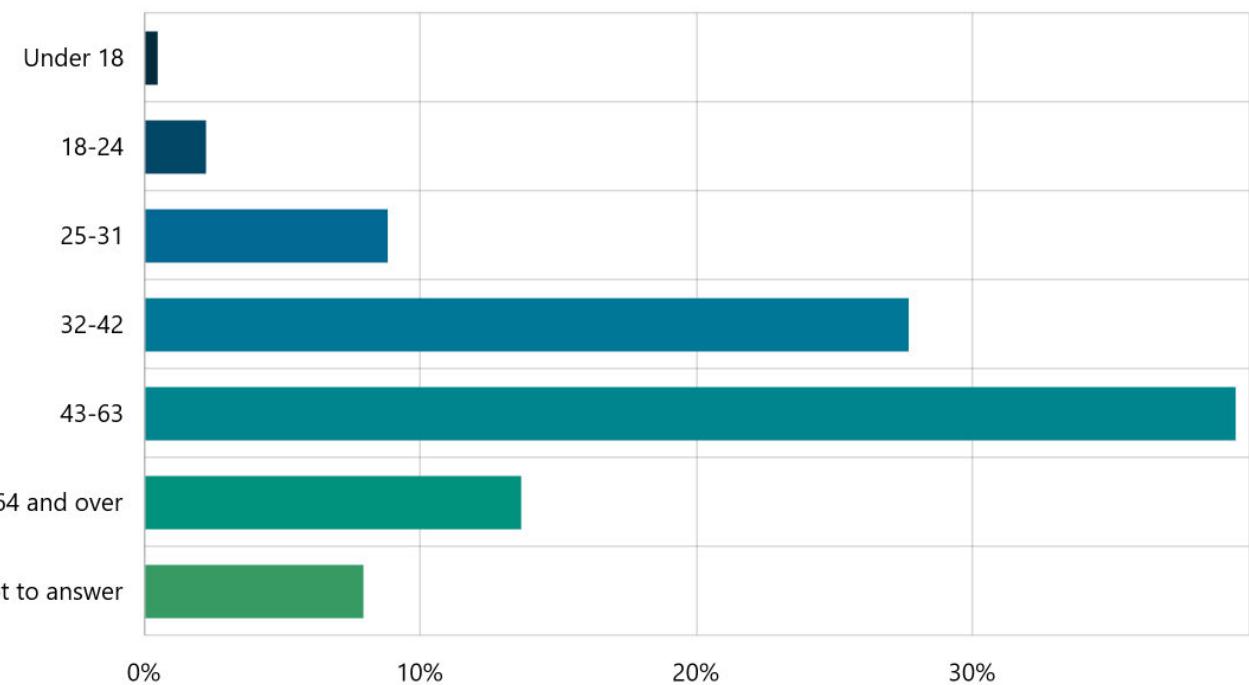


Answer choices	Percent	Count
Female	46.46%	105
Male	42.04%	95
Gender Non-binary	2.65%	6
LGBTQIA2S	13.27%	30

Caregiver for a child or children	19.91%	45
Caregiver for a parent or family member	7.52%	17
New to Nelson (moved to Nelson in the past 5 years)	9.73%	22
Retired	8.85%	20
Student	2.65%	6
Person with a disability	7.96%	18
Member of a racialized group	3.54%	8
Indigenous	4.42%	10
Refugee	0.44%	1
New to Canada (moved to Canada in the past 5 years)	1.33%	3
Prefer not to answer	8.85%	20

18. Please indicate your age group.

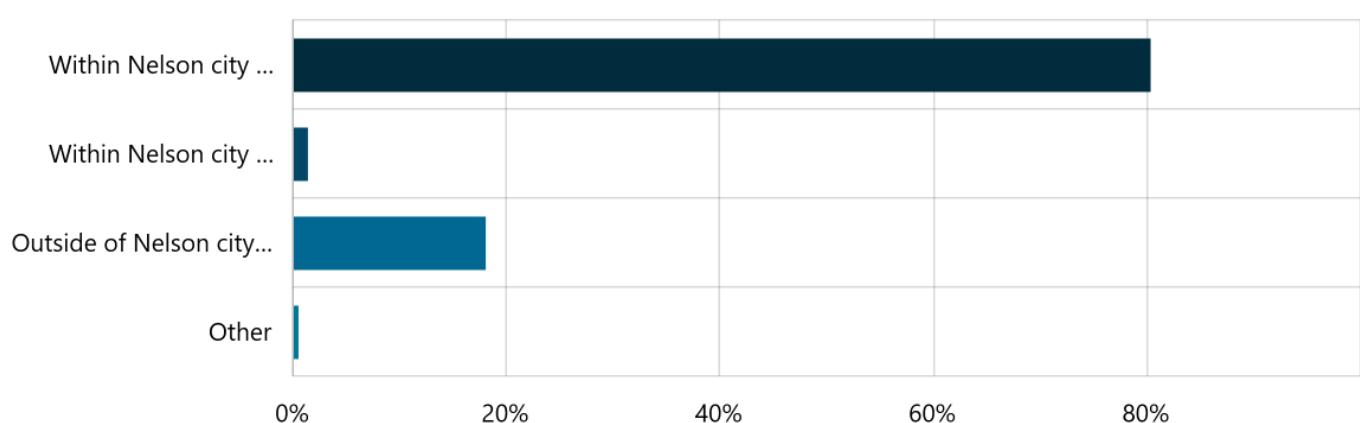
Multi Choice | Skipped: 0 | Answered: 228 (100%)



Answer choices	Percent	Count
Under 18	0.44%	1
18-24	2.19%	5
25-31	8.77%	20
32-42	27.63%	63
43-63	39.47%	90
64 and over	13.60%	31
Prefer not to answer	7.89%	18
Total	100.00%	228

19. Where do you live?

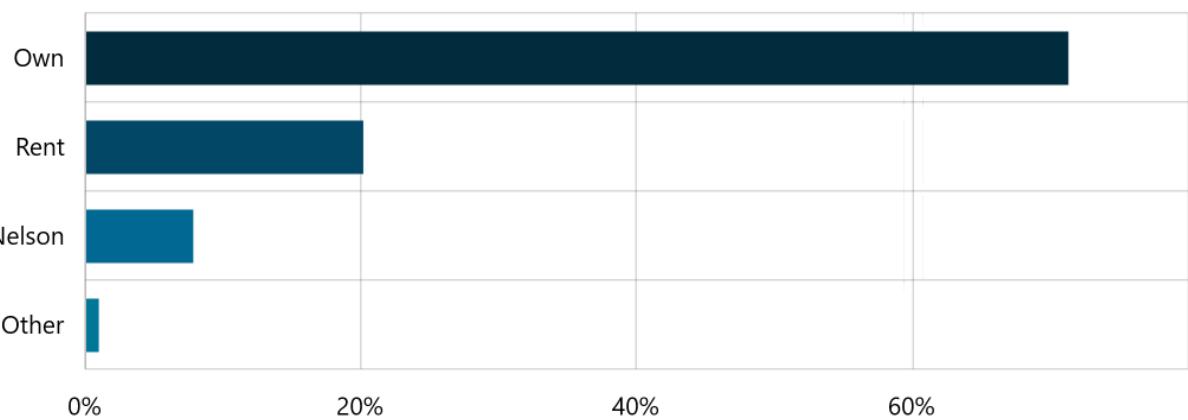
Multi Choice | Skipped: 0 | Answered: 228 (100%)



Answer choices	Percent	Count
Within Nelson city limits full-time	80.26%	183
Within Nelson city limits, seasonally/part-time	1.32%	3
Outside of Nelson city limits, but in the Regional District of Central Kootenay	17.98%	41
Other	0.44%	1
Total	100.00%	228

20. If you live in Nelson, do you (or someone in your family) own or rent your home?

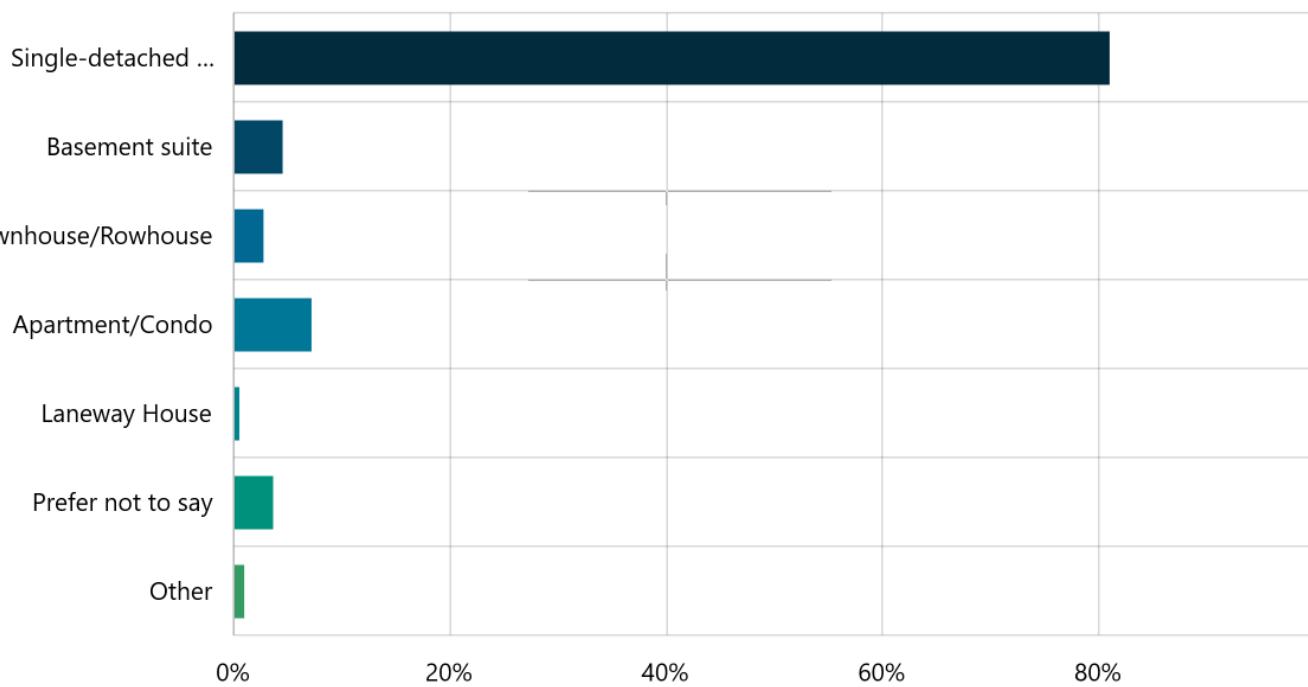
Multi Choice | Skipped: 9 | Answered: 219 (96.1%)



Answer choices	Percent	Count
Own	71.23%	156
Rent	20.09%	44
I don't live in Nelson	7.76%	17
Other	0.91%	2
Total	100.00%	219

21. What type of housing structure do you live in?

Multi Choice | Skipped: 3 | Answered: 225 (98.7%)



Answer choices	Percent	Count
Single-detached house or duplex	80.89%	182
Basement suite	4.44%	10
Townhouse/Rowhouse	2.67%	6
Apartment/Condo	7.11%	16
Laneway House	0.44%	1
Prefer not to say	3.56%	8
Other	0.89%	2
Total	100.00%	225

APPENDIX 3:

FEEDBACK FORM RESULTS

Lets Talk Nelson

Report Type: Form Results Summary

Date Range: 22-01-2025 - 23-02-2025

Exported: 24-02-2025 08:17:39

Closed

Draft OCP Feedback Form

[Official Community Plan Update](#)

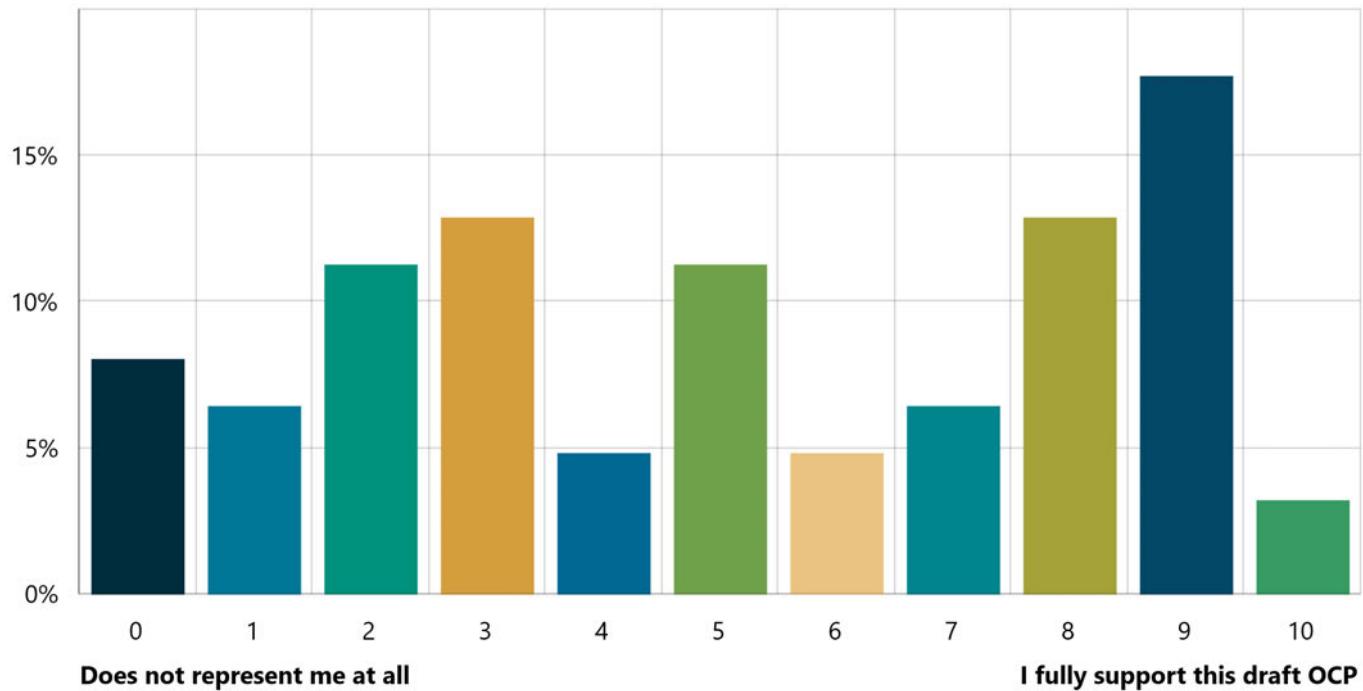
81
Contributors

83
Contributions

Contribution Summary

1. Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider | Skipped: 21 | Answered: 62 (74.7%)

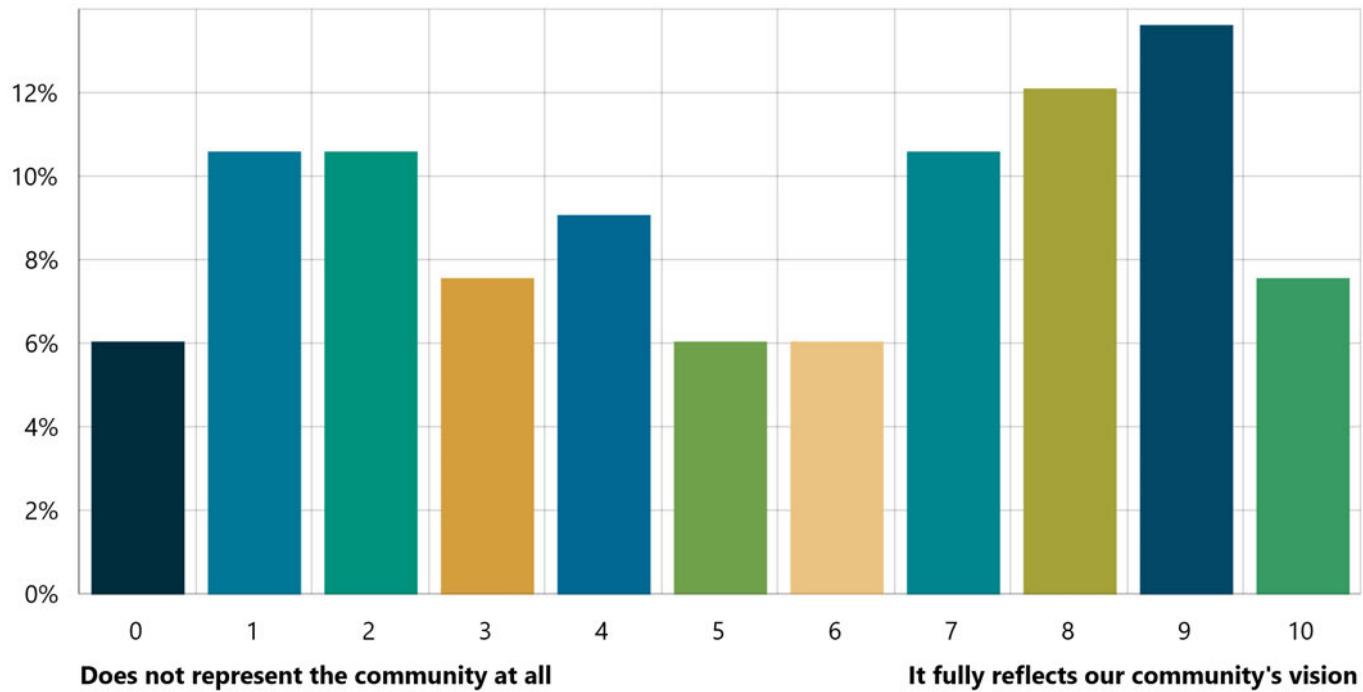


Count	Average	Median	Min	Max
62	5.13	5.00	0	10

0	1	2	3	4	5	6	7	8	9	10
8.06%	6.45%	11.29%	12.90%	4.84%	11.29%	4.84%	6.45%	12.90%	17.74%	3.23%

2. Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider | Skipped: 17 | Answered: 66 (79.5%)

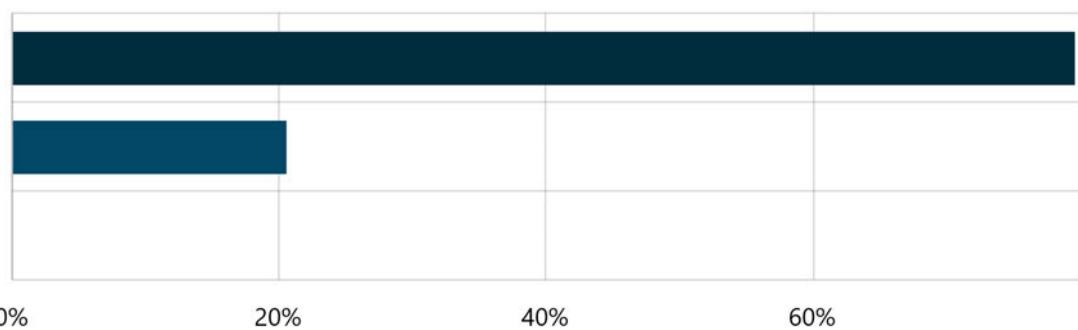


Count	Average	Median	Min	Max
66	5.27	5.50	0	10
0	1	2	3	4
6.06%	10.61%	10.61%	7.58%	9.09%
4	7	7	5	6
5	6	7	8	9
6.06%	6.06%	10.61%	12.12%	13.64%
4	4	7	8	9
10				
				7.58%
				5

6. Where do you live? Required

Multi Choice | Skipped: 0 | Answered: 83 (100%)

Within Nelson city ...



0%

20%

40%

60%

Answer choices**Percent****Count**

Within Nelson city limits

79.52%

66

Outside of Nelson city limits, but in the Regional District of Central Kootenay

20.48%

17

Other/Elsewhere

0%

0

Total**100.00%****83**

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

5

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

5

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The OCP offers a beautiful and thriving vision for Nelson. However, it is missing tangible and actionable steps on how we are going to reach this vision by 2050. While the OCP refers to other more detailed policy documents like Nelson Next, it would be very helpful to include milestone actions say on a 5 year basis between now and 2050. Without these it makes it difficult to believe that this vision is actually going to come to life, and to actually hold the City accountable. As board member of the Nelson Civic Theatre Society, I would also like to see more tangible examples of what is included in preserving Nelson's heritage and community, as the Civic Theatre for example plays an important role in both bringing community together, and highlighting voices and story of our community's diverse heritage and values. As a conflict resolution consultant, I would like to see more tangible processes on how communicating and partnering with Indigenous People is actually going to look like, is there a designated Indigenous relations team on staff, and how about conflict resolution protocols, processes and agreements for when conflict arises in community with Indigenous relations and beyond.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

2

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

2

Q3 What are the strengths of the draft OCP?

Long Text

Sorry, don't see any strengths. Tried to participate early on in the process but all the questions seemed very leading and not objective and seemed to be leading people to want bigger buildings, higher density and more services in "neighbourhood hubs" where it's not clear how this would work with existing businesses downtown already struggling for clients and also workers. The ideas of building higher density closer to the forest, of abutting apartment buildings right against single family homes anywhere in town and catering housing to single people with reduced offerings for young families does not grow the kind of Nelson we all really need. We need to slow down and get the services like water and sewer, and fire fighting capability and wildfire mitigation up to date first. Thanks for your efforts but please reconsider where this is going....

Q4 What are its weaknesses? What is it missing?

Long Text

I have serious concerns about increasing lot coverage and building up outside of the core area, and about having enough water, sewer and road capacity for any further developments, and fire fighting capability for these taller and higher density developments. There needs to be enough natural soil left on all building lots to absorb runoff and provide for vegetation and the option to grow food in uncertain climate future. Housing density and building heights need to be kept lower closer to the forest and in the main residential areas, with higher density closer to the downtown services and lake where more water would be available for fire fighting. The housing needs projections seeming high, and the real need is for family housing. How can "Area 1 - Multi-unit residential, commercial, industrial" could occur anywhere if approved - tall buildings greatly affect people's hard earned property values(!). Some parts of the City are designated as not permitting taller buildings (4.4.2 mentions Uphill explicitly) why can this not apply to Fairview and Rosemont as well? Parking should be accommodated for in any developments and not on the street; but overall lot coverages needs to be low enough to permit natural soil mentioned above. Fire mitigation work, and increased water, sewer and fire fighting capacity needs to be addressed before any increase in density outside of core areas. See comments on Climate Institute report and Nelson being a high risk area - in next box, thanks

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

In addition to the comments in the first box I need to mentioned CLIMATE INSTITUTE REPORT It should be referred to and considered by the City, the Province and BC Housing. It is about insurance/infrastructure losses and how BC and other provinces should avoid building up in high risk areas, and Nelson is one of the these high risk areas(!)

On the news the other day I heard about this new report....

<https://climateinstitute.ca/b-c-new-housing-risks-billions-fires-and-floods/> - The Climate Institute says don't build up in areas of higher risk of losses
- they state that 92 % of losses from wildfire and flooding would occur from just 20 municipalities across Canada (16 are in BC).... [##Billions of dollars in preventable losses]

Hate to say it, but Nelson must be one of the "3 in the Kootenays", as per Nelson's own website here where they say we are in the top 10 for wildfire hazard in BC: <https://www.nelson.ca/832/Know-the-Hazards> , but perhaps we are actually the highest rated? as their hazard report here shows a listing of BC's top 20 and we are clearly at the top(!), not just in the top 10 <https://www.nelson.ca/832/Know-the-Hazards> ...

and the City's current Wildfire Protection Plan seems a bit out of date: <https://www.nelson.ca/832/Know-the-Hazards> (but perhaps there is a newer one?)

So, why would they be promoting higher density and tall buildings everywhere in BC, and everywhere in the City of Nelson when this would create an environment of more flammable buildings closer to the forest and closer together, helping wildfires charge through town, resulting in huge losses to infrastructure, buildings/insurance, and possibly lives?

Also, why would the BC government be requiring Nelson and other cities on the Climate Institute's list to build more housing in our high risk environment?

And why would BC Housing be funding this risk, "adding fuel to the fires"?

Hate to say it, but should they not be putting more effort into planning for wildfire protection and doing a lot of fuel mitigation treatments before promoting further development?
particularly any developments away from the downtown core and waterfront area?

So I believe the various governments housing strategies and the Nelson OCP need to be viewed with these considerations....

If in fact more density is still desirable (questionable in my mind given the above information, and the high housing projections that seem to be overestimates based on some experts opinions),
--> why not keep lower density (well spaced, single family homes) closer to the edges of the City and restrict high density to the bottom of the hills, near the downtown and lakeshore where there is lower risk and greater availability of water (?!)....

Q6

Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

The recommendations on zoning and land use to create more affordable housing is detailed and potentially very helpful in alleviating a major problem in the City. Far from future looking however, it is a continuation and small improvements of already existing City plans and strategies.

The OCP does touch upon many potential areas for development and improvement. Housing happily is a main one, transportation another (but only generally and does not propose significant improvement).

The recommendations on re-evaluating the airport land use and a city-wide trail corridor running along the lakeshore could be the centrepiece for a bold vision of turning the lakeshore into a large, long natural area easily accessible from every part of the City. That overall vision however, is NOT there.

The transportation development to connect the bottom of Baker St. and Railtown to Lakeside Drive could be a real improvement in connecting the City and ending the separation of the lakeshore from the rest of the City.

Q4 What are its weaknesses? What is it missing?

Long Text

The plain is overall very vague and general in the recommendations. Envisioning progress in the City should create an inspiring feature of great improvements for the liveability and beauty of the City.

There is little indication, despite a great deal of consultation and public involvement, that opinions and ideas voiced by the public had much influence on the final plan.

The first survey in early fall of 2023, had an enthusiastic response from over 600 people. One of the top ideas mentioned was diverting car traffic off Baker St. and, at least seasonally, making it a pedestrian and active transportation corridor. The concept could build on Nelson's strength in community and make the City even more attractive as a destination.

The City can also move quickly to preserve the lakeshore as natural area and park along as much of it as possible. The walkway, while a good start, should be just part of a vision of a lakeshore that everyone wants to visit often.

Active Transportation, pedestrian and cycling (self-propelled) routes and infrastructure are only briefly touched upon. The vision should include a City connected by a network of safe, separated and well maintained routes. Again, this would help make the City a natural gem to visit.

In short the Nelson 2050 'vision' document falls far short of putting forward an exciting, vivid, concrete vision that can inspire the City to make the best of itself and an even better community to live in and visit.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The OCP process has been a tremendous effort by City staff, great expense of promotion and consultation, thousands of hours contributed by citizens who show great appreciation for the City and have high hopes for making it even better. But the final draft is lack lustre and all that we have invested seems to have amounted to little, tweaks to the status quo.

The draft OCP as presented appears to be a pro forma document, required by provincial statute, and duly produced as a necessary duty. After all the energy invested there remains little sparkle of ambitious vision that the promotion promised.

This draft appears to be sanitized of any imagination, designed more than anything else NOT to raise public expectations. The drafters and ultimate deciders on the plan avoided any possibility of saddling elected representatives with real goals, timelines and above all vision.

Q6

Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

generally good - heading in the right direction.

Q4 What are its weaknesses? What is it missing?

Long Text

5.2. 1.1 - average down, not up ... cater to lower income, not higher income. As written it could cater to anyone.

5.2.1.3 – agree with adding the "missing middle" but dont' we need to add middle and LOW ?

5.4.1.5 – there is a lack of affordable small business space (cake betty is leaving town because her rent doubled). How / where can this be included? Promote opportunities for small businesses on baker st area.

5.4.1.8 this seems to apply to hallo development – I hope so .. but what is to be done?

5.4.1.9 – we need to include something that discourages very high end housing that wont' be inhabited all the time (e.g. the Hallo notion). Can these words be strengthened to reflect this?

5.4.2. – same comment as 5.4.1.5. Need opportunities to encourage really small businesses

5.5.2.1 – this seems to be failing with the development of the renovated building on baker street (nelson daily news building). do it better ! What happened with that renovation where all character was lost, and how can these words be strengthened to ensure the heritage features are actually retained?

5.9.2.1 – what is nelson next? we need a much better tree policy (see below).

5.9.2.9 – urban forest strategy needed to promote biodiversity in town and in fuel treatments

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Avoid unnecessary expansion of pavement and cutting of trees – e.g. on observatory street, city pushed for widening the street when it was not necessary to do so to meet arbitrary street widths.

Somewhere in 5.9.3 – ADD: prioritize and encourage development of brown sites where feasible, over green sites (forested areas) ...within city limits.

In ALL decisions - consider what can be done to reduce environmental harm - e.g. any tree cutting should be assessed and only done if actually necessary. Recent tree hacking associated with reducing potential risk to overhead wires went too far and was unnecessary.

For any fuel management and tree policies - have time windows when no cutting or trimming is allowed (bird nesting season from April 1st to July 31st).

Also, ensure high value trees/wildlife trees (large aspen or birch, plus dead / dying trees that are critical for nesting sites are maintained unless they are a high hazard. There is a tendency to just cut them down when it is unnecessary even if they are critically important and rare.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

2

Q3 What are the strengths of the draft OCP?

Long Text

Not many.

Q4 What are its weaknesses? What is it missing?

Long Text

Stop building housing for people currently not living in Nelson - people from out of province, people from the lower mainland, people who can afford single family dwellings and condos valued at \$900,000-\$1,000,000 or more just to increase your tax base. This is blatant Gentrification of our community. STOP IT! We do not need to build housing for those who WANT to be here. We need to build for those who NEED to be here. Build affordable housing (35% of income for mortgages) for families already here- already working, already contributing to the community, whose children already go to school here and who have connections. AFFORDABLE! The condos down by the mall are not for our young families here - more than half of the owners came from outside Nelson. The new golf course development is not for our current Nelson community members they are for rich, out of town tourists. SHAME ON YOU.If your principles and ideas steer toward inviting more well to do people from out of town to increase your tax base then get the fuck off the council. We don't want or need you.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

8

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

The parts I read were easy to understand, both in language and formatting.
I appreciate section 5.8 on active transport (as well as 4.8.3) I think this is important for sustainability, affordability, and enjoyment of our city.
Section 5.9 goals are great examples of goals that support both the long-term health of environment and the people who live in it.

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The world feels scary right now, and after reading the plan I feel hopeful! This breaks down the big steps to keep our city being a nice place to live. THANK YOU!!

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

8

Q3 What are the strengths of the draft OCP?

Long Text

Neighbourhood mixed use hubs are essential as population grows if we are to avoid more and more traffic. Easier to build low-income housing is good

Q4 What are its weaknesses? What is it missing?

Long Text

Nothing major to address market-value housing. Little talk of improved public transit (perhaps quick shuttles up and down from uphill to downtown or Rosemont to downtown)

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Total fail on Vision Zero regarding turning all 3rd st. stop signs.

Q4 What are its weaknesses? What is it missing?

Long Text

In my opinion it was grant fraud. No stop sign should have turned. The city planner presenting to council stated they monitor traffic every year. Yet the grant application showed NO monitoring for 3rd st.

Grant info clearly states "no stop sign is to be turned to the more heavily travelled route without a traffic safety engineers approval". That would require traffic monitoring. Grant info also states monitoring before the project and a year later to determine success. So I bought my own camera, video clearly shows hundreds if not thousands stop daily for virtually no cyclists, while the city priority plows and sands. You have NO way out, truth or tragedy. If a cyclist tragedy occurs, inquiry, inquest, lawsuit and all will be revealed. I want the stops signs returned to third and the road unblocked at Anderson and Nelson ave. This was done to get grant money, eligibility required vehicle traffic below 1000 daily so you closed one of two ways across town. The grant also states it should not create a vehicle short cut. Now vehicles just turn down Willow and 2nd st. to get to the highway and on to the north shore.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

My experience with this city and providing input, why bother. I tried to show the Nelson hydro manager the community solar garden would only hurt those who opted in. Turns out it hurts everyone, it was to be voluntary and fully funded by those opting in, FALSE. They paid a token for a 25 year contract for the power of a solar panel. To be truly Fully funded those opting in need to be reassessed another \$200,000 or more and only receive wholesale for that power that should be made by our own clean green water with profits for everyone now down the river. The bike route is another solar garden, but the solar garden won't kill anyone, turning all 3rd st stop signs will, sooner or later. The city now blocks my emails, zero will be NO criticisms!!! and phoned me to tell me they will take my camera. I have nothing good to say about this mayor or council and the stop signs will be turned, truth or tragedy, you have no way out. Maybe this will be censored too? All my emails go to the corporate officer, I get her out of office replies, when she isn't even on my to: list. She has confirmed this to me.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

1

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

1

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The concept of "community centres," while aiming to create centralized spaces for social and economic activity, could very easily lead to the formation of economically exclusive enclaves within Nelson, ultimately undermining the city's strong sense of community and its vibrant local culture. The OCP seems to, at least in part, emphasize equity and inclusivity in community development, with a commitment to ensuring that all residents have access to local services, businesses, and public spaces regardless of socioeconomic status. However, if community centres are developed in a way that caters primarily to higher-income groups—through upscale businesses, premium-priced amenities, or selective housing—this would marginalize lower-income residents, creating social and economic divisions that contradict Nelson's long-standing culture of inclusivity and cooperation. The OCP explicitly acknowledges the importance of affordability and mixed-use development that serves a diverse population, but community centres become gentrified spaces that prioritize commercial interests over community accessibility, they may drive up rents and costs of living in their vicinity, forcing out long-standing businesses and residents who can no longer afford to remain. This would stand in direct conflict with the OCP's goal of maintaining cohesive, family-centred, community-oriented neighbourhoods.

Further, the rise of exclusive enclaves within Nelson would have deleterious effects on both traffic congestion and environmental sustainability, further contradicting key objectives of the OCP. The plan places a strong emphasis on enhancing walkability and reducing car dependency as part of its broader sustainability and transportation strategy. But, if new community centres are designed in a way that consolidates businesses and services into high-cost, gentrified zones, many residents—those who cannot afford to live or shop within these enclaves—will be forced to rely on vehicular transportation to access the goods and services they need. This shift would significantly increase traffic congestion, emissions, and parking demands, further straining Nelson's infrastructure and degrading air quality. At the same time, the intended purpose of "neighbourhood mixed-use centres" to improve walkability will inevitably be self-defeating, as the fragmentation of commerce away from historic Baker Street will erode its pedestrian-friendly, concentrated commercial environment. Rather than fostering an accessible, walkable community, these developments would instead create a dispersed, car-dependent urban landscape that undermines the city's distinctive character and charm. For these reasons, the concept of 'Community Centres' should be let out of the newest draft of the OCP.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Community-oriented and representative of economically- and otherwise diverse interests.

Q4 What are its weaknesses? What is it missing?

Long Text

Planning for economically-exclusive community centres could lead to higher rent prices and costs of living and drive out local people from the area.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Economically exclusive enclaves within Nelson would undermine our sense of community and culture. If community centres that cater primarily to higher-income groups, this would marginalize lower-income residents, creating social and economic divisions. Gentrified spaces that prioritize commercial interests over community accessibility may drive up rent and costs of living, forcing out long-standing businesses and residents who can no longer afford to remain. Exclusive enclaves like the ones proposed would have deleterious effects on both traffic congestion and environmental sustainability, further contradicting key objectives of the OCP. For these reasons, the concept of 'Community Centres' should be left out of the newest draft of the OCP.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Public transport is not adequately updated. We need more buses and fewer roads where cars are allowed, Nelson needs to consider its links with the rest of the world - regular buses direct to Castlegar Airport. Reopening the rail line to Vancouver. Not everything is within your power but it would be good to know you are looking at our place in a wider context and pressing for discussions that would help us to connect.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Page 54 (Section 4.7.5):

"Consider the municipal airport lands as a land bank. The City will re-evaluate this land use if the airport is no longer cost-effective to operate, or when a different use is supported by the community."

Page 93 (Section 5.8.1.12):

"Re-evaluate the airport land use if the airport is no longer cost-effective..."

The Nelson Pilots Association and the Nelson and District Airport Society are meeting on February 21 to discuss how to engage the City in regards to the draft OCP and recent changes to the land lease rates. I ask that the City please engage with these groups.

The language in the draft OCP to "consider the airport as a land bank" shows a lack of understanding in regards to its purpose and support in the community. The airport supports many businesses in Nelson. For instance, Baldface employs 150 people in the winter time most of whom are locals. Baldface's business depends on the use of the airport. There are transfers for multiple other lodges from the airport that support the businesses at the airport such as the helicopter companies and lodges that use the infrastructure. Hundreds of local jobs depend on the airport.

The airport is used for medical evacuations, search and rescue, avalanche control and forest fire suppression. If there is ever a fire in the mountains above the City of Nelson then the airport will be a critical staging point. The City of Nelson should reconsider how it views the purpose of the airport and rather than thinking about it in terms of taxes paid and costs incurred it should consider the bigger picture.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

3

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

4

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

No infrastructure for all the new housing - road congestion, water usage, parking etc. we still have a car culture here in Nelson

Laneway houses should be considered " single family dwellings" - your "3" new single family dwellings built in 2024 " is incorrect

Not enough waterfront given over for park/ green space. If the airport is scaled down this land should be used for green space

Not enough green space for upper uphill

Too much gentrification- the new golf course development- new housing is not affordable. Needs to take into consideration Median income of residents

Pedestrian and traffic congestion comes from North shore residents as well. Incentives for using transit from North Shore

Incentives need to be given for environmental/ climate change efforts such as electric lawn mowers etc.

Remove parking downtown - studies show that the more parking you provide the more vehicles that will come. Less parking means less vehicles used. Passes for seniors and disabled and paid passes for North Shore residents

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

3

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

3

Q3 What are the strengths of the draft OCP?

Long Text

I like including some of the heritage aspects.

Q4 What are its weaknesses? What is it missing?

Long Text

Lack of Investment in water, sewer and power infrastructure.

Too much emphasis on affordable housing ... what about housing for the middle class, or don't they count??

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Protection of Nelson in case of wildfires should be a priority. We aren't there yet.

I moved into upper Fairview with a set of zoning rules and now there is threat to change these and not for the better. Building low rent 5 story housing next to me isn't right. Please STOP.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

8

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

Recognizes growth, demographic change, and challenges and proposes concrete solutions to deal with them.

Q4 What are its weaknesses? What is it missing?

Long Text

I didn't notice anything about addiction, including problems with alcohol and how this might be addressed.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Wondering what the city can do to ensure the old gas station sites are remediated?

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

4

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

4

Q3 What are the strengths of the draft OCP?

Long Text

Between Nelson Next and the draft OCP, this is a huge amount of information. The pictures are gorgeous, the descriptions inspiring and the goals idealistic and at best, inspiring. This clearly involves a great deal of care, thought, research and work. I resonate with the focus on fire mitigation, water, air and soil stewardship, art and sport support and health care for all. Much appreciation for all that. Nelson is a beloved community and deserves all of the above so for that, thank you. I have lived in Nelson for 43 years and am aware of the large number of people who would love to live here also.

Q4 What are its weaknesses? What is it missing?

Long Text

There are a lot of undefined terms like light industrial development, carbon neutral, sustainable, inclusive, etc. that need operational defining....what are they in practice? Who is paying for all this new development? The main concerns I hear and echo are: affordability, fire prevention and lack of health care. The amount of carbon released in these yearly summer fires dwarfs all the recommendations that may reduce carbon in the OCP. Also, I prefer well being as a measure of success; the science is mixed on carbon and human caused carbon as causes of climate change. It is essential that more population growth is done in pace with school, hospital [doctor], and recreational availability. I have not had a doctor for 6 years and the walk in clinics are full, etc. Much of the residential beauty of Nelson is our stunning views of lake and mountains....will not height of buildings block current views and reduce property values as a result? My stunning lake view is priceless and irreplaceable. Coming from 15 years of living in Vancouver, too much density creates increased noise, traffic congestion and citizen irritability. Dr. Margaret Mead [famous Anthropologist] stated that, "the health of a community is the care of its most vulnerable: the youngest, the elders and the disabled." These sad lost folks lying on Baker St. need a hub and accessible care as before and seniors need more access to affordable parking, health care and reduced taxes to keep our homes.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Even with 7 years of university, this is a huge amount of information to read and digest. A OCP for dummies version with proposed action steps and timelines might increase involvement....and again, it is extremely well written and explained. Also, a large group of Kootenay residents, in person and online [2023], were involved with the RDCK's 60 sustainable goals for the future...I may have the title worded incorrectly. Anyway, Paris Marshall-Smith was at most of those meetings and Dan [forgot last name] was also present and wrote a comprehensive report stating that there was not enough citizen support to warrant proceeding on these human caused carbon reducing processes which increase our taxes even with province grants etc. Director W. Popoff stated that the whole process was prompted and paid for partially by the province. Please read that report....it is a result of many meetings with the RDCK and many Kootenay citizens' voices and concerns. Many people feared not being able to afford to live here and had much more concern about all the carbon released by wild fires as a major cause of carbon release and negative citizen well being most summers. There was not a belief that the fires are climate change caused by the majority of folks involved in these meetings. Forrest management policies need to be updated with current research around selective logging, controlled burns etc. So for my well being and knowledge, there is too much focus on managing carbon and increasing density without a clearly defined increased citizen cost of living and school, hospital, doctor availability balanced in the equation. I am very concerned that many of us will not be able to afford all these changes and end up leaving paradise in this noble effort to improve it. Thank you again for all this hard work and care.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

6

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

6

Q3 What are the strengths of the draft OCP?

Long Text

Seems to be fairly flexible. Provides a general idea and directions. Carbon section has very ambitious goals.

Q4 What are its weaknesses? What is it missing?

Long Text

There should be a greater focus on free outdoor recreation and non-profits that support it. This would include adjacent lands such as mtn station, svboda, morning mtn.

Wildfire plan needs to address the large amount of private land above rail trail around the city and west arm park.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

5.6 add section about supportive non-profit groups i.e nelson cycling club

5.6 add statement about value of rec value adjacent to nelson - rail trail, high use trails, etc.

5.7 add statement about maintenance of existing rec features, rail trail, Rosemont skate. Bike park, tennis courts, soccer fields, etc.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

3

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

4

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

The OCP requires more initiatives to protect Nelson's unique culture and heritage, as well as specific initiatives to retain its family-centered, year round residence and sense of cohesive, high trust community.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The concept of "community centres," while aiming to create centralized spaces for social and economic activity, could very easily lead to the formation of economically exclusive enclaves within Nelson, ultimately undermining the city's strong sense of community and its vibrant local culture. The OCP seems to, at least in part, emphasize equity and inclusivity in community development, with a commitment to ensuring that all residents have access to local services, businesses, and public spaces regardless of socioeconomic status. However, if community centres are developed in a way that caters primarily to higher-income groups—through upscale businesses, premium-priced amenities, or selective housing—this would marginalize lower-income residents, creating social and economic divisions that contradict Nelson's long-standing culture of inclusivity and cooperation. The OCP explicitly acknowledges the importance of affordability and mixed-use development that serves a diverse population, but community centres become gentrified spaces that prioritize commercial interests over community accessibility, they may drive up rents and costs of living in their vicinity, forcing out long-standing businesses and residents who can no longer afford to remain. This would stand in direct conflict with the OCP's goal of maintaining cohesive, family-centred, community-oriented neighbourhoods.

Further, the rise of exclusive enclaves within Nelson would have deleterious effects on both traffic congestion and environmental sustainability, further contradicting key objectives of the OCP. The plan places a strong emphasis on enhancing walkability and reducing car dependency as part of its broader sustainability and transportation strategy. But, if new community centres are designed in a way that consolidates businesses and services into high-cost, gentrified zones, many residents—those who cannot afford to live or shop within these enclaves—will be forced to rely on vehicular transportation to access the goods and services they need. This shift would significantly increase traffic congestion, emissions, and parking demands, further straining Nelson's infrastructure and degrading air quality. At the same time, the intended purpose of "neighbourhood mixed-use centres" to improve walkability will inevitably be self-defeating, as the fragmentation of commerce away from historic Baker Street will erode its pedestrian-friendly, concentrated commercial environment. Rather than fostering an accessible, walkable community, these developments would instead create a dispersed, car-dependent urban landscape that undermines the city's distinctive character and charm.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

7

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

7

Q3 What are the strengths of the draft OCP?

Long Text

The emphasis on heritage buildings, liveability, multi modal transport is all commendable.

Q4 What are its weaknesses? What is it missing?

Long Text

The proposed multi unit development in upper Fairview really misses the mark. The whole neighbourhood is single family residential and it makes no sense to have 50 1-2 bedroom units in that neighborhood - literally overlooking the two story houses surrounding it. That is a prime lot for duplexes, townhouses or other low rise multi family residential with 3-4 bedroom units for families. That is the feel of the neighbourhood and that is a housing need we have identified, but not yet met.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Please don't change the OCP to allow contentious housing developments that were not previously allowed in the 2013 OCP

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

- Bold, comprehensive, well thought out plan. Relevant vision, principles and values. Congratulations!
- Builds on the walkable mountain town vibe (the main reason we moved here)
- Supports recreation, arts, culture types of lifestyles
- Supports the Baker St heritage downtown area (love this type of walkable lifestyle. More patios, less cars please!)
- Paved and non-paved trail systems (present and proposed) to encourage active lifestyles and alternatives to cars
- Recognition that the health, safety and well being of Nelson residents is affected by the surrounding region (water, fire safety, biking, hiking, etc)
- Supports neighbourhood hubs for small businesses and services
- Encourages densification and affordable housing

Q4 What are its weaknesses? What is it missing?

Long Text

- Although the plan recognizes the importance of collaborating with the Province and the RDCK in achieving many of the objectives it does not recognize the importance of collaborating with and supporting the volunteer based, non-profit community organizations that currently operate recreational amenities and contribute to the safety of Nelson residents. I would like to see specific recognition of the role of these organizations in the new OCP (for example Nelson Search and Rescue, Nelson Cycling Club, Pulpit Rock Society).

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

On page 128, Schedule F, Cycling and Trail Routes would suggest that the existing trails (Raccoon, Lower Badger) be included in the trail inventory on the city owned land along the rail trail just above the top of Mill St. Thanks.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

8

Q3 What are the strengths of the draft OCP?

Long Text

Community plan was well laid out and comprehensive in providing strategic direction.

Q4 What are its weaknesses? What is it missing?

Long Text

More emphasis needed on how other levels of Government both Regional (RDCK) and Provincial Government Agencies need to be engaged with development and implementation OCP to ensure that the surrounding landscape across administrative boundaries are managed collaboratively and consistent with strategic direction provided in the development zones.

This is particularly true of fuel mitigation treatments in the wildland interface on RDCK and Provincial Crown Lands, as well as recreation opportunities linked to the Morning Mountain hiking and biking trails with is linked to recreation opportunities associated with the Granite Point Golf Course development. Granite Point development will maintain and enhance recreation opportunities for golfing, walking, xcross country skiing and other winter recreation activities consistent with the OCP.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

10

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

8

Q3 What are the strengths of the draft OCP?

Long Text

Acknowledges needs identified by residents and planners, e.g., a variety of configurations, sizes and costs of housing, environmental stewardship, recreation & green space, transportation options, infrastructure improvement needs to facilitate additional housing, etc.

Is broad enough to allow for a wide range of land uses
includes novel approaches such as neighbourhood hubs and planning

Q4 What are its weaknesses? What is it missing?

Long Text

- some targets unrealistic, e.g., city operations carbon neutral by 2030; some too low, e.g., reduce per capita water use by 10%
- include more wildfire resiliency targets and incentives/means to achieve - be a firesmart as well as a bear smart community
- discouraging development of inappropriate industries, e.g., mining, should include inappropriate development such as the Hallo Nelson development as there is insufficient infrastructure, e.g., transportation (roads, transit) water, sewer, to service it

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

3

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Long term planning

Q4 What are its weaknesses? What is it missing?

Long Text

Actual community engagement that is considered, not just ticking a box. And the residents of Fairview Heights had a bomb dropped on our neighbourhood with this disrespectful behind closed doors land swap that did not allow us to prepare for the massive upheaval we now have to live with for months and years. WALK YOUR TALK

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

I am pleased that the OCP appears to consider all possible stakeholders in the City of Nelson.

Q4 What are its weaknesses? What is it missing?

Long Text

1. There is a direct contradiction in a stated goal of carbon neutrality and increased development. Every new person in town is effectively a consumer and is generating 5T of carbon emissions per annum. This is before the cost of any newly constructed infrastructure is accounted for.
2. There is no discussion around any actual need for population growth. Growth is accepted as having some intrinsic value, which can be disputed. There is no development of this argument whatsoever.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

1. Airport Land as a 'land bank'. (4.7.5).

This is a ridiculous argument. The land upon which the airport has been built is an old garbage dump. The cost of remediation will be enormous, setting this land so much further below the value of any other land that to call it a 'land bank' seems like it is almost an effort to deliberately mislead the readership.

2. Re-evaluate the airport land use. (5.8.1.12).

The airport provides a not insignificant service to the City in the form of supporting emergency medical flights, angel flights, business travel and regional connectivity. Maintenance of the runway is critical to these activities.

The several helicopter businesses which use the airport for their operations supporting communications, winter recreation businesses, search and rescue and fire fighting, ALL either operate their own or make use of fixed wing support bringing pilots, mechanics and parts in and out of Nelson Airport. Maintenance of the runway is critical to these activities.

The Forestry Service operates fixed wing fire spotting and survey services out Nelson Airport. These are not insignificant to the region. Maintenance of the runway is critical to these activities.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

1

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

1

Q3 What are the strengths of the draft OCP?

Long Text

Community consultation data is missing from the draft, I am not certain of the percent of the population that participated. This could be a strength but may be a weakness. The numbers suggest a 1-2% participation of community members. This raises concerns about representation. If participation was minimal, the OCP may not reflect broader public interests. Given the lasting impact of housing policies, transparency in public engagement is crucial to ensure fair and equitable decision-making.

Q4 What are its weaknesses? What is it missing?

Long Text

Housing Needs, Zoning Capacity, and Development Gaps

The Housing Needs Report's accuracy is uncertain, an update likely due next year. Before making major housing decisions, it is essential to reassess whether outdated data informs policy. The report notes a decline in young residents, could this be from a lack of affordable family housing. Additionally, the projection of 3,845 additional workers by 2050, does the plan consider local youth who may wish to stay and work in Nelson.

Zoning regulations and utility costs also present barriers to development. Current lot coverage limits and high utility fees for multi-unit lots could hinder housing growth. Adjusting these regulations could encourage more development while maintaining affordability.

The OCP states, "There is a gap between the housing being built and community needs," yet it does not clearly define this gap. Questions remain about the types of housing required versus what is currently being constructed. Estimates suggest a need for 155 new housing units annually but many residents question the accuracy of this. Additionally, the plan does not consider the impact of illegal suites or the potential transition of short-term rentals into long-term housing. Clarity on how these units will be supplied—through private development, affordable housing initiatives, or secondary suites—is essential for an effective housing strategy.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Housing Style and Community Character

Point 4.4.4 emphasizes maintaining historically significant architectural styles. This should extend beyond heritage buildings to ensure new developments harmonize with existing neighborhoods. Similarly, point 4.5.6 considers the impact of home-based businesses on neighbors but ignores the much greater impact of buildings over three storeys abutting residential homes.

Affordability and Family Housing

The Fell Street lots are better suited for affordable family housing, yet current developments primarily cater to single and two-person households. A more balanced approach is needed to ensure diverse housing options.

Neighborhood-Specific Policies

Point 4.8 calls for neighborhood-specific policies. Fairview, in particular, needs a policy addressing development density near the college to prevent excessive disruption. Additionally, a clear parking strategy is needed as the area already faces significant challenges, which will be exacerbated when the new IH building opens. Granite point has a specific policy for development adjacent to residential homes with set backs, green space, fencing and trees between the existing residential homes and the potentially new developments. Fairview and all areas should have this same consideration. The OCP lacks a long-term plan for the 10th Street campus, even though it has one for the golf course (p.4.9). Additionally, point 4.9.6 limits buildings on R1-adjacent lots to three storeys and requires landscaping buffers, conservation easements, and road setbacks to maintain neighborhood character. Why is this level of consideration not applied to the Fell Street lots?

Middle Housing and Community Stability

Point 5.2.1.3 supports middle-income and family housing, and point 5.2.1.5 ensures housing serves current Nelson residents. However, the scale of proposed developments next to established residential homes contradicts these principles. Instead, a more gradual and community-oriented approach should be taken.

Crime and Community Impact

Point 5.2.4.3 discusses the "crime-free multi-housing program." Conversations with Nelson police suggest that

certain types of housing developments may increase crime. Has this been considered? If so, what strategies will be implemented to mitigate these risks?

Light and Noise Pollution

What strategies are being considered to reduce light and noise pollution in quiet residential areas, particularly with larger developments and higher density?

Conclusion

The pushback against the Fell Street and Front Street housing developments reflects a broader concern that affordable housing projects are being rushed without meaningful community engagement, a comprehensive land inventory, an accurate housing report, or a clear strategic plan. The OCP should address these shortcomings to ensure sustainable, well-integrated housing policies that align with the needs of Nelson's residents.

Q6

Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Addressing Housing with more options for densification.

Q4 What are its weaknesses? What is it missing?

Long Text

To few areas zones for multi unit residential.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

0

Q3 What are the strengths of the draft OCP?

Long Text

I have tried to access the Policy Survey to provide feedback but it is a dead link. I do not think reading the 189 page OCP draft is a reasonable way for the average citizen of Nelson to provide input into this city's future.

Q4 What are its weaknesses? What is it missing?

Long Text

It seems better that our city planners summarize this document so that it can be more accessible Nelsonites.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Please extend the time to complete an actual survey that is easily accessed by people who are wanting to take an interest in the OCP's development.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

I love how readable, comprehensive and thorough it is! I appreciate the thoughtfulness regarding consideration of whether existing trees should be removed or not and what measures are being taken to try and protect riparian areas and the health of the lake (knowing the jurisdictional limits, it's great to see actions being taken where possible).

It feels refreshing to see the water retention and infiltration being included in new designs. Hopefully these principles along with capturing, retaining and reusing rainwater/stormwater will also be encouraged in areas that have already been developed as well as applied to the "wastewater" strategy that is currently being reviewed.

Q4 What are its weaknesses? What is it missing?

Long Text

Perhaps this doesn't need to be a part of the OCP but instead be in the "wastewater" management upgrade plan ... What actions can be taken to increase water retention, infiltration, capturing, retaining and reusing rainwater/stormwater in areas that are already developed? (not just the new developments which I'm happy to see is in the OCP) ... but maybe this is part of the Nelson Next document so I will revisit that.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Reading through this document helps me feel happy to be living in Nelson :)
Thank you to all those who had a part in creating it!

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Hello, My name is Victor Corrie and I am the current president of the Nelson Pilots Association (NPA). The NPA has been active in Nelson since 1949 and we consider our Association a stake holder in the Airport and its adjacent lands. The airport is a financially self supporting important part of Nelson's infrastructure. The airport runway and taxiways are built on the former Nelson and district land fill and, as such has limited uses until the toxic waste underlying the airport is removed. Further Transport Canada paved the runway at its expense in the late 1970's and mandated the it should remain an airport.

I noted in the current OCP that the airport lands are considered a "LAND BANK", available for future development. (Pg 54 & Pg 93) The costs of making the airport land usable for buildings would be prohibitive, not to mention that the disturbance of the land will exacerbate the leaching of the toxic waste into the Kootenay river (which has been ongoing for the last 60 years)

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Note that I have property within the Nelson City Limits.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

8

Q3 What are the strengths of the draft OCP?

Long Text

Well rounded, focused on housing crisis

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The air ambulance uses the airport to transport sick patients when they cannot be looked after by our local hospital. This includes critically ill babies.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

5

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

5

Q3 What are the strengths of the draft OCP?

Long Text

Encouragement of a livable, affordable, thriving city.

Q4 What are its weaknesses? What is it missing?

Long Text

Potentially sacrificing the needs and wants of the broader tax-payer/tax-base such as recreation opportunities / facilities, for priorities such as affordable housing.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

I am worry that the City will allow affordable housing projects to be approved and fast-tracked without proper consultation or input in situations where there are interests to be balanced (i.e. recreation vs affordable housing).

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

8

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

7

Q3 What are the strengths of the draft OCP?

Long Text

Focus on reconciliation, wildfire mitigation, affordable housing, the heritage designation, idea of neighborhood hubs

Q4 What are its weaknesses? What is it missing?

Long Text

Missing how to address needs of the unhoused population in Nelson, drug use and mental health challenges etc - strategy on how city can work w IHA on these issues, doesn't address how do preserve and promote the arts

Perhaps alluded to- a city-wide plan re how to evacuate the city in case of wildfire - how to ensure all citizens are included and have access to transportation

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Please consult w KLH staff in any discussion of repurposing the airport- sick and unstable patients sometimes Require this landing strip in order to be safely and quickly transported out of the community .

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

3

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

The air ambulance uses the airport to transport sick patients when they cannot be looked after by our local hospital. This includes critically ill babies.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

10

Q3 What are the strengths of the draft OCP?

Long Text

The fact it endeavours to create greater equality between groups of people.

Fully support the increased beach access and public access spots for beach front property. The lake belongs to all of us and so should all the beaches. Nature is everyone's mental health.

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Please be very careful when relaxing the rules around setbacks and height restrictions for affordable etc housing. These projects MUST take into account the surrounding context. If they are in a residential area, it is not suitable to have a 5 storey apartment block with no green space etc. If we want Nelson to continue to attract people because it is charming, we need to preserve and create charming neighbourhoods. Having out of context housing with odd set backs etc will not increase it's charm. We must also endeavour to support more appealing architecture in the low cost housing.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

2

Q3 What are the strengths of the draft OCP?

Long Text

I don't see any need for it

Q4 What are its weaknesses? What is it missing?

Long Text

Nelson has a lot of things that serve the other communities in the area. It is not an island unto itself. The needs of those who live outside Nelson are not taken into consideration to Nelson's detriment.

One simple example is lack of parking and paying for parking. I am forced more and more to go to Castlegar and Trail for goods and services especially in winter rather than walk distances because of parking issues.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The airport must be kept and even upgraded. It is vital to fire fighting, SAR and tourism.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

8

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

10

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

I am a midwife in Nelson and Kaslo, and air ambulance uses the airport to transport sick patients when they cannot be looked after by our local hospital. This includes critically ill babies, as well as citizens from Nelson and surrounding areas who may require increased levels of care.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The city of Nelson needs the airport strip to transfer sick residents in and out in case of emergency. We cannot afford to lose the service. Air ambulance transfers rely on our airport strip.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

5

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

5

Q3 What are the strengths of the draft OCP?

Long Text

An OCP document is primarily a tool for zoning. As it stands the Nelson airport (CZNL) is zoned for the use of the airport and the businesses associated with it and should remain as such.

Q4 What are its weaknesses? What is it missing?

Long Text

The Nelson airport (CZNL) is not and should not be zoned or identified as a land bank. It needs to be made clear that the airport serves essential services such as: medical service flights; businesses; tourism; and importantly fire protection for Nelson and surrounding area including the north end of Kootenay Lake. The land the airport is situated on should remain as an airport. It should be made clear that Transport Canada has classified the airport as an aerodrome and that this designation gives the airport legal status.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Official Community Plans (OCP) are a legal document for the future of Nelson and can impact the surrounding area. However, the OCP can be challenged in court where precedents are set but the council usually has the final say but not always. The OCP of a community can and has been modified/influenced by the next level of government which is the Provincial Government which changes its priorities over time.

I would also like to point out that the sliding scale of 1 to 10 can be misinterpreted and should I agree with the final version then the scale would be higher. The sliding scale now has little relevance.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

3

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The Nelson Airport should not be viewed upon as a "land bank" as numerous local pilots and tourists utilize these lands. By changing the use age of these lands, Nelson would be losing this great resource which is used year round.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

4

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

4

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The Nelson Municipal Airport is not just a piece of land—it is a vital transportation hub and an irreplaceable asset that serves the entire community. It provides critical emergency services, including air ambulance, medical evacuations, wildfire response, and search and rescue operations, ensuring that Nelson remains connected to life-saving resources. Beyond emergency response, the airport is an economic engine, supporting local businesses, tourism, and aviation-related industries while fostering investment and job creation. Its role in regional connectivity is indispensable, offering a direct link between Nelson and the rest of Canada.

Once the airport is lost, it is impossible to replace—redeveloping this land for short-term housing gains would be a short-sighted decision that weakens Nelson's long-term resilience, economic potential, and transportation network. The airport is a public asset, not surplus land, and it should be protected as a lifeline for the community, not treated as a land bank for development.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

5

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

The Nelson Municipal Airport is not a land bank—it provides an essential service to the community, supporting emergency medical flights, business travel, and regional connectivity. FIRE services that are provided by the airport are also essential. The idea of closing the airport and reassigning the land is very shortsighted.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

8

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

8

Q3 What are the strengths of the draft OCP?

Long Text

Well done on communicating the overall vision!

Q4 What are its weaknesses? What is it missing?

Long Text

The airport is an important hub for the air ambulance to transfer critically ill patients for higher level of care. This includes critically ill newborn babies. The air ambulance service generally needs to use airplanes and not helicopters.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

Well laid out and presented. Good design with levels of details in a logical breakdown.

Q4 What are its weaknesses? What is it missing?

Long Text

Vehicle-sharing should be integrated into land-use and zoning, parking, as well as the integrated transport strategy.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

2

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

2

Q3 What are the strengths of the draft OCP?

Long Text

Renewed focus on tourism and beautifying the city. Mandates on building aesthetics.

Q4 What are its weaknesses? What is it missing?

Long Text

Prioritizing the poverty industry over job creation, small business, which is left largely underrepresented, and economic stimulus not in the form of low/no income housing. Short term rentals need to be opened up to improve tourism which is dying due to focus on housing more people than jobs can sustain. Having Nelson Cares drive the economic engine of the town is a recipe for more of what we are seeing on the streets.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Nelson needs to realize that we have no industry other than tourism (which the government is trying to kill in favour of poverty industry), poverty industry and some forestry. We need to bring back tourists and allow outside investment that creates jobs instead of continuing to focus on housing. Nelson needs an influx of sustainable jobs to deal with population increase.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

0

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

1

Q3 What are the strengths of the draft OCP?

Long Text

OCP is trying to provide a clear set of guidelines for growth

Q4 What are its weaknesses? What is it missing?

Long Text

What is missing is the fact that variances can be applied to any of the points listed in the Housing/Residential category to get around OCP guideline.

Specifically Section 4 #4.9.6 states : at the time of issuance of development permit, that housing on lots abutting R1 zoned properties shall not be more than 3 stories high.

At this time the Fell St housing proposal is in direct violation of this guideline.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

At one time I would have agreed the OCP vision statement. However, at this time, I feel Nelson is at a crossroads. Holding onto the past while growing towards the future. It seems as though Nelson's one and only concern is to provide affordable housing to all. While I agree with affordable housing, I disagree that it should impact every available green space in every neighbourhood throughout the city. I think a better solution to the housing issue, especially high density housing, would be to consider designating specific neighborhoods for specific urban growth. Rather than short sighted contracts with developers to expropriate green space throughout the city, perhaps Nelson could better serve the affordable housing gap by designating a specified area such as Railtown lands for high density housing. This in turn could become a model community by incorporating land for parks and green space. We could also see an expansion of the shopping district flow from Baker Street to this new sustainable neighborhood. Existing natural ecosystems throughout the city could remain intact. Thus enriching the overall health and welfare of our community far into the future for generations to come. At this time there are 3 major developments that should consider this option

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

Well presented, well-structured, with different levels of detail allowing to access the information required at the level needed. I particular appreciated the focus on health and the social determinants of health.

Q4 What are its weaknesses? What is it missing?

Long Text

Some of the OCP could be more concrete and committal, rather than encouraging and "aspirational".

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

2

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

2

Q3 What are the strengths of the draft OCP?

Long Text

Transportation, inclusivity.

Q4 What are its weaknesses? What is it missing?

Long Text

Increased Density and Traffic Issues: When residential neighborhoods become denser, the potential for traffic congestion increases. More cars on the road, along with the strain on infrastructure, could affect the peace and quiet that many residents value.

Rezoning Institutional Land for Housing: If lands that were traditionally used for institutions like schools or hospitals are rezoned for housing, this could change the nature of those areas. The idea of using a lot on Fell Street for parking for the College and IH building instead of turning it into housing could be a practical solution for managing traffic and maintaining the function of nearby institutions.

Preserving Residential Neighbourhoods: The call to avoid allowing taller buildings (like 4-story buildings) in residential areas reflects a desire to maintain the current neighborhood's feel and prevent over-development that might disrupt local communities. People want their neighborhoods to remain livable and consistent with the scale and character they currently enjoy.

Fairview is currently a charming neighbourhood. If you develop UPPER fairview, all of that traffic needs to go through ALL OF FAIRVIEW, disrupting the quiet and charm of living there.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Protecting Community Character: The charm and unique character of neighborhoods are often what makes a place special. I'm concerned that taller buildings, such as the proposed six-story structure on Fell St, could disrupt the aesthetic and feel of the neighborhood. It's crucial that new developments integrate with the community rather than overshadow it. When a large building is introduced into an established area, it can create a disconnect between new and existing structures, affecting everything from sightlines to the overall atmosphere.

Community Sentiment: If the majority of the community is against these proposals, that's a strong signal that these changes might not be in line with the residents' values and needs. Involving the community in planning and listening to their concerns is an essential part of making sure any new development benefits everyone. I got the sense at the open house that listening to us was tokenism and the neighbor's concerns were not going to be addressed.

Climate Change and Fire Mitigation: Why are these not part of the OCP?

Vulnerability to Wildfire: It's concerning if the new lots proposed by the Castlegar developer are situated in an area that's at risk from wildfires. Fire mitigation strategies need to be effective, and if the road's grade isn't designed for emergency vehicles, it may put both the new and existing residents at greater risk. Ensuring that fire safety measures are truly adequate before moving forward with any development is crucial, especially in areas with high wildfire risk.

Fire Mitigation and Safety: The land exchange for fire mitigation are questionable. If the proposed road behind LVR is not suitable for emergency vehicles, there's a significant risk involved for the residents and the broader community in the event of a wildfire. When considering new developments in areas vulnerable to fire, the plans must prioritize safety, access for emergency responders, and the well-being of those who would live there.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

10

Q3 What are the strengths of the draft OCP?

Long Text

Sounds great

Q4 What are its weaknesses? What is it missing?

Long Text

I don't think Nelson is affordable or will be for any future generations that grew up here.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

I think priority for housing should be persons that have lived and contributed to the community. My mother in law has lived in Nelson for 40 years and has been on a waitlist for subsidised housing for years. Her landlord has increased her rent and she will be homeless in the spring, but we are trying to find a solution.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

6

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

7

Q3 What are the strengths of the draft OCP?

Long Text

Acknowledges important issues such as climate change, housing affordability, and reconciliation.

Q4 What are its weaknesses? What is it missing?

Long Text

Relying on "Nelson Next" plan. If this plan were effective, than Nelson would have:

- 1) Vehicle idling restrictions
- 2) Prohibition on black / charcoal gray new housing
- 3) Car free block(s) on Baker Street

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

"Climate resilience" is used repeatedly, however not defined. Using such a buzz term without defining makes the reader question the sincerity of Nelson's climate mitigation planning.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

0

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

0

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

I am impressed with how comprehensive it is. Thank you for all your effort!

Q4 What are its weaknesses? What is it missing?

Long Text

Perhaps more details on upgrading the sewage plant to higher environmental standards capable of handling the increased population.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

It would be good to see a specific plan for the continuation of the waterfront walkway from the Cottonwood Creek bridge at the end of the dog walk west along the shoreline. Perhaps a use for the flood plain area past the transfer station/city sand pile could be a city owned (maybe contractor run) RV/campsite. This would bring tourists into town to stimulate the economy of restaurants and retailers. The current City Campground land could then be freed up for other needs like housing.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

4

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

4

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Too high level and not very specific. Words like "...may consider" have very low commitment value. In the context of DISCUSSION, in a pure democratic sense, everything should be heard and considered. In the context of a PLAN, actionable commitments need to be made. Specifically (for an issue I am interested in), I want to see more green space and public space in the downtown-baker street area. Section 5.8.1.8 states "Baker Street will continue to act as the "spine" of Nelson's commercial core and, as such, will maintain its pedestrian orientation and amenity areas. Opportunities for pedestrian and cycling improvements and increased public space will be considered.". I don't want the city to "consider" opportunities for increased public space on baker street, I want the city to COMMIT to increasing public space on baker street (at a very minimum, to at least have a trial or pilot project). I want to see seasonal (ideally full-time) shutdowns of 1 to 2 blocks of baker street. I personally believe this would drastically improve the user experience of pedestrians and shoppers along baker street.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The language is too non-committal (see comment above). I want to see language that speaks to commitments that the city will take (even if in a pilot-project sense, to test the idea), instead of language that speaks to "considering". I want to see bold decisions made, that are informed not just by the public, but by subject-matter experts. The public's opinions are important; however, not every individual is a subject matter expert on the topic they are speaking to (myself included). I am not an urban planner, so, the disclaimer to my previous comment, is that it comes from a place of user experience in other jurisdictions that shut down entire streets for entire seasons (ex: montreal st catherine st, prince arthur street, and closing the entire jacque cartier bridge for events too).

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

8

Q3 What are the strengths of the draft OCP?

Long Text

Trying to improve the housing situation

Q4 What are its weaknesses? What is it missing?

Long Text

Not enough emphasis on the environment. We shouldn't just be "working towards BearSmart"; we should be a BearSmart community. The natural environment needs to be treated as more of a priority, it is barely mentioned in here, yet it is the single most important issue to protect and enhance to allow us to continue to thrive as a town.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

1

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

1

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

It is entirely based on homogenizing Nelson to be in lock step with expensive code changes, high density housing, supporting ideologies from the WEF that only a handful of activists and officials believe in. It does not reflect average Nelsonites who have no clue about what you're doing because your outreach inefficient and skewed. This 'survey' to hear your voice is only fulfilling your duty to actually offer the public input. If you really cared you'd do a proper outreach to the population with real information for them to respond to. As it is all your wording is skewed and with buzzwords. It does not give a fair, balanced or realistic view of current or future plans nor does it explain alllll the taxes it will take to fullfill everything. It's wastage upon wastage upon wastage. Talk to a single mom about how to budget and still provide quality meals and shelter for her children then apply it to tax spending. People are SICK of their taxes going up and the money WASTED. 6 million for a wharf?!? Insane! Could have been built for a fraction of that cost and builders know it. Stop pretending to "care" about the residents. It's all about spending to you.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Said it all above - would like to add that your draft "OCP" (official community plan) that you say isn't anything "official" means it's misleading at the outset. It is confusing, cut up into many parts and ways to view - most people will never get through it. All you need is a couple of pages of facts and costs based on decisions. How much \$\$\$ spent on this pretentious plan? City Hall is so disconnected from the people of Nelson it is really very sad and even worse people feel hopeless and trapped!!! If you want to know the pulse of the community it can be done EASILY - make a true survey (real pros/cons/costs) and randomly go to some homes and TALK to the people. This OCP's feedback is a wasted exercise as far as residents go and just fullfills your mandates regardless. Like the new rec center - that's a given, your PR team are just giving the people lip service and shut down residents with valid concerns about it. You are very much OUT OF TOUCH with the residents and its infuriating you pretend you're not!!!

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

10

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

10

Q3 What are the strengths of the draft OCP?

Long Text

I think the draft OCP does a good job of capturing what currently makes Nelson so great. At the same time, it does a good job of representing what a progressive and resilient community should look like in the future.

Q4 What are its weaknesses? What is it missing?

Long Text

Perhaps I missed it, but I would have liked to see a commitment to reduce the amount of solid waste we produce per capita, as well as our per capita water consumption. I feel like our drinking water infrastructure is extremely fragile and in need of some significant attention and investment. I would have also liked to see a FULL commitment for Nelson to become a bear smart community, not just a lofty end goal that has not firm timeframe attached to it.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

I think it's a good document. I support it.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

5

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

7

Q3 What are the strengths of the draft OCP?

Long Text

It is forward looking in terms of development

Q4 What are its weaknesses? What is it missing?

Long Text

Mental health for drug addicts and housing for recovering addicts, it sounds like a WEF driven document of the 15 minute cities

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Our OCP is massively overlooking one of Nelson's biggest issue which is our current homeless situation and overwhelming increase with local residents feeling unsafe on the streets. I grew up in Nelson and walked to school alone in grade 4 from the top of uphill to Rosemont elementary school. I never once felt scared or uncomfortable on the streets growing up. In the last few years that has changed and I know of many residents who no longer feel safe walking the streets at night anymore which is by no means an easy situation to solve but is a very big issue that needs to be addressed head on. Please stop walking around this issue by tip toeing around someones insurcurities and speak freely and plainly to show us Nelson residents what will change and what steps are being taken. My mother got accosted on the streets last week with a homeless person who started banging on her car door trying to get in while she was stopped at a red light. This never happened just a few years ago.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

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Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

7

Q3 What are the strengths of the draft OCP?

Long Text

Attention to the climate crisis and affordability are important.

Q4 What are its weaknesses? What is it missing?

Long Text

Reducing vehicle-use should be an on-going priority. Safe and affordable Public Transportation should be key.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

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2

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

2

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

I am so frustrated at the diminishing quality of life living in Nelson. The homeless population has increased & I no longer feel safe walking around Baker St, going to the library or the recreation centre. We seem to be so focused on accommodating homelessness that the people who work hard & pay taxes are getting pushed out. I came here to live in a beautiful mountain town with good recreational activities for a healthy lifestyle & I think Nelson should support that instead of all these social issues. Support the people who contribute & build this town up.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Prioritize safe public space.
Improve recreation facilities like a climbing gym.
Less focus on low income housing.
Create a migrant center for newcomers.
Respect your seniors by taking back the streets.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

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Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

6

Q3 What are the strengths of the draft OCP?

Long Text

it address the housing crisis in the city

Q4 What are its weaknesses? What is it missing?

Long Text

to much emphasis on climate. we are a small city, our decisions will have little to no impact on the ongoing climate change. the cost we are incurring to stop climate change is to much, good be better spent, and is simply virtue signaling.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Under

Land use designation

- Multi-unit housing, including student housing
- Small-scale residential homes providing care services such as group homes, transition homes, assisted living, childcare, etc.
- Residential health care or social service housing
- Short-term rentals, in limited quantity and with principal residency restrictions
- Home occupation uses, accessory to residential use only Two to four storey

Six storey buildings should be the minimum not the maximum especially in upper Fairview and Rosemont. We are land poor, but we have air space.

We need intensification, no one wants urban sprawl. So go higher.

We want walkable communities, reduce environment impacts by protecting greenspace and reduced emissions from vehicle traffic. So go up

Given that we need over 3000 units, we need to go upward not outward in our residential planning for buildings.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

5

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

7

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Zoning appears to have gone. Parking in residential areas needs to be addressed. A large scale review of bike routes, usage, and safety. Consider registration or licensing of bicycles.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

2

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

3

Q3 What are the strengths of the draft OCP?

Long Text

Creating neighbourhood hubs is a great idea. Heritage preservation is great.

Q4 What are its weaknesses? What is it missing?

Long Text

I don't see anything there about improving the safety, quiet, and cleanliness of the city. Nelson should be a place where older kids and teenagers can walk down the street without being hassled or screamed at by adults with mental issues. Teens on e-bikes causing blatant mayhem needs urgent addressing.

RDCK doesn't want the city interfering or trying to strongarm them into an OCP or bylaws. Kindly stick to city limits for this plan. There have been many inquiries into this and the message has been clear, but I see a line item in this OCP referencing getting the RDCK to bring bylaws and OCP into effect yet again. As someone who just moved out of city limits, kindly ask the people who live here what THEY want before putting forth priorities from city hall.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

The city feels dirty the last few years. Can we do anything to fix that? It's also not as safe as it once was, even 10 years ago. This needs to be a priority. We have two police forces. There should be virtually no crime in a town this small.

Keep the OCP to city limits.

Let people build whatever house suits them best, instead of mandating "suite ready". Building is SO EXPENSIVE, and here we are talking about adding to the cost with more regulations.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

3

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

3

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

It is missing a recreation focus. You talk about health as being your number one pillar but you don't provide any vision for recreation in the community.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

2

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

1

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Too many housing projects for addicts, criminals. (BC Housing projects)
Not enough rent stable accommodation for actual low income/minimum wage earners.
Too many programs/resources for the residents with no fixed address. (If you build it, they will come mentality) too many 'hand-outs'.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

0

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

0

Q3 What are the strengths of the draft OCP?

Long Text

The City of Nelson is absolute corruption. Disgusting. Starburst Acres Inc? Fraudulent transfer of land. Zero consult for taxpaying residents of upper fairview. Destroying peoples land without a hint of consultation. But make sure you take care of those who don't work, and want free housing and drugs, to hell with the tax payers..

Q4 What are its weaknesses? What is it missing?

Long Text

Your absolute lack of transparency and fraudulent transfer of land under lying guise of fire route? You have created contempt and hatred against all involved. Starburst Acres Inc?
Do you care that residents of upper fairview have been severely negatively impacted, zero consult, zero notice for a fraudulent land transfer. Lets get independent audit of the land values- worthless side of cliff for prime real estate. Corrupt foreign staff from east of rockies.. disgusting.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

You have lost the faith and gained pure hatred from dozens and dozens of high paying, 6k plus taxes a year with laughable fire route excuse to create land swap. worthless land for high value residential lots to a friend of the city hall staff?

Litigation and criminal investigation are in order. Guess this is what happens when you bring in corrupt city planners and staff from Eastern Canada, non kutenaian.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Sections 5.6.2.2 speaks to fostering human-powered recreation and linking trail networks in the city and beyond. Section 5.10.3.4 speaks to supporting community led efforts to develop new infrastructure and public use space, but there are no points that speak specifically to supporting organizations that support human powered recreation. Express support for the non-profit and community organizations, including the Nelson Cycling Club, that contribute to recreational infrastructure enjoyed by many city residents should be included in the OCP. Support for organizations like the Nelson Search and Rescue that provide invaluable safety services to the community is also worth highlighting specifically.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

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Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

6

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Section 5.2 has a emphasis on allowing City lands to be used for affordable housing at little to no cost. Other parts of the OCP correctly identify that land is a precious resource in the City. I'm supportive of fast tracking permits and some relaxation of rules to help housing projects, but strongly disagree with the OCP putting heavy emphasis on the City giving up its land resources for long term projects (50+ years for a building) with marginal benefit to the general population.

Section 5.2.4.8 and similar are also concerning. The intent is understandable, but renovations and redevelopment projects are expensive, especially with bylaws, building code and STEP code regulations today. Expecting private funding to invest in projects that will upgrade existing units or create new units while restricting potential upside will reduce willingness to invest.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

3

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

4

Q3 What are the strengths of the draft OCP?

Long Text

Good attempt to address issues related to a Healthy, Inclusive, Safer community.

Q4 What are its weaknesses? What is it missing?

Long Text

Planning on setting up Rain Water Catchers to help improve available irrigation sources and have close proximity for Firefighting needs. A good example is on Cedar street at the back entrance to NDCC parking lot where a very large amount of water runs off the roof when it rains.

Provide adequate pedestrian safety spaces to cross street . Ex.: Kokanee St. between Nelson Avenue and Second street where a 47 Units apartment building is situated . Painting of Crosswalk on second street and Pedestrian crossing Lights on Nelson Ave. are needed for safety. Better lighting on High street below High street place also needed.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

As a crew person on the First Lakeside Waterfront pathway built in 1985 (Job creation program) I see some of the former path wasted ex. : the Lion Club area which offers a great place for me to pull over with my Mobility Scooter when there is overflow of other users. Widening pathway to the edge of the former trail (wood border)would help provide more space for an increasing trail use.

Some paving would help there and also from Airport - Gilbert Auto part would greatly improve access for Shop Riders scooters, E Bikes , Dog walking. The levelling and Gravel are already in place which would lower cost associated with this better use of space.

The town new sidewalks have greatly improved access.

It would be great to include wider areas to pull over when fixing street as in Douglas/5th street. Fell street's sidewalk repair would offer a good link back to bicycle route. It is one of the wider streets available.

Thank you for considering increased Pedestrian / Bikes/ Mobility Scooter safety .

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

1

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

1

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

This so called protocol is straight out of the books of the WEF. Its time for people involved with our special little home to educate themselves and get out of the echo chamber of climate alarmism. Unfortunately just as we saw with covid our rulers have hatched up a plan to save us by restricting our freedoms and movements how convenient. Grow up council or get out! Nelson is full, stop the never ending growth. This Halo nonsense is a terrible vision for our little community. Keep the super rich out of our little piece of paradise. How will your children afford to live here and help you age? Oh right they need to go to the cities and be indoctrinated the way we see our current council. Then they too can sellout to the highest bidder.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Wouldn't it be nice to be able to turn on the TV and be told the truth. Study UNDRIP. The plan is to give all land back to the natives ie the United Nation's. Then we will all be on a reserve including our indigenous. Get educated or get out of Nelson. We don't need anymore wasted funds. The RDCK is being watched closely and we are well aware our tax dollars are being spent poorly.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

8

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

8

Q3 What are the strengths of the draft OCP?

Long Text

I like that the community plan recognizes that there are some strong needs, such as affordable housing that must be addressed.

As a strategic plan this is a good document as I believe everyone can find things that they like.

Q4 What are its weaknesses? What is it missing?

Long Text

Certain concepts are good but I don't feel that the OCP is clear. For example:

Create affordable housing: The shortage is acute and adding a few townhouses or lane way houses has not and will not address this problem. The plan is not clear that with the limited land available we need to build up for some of these project.

Walkable neighborhoods: Concept is great but I don't really understand the full implication. Does this mean that everyone should be able to walk to a grocery store and school (I honestly don't want a Safeway in the middle of my Fairview neighborhood). Creating businesses outside of a business district creates a whole set of additional problems with parking. Need clarity if walkability means good sidewalks, definition of walkable, etc.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Provide some prioritization of the many objectives for the community, current and future City leadership. All items are good but there will be conflicts in projects between certain objectives and this plan should help to prioritize. For example, 4.5.3 states that: "Rezoning applications should be reviewed for alignment with OCP's vision, values, and principles as well as economic priorities such as job creation and social priorities such as housing." Nice words but from experience anywhere in Nelson that has affordable housing being built will have pushback from local neighbors that have many NIMBY issues ranging that don't want a bigger building near them, parking concerns, fear of crime (due to poor people and minorities moving into their neighborhood), etc. Having this plan to help the community, developers and council make clear decisions would be useful.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

9

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

10

Q3 What are the strengths of the draft OCP?

Long Text

Making it easier to build affordable housing. Mixing affordable housing into all areas of town, not just in 1 neighbourhood. Having neighbourhood commercial centres. Good standards for the appearance of new buildings.

Q4 What are its weaknesses? What is it missing?

Long Text

Bear smart goals should have specific objectives in it, such as by-laws around fruit trees, supporting tenants and restaurants to have bear-proof waste disposal, banning residents from composting food waste in their yards, etc. Bear smart section should have similar level of detail given to FireSmart. How to balance FireSmart (vegetation removal) with climate goals such as maintaining tree cover to reduce urban heat. Balancing FireSmart with the character of the city which is heavily based on tree canopy and gardens. Support renters in receiving FireSmart funds to help with yard cleanup.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Overall great job. I'm excited to live here and the OCP confirms that this is a place I want to live for a long time.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

It is missing highlighting tourism in the economy section. Tourism is a key pillar of the local economy and offers not only the lowest impact but can actually work to preserve the local environment. Tourism needs more attention from the City.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

5

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

It has some nice words about environmental values and protecting streams in the area.

Q4 What are its weaknesses? What is it missing?

Long Text

I don't believe it is the responsibility or role of the municipality to be advancing UNDRIP. There are lots of provincial and federal initiatives addressing this. Having respectful relationships is important for all groups, but government to government relations with FN's can be very expensive, as is being experienced at a provincial level - I don't support. I am surprised that the primary indicator of the OCP's success is listed as "carbon neutrality by 2050"; I am not convinced that carbon is the primary driver of climate change and don't think it should be a primary driver of municipal policy. I think there are more important measures of success.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

I strongly support an increase in riparian protection from 15 m to 30m. If the City is serious about protecting the streams in and around the city, it should be developing a plan to obtain water directly from Kootenay Lake. This is the best long term plan for protecting the environment, and is also the best long term plan for climate resiliency. Taking increasing amounts of water out of small streams (Cottonwood tributaries) cannot be done without negative environmental consequences. The Salmo watershed is already a stressed ecosystem impacted by dams downstream with a small population of blue-listed bull trout; Nelson should scrap any plans to use that system as a water supply and look to the lake if demand can't be supplied by the existing structures.

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

0

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

0

Q3 What are the strengths of the draft OCP?

Long Text

Nothing. Stop the project and stop wasting time and money on it.

Q4 What are its weaknesses? What is it missing?

Long Text

Stop this project. We have more than enough low income housing. This town is going in the wrong direction.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Stop this! Out town is going to hell. End this now!

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

7

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

6

Q3 What are the strengths of the draft OCP?

Long Text

The difference between the 2013 and 2025 OCP is significant but long overdue. I believe that the incorporation of health and equity in municipal planning is crucial, especially during a time where almost 20% of our community members live in poverty and thus need subtle nudges in their surrounding environment to make decisions that are beneficial for their health and wellbeing and in turn reduce costs for tax payers down the line. Housing being one of the key goals is essential as it is the foundation for health and wellbeing, as well as a basic human right. Nelson cannot sustain its charm, vibrancy, and culture without affordable housing as younger generations leave town with their skills, energy, and income causing significant brain drain in our small rural community.

Q4 What are its weaknesses? What is it missing?

Long Text

Although the OCP intertwines affordable housing throughout, I think one of the major causes of unaffordable housing is the absurd amount of landlords and investors in town who have purchased housing and turned it into an asset, as opposed to a basic human right. You can increase supply all you want, but the housing needs assessment clearly highlights how the average household income is half of the required \$150,000 needed to purchase a home in Nelson. Housing costs would need to be cut in half to be attainable to the majority of Nelson folks, and although increased housing stock may help slightly, the majority of new housing will be purchased by folks who are already homeowners with existing access to capital and resources. They will purchase second, third, or even fourth homes in order to rent them out for profit. There needs to be policies in place that restrict people from owning multiple homes within city limits if they are being rented out to working class citizens in the community above affordable rates (paying 30% of your income in rent is NOT affordable when you are earning under \$70,000/yr). Being a landlord is not a job. Being a landlord benefits a small percentage of the population while trapping working class folks (tax payers) into a never ending cycle of poverty, inequity, poor health, and more (aka, added costs to taxpayers and the City to provide endless/infinite affordable housing, chronic illness, brain drain, a lack of education/skill training, etc.)

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

Very thorough. Uses plain english so everyone can understand it. It is clear about how policies relate the three core principals of providing health, equity and climate. It addresses areas of town that need more careful attention to development and those that will remain virtually the same except for infill housing and laneway housing.

Q4 What are its weaknesses? What is it missing?

Long Text

It is vague (intentionally I would think) on how to achieve many of the goals that are contained within the plan.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

I think the city is on the right track and I hope that there is enough people power within the city's infrastructure to make sure the intent of the plan is followed into the future.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

2

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

2

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

Too many contradictions in its wording. Example: "because all of what the City does must conform to the OCP" The City's answer: changing zoning, one classification to the exact opposite classification, is to change the OCP. The major changes to our community are being driven by Victoria, the same Victoria that downgraded our hospital services, how's that working out for our serious illnesses? Maybe the folks in Victoria should look at improving the infrastructure in small cities that are being told to abide by a "one size fits all" mentality.

No where in the OCP vision statement is public safety listed as a priority, that should always be the number one priority in any plan. Neighborhood consultation being moved to .."an after the fact" procedure is putting the taxpayer, who will be mostly affected by high density development" helpless to change anything already decided. i.e. Fell St. proposal: public input, meetings etc. are a waste of money when curiously all underground services for this development were put in place over 2 years ago.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

It seems to me as a lifetime resident of Nelson that the saying of "not wanting to be another Kelowna" are over. With the proposal of "villages, hubs, nodes etc" our sleepy town is gone. Our main industry has shifted from a resource based town, to a tourist town to an affordable housing hub for the Kootenays.

The statement regarding "Allowing affordable housing providers to build anywhere in the city so that we can solve our housing crisis as quickly as possible" raises so many red flags. Giving developers carte blanche in our city has not got well in the past on a lot smaller scale than what is now proposed.

The question must be asked "Why is the municipality responsible for providing housing to people who want to move here". In my lifetime the population of Nelson has consistently been between 8500 to 10,000. If people moved here 20 years ago it was because of the quaintness and quiet of the various neighbourhoods. Now all of a sudden people who want to move here are coming because of the quaintness and neighbourhoods but mainly because of overcrowding in bigger centres. The overpopulation in larger centres is now moving to our community and it's our responsibility to house them?

They are moving here because of our lifestyle, and we are trying to accommodate everyone and the only outcome is another town that is becoming what they are trying to escape from.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

0

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

1

Q3 What are the strengths of the draft OCP?

Long Text

The ocp started in 2013 and i don't see anything different except 3 or 5 mil spend on a dock that no one will swim in because it is by a marina with oil and weeds. Garbage disposal has been cut back so people have to tote their garbage or let the bears get it and then shoot them. Garbage pick in plastic cans is a joke in this day and age

Q4 What are its weaknesses? What is it missing?

Long Text

Knowlegable people. Cormack should be fired

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Outside of Nelson city limits, but in the Regional District of Central Kootenay

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

8

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

9

Q3 What are the strengths of the draft OCP?

Long Text

I love the graphics and layout, it is clear and easy to follow. I like that the abbreviations are defined. I also like the video as it helped me understand and participate.

Q4 What are its weaknesses? What is it missing?

Long Text

I wish things were defined. I have no idea what neighbourhood level planning means, in some places the Ocp doesn't feel like it's written to be accessible to residents

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

7

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

7

Q3 What are the strengths of the draft OCP?

Long Text

this represents a reasonable overview of the city and its future planning directions. It feels too weighted to economic and housing issues, which are important but miss the nuances of a well balanced small city such as support for multi ethnic groups, diverse cultural and recreational needs.

Q4 What are its weaknesses? What is it missing?

Long Text

What feels missing are clear indicators of where the city sits with support for culture and parks/recreation... relegating it to side bars at best when in fact these aspects are what draw families and individuals to the city and area. Simply adding more housing to a compacted city footprint will only exacerbate the infrastructure and service utilities that are quickly if not already maxed out. Yes, there is a perceived housing shortage but also a known water and sewerage shortfall.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Expand the vision to capture the vital segments of the population that are not fully represented with set limits to growth in order to match a more slowly increasing service sector.

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

3

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

3

Q3 What are the strengths of the draft OCP?

Long Text

Q4 What are its weaknesses? What is it missing?

Long Text

You're going to give away the charming nature of the architecture of this town by allowing riverside development and height unlimited apartments and buildings. I do not support densification and creation of more high rise housing

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

Q3 What are the strengths of the draft OCP?

Long Text

It has clear structure and priorities, I appreciate the opportunities for input from the community.

Q4 What are its weaknesses? What is it missing?

Long Text

I feel that aspects of the Design Guidelines are an over-reach by the City and restrict individual expression, trying to conform all new construction to an aesthetic that has been determined by a few individuals within the planning department.

I also think there should be some serious reflection on the fundamental disconnect between the OCP's commitment to Truth & Reconciliation and the Design Guideline's desire to creating faux-heritage new construction. I think that the existing Heritage buildings in Nelson of course bring character and beauty to the City, but when we insist on only valuing historic "style" we should be more reflective on: who's heritage are we valuing? Who is left out of this narrow lens? What is the history of colonial architecture and how does it affect certain groups? Are we holding ourselves in the past rather than seeing what new forms buildings can take when we allow for contemporary design with input from more diverse groups?

A city is a patchwork and tells a story of all of the times and different people that have existed there, I don't want to live in a faux-heritage Disney Land.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

Q1 Overall, on a scale of 0-10, do you feel that the draft OCP represents you?

Slider

8

Q2 Overall, on a scale of 0-10, do you feel that the draft OCP is representative of the community's vision, aspirations, and needs?

Slider

8

Q3 What are the strengths of the draft OCP?

Long Text

I think it is clear and easy to read and I love the colourful design.

Q4 What are its weaknesses? What is it missing?

Long Text

Needs more definitions and glossary a lot of the terms are ambiguous for me.

Q5 After reading the draft OCP, please provide any remaining feedback.

Long Text

Q6 Where do you live?

Multi Choice

Within Nelson city limits

APPENDIX 4:

LETTERS & CORRESPONDANCE

1. Airport Society
2. BC Transit
3. Council of Canadians Nelson/West Kootenay Chapter
4. Disk Golf Society
5. Interior Health
6. Kootenay Carshare Cooperative
7. Nelson Pilots Association
8. RDCK
9. RDCK - Area E Director - Cheryl Graham
10. West Kootenay Climate Hub (Letter#1)
11. West Kootenay Climate Hub (Letter#2)
12. Andrew Hamilton (Citizen)
13. Andrew Murray (Citizen)
14. Becky Quirk (OCP Advisory Committee)
15. Pegasus McGauley (Citizen)
16. Steveland Ambrose (Citizen)

Note: The letters included in this document have been approved for public release by their respective contributors prior to publication.

The planning team is still awaiting confirmation on publication permissions for other correspondence received during the feedback period.

Should updated permission be received, any additional letters approved after the publication of this document will be included in "Appendix 5: Late Publications."

Submission to the City of Nelson from the Nelson And District Airport Society Regarding references to the Norman Stibbs Airport in the 2025 OCP

The City of Nelson OCP refers to the Nelson Airport lands as a “land bank”. The airport lands are the site of the regional land fill (dump) that was active for many years until the 1960’s. The land fill contains a wide variety of waste, much of which would be considered toxic and it has leached into the Kootenay river for the last 70 years. Evidence of this can be found along the shore of the river adjacent to the airport lands. (a brown sludge accumulated along the shore). Any plan to mitigate and clean up the former land fill has been considered far too expensive and identifying a location that could accept the land fill contents has not been found. As well, disturbing the toxic sludge would increase the problem of leaching into the Kootenay river.

The airport runway was paved in the late 1970’s with a grant from the Federal Government (Ministry of Transport) with a covenant that the land remain an airport. A layer of gravel was laid down over the garbage and then it was paved. The runway has low and high sections as some garbage rots more quickly or slowly. Some of the hanger buildings on the airport ramp area are having to continue to pour additional concrete footings as the garbage rots under their hangers. The City’s assessment for the airport lands may not be taking into consideration that the land has limited uses given the huge accumulation of toxins that precludes most other uses besides an airport.

However, notwithstanding all the above, the airport in Nelson represents much more than being simply another runway in the Kootenays. The first powered flight was famously achieved by Wilbur and Orville Wright in 1903 in North Carolina, and yet, a mere 9 years later, in 1912, a pilot flew his wood, fabric and wire plane into Nelson as part of Nelson’s annual fruit fair. The fields around Thrums and Glade were a popular spot over the years for visiting pilots, but it wasn’t until just after WW2 that the City of Nelson, courtesy of a Federal Grant, purchased the site of the current airport from CP and the Ministry of the Environment and launched a visionary plan.

In 1944 the City had drawn up plans for ‘Project No 1’, a 3400ft runway, as part of a series of post-war lakeside projects, and in the early 1960s created one of the world’s most spectacular airports. Nelson airport was named after the multi-term popular wartime mayor, Norman Stibbs, who is remembered for always making the time to personally see off all departing servicemen and women, and to be there to greet them on their eventual return, a fitting memorial indeed for such empathy. By now, aviation had reached unparalleled levels of sophistication and air travel started to become part of the economy with local businesses investing in airplanes and later in helicopters. The airport was a dramatic addition to the downtown.

70 years after those bold plans, the airport today remains a dramatic and very valuable piece of infrastructure and supports a wide variety of commerce, including tourism, medical evacuations, wildfire control operations and recreation to name a few. It brings substantial business to our community, especially the local ski lodges that use the airport to fly their guests to the lodges as

well as bringing guests from other locations to Nelson by aircraft. Almost every business user on the airport uses the runway for fixed wing as well as for rotary operations. Every rotary operator on the field also owns or operates fixed wing aircraft for logistical support for their primary ops. Many of the privately owned planes on the field are in fact owned by business owners from within and around the City and are used at least in part to further the City and region's economy. The airport also hosts the only flight school in the West Kootenays, which trains over 20 new pilots every year and serves the wider pilot community with check-outs, recurrency and advanced training.

In aviation circles, the airport ranks as one of the world's most iconic small airports. Nestled in challenging terrain, with its skill-demanding approaches and jaw-dropping scenery the airport is on many pilots' bucket list of places they must visit. Its downtown location brings a connection to the aviation inventors and dreamers of our past to the very doorstep of every resident and visitor to Nelson. Local schools enjoy field trips to the airport for their first introduction to the magic of flight, and it takes no more than a child's imagination to connect the small planes they get to sit in with intercontinental flight and space travel. The City's Air Cadet squadron relish their first powered flight experiences right off the Nelson runway and then they celebrate their progress with an annual parade on the airport apron. On Remembrance Day, the resident pilots of Nelson fly over the Cenotaph to remind us that aviation has not always been as benign as a sightseeing trip over the local glacier whilst Open Days at the airport give all of us direct access to flights and the world of aviation.

Nelson is unique. Its 19th and early 20th century mining heritage is rich and its survival following the exhaustion of local ores is a testament to its residents' economic and cultural tenacity. The airport is a significant part of that tenacity and remains a multi-faceted asset. To consider redeveloping the airport, or even part of it, is not simply an economic error but a serious cultural mistake.

Submitted 25th February, 2025

Rupert Robin – NADAS Chair



28 February 2025

Alex Thumm
Planner, Development Services & Climate Leadership
City of Nelson
Re: City of Nelson Official Community Plan Update – BC Transit

Alex,

Thank you very much for giving BC Transit the opportunity to review the first draft of your 2025 Official Community Plan (OCP). We applaud the City in identifying the role that mixed-use development plays in improving housing stock and developing balanced, complete neighbourhoods. Sections 4 and 5 have several policies encouraging infill growth to protect green spaces. We also applaud the City's plans to develop more safe, multimodal transportation connections and infrastructure. These community-minded objectives will support transit and active transportation choices, foster a more efficient transit service, and reduce conflicts between pedestrians, cyclists, and vehicles.

Here is a list of general recommendations for your consideration when developing policies and objectives:

- That the City of Nelson continue to work with BC Transit to provide and improve transit services and infrastructure in the City through the implementation of the Transit Future Service Plan, and any subsequent transit plan.
- Focus on the development of high density, complete communities in close proximity to transit.
- Maintain and invest in bus stop and transit exchange amenities and infrastructure.
- Avoid greenfield development and focus on infill and intensification.
- Within areas within 400 metres of a transit stop (already some language around this in policies 4.3.1 and 4.3.3):
 - Allow for a mix of uses, including residential, commercial, institutional, and recreational.
 - Increase the utilization of land through increased density.
 - Reduce or eliminate minimum parking requirements.
- Improve active transportation networks and their connections to transit services.
- Prioritize the needs of transit and active transportation when new development or redevelopment occurs, and when designing new infrastructure.

If you have any questions or need clarification, please feel free to reach out to me. I am also available for any future review of the OCP as it is developed.

Thank you,

Jen Getz
Transit Planner
jgetz@bctransit.com

Draft Critique of the 2025 Official Community Plan

West Kootenay/Nelson Chapter of the Council of Canadians

1. Nelson faces a variety of challenges going into the future. Many of these issues are common to other municipalities in BC, but that does not mean they should not be acknowledged and dealt with in the city's Community Plan. They include the fact that the city is in danger from forest fires, has buildings that emit greenhouse gases, suffers from an inadequate public transportation system, has insufficient affordable housing, has a substantial proportion of its inhabitants living in poverty, lacks adequate easy access to health care, and is plagued by a toxic drug crisis.

Sections of the OCP should recognize and address these challenges in a systematic way, indicating how the City intends to cooperate with other municipalities, the Provincial Government, and the Federal Government to address them. In some instances, for example on housing, the Plan does do so; in others it does not, or does not do so adequately. What is in the draft should be reviewed with the question in mind: how well do these sections function as direct responses to specific challenges and how concrete and detailed are the answers?

2. Our city also faces certain challenges that are more specific to Nelson. To recognize and address these one needs a vision of the Nelson in the future. It seems obvious that Nelson is highly unlikely to become a centre of heavy, or even light, industry. On the other hand, it has great potential to become an even more attractive tourist destination. Nelson could become the Jasper of the West Kootenays. It has a beautiful location, on a lake set among mountains, yet within easy distance of Highway 3 and the regional airport at Castlegar. It already has many amenities attractive to tourists.

However, it also has some deficiencies. Unlike Kimberley, it lacks a pedestrian centre, free from vehicle noise and pollution and suitable for multiple outdoor cultural events in summer. It makes very poor use of a potentially very attractive large waterfront section, currently occupied mainly by an unnecessary airfield that serves only a small number of private aircraft, which cause noise and air pollution. There is a lack of good communication links between that western waterfront area and downtown Nelson. The pedestrian and bicycle routes within the city, and particularly along the waterfront, need improvement.

If Nelson can, as quickly as possible, address these challenges and solve them, it has huge potential as a prime tourist destination, with the attendant commercial and job opportunities. It would not be too difficult to make Baker Street a pedestrian zone, nor is there a major obstacle to closing the airfield and commencing the redevelopment of the western waterfront, which should include both a new park similar in size to Lakeside Park, a beach area, a marina, and other suitable facilities.

3. Climate Resilience is one of the three Guiding Principles of the OCP, and it is included in one of the Four Foundational Values. It is therefore very surprising that the section on Climate is so

short and perfunctory. It comprises five very general statements. By comparison, there are long detailed lists of specific actions under topics such as land use, housing, parks and recreation, infrastructure, transportation etc. The excuse for this is the following statement: "*Nelson Next should be continually referred to, as our community's climate action strategies and tactics are contained therein and have not been transposed into the Official Community Plan*"

This is an unfortunate cop out. Simply making reference to being guided by Nelson Next is effectively meaningless unless more specifics are included in the OCP. At present there is a lack of prioritization and accountability. At the very least some of the specific priority tactics in Nelson Next should have been transferred over here to clarify which are seen by the city as most important and implementable. This is something we have been waiting to hear for years. As it stands now, there is no way to hold the city to account on climate measures as everything in the climate section of the OCP is so non-specific compared to all the rest.

Examples of the sort of things that should be included are: banning the installation of fossil-fuel based heating in all new buildings; end the purchasing of fossil-fuel using vehicles by the City; replace diesel and gas buses with electric ones; create a system of electric minibus routes with continuous services linking Baker Street with a variety of car parks and key facilities, including Lakeside Park, Chahko Mika Mall, Railtown, the hospital, the Prestige waterfront complex, and the RDCK building.

4. Transportation, and Related Issues. Various specific statements in the draft Plan, while promising, need rewriting in a more detailed and positive manner. Examples are:

5.8.17: A comprehensive transportation and traffic assessment plan is indeed needed. Since this is urgent it should not be left as a vague promise but when and how it will be done should be specified. The new plan should include the electrification of the existing bus fleet and the creation of a small fleet of electric minibuses that would run continuously to the Baker Street pedestrian core from a variety of locations in the suburbs or on the fringes of downtown, as suggested in 2 above.

5.8.1.8 & 9: About Baker Street: this should be a commitment to make the street a permanent (not temporary) public space, in which only walking and cycling are permitted, and to develop the area as a venue for cultural events and markets. [NB. the car-free option for Baker St. was the most supported item among responses to the OCP opening public survey held from July to September 2023. The results of that survey should be included as an appendix to the OCP.]

5.8.1.10: The creation of additional pedestrian and vehicular linkages to the Waterfront. A new connection between Lakeside Drive and Baker Street will be negotiated with the railway and accommodated at the west end of Baker Street. This is an excellent, clear objective, but a time frame is missing. The feasibility of alternative options for this road, cycle-path and pedestrian crossing should be examined immediately. Presumably they are a level crossing with traffic lights, a tunnel, and an overpass. Cooperation and financing from the Provincial Government will be required and should be sought immediately.

5.8.1.12: This commitment to re-evaluate the land use of the airport is a major advance. It is another excellent, clear objective. It needs a time-frame, and an elaboration of the kind of waterfront development which would replace it. Such should include a large park, a beach facility, possibly a marina, and certainly a large carpark at the western end of the development. Retaining the helipad is unnecessary; it causes severe noise pollution and could be accessed from a site outside the downtown core just as easily for emergency purposes.

5.8.2: The commitment to enhance and prioritize the convenience, safety, and comfort of active and low carbon transportation modes year-round to reduce the need for single-occupant vehicle use is very sensible. Measurable objectives need to be included to make this meaningful rather than a vague aspiration.

Nelson Disc Golf Society

1613 Ward Street

Nelson, BC

V1L 1V7

March 4, 2025

Alex Thumm

Planner

City of Nelson

Suite 101, 310 Ward Street

Nelson, British Columbia

V1L 5S4

Dear Mr. Thumm,

We hope this letter finds you well. We, the Board of Directors of the Nelson Disc Golf Society (NDGS), are writing to request support from the City of Nelson for the Highwater Disc Golf Course.

The Highwater Disc Golf Course, a 9-hectare 'privately owned public space,' is a vital recreational asset to our community, providing tens of thousands of hours of low-barrier recreation annually. The NDGS operates this valuable community recreation facility for anyone to use for free from dawn until dusk 365 days a year.

The Nelson Disc Golf Society is actively working to enhance accessibility of the course by adding washrooms, a picnic shelter, creating easier disc golf holes, and promoting climate resilience through tree planting and forest fuel management. NDGS respectfully requests that the City of Nelson include content in their Official Community Plan to recognize the Highwater Disc Golf Course and support its ongoing development and operation. We suggest the following content for consideration:

"Support development and operation of accessible outdoor recreation infrastructure (i.e., washrooms, picnic shelter, trails, and educational signage) at the Highwater Disc Golf Course."

This inclusion in the Official Community Plan will greatly assist in future fundraising efforts to ensure continued improvement of the course and sustainability of Nelson Disc Golf Society's mission to operate the course.

We appreciate your consideration of this request and look forward to any opportunity to discuss this further. Should you have any questions or require additional information, please don't hesitate to reach out.

Thank you kindly for your support.

Sincerely,

Iraleigh Anderson – NDGS Chair

ANDERSON

Jeremy Lindley – NDGS Treasurer

Jeremy Lindley

On behalf of the Nelson Disc Golf Society Board of Directors
Forrest Mac Ivor – Secretary
Maxence Jalliet – Vice Chair
Artur Gryz – Director
Nelson Disc Golf Society

February 19th 2025

Alex Thumm, Planner
City of Nelson
Suite 101, 310 Ward Street
Nelson, British Columbia
V1L 5S4

Attention Alex Thumm:
Re: City of Nelson Draft Official Community Plan

Thank you for the opportunity to offer input to the City of Nelson Draft Official Community Plan (OCP) from a population health perspective. This OCP presents an opportunity to improve the future health status of City of Nelson residents because it utilizes the principles of both the [healthy built environment](#) (HBE) and the [healthy communities approach](#). The three core pillars (health, equity, and climate resilience) are strongly aligned with the principles of population and public health, and thus we commend the City of Nelson for the approach taken and are therefore very supportive of the draft Official Community Plan. We appreciate the opportunity to continue our collaborative efforts with the City of Nelson in support of healthy communities

Healthy Built Environments and Healthy Community Development

Healthy communities support equitable opportunities for community connectedness, access to healthy food, accessible options for active transportation, and affordable quality housing which together can help reduce health inequities. We work to achieve these goals through political commitment, multi-sectoral collaboration, community engagement, asset-based community development, a health in all policies approach, and applying the HBE principles.

Healthy Transportation

We were pleased to see in the OCP the efforts of the City of Nelson to promote diverse and active transportation methods. One of the core elements of HBE is transportation that is diverse and conducive to active modes of travel. Active transportation supports physical and mental wellbeing and social connectedness, as well as environmental impacts such as a

Interior Health would like to recognize and acknowledge the traditional, ancestral, and unceded territories of the Däkelh Dené, Ktunaxa, Nlaka'pamux, Secwépemc, St'át'imc, Syilx, and T̓silhqot'in Nations where we live, learn, collaborate and work together.

reduction in traffic congestion and pollution while enhancing business activity, and equitable access to jobs, services and other opportunities.

The City of Nelson recognizes in sections **5.8.2**, **5.6.2.2** and **5.6.3.1** that diverse low-carbon active transportation is a priority and must aim to be accessible to diverse ages and abilities, safe, and designed for all season usage. According to the [Community Health Profile](#) for Nelson, B.C., the potential years of life lost in Nelson related to falls and motor vehicle crashes is higher than the provincial average. By adopting a vision zero goal (**5.8.4.1**), the city can work to enhance the safety of the proposed active transportation routes. This will in turn foster positive health outcomes such as lowering rates of cardiovascular disease, obesity, diabetes, and improving mental health. Furthermore, as a population ages, having alternative methods for travel can provide continued independence for aging residents.

Healthy Housing

Healthy Housing and Complete, Compact, and Connected Neighborhoods

Mixed use developments and complete neighborhoods can have a great impact on health and wellbeing. We were pleased to see the City of Nelson OCP support the prioritization of housing developments within walking distance of transit, green spaces, amenities, and commercial services (**5.2.4.6** and **5.2.5.2**). Mixed use and complete neighborhoods impact health and wellbeing as they are more convenient, socially engaging, generally consume less energy, and encourage regular physical activity and active transportation.

Diverse and Affordable Housing

We were pleased to see in the OCP the efforts of the City of Nelson to promote diverse housing tenure types and affordable, subsidized housing. Improved housing conditions can save lives, prevent disease, increase quality of life, reduce poverty, and help mitigate climate change. Housing can contribute to an increased sense of safety, decreased crime, greater social wellbeing, and improved quality of life.

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The city has committed to addressing the results from the 2024 Housing Needs Report through planning that accommodates existing and future housing needs across the housing spectrum with diverse housing types, sizes, price points, and tenure types for all incomes, ages, lifestyles, and abilities (**5.10.2.5, 5.2.1.1**). This further supports the reduction of waitlists for affordable housing, development of non-market housing, and the donation of city owned land for affordable housing (**5.2.2, 5.2.2.1, 5.2.2.3**).

Providing mixed income housing developments and supportive affordable housing programs has health and economic impacts such as increased disposable income for other essential needs such as nutritious food and medication. Being supported to stay in one place for a longer period of time improves social well-being and fosters community connection.

Although there is an address to vulnerable populations, such as seniors, the unhoused, and women and children needing transition housing, City-owned land donations were referred to in section **5.2.2.3** but did not include land donated for emergency and short-term shelters, an important part of the housing continuum. Temporary and emergency shelters are associated with positive physical and mental health outcomes for patrons such as helping them stay safe from violence, injury and communicable disease.

Healthy Housing and Climate Hazards

Healthy housing supports healthy living by protecting people from hazards inside and near the home. Sections **5.2.2.6, 5.2.3.4, and 5.2.5.2** work to further promote healthy housing by supporting household heating and cooling costs and initiatives that can help seniors age in place. With climate change increasing the number of hot days in British Columbia, there is increasing urgency to mitigate the impacts of extreme heat.

According to the [BC Coroners Service report](#) (2022), the 2021 B.C heat dome resulted in 619 deaths in British Columbia. Short- and long-term heat exposure can lead to a variety of heat-related illnesses and outcomes, including heatstroke, exhaustion, dehydration and hospitalization resulting from respiratory and cardiovascular diseases.

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Past research has consistently shown that household air conditioning is one of the most effective adaptation strategies to reduce heat-related mortality and morbidity, particularly for renters and those who live alone. Interventions to mitigate the negative impacts of heat can be further supported by expanding section **5.6.3.3** to include cooling spaces in every neighborhood in the city to reduce accessibility barriers for at-risk groups, such as seniors.

Health Equity and Indigenous Healthy Community Development

According to [Plan H](#), municipalities can support equity through zoning bylaws and land use decisions that create conditions that can improve the economic, political, and social systems that people navigate daily. Taking an equity approach to OCP's, bylaws, and land use decisions can contribute to the development of [sustainable, resilient, and healthy communities](#) by more effectively and systematically addressing community well-being.

Woven throughout the OCP was **recognition and inclusion** of the Ktunaxa, Sylix, and Sinixt people's in who's land the City of Nelson resides. The OCP identified the City's work being done to **build relationships** with the Ktunaxa, Sylix, and Sinixt and their ongoing commitment to foster **meaningful collaboration**. This is witnessed through sections **5.1.1.5**, **5.1.2**, and **5.1.2.5** in which efforts will be made **to improve the outcomes and quality of life** for Indigenous people in Nelson.

As mentioned in the OCP, this will be achieved through meaningful government-to-government relationships through improved recognition of mutual interests, and the development of supportive processes and actions that respect the interests, needs, and rights of First Nations. This section thus aligns with reconciliation efforts, particularly the [Truth and Reconciliation Commissions' Calls to Action](#) on Health, [UNDRIP](#), and [DRIPA](#).

As exemplified in [Plamondon, 2024](#), when cohesion between equity intentions and actions is prioritized, greater possibility for advancing equity emerges. Ripples of change emerge when all people, across all spheres of influence, consistently take up equity work.

What our team can offer

Interior Health would like to recognize and acknowledge the traditional, ancestral, and unceded territories of the Däkelh Dené, Ktunaxa, Nlaka'pamux, Secwépemc, St'át'imc, syilx, and T̓Sílhqot'in Nations where we live, learn, collaborate and work together.

As part of the Interior Health's Healthy Community Development team, we welcome the opportunity to continue collaborating with the City of Nelson. Here are some examples of how our team can support and work together with City of Nelson staff:

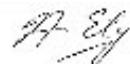
- Identification of further targets and indicators
 - o e.g., Sense of belonging, length of multi-use pathways/length of new cycling and pedestrian networks, road traffic injuries, proximity to transit, housing affordability index, # of days when air pollution exceeds certain standards
- Supporting the implementation plan (e.g., section 5.10.1.5)
- Letters of support
- Provision of health information, research, and resources
- Health lens to current and long-term planning documents
- Participation on committees

We commend the City of Nelson for their ongoing work in support of healthy and sustainable community development. We support the City of Nelson Draft OCP which continues our collective progress in addressing diverse community needs. If you have any questions, please feel free to contact me directly at kelly.mccafferty@interiorhealth.ca

Sincerely,



Kelly McCafferty
Community Health Facilitator



Anita Ely
Healthy Built Environment Specialist

Interior Health would like to recognize and acknowledge the traditional, ancestral, and unceded territories of the Däkelh Dené, Ktunaxa, Nlaka'pamux, Secwépemc, St'át'imc, syilx, and T̄silhqot'in Nations where we live, learn, collaborate and work together.



CARSHARE

February 14th, 2025

Proposal for Inclusion of Carsharing Services in Nelson's Official Community Plan

Dear City Planners,

I am writing on behalf of Kootenay Carshare Cooperative (KCC) to advocate for the formal inclusion of carsharing services in the City of Nelson's Official Community Plan (OCP). As a not-for-profit cooperative dedicated to providing sustainable, community-based transportation solutions, we believe that carsharing aligns strongly with the City's goals for sustainability, climate action, affordability, and multimodal mobility.

Why Carsharing Should Be Integrated into the OCP

-Supporting Sustainable Transportation and Climate Goals

Nelson's OCP prioritizes climate resilience and emission reductions. Carsharing directly supports these objectives by reducing private vehicle ownership, lowering emissions, and increasing access to fuel-efficient and electric vehicles.

Studies show that one shared vehicle can replace up to 12 privately owned cars, significantly reducing congestion and parking demand while promoting more sustainable travel choices.

-Enhancing Affordability and Smart Urban Development

The high cost of parking infrastructure is a barrier to affordable housing development. Cities across Canada are integrating carsharing as a parking reduction strategy, allowing developers to provide fewer parking spaces in exchange for on-site carshare vehicles.

By recognizing carsharing in policy, Nelson can help reduce the financial burden of parking requirements, making housing projects more viable while maintaining mobility options for residents.

-Leveraging Statutory Right of Way for Carshare Parking & Access

Carsharing requires dedicated parking spaces that are accessible to all members at all times. The City of Nelson can implement a Statutory Right of Way model, similar to agreements seen in other municipalities, to ensure designated carshare stalls remain available for long-term community benefit.

A Statutory Right of Way agreement would:

- Secure access to shared vehicle parking spaces in new developments and public areas.
- Allow uninterrupted access to shared vehicles 24/7 while integrating security measures such as gated access with carshare member privileges.
- Ensure that developers cannot restrict access or impose additional fees beyond standard maintenance costs.

Including this provision in the OCP would create a legal framework that guarantees the success of carsharing in Nelson, ensuring its continued integration into future developments.

-Aligning with Multimodal Transportation and Active Mobility

Carsharing complements transit, walking, and cycling, making it a key component of an integrated transportation network.



CARSHARE

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www.carsharecoop.ca

Many municipalities now include carsharing in Transportation Demand Management (TDM) strategies, offering incentives for developments that provide carshare stalls. Nelson could adopt a similar approach to support a balanced, multimodal transportation system.

-Addressing Downtown Parking Challenges

Nelson's downtown core faces parking shortages and traffic congestion. Designating more carshare stalls in central locations would provide residents, businesses, and visitors with a reliable alternative to private car ownership, easing parking demand and improving accessibility.

Proposed Actions for the City of Nelson

To integrate carsharing into the OCP, we recommend the following:

- Explicitly recognize carsharing as a transportation solution within Nelson's Sustainability, Climate Action, and Mobility Policies.
- Incorporate carsharing into new developments by allowing reduced parking requirements in exchange for dedicated carshare stalls.
- Secure carshare parking spaces through a Statutory Right of Way model to ensure long-term accessibility and availability.
- Expand public carshare parking locations in key areas, including downtown, transit hubs, and major residential developments.
- Explore incentives for businesses and housing providers to support shared mobility options for employees and tenants.

KCC is eager to collaborate with the City of Nelson to develop a comprehensive carsharing strategy that benefits residents, businesses, and the environment. We welcome the opportunity to meet and discuss how these policies can be implemented to support Nelson's long-term sustainability and transportation goals.

Thank you for your time and consideration. I look forward to your response and to working together on this important initiative.

Sincerely,

Maxence Jallet
Kootenay Carshare Cooperative
gm@carsharecoop.ca
867-445-3066

Submission to the City of Nelson from the Nelson Pilots' Association Regarding references to the Norman Stibbs Airport in the 2025 OCP

The City of Nelson OCP refers to the Nelson Airport lands as a "land bank". The airport lands are the site of the regional land fill (dump) that was active for many years until the 1960's.

The land fill contains a wide variety of waste, much of which would be considered toxic and it has leached into the Kootenay river for the last 70 years. Evidence of this can be found along the shore of the river adjacent to the airport lands. (a brown sludge accumulated along the shore)

Any plan to mitigate and clean up the former land fill has been considered far too expensive and identifying a location that could accept the land fill contents has not been found. As well, disturbing the toxic sludge would increase the problem of leaching into the Kootenay river.

The airport runway was paved in the late 1970's with a grant from the Federal Government (Ministry of Transport) with a covenant that the land remain an airport. A layer of gravel was laid down over the garbage and then it was paved. The runway has low and high sections as some garbage rots more quickly or slowly.

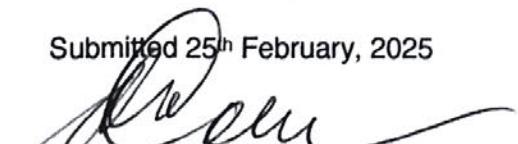
Some of the hanger buildings on the airport ramp area are having to continue to pour additional concrete footings as the garbage rots under their hangers.

The land assessment for the airport lands may not be taking into consideration that the land has limited uses given the huge accumulation of garbage that precludes most other uses besides an airport.

The airport is a very valuable piece of infrastructure and supports a wide variety of commerce, including tourism, medical evacuations, wildfire control operations and recreation to name a few. It brings substantial business to our community, especially the local ski lodges that use the airport to fly their guests to the lodges as well as bringing guests from other locations to Nelson by aircraft.

In summary, our suggestion would be to discontinue referring to the airport lands as a "land bank" giving the community a false idea that land can be used for other development (real estate etc).

Submitted 25th February, 2025

 Vic CORRIE, PRESIDENT NPA.

Board Resolution – Nelson Pilot's Association

Date – 25th Feb 2025

Be it resolved that the attached opinion dated 25th Feb 2025 regarding the City of Nelson OCP 2025 as forwarded by Vic Corrie, President, is the opinion of the Association.

Signed:

Vic Corrie – President:



Rupert Robin – Vice President



Thierry Noblet – Treasurer



Joy Gillender - Secretary





February 13, 2025

Alex Thumm, Planner
City of Nelson
Suite 101, 310 Ward Street
Nelson, BC V1L 5S4

Sent electronically via e-mail: athumm@nelson.ca

ATTN: Alex Thumm, Planner

RE: City of Nelson Official Community Plan (OCP)

Thank you for the opportunity to provide comment on the City of Nelson's Draft Official Community Plan (OCP). Nelson's municipal boundary is bordered by Electoral Area 'E' on its south, west, and east as well as Electoral Area 'F' on its north. Electoral Area 'F' is covered entirely by an OCP and has zoning. Electoral Area 'E' is only partially covered by an OCP and has no zoning.

The following sections list the Electoral Area 'E' and 'F' OCP objectives and policies that may have relevance for the City of Nelson. The City may wish to consider the Draft OCP's consistency with the following land use objectives and policies in any refinements it may make to the Draft OCP:

Electoral Area 'E':

The Electoral Area 'E' OCP does not apply to Electoral Area 'E' lands south (Perrier Road; Silver King Road) or west (Granite Road; Knox Road) of the City of Nelson (see attached maps for reference). As such, there are no OCP objectives or policies to provide guidance for these fringe area lands. The OCP does apply to lands east of Nelson's municipal boundary (Mountain Station, Svoboda Road, Bealby Point).

Electoral Area 'E' lands included in the OCP Plan Area adjacent to the City of Nelson are designated:

- 'Rural Residential', 'Resource Area' and 'Suburban Residential' (Mountain Station)
- 'Forest Reserve' (Anderson Creek Timber Co. Managed Forest Land)
- 'Administrative and Institutional' (Svoboda Road)
- 'Country Residential', 'Parks and Recreation', 'Rural Residential' (Bealby Road)

Relevant objectives and policies include:

Agriculture Policy #5: Recognizes that local agriculture contributes to local food production and the economy within the Plan area, the City of Nelson, and adjacent electoral areas.

General Residential Objective #2: *To accommodate medium and higher density residential development in established residential areas in Procter, Harrop, Balfour and rural Nelson to ensure efficient use of existing services, amenities and infrastructure.*

General Residential Policy #8: *Encourages a coordinated approach to development between rural areas and the City of Nelson.*

Suburban Residential (RS) Policy #4: *Encourages directing development of this type [suburban] to municipalities or existing or proposed residential nodes where infrastructure services are available or can be provided.*

Commercial and Industrial Objective #6: *To recognize and support the City of Nelson and selected areas within the unincorporated communities of Balfour and Procter as commercial and service centers.*

General Commercial Policy #4: *Recognizes the commercial and service center role of the City of Nelson and selected areas within the unincorporated communities of Balfour and Procter; therefore commercial development in the Plan area will primarily be oriented toward serving local community needs, as well as tourist and traveler needs.*

Transportation Policy #9: *Supports the reduction of the use of private automobiles and encourages the RDCK and member municipalities to investigate initiatives to expand public and shared transit, including the use of buses, car cooperatives and delivery services.*

Transportation Policy #10/GHG Emission Reduction Policy #13: *Supports investigation into the feasibility of rail passenger service along the Harrop-Procter and Nelson Railroad between the communities of Procter and City of Nelson.*

Relevant community-specific policies in Electoral Area 'E' include:

Community Specific Policy #59 (Bealby Point/Svoboda Road): *Recognizes the isolation of the area from the remainder of Electoral Area E due to the boundaries of the City of Nelson and West Arm Provincial Park.*

Community Specific Policy #60 (Bealby Point/Svoboda Road): *Supports the recognition and maintenance of public access to Kootenay Lake and beaches as a recreational asset to community members and the City of Nelson.*

Community Specific Policy #61 (Bealby Point/Svoboda Road): *Encourages long term management and maintenance of the Nelson Salmo Great Northern Trail to Troupe Junction.*

Community Specific Policy #62 (Bealby Point/Svoboda Road): *Recognizes the importance of the area for wildfire interface management for the community and City of Nelson.*

Community Specific Policy #66 (Mountain Station): *Recognizes the importance of the City of Nelson Reservoir and encourages long term protection of the infrastructure associated with this value.*

The content of Nelson's Draft OCP does not appear to conflict with any of the relevant objectives or policies contained within the Electoral Area 'E' OCP.

Electoral Area 'F':

The portion of Electoral Area 'F' that interfaces with Nelson's municipal boundary is primarily designated as:

- 'Suburban Residential' (west – Johnstone Road, Gagne Road, Jorgenson/Valhalla Road); and,
- 'Country Residential' (east – HWY 3A). See attached maps for reference.

Relevant objectives and policies include:

Growth Management Objective 7.2.3: *Encourage development in areas where infrastructure, amenities and services are already established, or could be established where appropriate and supported by the local community.*

Growth Management Policy 7.3.1: *Encourages a coordinated approach to development between rural areas and municipalities.*

Economic Development – Industrial Lands Policy 8.3.31: *Encourages future industrial areas to be located with consideration of the existing and intended uses adjacent to the area and the associated impacts so as to ensure they are context sensitive and harmonize with adjacent land uses. Screening and buffering are required to mitigate land use impacts.*

Residential Land & Housing Objective 11.2.3: *Direct high density residential development to established residential areas and municipalities to ensure efficient use of existing services, amenities, and infrastructure.*

Commercial Land Objective 12.2.2: *Direct commercial development to existing residential nodes and municipalities where services and amenities are more readily available.*

Transit Policy 18.3.18: *Supports the reduction of the use of private automobiles and encourages the RDCK and member municipalities to investigate initiatives to expand public and shared transit, including the use of buses, car co-operatives and delivery services.*

The RDCK respectfully requests that the City consider the following as it relates to proposed Policy 4.8.4:

1. The RDCK requests that the City review the community feedback received from Zoning Bylaw Amendment Application Z2104F for Valid Manufacturing (see enclosed Staff Report) and consider revising proposed Land Use Policy 4.8.4:

*On the North Shore, commercial uses geared towards visitors and drive-through traffic will be limited to parcels that border Highway 3A. **Light-industrial activities compatible with nearby residential lands will be considered on a case-by-case basis.***

Specifically, the RDCK requests that the City give careful consideration to what makes a light industrial use compatible with surrounding residential lands, given that the RDCK lands on the North Shore bordering the municipal boundary are designated for Suburban Residential and Country Residential land use.

Through Z2104F, residents noted concerns that industrial land uses, regardless of being light industrial uses, have a heightened risk of incompatibility with neighbouring residential uses and can be detrimental to the rural character of the area. These concerns, along with others, led to the proposed amendment bylaw being defeated at third reading, despite there being some policy support for the application (see Economic Development – Industrial Lands Policy 8.3.31 listed above and attached Staff Report).

If there is a strong desire to rezone these lands to light industrial in the future then perhaps indicating strict adherence to the guidelines of DPA 1 could be a way of mitigating potential form and character concerns that could result from this policy. Careful consideration of the list of permitted uses for the light industrial zone should be given in order to ensure the uses are compatible with adjacent residential uses

and do not lead to future nuisance issues for surrounding residents (i.e. noise, light pollution, dust, traffic implications, hours of operation, snow clearing timing, etc.). Community water system capacity should also be considered at the outset of any rezoning proposal to ensure the system has the capacity to service the proposed development and its existing connections over the long term.

Aside from the comment listed above related to proposed Policy 4.8.4, the content of Nelson's Draft OCP does not appear to conflict with any other relevant objectives or policies contained within the Electoral Area 'F' OCP.

If you have any questions please do not hesitate to contact me at (250) 352-8162, or by e-mail at cscott@rdck.bc.ca.

Sincerely,



Corey Scott
Planner

encl. Land Use Designation Maps

Z2104F Valid Manufacturing Staff Report, dated May 26, 2021, prepared by Eileen Senyk, Planner 1

Hi,

My original email below discusses the airport leases and also the land use of the airport. Thus, it is relevant to the OCP. It was a long email so I'll just summarize the two points here that I think should be included in the OCP.

1. The business infrastructure at the airport supports about 200 jobs and there are another 100 jobs that require the services of the airport throughout the year. These are mostly well-paying jobs that offer a good work/life balance. For instance, the 150 jobs at Baldface every winter.
2. Essential services are provided at the airport including medical evacuations, search and rescue, forest fire suppression, and avalanche control by the Ministry of Transportation. If there is ever a fire in the mountains above the City of Nelson then the airport will be a critical staging point. Asking helicopters to operate from Castlegar would lead to delays that could be catastrophic. If there weren't helicopters staged in Nelson last summer to fight forest fires, then the fire that was lit in Gyro Park likely would have burnt for at least an hour before a helicopter arrived.

I am writing in my capacity as a co-owner of Purcell Helicopters Ltd., a company that leases two properties at the airport and operates a business from the airport. I also represent 1018586 B.C. Ltd. as an employee, another company that leases land at the airport and is associated with Kootenay Valley Helicopters Ltd. I am also writing as a Chartered Professional Accountant with experience and education in fair market value determination and taxes.

I am also Dauna Ditson's partner. Dauna declared the possible conflict of interest to Sonya.

I am asking the City to answer the following question: why are the property owners at the airport paying 15% of the land value as their annual lease rate? How was the 15% rate determined? That fact that a by-law exists, indicating a rate of 15%, that has been haphazardly applied at the airport over the years is not an explanation. Taxes should be fair and lease rates too and the City should be able to explain why the 15% rate has been chosen.

Lessees should be asked to pay the fair value for their leases. Revenue generation from the City's perspective should be done through taxes and of course the property owners at the airport also pay taxes.

Looking at it from an actuarial or an CBV CPA accountant's perspective. They would say that the fair price for the lease rate is the fair market value. An actuary would determine fair market value as the value of the land multiplied by the fair market interest rate, which is the mortgage interest rate. That is the return that the banks would expect from their investment. And it is the fair return for the City of Nelson. When RBC invests in a property by mortgage lending they expect to earn roughly 5% these days on their investment. This is the fair rate that the City of Nelson should charge on the land value. I ask that the City of Nelson consult an expert to help determine the fair rate.

Rupert Robin has done a tremendous job of doing some research into this issue and I fully support him as representing my interests. Rupert found that Kelowna's Bylaw No. 7982 under section 12 indicates that "Land rental rates for airport leases and sub-leases will be based on current market value as determined by an independent appraisal"

Why shouldn't the City of Nelson charge more than the fair market value for rent? The language in the draft OCP to "consider the airport as a land bank" shows a lack of understanding regarding the airport's purpose and support in the community. The airport supports many businesses in Nelson. For instance, Baldface employs 150 people in the winter. Baldface's business depends on the use of the airport. There are transfers for multiple other lodges from the airport that support the businesses at the airport and the jobs at those lodges. Hundreds of local jobs depend on the airport. Here is a quick list of the businesses and a rough estimate of the number of employees from my own knowledge of the operations:

Purcell Helicopters – 9 in summer, 4 in winter
High Terrain Helicopters – 12 in summer, 10 in winter
Columbia Helicopters and Columbia Wireless – 20 employees
Bluebird Aviation – 2 employees
Kootenay Lake Aviation – 2 employees
Baldface – 150 employees in the winter, and 20 year round
Kokanee Glacier Cabin – operated by the Alpine Club of Canada – 5 employees in the winter, 2 in the summer.
Powder Creek lodge – 7 employees in the winter and 2 in the summer

Other lodges that are supported by the Nelson airport include:

Snowwater

And likely a bunch more that I don't know about because I don't know all of the customers of my competition. And another lodge that I don't want to disclose that Purcell Helicopters is working for in the Purcell range. Does the City know how many jobs the infrastructure at the airport supports? I believe further analysis is needed by the City of Nelson.

Throughout the year businesses such as Nelson Hydro, B.C. Parks, and the Ministry of Transportation, along with those involved with medical evacuations use the airport's services regularly. There are many occasional users of the airport for wildlife surveys, fish and water level surveys, tree planting support and equipment moving, and the lodges and parks require helicopters for construction supplies to be moved to remote areas and waste removed.

There are about 200 jobs that depend on the airport and another 100 jobs that require the services of the airport during the year. Further research is needed.

There are 34 members in the Nelson Pilots Association. The NPA represents members of the community who are passionate about flying.

The airport is used for medical evacuations, search and rescue, as a base for avalanche control done by the Ministry of Transportation and for forest fire suppression. If there is ever a fire in the mountains above the City of Nelson then the airport will be a critical staging point. Asking helicopters to operate from Castlegar would lead to delays that could be catastrophic. If there weren't helicopters staged in Nelson last summer to fight forest fires, then the fire that was lit in Gyro Park likely would have burnt for at least an hour before a helicopter arrived. The airport provides essential services for the community. All of this is missing from the OCP and it seems that the City is making decisions about the airport without knowledge of its function in the community.

A by-law from 2007 doesn't represent the current council in Nelson. Nor does it likely represent the community anymore than an OCP from 2007. Forest fires and climate change were not as big of a

concern in 2007 as they are now. The community has grown and so have the needs for search and rescue and medical evacuation. I could go on about the changes to the community since 2007, but I think its fair to say that there have been changes and old by-laws sometimes need to be reconsidered.

Taxes should be used to generate revenue for the City and airport lease rates should be fair. The language of the OCP on page 54 (section 4.7.5) and on page 93 (section 8.1.1.12) asks that the City "Consider the municipal airport lands as a land bank" this shows that the City is out of touch with the role of the airport in the community. However, the OCP also states that "the City will re-evaluate this land use if the airport is no longer cost-effective to operate, or when a different use is supported by the community." I am asking that the City of Nelson follow its OCP and evaluate the current land use and how it supports the community.

I am on vacation until March 24. I'd like to discuss this in more detail after that date.

Best regards,

Andrew Hamilton, CPA, CA
CFO / Accountable Executive
Purcell Helicopters Ltd.

City of Nelson OCP Comments and Notes from Residents of Area E sent to Cheryl Graham, RDCK Area E Director

4.5.12 Encourage the Regional District of Central Kootenay (RDCK) to adopt zoning and land use regulations in the areas surrounding the City of Nelson. Encourage those policies to prevent incompatible land uses, such as those that would result in soil contamination and to prevent fragmented growth near the City of Nelson boundary, preserving future opportunities for boundary expansion.

Fact: Area F is already zoned

There are many residents of Area E who oppose zoning who may not appreciate the City of Nelson imposing their desires of zoning onto their properties. Implying 'soil contamination' makes it sound like residents outside of the City do not care about the environment. What does 'Encourage' mean specifically? Does this mean spending taxpayers money?

"preserving future opportunities for boundary expansion" is worded to sound very 'unfriendly' to neighbouring areas since it implies that the City is Planning to expand into neighbouring areas. Unless this is an actual plan with details? It would be suggested to re-word or remove.

5.5.1.6 The City will continue to work with the Regional District of Central Kootenay to ensure that cultural facilities, such as the Nelson Museum and Art Gallery and the Capitol Theatre, remain strong and vibrant.

This implies that this is currently some kind of financial arrangement – what is this arrangement? How much money is involved? What service is this funded from?

5.6.1.10 Enhance the Cottonwood Creek corridor and acquire land, or secure public access to lands, along slopes of the Cottonwood Creek Ravine and Highway 3A Corridor, to provide for walking trails, view opportunities and links to the Nelson-Salmo Great Northern Trail.

Is the area referenced solely located within the jurisdiction of the city of Nelson?

5.6.1.14 Support the provision of public parks and recreational opportunities in the North Shore, particularly in the event that the City expands its boundaries.

We have been told this is statement “particularly in the even that the City expands its boundaries” is a throw back to a previous version of the OCP and that the City of Nelson has no current intentions to expand boundaries in the North Shore. This wording is not friendly to neighbouring areas. It is suggested to remove the section that reference as it comes across that Nelson is trying to annex parts of surrounding electoral areas.

5.6.2.2 The City will promote and foster diverse human-powered recreation that is healthy and accessible to everyone, including an interconnected trail network that encourages walking and cycling. Establish trail linkages between parks within the City and to public recreation areas outside the City

Which areas outside the City in particular are these?

Other General Comments:

For starters I do not like the style/format of surveys that are used as a basis for collecting “feedback”, I find they lead people in a particular direction and seem to help specific interest groups push for what they want while much of the public says ‘why bother’. The number of public submissions seems quite low for something that has been pushed for a couple of years. But that’s just my bias.

I didn't find the Nelson 2050 online presentation to be much more than a flash-show of random thoughts without enough background. Certainly the costing seems to be ignored. But maybe I've missed something.

The idea that Nelson can become a series of self sustaining mini communities within the current town completely ignores the reality of icy winters and steep hills in a tiny mountain town. What works for North Vancouver isn't suitable for Nelson.

To sum my feelings up I see way too much municipal power being asked for while taking away the rights of property owners/taxpayers to have any ongoing control of the future of their town. The old Nelson “vibe” is gone and won't return but this new vision leaves me chilled.

February 11, 2025

To the OCP Review Team,

The West Kootenay Climate Hub applauds the OCP team for the first draft of the Plan. There are many things that we like about the Plan, including having climate resilience be one of the guiding principles, as stated on page 26. We are focused in this response on section 5.3 Climate Resilience.

Even though climate resilience is identified as a foundational value, there is very little in terms of actions in the draft Plan. This is apparently because in section 5.3.2.2 it is stated that "*Nelson Next should be continually referred to, as our community's climate action strategies and tactics are contained therein and have not been transposed into the Official Community Plan*".

It is disappointing that section 5.3 does not extend beyond the five very general statements. By comparison, there are long detailed lists of specific actions under topics such as land use, housing, parks and recreation, infrastructure, transportation, etc.

Simply making reference to being guided by *Nelson Next* is meaningless unless more specifics are in the OCP, including prioritization and accountability for implementing *Nelson Next*. The seven aspirational goals and some of the specific priority tactics in *Nelson Next* should be transferred to the OCP to clarify which of the many tactics are seen by the city as important and implementable, including timelines.

As it stands now, there is no way to hold the city to account on climate measures as everything in the climate section of the OCP is so non-specific compared to the other priority areas.

We suggest something for climate initiatives be included in a similar format to what is articulated for housing in 5.2.2.: *Develop initiatives to facilitate and accelerate the development of non-market affordable housing and seek ways to help support the preservation of existing units. Supported initiatives include:*

- *expedited approvals,*
- *zoning and other bylaw relaxations, making City-owned land available for affordable housing,*
- *fee waivers,*
- *inclusionary zoning,*
- *density bonusing, and*
- *when possible, funding through the affordable housing reserve fund.*

We also suggest that the OCP includes the intention to fund the Climate Leadership staff and not be reliant on grants as this is not sustainable and would affect *Nelson Next*'s success measures if grant funding is not available.

We look forward to the next draft, where you integrate these suggestions.

Warm regards,

Laura Sacks and Anni Holtby

On behalf of the West Kootenay Climate Hub Organizing Team
<https://www.westkootenayclimatehub.ca/>

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Laura Sacks and Anni Holtby

On behalf of the West Kootenay Climate Hub Organizing Team
<https://www.westkootenayclimatehub.ca/>

March 3, 2025

RE: Addendum to West Kootenay Climate Hub's OCP review submission, as requested

At the January 11, 2025 regular meeting of the West Kootenay Climate Hub, our members agreed to the City's request to submit feedback to the draft OCP. The West Kootenay Climate Hub's key response to the draft OCP (submitted on February 11, 2025) is that *Nelson Next* is the City's climate action plan and should be considered as part of this OCP. In recognition of the seriousness of the climate crisis, all City departments need to be proactive in contributing to the continued implementation of *Nelson Next* and commit resources towards reducing the community's carbon footprint and increasing climate resilience.

In a follow up conversation with Alex Thumm regarding our suggestion of adding more detail in section 5.3 Climate Resilience for equal balance with other sections, we agreed with his reasoning of keeping the section shorter than others because the *Nelson Next* document already exists. However we expressed our concern that the draft OCP has no set of priorities, accountability or timelines for implementing actions in *Nelson Next*. We would like to see language to that effect in section 5.3 and section 6.

To this end, we recommend the City OCP:

1. Review *Nelson Next* and develop a minimum of 3 prioritized actions each year and develop initiatives to facilitate and accelerate the implementation of these priorities. This statement will hold the city to account on climate measures undertaken.
2. Regularly review and update policies and commit staff and financial resources to keep the City and community on track to achieving its stated carbon and greenhouse gas emissions reduction targets.

Refer to our first submission for further details.

About the West Kootenay Climate Hub

Formed in October 2021, the [West Kootenay Climate Hub](#) is a volunteer-driven and non-partisan organization representing approximately 50 active individuals and 25 [partner organizations](#) who we collaborate with. Members and partner organizations are based across the West Kootenay region, with many based in Nelson and area. Our

members want more ambitious climate action to meet the urgency of the climate crisis. Our income is from fundraisers, individual donations and in-kind gifts.

Our activities include facilitating regular meetings; hosting networking opportunities such as educational webinars, information tables and letter writing campaigns; engaging with the media, including a 10-part monthly column in the Nelson Star; and supporting partner organization's community events. We are currently spearheading [Nelson and Area Earth Week](#), involving a large cross section of the Nelson community, including artists, restaurants, youth, and other organizations. Our monthly newsletter reaches 1000 people, and many people participate in our events and calls for action.

We are part of the Canada-wide [Community Climate Hub](#) initiative. The Community Climate Hubs initiative recognizes and believes in the power of citizens and grassroots community-led action in building social movements that propel municipalities forward to implement climate justice-focused policies, and works to empower and connect these citizens and grassroots groups across municipalities together through the Community Climate Hub model and overarching Hub network.

Sincerely,



Laura Sacks and Anni Holtby
On behalf of the West Kootenay Climate Hub organizing team

5.8 Transportation

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See below in bold and red. Pardon me for saying things which we all know already - but I feel the need to stress and elaborate certain points. Also, I know OCP looks at high level but I addressed some “objectives” as well.

Thanks for all your work at the City.

Andrew Murray

February 12, 2025

Three guiding principles: Health

5.8.1

Create and sustain an inclusive, efficient **effective** transportation network that supports all modes of travel, reflects Nelson’s community values, and evolves to meet the demands of future **and current** growth.

Equity

Climate Resilience

5.8.1.1 Practice comprehensive, multimodal “complete streets” **(It is probably useful to define/describe “complete streets”)** transportation planning and infrastructure upgrades informed by population growth projections and the **current dire and unfolding** climate emergency **It can be slowed and maybe stopped but not reversed.**

5.8.1.2 Continue to maintain roads to ensure safe and comfortable use, including through pavement replacement. Leverage street improvement projects to deliver co-benefits for transportation **(especially for improving conditions for safe and convenient walking and cycling along the streets)**, public space, water, and natural systems. **Add sidewalks to every block in the City (both sides of the street - not only one side - to make it as convenient as possible to walkers) and along routes into and out of the City (contiguous with highway shoulders). Costs may seem high but the priority should be viewed as highly important.**

5.8.1.3 Continue to implement the Downtown Parking Strategy and other transportation demand management measures to optimize the use of existing road infrastructure. **Install substantially more bicycle parking shelters which are attractive, covered and well illuminated in order to support substantially increased use of**

especially e-bikes. Bicycles are large financial investments by residents and as such need to be protected against rain and snow; getting back to a wet seat on a wet bicycle is what cyclists do not want and will not accept. Such covered shelters need to be available throughout town for use for even short visits as somebody coming shopping has as much need for bicycle protection as someone who needs to park the bicycle for a working day. A here-an-there sidewalk bike parking post is not nearly sufficient infrastructure to encourage large scale use of bicycles. These efforts aim to DRAFT minimize the need for new road construction or road widening to accommodate increased motor vehicle traffic. **Increased motor vehicle traffic must not be accommodated at all. Increased pedestrian and cycling traffic must be accommodated instead. Sorry for this and I know we are all on same page - but no harm in stressing the point.**

5.8.1.4 Encourage local traffic to avoid Highway 3A to avoid pressure to widen the highway in the future. **Regardless of pressure the highway must not be widened ever (widening means doubling the lanes I assume)** Anderson Street and Nelson Avenue will remain major City roads, but because they form part of the Provincial Highway system, the City will endeavour to reduce the amount of local traffic on them, by providing alternative cross-City routes. **One can imagine thousands more residences on the North Shore and towards Slocan Junction - all these residents will have cars and they will also want to drive to Nelson.**

5.8.1.5 Adopt cost-effective, climate-aware techniques and materials where possible. **Yes. Avoid more asphalt and more concrete.**

5.8.1.6 Adopt and implement an electric vehicle **and e-bike** charging strategy to facilitate their use.

5.8.1.7 The City will assess when a Comprehensive Transportation Plan or a Traffic Impact Assessment may be appropriate for major development projects. **Are multi-unit residential developments required to have top-notch bicycle parking (accommodate many bikes, covered tops and sides, good lighting)** For commercial uses, the plan must address how the development will support employee commuting and business- related transportation, in particular non-vehicular transportation. **The provision of adequate bicycle parking along streets should be the responsibility of the City and not that of business owners; just as street vehicle parking provision is not the responsibility of business owners.**

5.8.1.8 Baker Street will continue to act as the “spine” of Nelson’s commercial core and, as such, will maintain its pedestrian orientation and amenity areas. Opportunities for pedestrian and cycling improvements and increased public space will be **considered searched for with determination and with view to urgent implementation.**

5.8.1.9 The City will continue to work with organizations and the business community to plan temporary closures of portions of Baker Street for selected events and celebrations through the year. **Yes**

5.8.1.10 The City will support the creation of additional DRAFT pedestrian and vehicular linkages to the Waterfront. A new connection between Lakeside Drive and Baker Street will be negotiated with the railway and accommodated at the west end of Baker Street.

Can the City report on the extent to which interactions with railway authorities have been done and what outcomes and next steps are? Is progress being made? Is the railway authority collaborating well? Also sidewalks are needed at (1) the Cedar St railway crossing and along the pedestrian and cycling routes from the crossing to the Mall and (2) sidewalks at the end of Nelson Avenue/Second Street intersection near the Lakeside Park entrance to allow pedestrians to not walk on the travel lane when they go with kids to the park.

5.8.1.11 Ensure all transportation and infrastructure upgrades or developments maintain or increase capacity for emergency evacuation and response.

5.8.1.12 Re-evaluate the airport land use if the airport is no longer cost-effective, or when opportunities for new land uses that may better serve the

community’s interests present themselves. **Yes.** Nonetheless, at minimum continue to maintain helicopter access. **Frequent and loud helicopter noise happens increasingly often and is then just about unbearable (especially on weekends when one wants to relax). Can the heliport not be moved up the lake to near where the helicopters enter valley from the mountain lodges. They will need to fly shorter distances saving fuel (and help climate protection) and it will stop the severe noise pollution of many thousands of residents in town and along the North Shore. Such noise pollution harms humans in many ways (stress, anxiety, fatigue) and animals as well. Birds, for example, move away when human generated noise levels are high.**

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5.8.2

Enhance and prioritize the convenience, safety, and comfort of active and low carbon transportation modes year-round to reduce the need for single-occupant vehicle use. **I suggest a plan be devised to select the top 10 Active Transportation objectives (especially lower hanging fruit) and complete them within the next two years. Borrow the money and if need be increase taxes for a couple of years - these infrastructure installations and upgrades cannot wait until (and if) grants become available over periods of numerous years. I don't think I am being dramatic if I say that the situation we find ourselves in, is dire and requires this bold and decisive approach by our leaders.**

5.8.2.1 Nelson Next will continue to inform and guide transportation policy. **Nelson Next strongly encourages residents to participate, collaborate and support the City - it is an inspiring and hopeful document.**

5.8.2.2 Transportation planning will provide for a variety of transportation modes in all areas of the city to ensure that people are not obliged to use a vehicle to safely access all areas of the city. This means ensuring that safe, comfortable active transportation and transit access is located where people need it, as well as prioritizing accessibility for all ages and abilities.

Very strongly support this. Achieving this will require a very large financial and staff investment in the short term to achieve overcoming a very large deficiency/ backlog in infrastructure. Until we have a true infrastructure network we will not see the necessary and required shift in behaviour by residents. We all need a large shift away from vehicles towards walking, cycling and transit use and this will require a large shift in financial and staff resources towards the provision of this. One should not underestimate the likelihood of a large uptake by residents of using walking, cycling and transit use once a real network is in place. Getting there will require hard, urgent and even controversial work and action.

5.8.2.3 Implement and regularly update the Active Transportation Plan and prioritize all-ages-and- abilities, and four-seasons designs of active transportation routes. **The citizens need to be involved - a dynamic website is necessary and we need it now. "Create webpage with interactive map to allow residents to provide feedback on Active Transportation" "AT Plan Review Implementation Plan 2020-2025"**

“Timeframe” dated as “Immediate” in “2019”). “Regular Updates” could be posted on this website. Ask public to collaborate with the City to plan and develop and maintain the website.

5.8.2.4 Work to offer solutions and incentives for the DRAFT community to use non-vehicular means of transportation for more and more of their daily trips. **The primary solution, to my mind, is the provision of the necessary and sufficient conditions for a network (unless it is fully contiguous / joining / connecting it is not a network - it is just separate components of a network wannabe).** This, in itself, will be the incentive. People want to walk and cycle but not if it is unpleasant or unsafe. Riding in a car is convenient, safe and pleasant. People want to walk and cycle and use transit because they (and I know everybody knows this) are worried re the climate, they like to walk and cycle, it saves money, it is healthy and so on. But people will not primarily do it because they are encouraged to do it. They will only do it if it works better for them. And until then, cars work great for most people.

5.8.2.5 The City **will strive to include** funding for targeted road and active transportation plan improvements in each year's capital budget.

5.8.2.6 Secure a continuous, publicly owned waterfront trail with a minimum width of 4 metres which will be accomplished through a variety of measures

including rezoning and subdivision applications. **But please do not cover gravel walkways with concrete or asphalt. And consider using gravel for new paths and walkways.**

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DRAFT

5.8.2.7 The City, in cooperation with the Ministry of Transportation and Infrastructure, will explore development of a sidewalk and bicycle pathway along Highway 3A, including on the Nelson Bridge to promote safe and alternate methods of travel from the North Shore to Downtown. **From the north/east end of the bridge up to the Johnstone Road intersection the conditions for walking and cycling is dangerously inadequate on both sides of the highway. The only sidewalk is on the lakeside side along the first maybe 200 meters where the steel railing is. This railing prevents a large high ridge of sand and soil being graded away and this then washes onto the sidewalk (sometimes centimetres**

thick) and on to the grates blocking them. This excessive amount of sand makes walking difficult. People also cycle on the sidewalk (even though it is not allowed) as they feel too unsafe to cycle on the travel lane. Cycling on such sand is unsafe and makes wheels swerve. It has been said that there is no need for this railing; can it not be removed? if so why not now? Then this spring the sidewalk and grates will be clear.

Pedestrians otherwise need to walk on narrow rough paths on both sides of the highway - in some sections they walk a foot or two away from passing trucks. The presence of these rough paths indicate the need people have to find ways to get to town (see even the two "feeder" trails leading from Johnstone Road to the parking lot at the hotel). Even for cyclists the shoulder is so narrow in one spot that it is scary to cycle there. An unnecessary grate and asphalt berm force cyclists into the travel lane. These are all "low hanging fruit" in my estimation. The City and MOTI can solve these problems this year I think; but please also ask for input from community cyclists and pedestrians. Fixing the bridge is very important but the approach to the BOB is equally so. And this does not have to wait for the BOB fix. The approach can be fixed now and that will help a great deal already.

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5.8.3

Ensure all Nelson residents have equitable access to affordable, efficient public transit, and work to enhance transit options to meet community needs. **Covered convenient nice bus shelters everywhere (wait out of the rain and comfortable) along with easily readable posted bus schedules and routes will make using a bus much more enticing and more likely to be considered by potential users. The Nelson and Area Action Group for Better Public Transportation has ability to provide excellent user input to the City.**

5.8.3.1 Work and commit resources to support the improvement, service frequency, price attractivity, and use of easy-to-use, seven-days- a-week urban and intracommunity public transit in collaboration with BC Transit and regional partners. **Yes**

5.8.3.2 Consider offering free transit in off-peak hours and when air quality is above a '6' on the Provincial Air Quality Health Index, both to encourage

modal shift and to protect the health of community members who would otherwise be walking to help preserve their health. **Yes**

5.8.3.3 Explore micro-transit solutions for Nelson, if deemed useful for the community, supportive of our low-carbon goals, and cost-effective. **Yes - I have seen it work very well.** DRAFT

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5.8.4

Develop a safe transportation system for all ages and abilities and all modes.

5.8.4.1 Adopt the “Vision Zero” goal of achieving zero traffic fatalities or severe injuries. Enhance safety by regularly analyzing transportation networks and making changes that prioritize the safety of road, sidewalk, and bike route users. **Seek ongoing input from walkers, pedestrians and cyclists about unsafe conditions. Use a website and community groups as necessary resources. Act urgently when problem areas are identified. Report back on improvements and fixes.**

5.8.4.2 As a means of improving pedestrian linkages between upper Fairview and Lakeside Park, the City will collaborate with the Ministry of Transportation and Infrastructure with respect to the sequencing of pedestrian crossings of Highway 3A to reduce the number of conflicts between pedestrians, cyclists, and vehicles.

5.8.4.3 Advocate for the Ministry of Transportation and Infrastructure to install pedestrian-activated flashing lights at high-volume pedestrian crossings **YES** to enhance safety and reduce conflicts between pedestrians, cyclists, and vehicles DRAFT

5.8.4.4 Enhance year-round public safety through temporary and permanent street infrastructure (bump-outs, crosswalks) that reduce collisions and enhance walkability for all Nelsonites. Use popup, “tactical” infrastructure and pilot projects to test concepts. **YES**

5.8.4.5 Consider opportunities to implement traffic circles, which are proven to increase safety for pedestrians and drivers alike all while improving. **YES but I guess it will be tough to find space for it.**
traffic flow.

5.8.4.6 Implement safe, universally accessible sidewalk design, maintenance, and snow clearing. **I am vaguely aware of a system where sidewalks can be interconnected between two street corners with a raised “sidewalk” crossing the street travel lanes. This will slow down traffic and make drivers aware of need to take care. It will also**

support walkers in that they will feel considered. I don't know if I described this properly but it seems like a very useful "nearly low hanging fruit".

5.8.4.7 Maintain traffic calming on the primary cycling route to reduce the number of conflicts between pedestrians, cyclists, and vehicles, and consider applying similar measures on other streets where needed, ensuring that emergency access is not unreasonably impacted.

5.8.4.8 The City will work with the railway to plan for safe vehicular, bicycle, and pedestrian crossings of the rail line. **Again, it is from time to time reported that the City endeavours this but we have not seen any reports regarding whether meetings have taken places, what the barriers and options discussed were and what next steps are and when. Can the City report on this?**

The Nelson Community consists of those who live within City boundaries and those who live in nearby / adjacent neighbourhoods (along Johnston Road and towards Six Mile, towards Blewitt and Taghum, in the Perrier Road neighbourhood). These folks are "Nelson Residents" by virtue of going to school within the City, shopping here, working here, recreating here, doing chores here, going to church here, enjoying entertainment here etc. But they live in RDCK Areas E and F. They are Nelsonites in the true real sense of the word nonetheless. BUT, when they want to cycle with their e-bikes or regular bikes to town, the cyclists have without exception no option but to ride onto the travel lane sharing it with logging trucks. There is not a single separated (i.e. safe) bicycle route to ride into or out of town from anywhere. Similarly, if they want to walk to or from town, the multitude of rough walking paths along all these City/RDCK highway intersections attest to the fact that people do want to walk and cycle in and out of town. But the infrastructure does not in the slightest support this. A shoulder will end, then no walking/cycling infrastructure for a hundred or two hundred meters and then a sidewalk will start. The great majority of people therefore drive instead of walking and cycling. We suggest that the City and MOTI and residents who walk and cycle these routes come together and fix these gaps. I would suggest that if such access routes are optimal maybe two hundred less people will drive (single occupants in most of

these vehicles) into town every day and use two hundred less parking spots downtown. And the upgrading (it needs to be a big upgrade) of the Rosemont Tunnel will result in this potentially wonderful route to be used by many coming from the west into town and from Rosemont. This will provide a convenient and safe (separated from highway) route for many right into downtown. The path from the upper end of Railway Street to the tunnel entrance will need to be levelled so that the gradient is as minimal as can be, the tunnel needs total cleanup and very bright lights needs to be installed in the tunnel and at entrances and the south exit should be changed so that a sloped access from the west is added (these are all plans that the City has already considered). Also, a side rough trail near the tunnel north entrance leads up to next to the highway going west and then goes along until the shoulder starts. This should, we think, also be made into a formal trail so that people cycling towards the west can cycle with ease and safety from Baker Street via Railway St to the Highway towards Taghum.

I looked at the **Cycling and Trail Routes Map Schedule F** . I see the blue routes are designated “City Bicycle Routes” and red routes as “Secondary Bicycle Routes”. What determines whether it is designated as a “Route”? Is it based on data of use? Is there signage which indicates these as routes? What determines whether it is a “City Bicycle” route or a “Secondary Bicycle” route? I see the map includes 8th St and 7th St - but do people cycle there more because of these designations?

Snow removal on sidewalks - Needs reliably to be done first thing.
People will not walk to work or school after snowfall if they do not know that the sidewalk will be clear.

Pursue the plans for transportation education for walkers and cyclists and vehicle users - teach cycling skills from pre-school years until youth leave school - teenagers need a great deal of good direction.

Alex Thumm

From: Becky Quirk [REDACTED]
Sent: Saturday, February 8, 2025 5:39 PM
To: OCP - City of Nelson
Subject: Re-emphasizing my OCP feedback

I have clicked on the “OCP feedback form” a couple of different times on the letstalk.nelson.ca page and nothing happens (as in I don’t get a form or anything) . I am on an older computer, so that might be the issue. At any rate, I am now using the email address to re-emphasize some feedback on the draft that is important to me.

I’d like to focus on pages 112 and 113 if the draft which address objectives, policies and targets.

I applaud that a policy is to achieve carbon neutrality by 2050, and that targets include net-zero GHG municipal operations and 75% reduction in GHG community wide in five years, and net-zero community-wide GHG by 2040 .

To leave these goals and policies without concrete policies for achieving them is akin to saying, “the world will be a better place in five years”. How are we going to achieve these goals and who is going to tell us that we are making progress?

I note that one of the policies includes that, “The City will identify at least three OCP policies for inclusion in staff’s annual workplan.”

I am asking that city staff be directed to identify ten new strategies from Nelson Next for inclusion in the staff’s annual workplan. I emphasize “new” because for years we’ve been hearing about the same steps that have already been taken; it’s time to lean into Nelson Next and make it happen.

At the presentation of the draft to city council, we heard that Nelson Next is “embedded “ into the OCP. I’m not sure what that word means in this context, but certainly further steps to implement Nelson Next (a plan embraced by city council) is a reasonable request for an “embedded “ document.

To quote from the city council’s letter in Nelson Next, “We can and will continue to build on our long history of environmental achievements as we embrace our new future, and Nelson Next is our roadmap for doing so.” It is time for the city of Nelson to make further progress along this road — not just “resilience” steps (which sounds like “the disaster is coming so let’s be prepared for it”), but by continuing Nelson’s long history of environmental achievements by requiring that Nelson Next be part of the staff’s annual workplan.

Thank you -
Becky Quirk
OCP advisory committee member

Pegasis McGauley
304-710 Vernon St.
Nelson, BC V1L 4G2

To: Nelson City Council
Re: Official Community Plan

While I haven't read the whole plan, I have read some parts of it and looked at others. It seems good overall to me but suffers from a lack of specific concrete actions, particularly some with timeframes. I am proposing one very simple transportation action, one some of us have been requesting for a very long time: a daily return bus direct to the Trail hospital from downtown Nelson, allowing enough time there to have tests and simple procedures done (maybe 2 hours). Let's make 2025 the year to finally accomplish this much needed improvement.

Sincerely,



Pegasis McGauley

Stevland Ambrose
121 Richard Street West
Nelson, BC V1L 3A8

2025-02-21

RECEIVED

FEB 25 2025

CITY OF NELSON

City of Nelson
Suite 101, 310 Ward Street
Nelson, BC V1L 5S4

Re: Response to the First Draft of the 2025 Official Community Plan

To Whom It May Concern,

I appreciate the opportunity to provide feedback on the first draft of the 2025 Official Community Plan (OCP). Given the significance of the proposed changes, I believe this discussion warrants deeper scrutiny and broader public engagement. My concerns primarily revolve around the introduction of **Neighbourhood Centres**, the framing of public input, and the treatment of the **Granite Pointe Village Centre**.

A Fundamental Policy Shift Without a City-Wide Discussion

The 2013 OCP took a firm stance against commercial sprawl, emphasizing:

"The citizens of Nelson maintain the desire to 'keep the downtown strong' and to contain commercial sprawl."

Additionally, it directed commercial development to **Downtown, Ralton, and the West and Central Waterfront areas**. This was a clear policy choice, reflecting what Nelson residents had long supported. Now, however, the 2025 Draft OCP appears to **reverse this direction**, introducing the concept of **Neighbourhood Centres** without significant debate about the implications for Nelson's urban landscape.

This is not a minor policy update—it is a **major shift** in how the city functions and grows. **Where is the city-wide conversation about this transformation?**

Public Engagement: A Lack of Transparency in the Process

I do appreciate the great pains the City has taken to engage the citizenry on the OCP revision. Unfortunately, I have identified an area where transparency is severely missing.

For the purpose of my feedback, I will refer to **Neighbourhood Centres**. However, I acknowledge that there are, in fact, **two concepts under consideration—hubs and centres**. When I spoke to city planners at the February 9, 2025, open house, it became clear that even the terminology has not been finalized. This only underscores my concern that this process is being rushed.

The Phase Two "**What We Heard**" engagement report claims:

"Nelsonites want to live in complete neighbourhoods where they can access services within a 10-minute walk."

This statement is presented as a definitive conclusion. However, it is also a **broad generalization** that lacks nuance, which I find problematic. **Where are the survey results, statistics, or breakdowns of community responses?** Without transparency, it is impossible to determine if this reflects an actual majority opinion or just the views of those who actively advocated for change. It raises the concern that this is a case of **policy laundering**—where an outcome is gradually introduced across planning documents, creating the illusion of organic public input when, in fact, the decision was set in motion years earlier.

Further, the OCP draft does not consistently use terms like 'Neighbourhood Centres' but instead introduces land-use designations such as '**Neighbourhood Mixed-Use**' and promotes '**Complete Neighbourhoods**.' The lack of fixed terminology reinforces concerns that this process is being rushed through before a clear policy framework has been established.

The city claims that this process has been informed by public engagement over two years. But if the foundation of this shift is based on community input, then the data should be readily available. **If there is strong public demand for this new policy direction, why not present the evidence transparently?**

The Fast-Tracking of the Granite Pointe Village Centre

One of the most troubling aspects of the 2025 Draft OCP is the way **Granite Pointe** is being treated as if it has already satisfied the planning requirements for a Neighbourhood Centre.

- The 2019 OCP amendment introduced the **Granite Pointe Village Centre**, but at that time, there was no broader city-wide policy for Neighbourhood Centres.
- The **Neighbourhood Centres framework** only emerged in the **2023 engagement report** and the **2025 Draft OCP**.
- Yet, the Draft OCP treats **Granite Pointe** as if it has already met the requirements that future Neighbourhood Centres will have to go through.

Furthermore, the Draft OCP incorporates **Granite Pointe** into its mixed-use land use designations, effectively pre-integrating it into the new policy framework **without undergoing the same scrutiny that other proposed centres will face**. This raises serious concerns about policy consistency and fairness in the city's planning approach.

Why is the Granite Pointe Village Centre being grandfathered into this framework without undergoing the same scrutiny that other proposed Neighbourhood Centres will face?

Conclusion

There are legitimate reasons to discuss mixed-use, walkable neighborhoods. However, the concern here is **process and transparency**.

1. The shift to **Neighbourhood Centres** contradicts long-standing policy. Shouldn't there be a full, open city-wide discussion before committing to such a change?
2. The **engagement report** lacks **transparency**—where is the supporting data that shows strong public demand?
3. The **Granite Pointe Village Centre** is being **fast-tracked**, treated as though it meets requirements that haven't even been formally established.

As trends like **15-minute cities** gain popularity, it is crucial that we **don't simply follow the latest planning philosophy without considering the long-term implications for Nelson**. Over 128 years, this city has made many mistakes. Some, like our lack of proper planning on the waterfront, have continued to plague us for generations. We must ensure that any fundamental policy shifts we undertake in 2025 are grounded in real public consensus, not assumptions. Over 128 years, this city has evolved carefully, and we must ensure that any changes are grounded in **real public consensus, not assumptions**.

I urge the City of Nelson to provide clear data on public feedback, ensure that all proposed Neighbourhood Centres—including Granite Pointe—go through **equal and rigorous review**, and hold a broader city-wide discussion before moving forward with these substantial policy changes.

Thank you for your time and consideration.

Sincerely,
Stevland Ambrose