

**January 2025**

*The following is presented as a draft document for the purposes of getting public feedback on the draft prior to this being formally considered by Council later in 2025.*

*It is intended as a revised draft to the one issued in October 2024, and is based on the feedback on the earlier document received through the public engagement process in Fall 2024.*

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# 1. Introduction

An Official Community Plan (OCP) is a bylaw of local government that provides objectives and policies to guide decisions on planning and land use management within a community. It is a long range, strategic and forward looking document that provides direction to a council in its' decision making in the future, often looking out over a period of 20 years or more.

The requirements of an OCP are defined by Provincial law through the Local Government Act. An OCP is generated with extensive community input, and provides guidance on future land uses and infrastructure requirements in the Plan area for the future. The OCP should:

- outline a community vision developed through a public engagement process;
- provide a set of larger community objectives;
- provide an understanding of how the City plans to work cooperatively with other jurisdictions, Provincial agencies and First Nations;
- include direction regarding accommodating future growth for various land uses;
- provide policies relating to the protection of the natural environment; and
- provide policies managing hazards and promoting safety.

The Local Government Act requires that the following **must** be addressed in an OCP:

- the location, amount, type and density of residential development required to meet anticipated needs over a period of at least 20 years, connected to a housing needs report;
- the location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- the location and area of sand and gravel deposits that are suitable for future extraction;
- restrictions on development of lands that are subject to hazards or that is environmentally sensitive;
- the location and phasing of any major road, sewer and water systems;
- the location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;
- housing policies respecting affordable housing, rental and special needs housing;
- planning for school facilities;
- targets for the reduction of greenhouse gas emissions; and
- policies to achieve those emissions targets.

Other issues and areas of interest that can be included in an OCP are:

- designation of development permit areas;
- social needs, well-being and social development;
- protection and enhancement of lands;
- preservation, restoration and enhancement of the natural environment;
- alternative forms of transportation;
- transportation demand management; and
- any other issue that the municipality wishes to address.

On issues where the City does not have exclusive jurisdiction, or shares that jurisdiction with the Province, the OCP may only state broad objectives related to the topic. In these shared areas, definitive policy or direction cannot be established, but an OCP can be prepared in conjunction with any other land use planning and with any social, economic, environmental or other community planning and policies that the City considers relevant.

This OCP is intended to build and develop more comprehensive community planning. It seeks to address important multi-sectoral issues in an integrated way whenever possible.

Outside of any development permit area guidelines, the OCP is not primarily a regulatory document. Unlike regulatory bylaws like a zoning bylaw, tree protection bylaw or a subdivision and development servicing bylaw, it is not used to limit or prescribe matters related to regulatory approvals or permits, but rather to provide clarity and direction to regulatory bylaws, that are then used to issue permits and approvals. It is a long-range policy plan that guides the City's decision-making related to growth and development in the future. The OCP is not intended to provide highly detailed policies on specific topics, but rather to provide direction to more detailed policies within the City's other plans and bylaws.

The primary uses of an OCP are as follows:

- as an umbrella policy document for the City;
- guiding decisions by Council when considering bylaw adoption;
- guiding decisions of Council when considering what programs to advance;
- provides the overarching strategic direction for Council and staff;
- guiding the decisions of landowners and developers around applications; and
- providing a foundation for the City's financial planning, especially for infrastructure.

After the adoption of an OCP, all bylaws enacted and work undertaken by the local government must be consistent with the OCP.

The Province requires that an OCP have policy regarding residential development that is based on the most recent housing needs report for the community, and that a housing needs report be prepared no less than every five years. This essentially requires that the OCP is reviewed at least every five years, to ensure that the policy regarding residential development remains current.

This OCP will be implemented by the city through its' routine planning, decision-making, day to day actions, and its' partnerships. Its implementation will rely on annual resourcing, and more details are provided in the Implementation Section 17.

## OCP Amendments

In the future as the implementation of the OCP proceeds, there may be certain situations where there is a need for a site- or policy-specific OCP amendment, to address unanticipated or new issues or trends, or things such as the adoption of a neighbourhood development plan or policies regarding First Nations issues. These amendments should be intended to bring added policy or clarification of existing policy for specific areas or issues, but cannot conflict with the OCP's stated vision, objectives and policies. When an OCP amendment is proposed and is considered by Council, the following items as a minimum shall be considered as part of the decision:

- the impact of the proposed changes on the overall and existing OCP's vision, objectives and policies;
- the consistency / complementarity (or lack of consistency) of the proposed change with existing objectives or policy;
- the consistency or compatibility of new land uses with adjacent existing land uses;
- any proposed and significant amenities that provide would provide benefits to the community;
- if the proposed change enhances the natural environment;
- any implications for municipal infrastructure, parks, and public facilities.

Significant amendments should not be undertaken without a comprehensive review of the entire document, with a robust public engagement process.

Any amendments made to the OCP are outlined below:

<b>Table of Amendments to Bylaw xxxx, 2024</b>			
<b>Amending Bylaw:</b>	<b>Date Adopted:</b>	<b>File Number:</b>	<b>Purpose / Outline of Amendment</b>

## 2. Community Vision and Objectives

The public input received as part of the review and drafting of the OCP indicated strong support for the principles and objectives that were expressed in the existing OCP, which in turn did not significantly shift from the prior OCP prepared in 2002. Both prior plans established a vision that was focused on a dense compact town centre, development within an urban containment boundary, and protection of our natural environment, and agricultural and forest lands beyond the urban containment boundary.

The prior vision and the OCP seem to have served Salmon Arm well, and most residents continue to express support for largely retaining and updating those strategies, rather than significantly changing the approach to planning and land use management in the city.

The updated vision statement, based on community input, is outlined below.

### Vision

Salmon Arm is a community that feels comfortable, safe and vibrant. We recognize that we share these lands with the First Nations people that have lived here since time immemorial, and seek to build relationships with Indigenous peoples.

Living between mountains and the shores of Shuswap Lake, we deeply value the beautiful natural setting along with healthy ecosystems and rich agricultural lands. The community has an abundance of educational, commercial, tourism and cultural opportunities and services for residents and visitors. Our recreational facilities are well maintained and accommodate our current needs and anticipate future needs, and are easily accessible to everyone. The growing economy supports varied, meaningful employment and innovative businesses. We have a diversity of housing options for all ages and needs that are affordable. The community is diverse and inclusive, and organizations and individuals work together towards improving the quality of life for all. The Downtown remains the civic and cultural heart of the community, where people can live, work, visit, meet, shop and spend time enjoying diverse artistic and cultural activities, in a walkable space. Green spaces extend throughout, including active and natural parks with many trails, and the community is intricately connected with safe walking and cycling routes. We build increasing resilience to the growing effects of climate change, and work to enhance community safety and food security.

### Over-Arching Community Themes and Objectives

Throughout the initial OCP public engagement stages, the City heard feedback that was clustered around a few common themes shown below:

#### Balanced Growth

This theme referred to building complete and compact communities and neighbourhoods that do not require the conversion of agricultural lands, accommodating increasing densities of housing while retaining the green spaces and places that people have come to value. Some objectives could be summarized as:

- Growing up not out, within the urban containment boundary
- Focusing growth within already developed areas

- Well planned and maintained infrastructure and facilities
- Protected natural areas, green spaces and trees
- Protected agricultural lands

### **Connectivity**

This theme referenced the desire to create alternate and safe ways for people to move around the community, without the need to use a car. While car use is still accommodated, the desire was to provide options for those that do not or cannot use a car. Some objectives could be summarized as:

- Safe and connected trails, sidewalks, and bike paths
- Expanded and accessible public transit services
- Easy access to services and amenities
- Adequate parking where needed

### **Sustainability**

This theme expressed a desire to take a more directed approach to addressing the effects of climate change, to reduce the community's collective environmental impact and to particularly limit or reduce greenhouse gas emissions. Some objectives could be summarized as:

- Reduced greenhouse gas emissions
- Reduced environmental impact
- Improved environmental protection
- Improved climate resilience
- Improved water quality

### **Affordability**

This theme referred to the need to ensure that the community still remains affordable to many, particularly with respect to the need to create more affordable housing options. Affordable access to programs and transportation were also noted, along with the need to create new employment options. Some objectives could be summarized as:

- Affordable options for housing
- Affordable options for transportation
- Affordable options for recreation
- Low unemployment and meaningful employment

### **Safety**

This theme sought to ensure that everyone in the community had a sense of remaining safe, both in terms of a sense of belonging in the community and feeling safe with respect to hazards or risks that affect the community. Some objectives could be summarized as:

- Celebration of diversity and sense of belonging
- Improved emergency preparedness
- Access to healthy, local foods and food security

### **Community Vibrancy**

This theme seeks to provide a bustling arts and cultural landscape is bustling, where local businesses and artists are well supported, there are activities to do in the evening, and residents and visitors feel the community's distinct charm: Some objectives could be summarized as:

- Vibrant Downtown

- Diverse arts and culture scene
- Accessible venues, events and festivals
- Age-friendly public spaces
- Building partnerships in all activities

These over-arching themes were used in the drafting of the subsequent objective and policy statements that are seen below in the OCP.

In the review and drafting of the document, the following lenses or filters were also applied, to attempt to ensure coherent application throughout:

- Affordability
- Equity
- Safety
- Sustainability
- Reconciliation

**Affordability** – *relates to people’s ability to access the basic things that they need (particularly housing and food) with the resources that they have, but is also applied to other areas such as programming and transportation considerations.*

**Equity** – *relates to the comprehensive consideration of the interests of those groups in the community that have previously been disadvantaged, and seeking ways to remove the barriers they experience and eliminate those disadvantages.*

**Safety** – *relates to ensuring that people both feel safe and protected in the community, both physically and psychologically, and that their physical safety from potential hazards is mitigated to the extent possible.*

**Sustainability** – *relates to ensuring that the things that we do now do not compromise the ability of future generations to have the same or better resources or meet their needs.*

**Reconciliation** – *relates to acknowledging the history that First Nations peoples have experienced and what is needed to start to address the harms that have resulted from that history, and to ensure that social, health, and economic outcomes are equalized between indigenous and non-indigenous peoples.*

In places there are tensions between some of the filters (e.g. between elements of sustainability and affordability in the requirement for higher building environmental performance), and the City has attempted to balance these tensions where possible.

The document has been organized by subject matter or area of subject matter interest, for the purposes of both legibility and accessibility. If organized under the over-arching themes or lenses, then it can become more difficult to find related and connected policy and use the document effectively. As a result, policy and objectives related to the over-arching themes or lenses is spread throughout the OCP.

### 3. First Nations

This section addresses the City's and the community's connections and relationships to local and regional First Nations governments.

The City recognizes and acknowledges that the City is located on the traditional territories of the following four First Nations that form part of the Shuswap Nation Tribal Council within the larger Secwepemc traditional territory:

- Adams Lake Indian Band
- Neskonlith Indian Band
- Skwlāx te Secwepemcúlecw; and
- Splatsín First Nation

The City recognizes that it exists on the un-ceded traditional territories of the Secwepemc people, who have resided here since time immemorial, and with whom we share the lands. The City acknowledges that human relationships to lands and place is an ancient indigenous practice that continues today.

The City recognizes the need for Truth and Reconciliation efforts, and engagement to build strong relationships with First Nations founded in respect and recognition of rights and title, governance and jurisdiction, culture, and heritage. The City recognizes the need to work to honor and strengthen connections and relationships with First Nations, and collaborate, cooperate and provide mutual support when needed or requested. The City commits to working together.

The City's relationship to First Nations exists in relation to other legislation and related documents, including:

- United Nations Declaration on the Rights of Indigenous People
- Truth and Reconciliation Commission of Canada: Calls to Action
- Declaration on the Rights of Indigenous Peoples Act (Declaration Act)

and recognizes that First Nations have direct relationships to Provincial and Federal orders of government. The City recognizes the First Nations level of government, their jurisdiction and the need to develop government to government relationships, not a "stakeholder" relationship.

The City recognizes First Nations Rights and Title to traditional territories occupied since time immemorial, and commits to respect First Nations' indigenous rights and title to their traditional territories.

The City recognizes and acknowledges the governing laws, policies, customs and land use plans for the lands and waters within the traditional territories and the lands of our First Nations neighbours and communities.

The City recognizes and acknowledges the following First Nations lands and plans that exist for First Nations lands contained within the boundaries of the City:

- Neskonlith Indian Band Comprehensive Community Plan
- Adams Lake Indian Band Land Use Plan – Phase 1: Land Use



First Nation Reserve Lands within the City



## **Objectives**

1. To advance Truth and Reconciliation efforts in the community.
2. To strengthen relationships with First Nations through discussion, processes and actions to build trust and respect.
3. To honour First Nations knowledge, wisdom and traditions.
4. To work together to address issues and policy matters of mutual importance to capitalize on shared opportunities to benefit our collective communities.
5. To ensure that First Nations peoples see themselves reflected in the community in the future.

## **What will Reconciliation mean for the City and the community moving into the future?**

Reconciliation means that the community will:

- Create an ongoing process of establishing and maintaining respectful relationships;
- Ensure the free, prior and informed consent of First Nations peoples in decisions that affect their interests;
- Ensure that First Nations peoples' Treaty, Constitutional, and human rights are recognized and respected;
- Building relationships through public truth sharing and commemoration that acknowledges and redress past harms;
- Require constructive action on addressing ongoing legacies that have had destructive impacts;
- Create a more equitable and inclusive society by closing the gaps in community outcomes;
- Recognize that the perspectives and understandings of First Nations concepts and practices of reconciliation are vital;
- Support First Nations peoples' cultural revitalization and integrating Indigenous knowledge systems, oral histories, laws, protocols, and connections to the land;
- Require political will, joint leadership, trust building, accountability and transparency;
- Require an investment of resources;
- Require sustained public education and dialogue, including youth engagement.

## **First Nations Policy**

Policy is still being developed in conjunction with our First Nations partners, through direct engagement. Once policy direction has been established it will be introduced through future amendment or amendments to the OCP.

## 4. Growth Management

“Growth Management” is often linked to urban containment, or the process of limiting development and growth within a boundary to ensure a more sustainable and compact community, and/or to preserve the integrity of surrounding agricultural lands. This concept has been fundamental to past OCPs, and public engagement continues to strongly support this planning concept.

Salmon Arm is the major regional service centre within the Columbia Shuswap Regional District (CSRD). The City is committed to working with other local jurisdictions to address regional concerns. The CSRD has not yet prepared a Regional Growth Strategy or a Regional Context Statement, but should it choose to do so, the City would willingly engage in their review.

This section provides direction regarding the appropriate phasing of growth and the limitation of continued urban growth within an urban containment boundary.

### **Growth Management Objectives**

To create a range of housing opportunities and choices.

To emphasize the need for a mix of land uses.

To maintain a balance between residential and non-residential land uses.

To maintain the housing supply.

To preserve open space, agricultural land and critical environmentally sensitive areas.

To strengthen and direct development towards existing developed areas and communities.

To create more walkable and accessible communities.

### **Growth Management Policies**

1. Continue to use the Urban Containment Boundary (UCB) (see Map B Urban Containment Boundary) as a primary planning tool, supporting new growth within the UCB and discouraging urban development and subdivision outside the UCB.

2. Review the Zoning Bylaw and Subdivision and Development Servicing Bylaw to consider the stratification of Small Scale Multi Unit Housing.

3. Discourage additional single family subdivision in Areas A and B. Rezoning to multi family residential zones is strongly encouraged.

4. Support ALR Exclusion applications for the Industrial Park (Industrial Special Development Area) as identified on Map C ALR Exclusion Sites. This area will be subject to pre-planned road network and infrastructure plans and rezoning for intended uses.

5. ALR exclusion applications must be made by the City and are supported only in those areas identified in this plan.

6. Once Growth Area A and Growth Area B (as shown on Map D) are built out to no less than 50% of their potentially developable areas, the City may then commence an application to the Agricultural Land Commission (ALC) for an exclusion of the area south of Blackburn Park and north of Foothill Road (the “ALR Island”) for the purposes of long term infrastructure planning and accommodating long term residential land needs.
7. ALR exclusion applications outside of the Industrial Park (Industrial Special Development Area) are not supported unless significant community benefits are proposed.
8. Protect lands within the ALR for agricultural use, particularly the Salmon River Valley Agriculture area.
9. Protect the forested hillside areas of Salmon Arm as a valuable renewable resource and as a vital part of the City’s watershed.
10. Protect from development Salmon Arm Bay, the Shuswap Lake foreshore, significant natural landscape features, and significant watercourses.
11. Continue to recognize and support the Downtown as the principal commercial, business, cultural and administrative centre, encouraging it to be a vibrant, compact and accessible downtown.
12. Continue to support other commercial areas in the community which add to the variety of retail and service opportunities, east and west of the Downtown along the Trans Canada Highway between 30 Street SW and 30 Street NE.
13. Encourage local amenities such as schools, care centres, small medical facilities, shelters, parks and local commercial uses in residential neighbourhoods.

#### **Urban Containment Boundary (UCB) Objectives**

To complete the servicing of lands within the residential, commercial and industrial lands within the UCB.

To prioritize development and community growth within those areas that have existing infrastructure.

To support a compact and complete communities where people can connect easily to the areas that they work, live and play.

To protect agricultural lands from urban development.

#### **Growth Priorities Within the UCB (Map D – Growth Priority Areas)**

##### **1. Area A – High Density Residential & Mixed Use High Density**

Support and strongly encourage residential and mixed use development in this area. Water, sewer, storm and road networks are most complete within this area. In order to support further growth in this area the City will prioritize connecting and improving infrastructure in this area before extending services in other growth areas.

##### **2. Area B – High and Medium Density Residential**

Supports infill development within these areas and recognizes the need to support growth by connecting and improving priority community infrastructure facilities.

3. Area C – Low density (Raven and parts of Foothills between 10 Avenue SE and 14 Avenue SE)  
Recognize the limits of infrastructure to support growth in this area. Support limited infill in these areas recognizing that existing water, storm, sewer and road networks limit growth. Infrastructure growth to facilitate development will be via development and infrastructure expansion by the City will not be prioritized in this area.

4. Area E – Employment Lands (commercial & industrial)  
Recognize the need for complete services in this area to support future growth potential of economic lands. The expansion of infrastructure into this area will be supported by cost sharing between the City and development.

5. Area Outside of Areas A, B, C & E  
Recognize those areas within the UCB but not prioritized as above may experience growth; however, servicing in this area is incomplete. Infrastructure growth in this area will be completed entirely by new development. The City may will support development in this area until in-fill development in Areas A, B and C is complete.

#### **Urban Containment Boundary Policies**

1. The UCB contains medium, high and mixed use residential densities and employment lands. Growth within the UCB is supported with development prioritized in those areas designated for Medium to High density then in areas not prioritized as Growth Areas A, B, or C. In the expansion of infrastructure and services, employment lands are prioritized.

2. Residential densities at the levels allowed within the UCB are not supported outside of the UCB.

3. Review the Zoning Bylaw to modernize commercial uses and floor area ratios to encourage mixed use development.

4. Support mixed use and high density residential development in the highway corridor and Downtown areas by zoning lands to accommodate multi-storey buildings and uses appropriate to the designation.

5. Limit the support of servicing variances to development within Area A for infill development. Servicing variances within Area B may be supported when community amenities such as lighting, fire hydrants, road dedication, trails and/or multiuse paths are provided by the developer and fully constructed. Servicing variances for construction of connecting trails and/or multiuse paths should not be supported.

6. Prioritize capital projects and road network planning within Area A, B and E. Municipal cost sharing programs and capital works programs, may be directed towards the current priority Area A (and as Council deems appropriate).

7. When sufficient infilling has occurred within Area A, B and E, municipal cost sharing programs and capital works programs, may be allocated to Area C, as determined by Council and City Bylaws. Sufficient infilling means that the developable land area is at least 80% complete in the context of the overall area being addressed, based on the City's determination.

8. Prior to consideration of the allocation of municipal cost sharing programs to Area C, and capital works programs, a review the high level municipal water, sanitary, and stormwater servicing requirements for the area, including downstream capacities will be conducted.

9. The following are additional policies specific to Development Areas B and C in the Foothills Road SW area:

- a. No development above the transmission power line;
- b. Large minimum lot sizes and clustering development on the uphill side of the future east-west urban collector road between 10 Street/Foothill Road SW and 10 Street/20 Avenue SE; and,
- c. Cluster development on mid elevations.

10. Prior to significant subdivision or development occurring in the following areas (shown on Map B Urban Containment Boundary), a neighbourhood plan should be prepared to address land uses, residential densities and transportation connections, and provide direction to appropriate Zoning Bylaw amendments:

- Residential High Density Area;
- Canoe area;
- Foothill area (between Foothill Drive / Shuswap and 10 Street SE)

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## 5. Urban Residential

The majority of new residential development in the community continues to be “urban” residential development, located within the Urban Containment Boundary. Changing demographic and economic trends have a significant influence on housing needs. The continued overall aging of new arrivals to the community will likely mean more demand for housing with lower maintenance requirements than the traditional single family dwelling unit pattern. Housing affordability has also become a significant issue that needs to be addressed. Both the cost of housing generally and the availability of rental housing make it difficult for many in the community to meet their basic needs, and are limiting economic growth by making it difficult for businesses to find housing for employees. These trends reinforce the need for a wide variety of housing types, including high and medium density developments, affordable housing, and residential neighbourhoods that integrate a variety of housing types and needs.

This section provides policy that seeks to create the necessary diversity of housing needed to keep the community vibrant, and speak to high and medium density residential, and non-residential, siting policies.

### Urban Residential Objectives

To provide a range of housing for all that meets the needs of the community, while maintaining a small-town community feel and supporting community growth.

To provide an adequate supply of new housing.

To provide opportunities for a variety of housing types, tenures and densities in appropriate locations close to services and amenities.

To facilitate the development of purpose built rental housing that provides security of tenure.

To encourage and support affordable and special needs housing, including housing options for the community’s diverse population.

To encourage residential development that will support strong neighbourhoods in compact communities.

### Urban Residential Policies

#### General Policies

1. Encourage residential development within the Urban Containment Boundary (UCB) that creates a mix of residential housing types, tenures and densities.
2. Urban residential development shall be in alignment with the Community Housing Strategy and Housing Needs Assessment, as updated from time to time.
3. Prioritize development applications for new purpose built rental housing and affordable housing.
4. Continue to provide municipal fee reductions for development applications for new purpose built rental housing and affordable housing.

5. Consider Development Cost Charge reductions and waivers on a case by case basis or through the review of the Development Cost Charge Bylaw.
6. Support and facilitate the development of new purpose built rental housing.
7. Support non-profit and housing organizations in the development of new affordable or non-market and supportive housing units.
8. Work with non-profit and housing organizations and BC Housing and other funding agencies to facilitate the development of new affordable or non-market and supportive housing units.
9. Work with BC Housing and the Ministry of Children and Family Development in the provision of housing for youth.
10. Support the use of airspace volumes to accommodate affordable housing above the redevelopment or construction of new municipal facilities.
11. The rezoning or redevelopment of existing mobile home parks and properties will be strongly discouraged, unless robust options are provided for the replacement and rehousing of existing residents in new dwelling units at rental rates comparable to those prior to redevelopment.
12. Support and facilitate the adaptive re-use and re-development of faith-based religious institutional properties and buildings for affordable or cooperative housing (including the use of density bonuses) should they cease providing religious services.
13. Review and update the Zoning Bylaw to define the appropriate special amenities and related density bonus provisions.
14. The application of new R-11 zoning to additional residential properties following the adoption of this Bylaw will be strongly discouraged.
15. Develop a secondary housing market monitoring report to monitor all rental housing vacancy and rental rates.
16. Review the Zoning Bylaw to consider increased building heights in mixed use, residential high and medium density residential areas.
17. Review the fiscal impact of a rental housing based revitalization tax exemption program prior to considering its' adoption.
18. Encourage local amenities such as schools, care centres, small medical facilities, shelters, parks and local commercial uses in residential neighbourhoods.

### **High Density Residential Policies**

1. High Density Residential areas are designated on Map A - Land Use.
2. High Density Residential areas may accommodate all forms of residential multiple family dwelling housing up to and including apartment buildings.



3. High Density Residential A developments may be permitted to a density of 130 units per hectare. Density may be increased to a maximum of 200 units per hectare for affordable or purpose built rental housing (at least 50% of units), or 150 units per hectare for multiple family housing, multiple family housing in mixed use buildings, or Assisted Living Housing, subject to the provision of special social or public amenities (e.g. commercial childcare facility, fully accessible dwelling units and suites, rental housing, affordable rental housing, below grade or parkade style parking, additional parkland dedication, additional greenways or trails dedication, green building and site design).

4. Mixed Use Development in the Downtown and Highway Service/Tourist Commercial designated areas may include residential units permitted to the High Density Residential density provisions as specified above.

5. Amend the Zoning Bylaw regulations applicable to the Residential High Density area to:
- Limit the options for single family detached redevelopment and to increase required densities;
  - Facilitate taller buildings and increase permitted building heights;
  - Amend the minimum parcel size;
  - Amend the minimum frontage requirements;
  - Reduce side setbacks;
  - Consider minimum bike parking requirements; and
  - Facilitate small scale commercial development in the area.

### **Medium Density (High Density B) Residential Policies**

1. Medium Density Residential areas are designated on Map A - Land Use.

2. Medium Density Residential areas may accommodate all forms of multiple family residential housing including ground oriented dwellings, rowhouses, apartment buildings and small scale multi-unit housing (including single family dwellings and duplexes, secondary suites and accessory dwelling units).

3. Medium Density Residential areas may be permitted to a density of 88 units per hectare. Density may be increased to a maximum of 110 units per hectare for affordable or purpose built rental housing (at least 50% of units), or 100 units per hectare for multiple family housing, multiple family housing in mixed use buildings, or Assisted Living Housing subject to the provision of special social and/or public amenities (e.g. commercial childcare facility, fully accessible dwelling units and suites, below grade or parkade style parking, additional parkland, greenways or trails, green building and site design).

4. Mixed Use Development in Neighbourhood Commercial designated areas may include residential units permitted to the Medium Density Residential density provisions as specified above.

5. Discourage future subdivision for large lot developments (Single Family Dwelling Units) within the Urban Containment Boundary except in growth priority areas B and C, especially if they would preclude higher density subdivisions in the future. Any large lot subdivisions shall demonstrate the ability to allow future intensification of residential development.

### **Non-Residential Uses Policies**

1. Encourage limited amounts of neighbourhood commercial use providing local services in all Residential designations, through a review of the Zoning Bylaw.

2. Assisted Living Commercial uses may be permitted as an accessory use in multi-family developments in High and Medium Density Residential designations.

3. Home Occupations are permitted in all Residential designations.

### **Siting Policies**

1. Encourage Residential developments and subdivisions to meet the following criteria:

- a. good access (no more than a 10 minute walk) to:
    - transportation routes, including transit, trails and active transportation;
    - recreation, parks and open space; and
    - community services, e.g. commercial uses and school sites;
  - b. sufficiently removed from incompatible land uses to ensure the health, safety and welfare of the residents; and
  - c. capable of being serviced with municipal and private utilities including fire protection, in accordance with City standards and specifications.
2. Encourage siting of residential developments and subdivisions to:
- a. take advantage of and preserve special site features such as natural vegetation, mature landscaping, and topographic features;
  - b. provide for safe, convenient and separated active transportation and vehicular routes on collector or arterial corridors and/or greenways; and
  - c. provide opportunities for interaction with natural surroundings and mature vegetation retention including the provision of trail connections.

3. Minimize the conflicts between agricultural and residential land uses through the use of access restrictions, buffers, fencing, and trail corridors for residential developments adjoining agricultural properties.

### **Housing Diversity Policies**

1. With community partners, identify opportunities to encourage and support rental housing and non-market and supportive housing needs.

2. Support a coordinated approach to addressing housing issues and liaise with federal and provincial governments, non-profit organizations and community groups in this regard.

3. At the rezoning stage / in the rezoning process, encourage developers to make a percentage of all new housing units or lots available for rental, affordable and special needs housing, with potential for a corresponding density bonus.

4. Support community support services and uses, such as shelters, transition / youth homes and other forms of social housing within the Urban Containment Boundary in locations near local services.

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## 6. Rural and Agriculture

Rural and agricultural lands form over 70% of the community's lands and contain areas that contribute to the economic and social health of the community. Agricultural lands and production contribute significantly to the City's economic base. The positive impact that agriculture can have on local food security and community resilience was noted by the public during the preparation of this OCP.

Public engagement also continues to highly value the protection of agricultural lands, noting that once farmland is developed it is "gone forever". Significant areas used for agriculture are located within the Agricultural Land Reserve (ALR), which also provides another layer of protection to agricultural lands.

This section provides policy that seeks largely to protect agricultural lands and production, and to increase local food production and food security.

### **Rural and Agriculture Objectives**

To maintain agriculture, forestry and rural/country residential lands outside the Urban Containment Boundary.

To protect farm land and farm operations.

To minimize the impact of urban development on agricultural land.

To support agriculture on both ALR and non-ALR land.

To preserve land with agriculture potential in the ALR.

To support agri-business opportunities in rural and agricultural areas that are complementary to local agriculture, including agri-tourism and agri-food businesses.

To improve local food security.

To encourage and support the expansion of local food production and processing.

To incorporate urban agriculture within the community.

To carefully manage rural resources, including resource extraction, in partnership with provincial agencies.

### **Rural and Agriculture Policies**

#### **General Policies**

1. Acreage Reserve, Salmon Valley Agriculture and Forest Reserve areas are designated on Map A – Land Use.

2. Discourage additional development, particularly at urban densities, in the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve designations. Rural residential density is 2 units/parcel or as limited by the Agricultural Land Commission.

3. Maintain or enhance the configuration and size of parcels designated Acreage Reserve, Salmon Valley Agriculture and Forest Reserve through boundary (lot line) adjustments and/or consolidations; rezoning, subdivision and/or Agricultural Land Reserve exclusion applications are not supported.
4. Support boundary (lot line) adjustments which bring lot sizes more in compliance with the regulations of the Zoning Bylaw throughout the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve designations. Boundary adjustments should not add to the degree of non-conformity of any lot.
5. Support road widening and dedication for the safe movement of vehicles, when road dedication is supported by the ALC.
6. Strata titling or subdivision of accessory dwelling units in the Agricultural areas is not supported.
7. Municipal utilities in the Forest Reserve, Salmon Valley Agriculture and Acreage Reserve designations should not exceed the existing standard or be extended, except for the municipal water system outlined in Section 15 Utilities and Infrastructure and when supported by the ALC.
8. Support community efforts to create an irrigation district for the supply of non-potable water to the Salmon River Valley.
9. Support community efforts to create a producer / agricultural representative organization or an agricultural advocacy organization (such as a “farmer’s institute”).
10. Conduct an inventory of the City’s storm water ditches in the Salmon River Valley area to determine purpose, function and the appropriate level of service.
11. Undertake community safety measures related to road safety, managing road and trail users, and crime prevention in rural and agricultural areas.
12. Collaborate with producers and partners to plan for land areas for the purposes of food processing within agricultural areas or industrial areas. Where suitable land cannot be located within the City boundary, work collaboratively with producers and the CSRD.
13. Support emergency management programs for the sheltering of animals/livestock on agricultural lands/Fall Fair Grounds.
14. Support leasing of lands for agricultural production within the City and regionally.

### **Agricultural Land Reserve Policies**

1. Recognize the importance of protecting and utilizing agricultural land as a resources for present and future food production. In considering development applications on ALR lands the City will include in its consideration:
  - the size of the current farming operation (including leased lands);
  - types of commodity(ies) produced soil classification;
  - number of farm workers employed by the operation;
  - land remediation plans for any areas identified for temporary uses; and
  - area limits for accessory buildings for farm use consistent with the polices of the ALC and

BC and National Building Code.

2. Support minimizing the impact of residential development on ALR land and, consistent with ALC policies, encourages the following principles for residential development in the ALR:

- Additional, and temporary, farm worker housing approved by the ALC is supported;
- Principle dwelling units greater than 500m<sup>2</sup> are not supported;
- Accessory Rural Dwellings greater than 90m<sup>2</sup> are not supported;
- Clustering of residential development adhering to residential footprint(s) of the ALC;
- Encourage driveways for residential development to be less than 60m from highway or road frontage; and
- Area limits for residential accessory buildings in the Zoning Bylaw.

3. ALC applications to subdivide land in the ALR under Section 514 (Subdivision to Provide Residence for a Relative) of the *Local Government Act*, should not be supported for parcels less than 8.0 ha.

4. Applications to subdivide land outside the ALR, under Section 514 of the *Local Government Act* (Subdivision to Provide Residence for a Relative), may be supported on parcels greater than 8.0 ha.

5. ALC Exclusions are only supported in the areas identified in Map C – ALR Exclusion Sites. This area has been identified for additional industrial land development near the airport.

6. Work collaboratively with the ALC to mitigate the impact of Active Transportation routes through agricultural and rural areas, agricultural operations, and transportation routes through sensitive routing, signage, fencing and buffering measures.

### **Agriculture Policies**

1. Agriculture, including but not limited to agricultural food production, agricultural processing, forage crops, livestock operations and accessory commercial uses, is permitted in the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve area designations.

2. Recognize the importance of agriculture to the economy and support industry practices as identified in the Farm Practices Protection (Right to Farm) Act.

3. Support a conventional secondary suite contained within a dwelling or a detached suite as an accessory residential use in the Acreage Reserve, Salmon Valley Agriculture and Forest Reserve designations.

4. Encourage and support the development and expansion of alternative, smaller scale agricultural businesses, such as production and marketing of locally grown foods, organic farms, on-site sales of on-site and locally grown food, incentives for farmers to remain on their land, and support for new farmers to obtain land.

5. Research opportunities to permit enhanced agri-tourism consistent with Ministry of Agriculture and ALC policies and programs.

6. Encourage education programs dealing with agricultural practices that enhance natural ecosystems and protect environmental resources, e.g., Environmental Farm Planning, and support the agriculture industry in applications for grants for study or implementation of environmentally sound agriculture practices.

7. Work with CSRD to address non-native and noxious weed control in agricultural areas, including within boulevards and drainage corridors.

8. Work with farmers and federal and provincial agencies to establish strategies to limit livestock access to domestic and recreational source waters.

9. Consider creation of an Agricultural Plan to:

- provide strategies and policies to preserve and enhance agricultural lands outside of the Urban Containment Boundary; and
- focus on agricultural resources and identify challenges and practical solutions.

### **Food Security Policies**

1. Consider creation of Food Systems Plan to support and promote food production and security.

2. Support education efforts to promote urban agriculture and community backyard food gardens, including small animal rearing, and plan for disease management among animals.

3. Encourage contiguous open space within residential development intended for food production space for residents.

4. Undertake a review of the Zoning Bylaw and the Pound and Animal Control Bylaw to determine appropriate regulations to allow for urban agriculture and the keeping of animals and livestock within the Urban Containment Boundary.

5. Support partnerships with local food programs to support the sector to develop strategies that mitigate climate change impacts and increase community preparedness for times of disruption.

6. Recognize the impacts of climate change on agriculture and food security and other groups to address complex food systems and food security issues.

7. Increase availability and access to local food for residents by enabling pop-up markets and farm stands.

8. Support partnerships with local food programs to provide use of civic facilities/land.

### **Mineral and Aggregate Resources Policies**

1. Mineral and aggregate processing may be permitted in areas of high aggregate potential, as identified on Map F - Aggregate Potential or based on site investigations, subject to zoning or the issuance of a Temporary Industrial Use Permit.

2. Encourage the Ministry of Energy and Mines to engage the City and public in meaningful dialogue when reviewing, issuing, or amending mining licenses.

3. Encourage the Ministry of Energy and Mines to minimize conflicts among mineral licence activities and adjacent lands, watersheds and riparian areas.

### **Acreage Reserve Policies**

1. Country Inn Commercial Uses may be supported within the Acreage Reserve designation subject to both Section 6 Rural and Agriculture and the policies or approval of the ALC for lands within the ALR.

2. Subdivision to accommodate further rural small agricultural holdings may be supported within the Acreage Reserve area situated west of both the Salmon River and the Trans Canada Highway subject to compliance with the following criteria:

- the site is well drained and free from flooding, unstable soils or other hazardous conditions;
- soil conditions permit permanent on-site sewage disposal for each parcel as determined by the BC Sewerage Standard Practice Manual;
- availability of adequate potable water supply on each parcel, approved by the appropriate agency utilizing the BC Drinking Water Protection Act and the Drinking Water Protection Regulation;
- minimum two (2) hectare parcel size and subject to appropriate zoning; and;
- the lands have an improved agricultural soils capability rating of class four (4), class five (5), class six (6) or class seven (7) as determined by the ALC, based on the Canada Land Inventory Agricultural Capability Classification System.

The principle of protecting better quality agricultural soils from subdivision into small lots will guide decisions on mixed category applications and the ALC will continue to consider each subdivision application on its own merits to ascertain the potential impact of subdivision on existing and potential agricultural development.



## 7. Commercial

The commercial areas in Salmon Arm function as the business, service, and cultural centre for the City, the surrounding agricultural community, and the Columbia Shuswap Regional District (CSR). Salmon Arm has a strong and vibrant Downtown that is complemented by retail shopping centres and the highway commercial corridor. The Downtown has a pedestrian-friendly environment. Connections to the waterfront also contribute to the success of the Downtown. Commercial land use is a significant component of the City's overall land use fabric.

This section provides continued direction to support the Downtown as the heart of the community and to focus significant commercial development into the established commercial areas designated, while allowing for limited commercial development across the community.

### Commercial Objectives

To continue to promote the Downtown as the commercial and cultural focus of the community.

To support a walkable Downtown through safe and efficient pedestrian infrastructure.

To limit highway commercial development to lands within the Urban Containment Boundary and in close proximity to the Trans Canada Highway.

To ensure that Highway Service/Tourist Commercial areas contribute to a positive image of the community.

To preserve a reasonable supply of commercial land.

To continue to support the development of home-based businesses.

To support the increased development of small scale commercial businesses in residential neighbourhoods.

### Commercial Policies

#### General Commercial Policies

1. Continue to support the development, redevelopment, and infilling of Downtown and Highway Service/Tourist Commercial designated lands along the Trans Canada Highway between 30 Street SW and 30 Street NE as the primary commercial areas in the City.
2. Minor expansions to boundaries of the Downtown and Highway Service/Tourist Commercial designations may be considered. Expansions to the Downtown may be considered adjacent to and in proximity to the Downtown area. Expansions to the Highway Service/Tourist Commercial designations may be considered adjacent to and in proximity to existing Highway Service/Tourist Commercial designations within the Urban Containment Boundary.
3. The Downtown, Highway Service/Tourist Commercial, and Neighbourhood Commercial areas are designated as Development Permit Areas and are subject to the guidelines presented in Section 18 Development Permit Areas.
4. Support tourism and recreation through the expansion of commercial options near the waterfront and consideration of wharf access and uses into the future.

5. Create affordable housing options in commercial areas in order to attract and retain employees.
6. Encourage active transportation and transit connectivity to, from, and between Highway Service/Tourist Commercial areas.

### **Downtown Commercial Policies**

1. The Downtown area is designated on Map A - Land Use.
2. Support development in the Downtown area that includes pedestrian-oriented retail, food service, government, entertainment, cultural, recreational, office, and business uses.
3. Support residential uses in the Downtown when located above the street level. Residential uses may also occur at street level when they are associated with live/work developments, on building frontages where commercial uses may not be viable, and where the commercial use component takes precedence and contributes to the overall commercial land use inventory.
4. As part of an upcoming review of the Zoning Bylaw:
  - Encourage additional residential density Downtown to support commercial uses;
  - Encourage live/work options;
  - Consider expanded recreational opportunities;
  - Consider reduced or eliminated parking requirements; and
  - Consider floor area requirements to ensure substantial ground floor commercial development in mixed use buildings.
5. Encourage developments in the Downtown to achieve a high development density, using methods such as 100% parcel coverage, zero lot line setbacks, underground/under-building parking, and upper floor dwelling units.
6. Continue implementation of the Revitalization Tax Exemption Bylaw within the "Revitalization Tax Exemption Area" in the Downtown area.
7. Continue to support and regulate outdoor seating and patios for restaurants and cafes in the Downtown.
8. Work with the Salmon Arm Economic Development Society (SAEDS) and Downtown Salmon Arm on programs to encourage extended hours for Downtown businesses into the evening.

### **Highway Service/Tourist Commercial Policies**

1. The Highway Service/Tourist Commercial area is designated on Map A - Land Use.
2. Encourage land uses in the Highway Service/Tourist Commercial area which are distinguished by an orientation toward access by vehicular traffic. Uses included are automotive services, tourist accommodation, entertainment and recreational tourist services, minor repair, retail commercial warehousing, retail and food outlets, and upper floor dwelling units.
3. The Highway Service/Tourist Commercial area is divided into six (6) unique areas that recognize historical land use patterns and ensure long-term land use compatibility between unique development areas. The strategic directions for these locations are:

A. Commercial Corridor West of Downtown to 30 Street SW – The Highway Service/Tourist Commercial area on the west side of the Downtown is oriented toward vehicle service and retail warehousing uses. Activities have relatively low site coverage (e.g. automotive and recreation vehicle sales, large buildings, and associated parking lots). This area serves the needs of the community and region. Limited expansion of this area may be considered.

B. 10 Street SW and 10 Avenue SW Commercial Area – This area is primarily a shopping centre with retail food and general retail uses. Additional commercial and mixed use developments are appropriate in this area. This area also serves the commercial needs of the surrounding residential areas including future residential development in Residential Development Area B. Limited expansion of this area may be considered.

C. Commercial Corridor East of Downtown to 30 Street NE – The Highway Service/Tourist Commercial area east of the Downtown is developed with tourist accommodation, retail food, general retail, office, medical services, entertainment and community recreation, mixed use, and education facilities. This area also serves the commercial needs of the surrounding residential areas and greater community. Limited expansion of this area may be considered.

D. Canoe Highway Commercial Area – The commercial area near Canoe along the Trans Canada Highway is oriented toward highway tourist uses. Appropriate uses include motels, Recreational Vehicle Parks, campgrounds, recreation, service commercial uses, and mixed use development. Limited expansion of this area may be considered.

E. Glen Echo Commercial Area – This area is recognized as a historical Highway Service/Tourist Commercial area supporting tourist and recreational resort uses. This area is not on the municipal sewer system, therefore uses generating high volumes of waste water are discouraged. Expansion of this commercial area beyond its current boundaries is not supported.

F. Trans Canada Highway/Highway 97B Intersection – This area is recognized as an existing Highway Service/Tourist Commercial area. New developments will need to address access issues and apply a high development standard appropriate to this gateway location. This area is not on the municipal sewer system, therefore uses generating high volumes of wastewater are discouraged. Service and tourist commercial uses that cater to the travelling public on the Trans Canada Highway and Highway 97B may be supported. Expansion of this commercial area beyond its current boundaries is not supported as surrounding lands are in the Agricultural Land Reserve (ALR).

### **Neighbourhood Commercial Policies**

1. New Neighbourhood Commercial areas may be located within High, Medium, and Low Density Residential areas provided that the development is intended to service the local convenience shopping needs of the surrounding residential area. Permitted uses may include but are not limited to:

- convenience or small scale retail store;
- neighbourhood pub, restaurant, or café;
- commercial child care;

- office;
- small medical facilities; and
- personal service establishment.

2. Support innovative redevelopment of residential areas for Neighbourhood Commercial developments in close proximity to the 50 Street NE and Canoe Beach Drive NE intersection in Canoe.

**Additional Commercial Uses Policies**

1. Home Occupation uses may be permitted in all urban residential and rural/agricultural areas, as specified in the Zoning Bylaw. A maximum of two home occupations may be permitted per lot.

2. Bed and Breakfast operations may be permitted in all urban residential and rural/agricultural areas as specified in the Zoning Bylaw and Agricultural Land Commission (ALC) policies if in the ALR.

3. Draft regulations or policy regarding short term rentals (or the commercial use of residential property).

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## 8. Industrial

Industry is an important component of the local economy and the community has benefited from a variety of primary and secondary industrial operations, and the economic spin-offs associated with industrial employment. As the community continues to grow, it will need to ensure that industrial lands are available and attractive to new businesses in a highly competitive regional market.

Principal industrial lands are:

- South of the airport along Auto Road;
- The north- east side of Canoe;
- Two small areas at 13 Avenue SW and 1 Avenue SW; and
- Potential new industrial land north of the airport along 10 Avenue SE.

Salmon Arm has been able to designate a considerable amount of its land base for industrial uses, in contrast to many other communities, which is a comparative advantage. A large part of industrially designated land is however not connected to municipal services, which can hinder the type and size of potential industrial development. There are indications that additional industrial lands are needed to accommodate new development.

This section provides policy direction to continue to support development in existing industrial areas, and to provide new direction that will assist in helping new industrial development emerge, as well as direction for a new industrial area.

### Industrial Objectives

To promote industrial businesses that are complementary to existing industrial areas.

To protect existing industrial lands and intensify uses for job creation.

To support skills training and educational opportunities within the industrial areas.

To limit residential development in industrial areas.

To support transit connections to industrial areas.

### Industrial Policies

#### General Policies

1. Three industrial land use categories are designated for industrial development as shown on Map A - Land Use, and as follows:

- a. Industrial Light;
- b. Industrial General; and
- c. Industrial Airside.

2. Permitted uses for Industrial designated areas include:

- a. Light Industrial – oriented toward smaller, site specific, enclosed manufacturing operations that require minimal outside storage of materials or product, that have few impacts on adjacent properties, where sites are made compatible with adjacent non-industrial uses through screening, landscaping and buffering measures. Accessory residential uses may only be permitted if potential conflicts can be minimized.

- b. General Industrial – oriented toward more extensive manufacturing activities that require large areas of on-site storage of resource materials and finished product and ease of access to major arterial highways. General industry may include the storage and processing of raw materials, such as logs and wood products, sand/gravel, concrete and minerals, metallic industries and petroleum products. Light industrial uses can be considered in the general industrial designation. General industrial activities require special attention by reason of their potential impact on the adjacent properties and natural environment. Accessory residential uses may only be permitted if potential conflicts can be minimized.
  - c. Airport Industrial/Commercial – oriented toward industrial and commercial uses requiring direct, convenient access to airport facilities. All commercial air operations, except helipads and floatplane operations as referenced in policies in Section 14 Transportation, should be located in this area.
  - d. Industrial Special Development Area – those lands north of airport that will continue to allow for the existing residential uses to continue until rezoned.
3. Update and amend the industrial zones in the Zoning Bylaw, to minimize the potential for residential development unless potential conflict between uses can be minimized.
  4. Review the Zoning Bylaw regulations for storage facilities and locations for new storage locations (indoor and outdoor). Limit the development of warehouse and mini warehouse development to Light Industrial designated areas.
  5. Support small scale/neighbourhood commercial in industrial areas that will provide services to employees of industrial uses.
  6. Create an industrial development plan for area specific servicing, with implementation funding via Local Area Service or other funding strategy.
  7. Review the Subdivision and Development Servicing Bylaw to confirm the appropriate servicing standards for the Light Industrial, General Industrial, Airport Industrial/Commercial and Industrial Special Development Area designations.
  8. Minimize, through appropriate zoning, the intrusion of primarily commercial, retail and retail service uses in the industrially designated areas to preserve a reasonable supply of industrial land.
  9. Where industrial uses require ancillary retail commercial, limit the latter to 25% of the maximum gross floor area, contained within the principal building.
  10. Parcels rezoning to industrial uses within the designated Industrial Areas should meet the following criteria:
    - a. Access to arterial or collector roads;
    - b. Capable of being serviced with municipal, private and Crown utilities, in accordance with City standards and specifications. On-site servicing may be considered if extension of services is not possible; and
    - c. Capable of being sufficiently buffered from adjacent non-industrial land uses to reduce potential conflicts.
  11. To ensure appropriate form and character of industrial development fronting major transportation corridors, all Light Industrial, General Industrial and Airport Industrial/Commercial

designated lands fronting the Trans Canada Highway, Highway 97B, 10 Avenue SE or the north side of 20 Avenue SE are designated as an Industrial Development Permit Area per Section 18 Development Permit Areas.

12. Support increased public transit (or rideshare services) to and from the main industrial park, with schedules that align with business shifts. Explore park and ride, rideshare muster points outside of industrial park and locations for end of trip facilities within industrial park to support shared riding or active transportation.

13. Encourage active transportation routes connecting residential areas with Industrial areas, and support the development of community end of trip facilities in industrial areas.

14. Support phased industrial development on rural residential properties designated for Light Industrial use in the General Industrial use area south of the airport along Auto Road, subject to appropriate zoning. Subdivision will only be considered where it supports the creation of new parcels zoned for industrial uses.

15. Support cannabis production and processing in the industrial park through an amendment to the Zoning Bylaw, and remove the use from commercial areas.

16. Continue to support the use of a Revitalization Tax Incentive program for industrial areas.

### Industrial Special Development Area Policies

1. Industrial lands within the Special Development Area are shown on Figure 1.

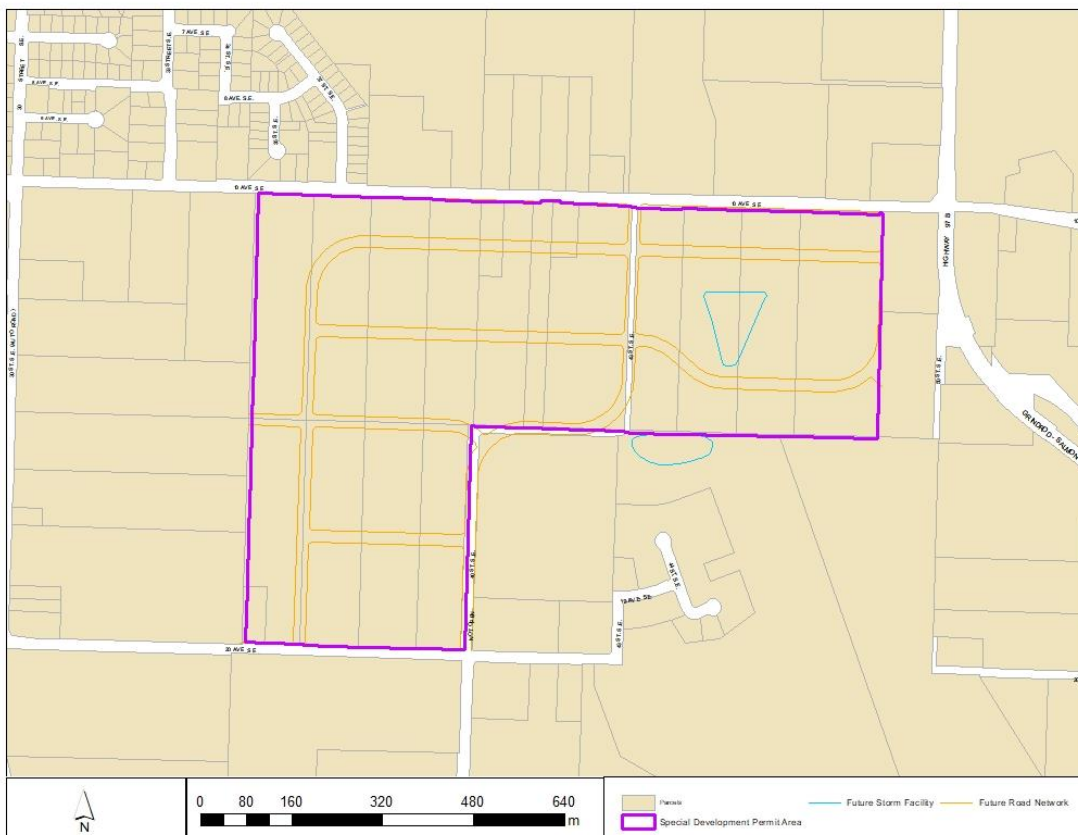


Figure 1: Industrial Special Development Area

2. The lot layout and location of infrastructure facilities should generally be aligned with the layout indicated in Figure 1. The road network may differ once more detailed planning is undertaken.
3. Support the exclusion of the lands in the Industrial Special Development Area from the ALR. The ALC has given preliminary approval for exclusion of these lands (Resolution #109/88) through a block-style exclusion application by the City and rezoning of lands to industrial zoning.
4. Prepare light industrial zoning, appropriate servicing standards, vehicle traffic and access requirements, and a form and character Development Permit Area in the Industrial Special Development Area.
5. Consider a Local Area Service for the development of infrastructure and servicing in the Industrial Special Development Area.
6. In a review of the zoning for the Industrial Special Development Area, consider the inclusion of agriculture and food processing uses along with any associated employee housing.
7. Prohibit the development of storage facilities and locations in the Industrial Special Development Area.
8. Subdivision will only be considered in the Industrial Special Development Area where it supports the creation of new parcels zoned for industrial uses.



## 9. Environmental

Protection of the environment plays a pivotal role in the overarching community vision, influencing the strategic direction of growth and development. While this section is specific, environmental considerations are integrated throughout all chapters of this OCP, reflecting the recognition of the complex and interconnected nature of environmental sustainability, climate change mitigation, and resource management.

This section seeks to take proactive measures to safeguard the environment while fostering sustainable development, and outlines a framework for environmental protection, highlighting policies and initiatives that promote sustainability, reduce the community's carbon footprint, and address the critical issue of climate change.

### **Environmental Objectives**

To promote the enhancement and preservation of natural areas and habitats.

To minimize impacts on the environment and to continuously improve the City's environmental performance through leadership.

To promote a robust level of local biodiversity.

To support and enhance community resiliency to climate change.

To promote landscaping that incorporates climate-resilient plant species native to the region.

To direct all new development to protect environmentally sensitive areas.

To encourage new developments to prioritize energy efficiency and the adoption of renewable energy sources.

To raise awareness about the local environment.

To protect the ecological integrity of watercourses.

To reduce corporate and community greenhouse gas emissions.

To support public transit services and active transportation. (Also see Transportation Section 14 policies)

To encourage local food production and processing. (Also see Rural & Agriculture Section 6 policies)

To restrict or limit development and access to sensitive watersheds that are sources of municipal drinking water.

To plan and manage the community tree canopy.

## **Environment / Climate Change Policies**

### **General Policies**

1. Facilitate educational opportunities for the community on climate change and how to reduce greenhouse gas emissions.
2. Draft, adopt and implement a climate action plan or a low carbon resiliency plan to address both mitigation and adaptation strategies and objectives, both for the City as an organization and for the community as a whole. Periodically review and update the plan.
3. Consider formation of a citizen climate change committee to assist in the review and development of climate change related plans and the review of the implementation of such plans.
4. Develop an urban forestry strategy / plan to manage and maintain the community's overall tree canopy, and address the following:
  - Establish goals for tree canopy coverage;
  - Mandate tree conservation plans, street tree plantings, and landscaping for all development;
  - Create a mature canopy of street trees over time;
  - Review opportunities to increase tree cover on City properties; and
  - Increase the total tree canopy cover with the Urban Containment Boundary.
5. Review the BC Building Code Step Code and Zero Step Code requirements in the Building Bylaw and consider exceeding the minimum Provincial requirements.
6. Develop and implement a program to incentivize energy reduction programs in existing residential buildings.
7. Consider a landscaping/ xeriscaping policy or development permit area guidelines (including appropriate planting lists) to address the need for climate resilient plants and water consumption.
8. Consider amendments to the Zoning Bylaw that would:
  - Provide a density bonus for renewable energy sources;
  - Require the installation of EV charging infrastructure in multi family residential dwellings;
  - When environmentally sensitive land is provided to the City for the purpose of environmental protection, allow the owner of the land to use the original site area in calculating density, floor area ratios and minimum lot areas for development or subdivision purposes.
9. Continue to promote water conservation actions from the Water Conservation Plan, such as the incorporation of innovative irrigation technologies, the installation of low flush toilets and low flow aeration faucets, and xeriscaping (i.e. drought resistant landscaping).
10. Work with Columbia Shuswap Invasive Species Society (CSISS) community groups and other organizations to provide public information and education on invasive species and their impacts.
11. Work with senior governments, First Nations and the community to reduce the effects of non-point source pollution on source drinking water and recreational water quality.

12. Work with senior governments, First Nations and the agricultural community to promote groundwater protection.

13. Work with senior governments, First Nations and the community to improve air quality.

14. Update the Environmentally Sensitive Riparian Areas Development Permit Area guidelines, to encourage all development and infrastructure projects to conserve environmentally sensitive areas, utilizing alternative development methods, such as clustering, density bonuses, narrowing road rights-of-way, or sharing driveways.

### **Environmentally Sensitive Areas Policies**

1. Applications for new foreshore and water lot leases within the Environmentally Sensitive Lake Areas (Map H – Environmentally Sensitive Areas) are discouraged unless they are for conservation or environmental protection and management purposes or represent some other public benefit to the community.

2. The areas designated as Environmentally Sensitive Riparian Areas (Map H - Environmentally Sensitive Areas) are subject to the Environmentally Sensitive Riparian Areas Development Permit Area guidelines of Section 18 Development Permit Areas.

3. In addition to Development Permit Area requirements, encourage voluntary protection of natural features in cases where it is an objective of the City to protect (for riparian area conservation, water quality protection, or habitat preservation) land in excess of that which is, by virtue of municipal and senior government regulations, required to be protected. Consider the use of tools such as conservation covenants or density bonuses for this purpose.

### **Community Energy and Greenhouse Gas Policies**

1. Continue to implement growth strategies that discourage urban sprawl, encourage healthy communities, and reduce energy consumption.

2. Continue to support active transportation plan implementation through an annual budget allocation similar to other service delivery (asset) management programs.

3. Improve public transportation through a substantial review of the Public Transit services, considering levels of service, frequency and routes in the revised plan.

4. Consider and support an EV bike subsidy / acquisition program.

5. Consider and support an EV car sharing program.

6. Improve the energy efficiency and emissions of existing City owned facilities through mechanical retrofit and redevelopment programs.

7. Decrease emissions from the City's fleet and vehicles through a replacement and infrastructure readiness plan.

8. Encourage and develop policies to support transportation and ride share service options for cars, bikes, and scooter sharing companies.

## **GHG Emission Targets**

1. Community-wide Greenhouse Gas (GHG) Emission Target Options are to reduce CO<sub>2</sub> emissions in alignment with the latest values set by the Intergovernmental Panel on Climate Change (IPCC), as they are updated from time to time, to limit warming to 2.0°C, which are currently 22% by 2030, 37% by 2035, 51% by 2040 and 75% by 2050, compared to 2019 emissions levels.

2. Continue conducting energy audits on all major municipal facilities and develop an energy retrofit program for these facilities to support reducing corporate greenhouse gas emissions.

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## 10. Parks, Recreation and Greenways

The community has a diverse range of parkland and indoor and outdoor recreation opportunities. The unique landscape features of the local area support a variety of parks, natural open spaces, trail systems and play areas for residents and visitors to enjoy. Community spirit and volunteerism in has assisted in the development and maintenance of these park and recreation facilities.

The public has continued to express strong support for continuing to actively support the community's parks and greenways and to expand and improve them. The community has also supported a more active process for the ongoing planning for existing facilities and the development of new facilities to accommodate growth in demand for recreational opportunities.

This section seeks to provide direction to assist in the redevelopment of new recreational facilities and continues to support current directions with respect to parks and greenways.

### **Parks, Recreation and Greenways Objectives**

To provide diverse year-round indoor and outdoor recreation options through well maintained facilities, parks, as well as connected greenways and natural spaces.

To foster healthy lifestyles for all residents.

To provide safe and diverse recreation facilities and programs that are consistent with the population of the City and region.

To provide a variety of recreation facilities and parks throughout the community and within neighbourhoods that are easily accessible to residents and visitors, to support increased health, wellness and social connections.

To upgrade, maintain and construct the greenways and trail network as an integral part of community connectivity, and provide safe routes throughout the community.

To preserve a variety of open spaces and natural areas.

### **Parks, Recreation and Greenways Policies**

#### **General Policies**

1. Develop a recreation facility Service Delivery (asset) Management Plan and Master Plan to direct both the maintenance of existing facilities and the development of new facilities.
2. Development of parks, recreation facilities, and greenways shall be in alignment with the Parks and Recreation Master Plan, specific development plans, the Active Transportation Plan and Greenways Strategy, and the future Recreation Facilities Master Plan, as updated from time to time.
3. Seek corporate partnerships and encourage bequests to assist with the planning, acquisition, development, and stewardship of recreation facilities, parks and greenways.
4. Explore methods of securing short term development and long term operational funding, such as a parcel tax or funds from the Regional District, for the planning, acquisition, development and maintenance of recreation facilities.

5. Continue to work in partnership with provincial and federal agencies, non-profit societies, and community groups, on the planning, acquisition, development, and stewardship of recreation facilities, parks and greenways.

6. Encourage the Columbia Shuswap Regional District to examine ways in which the Regional District can complement the parks, recreation and greenways functions in and around Salmon Arm, specifically opportunities for Regional District involvement and assistance in the:

- a. development of boating facilities (launches, landing sites and parking areas);
- b. development of major recreation facilities, parks and greenways where the user groups are drawn from the regional population;
- c. acquisition and development of waterfront properties for public purposes; and
- d. development of regional active transportation and greenway connections to regional destinations, as well as between Salmon Arm and adjacent communities.

7. Continue using the Joint Partnership Agreement with School District 83 for the funding and development of sports fields and related facilities, the establishment of greenways over School District lands, and for use of schools after hours for community programs.

8. Continue to work with the School District to explore opportunities for protecting, retaining, enhancing, and acquiring the open space components of School District 83 properties as City parks.

9. Retain the existing Fall Fair Grounds site for a variety of public recreation, open space and community uses.

#### **Indoor Recreation Facilities Policies**

1. Continue to recognize, maintain and invest in the major recreation facilities (rink, recreation centre and pool) and monitor the needs of the community as identified in the Parks and Recreation Master Plan and future Recreation Facilities Master Plan.

2. Expansion, renovation and new development of recreation facilities shall be in alignment with the future Recreation Facilities Master Plan and the Parks and Recreation Master Plan.

3. Develop and improve partnerships with user groups, clubs, and surrounding communities for shared use of major indoor recreation facilities and to support facility development and programming.

4. Continually review the status of facilities, facility programming and user groups to ensure facilities are serving the recreational needs of the community.

5. Ensure that youth perspectives are provided in decision making related to all recreational programming.

#### **Parks Policies**

1. Existing and proposed parkland of each type is identified on Map I - Existing and Proposed Parkland.

2. Develop and support the development of existing and proposed parks as shown on Map I - Existing and Proposed Parkland in a phased manner as specified in Parks and Recreation Master Plan.

3. In addition to those identified on Map I - Existing and Proposed Parkland, parks may be developed anywhere in the City.

4. Consider the City and Provincial gravel pit operations as potential future Parks sites following the phasing out of gravel operations.
5. Ensure outdoor recreation facilities and parks are supported with adequate access, storage and sanitary facilities.
6. Adopt a policy addressing the storage of sports equipment at City fields by user groups and organizations, and the use of shipping containers.

### **Greenways Policies**

1. Existing and proposed greenways are identified on Map J - Existing and Proposed Greenways.
2. Develop and support the development of existing and proposed greenways as shown on Map J - Existing and Proposed Greenways in a phased manner as specified in the Greenways Strategy, Active Transportation Plan.
3. For greenways that cross lands within the Agricultural Land Reserve (ALR), the City will initiate the required application to the Agricultural Land Commission (ALC) to facilitate the complete development of that trail.
4. In addition to those identified on Map J - Existing and Proposed Greenways, greenways may be developed anywhere in the City.
5. Use the Subdivision and Development Servicing Bylaw to include greenway dedication and ensure construction standards are met as a condition of subdivision or development approval
6. Work with and support community organizations and volunteers, including the Shuswap Trail Alliance, in implementing the Greenways Strategy, and Active Transportation Plan including: planning, acquisition, development and stewardship of greenways, infrastructure development, communication about the greenways network, and ongoing maintenance.
7. Develop and support the development of an active transportation network that provides connectivity between greenways, including multi-use paths, sidewalks, on-road bike routes and roadside corridor greenways that accommodate all users.

### **Parks and Greenways Acquisition and Development Policies**

1. Acquire parks at the time of subdivision (including bareland strata subdivisions) in accordance with the provisions of the *Local Government Act*, comprising five percent of the subdivided land or an equivalent cash in lieu. The criteria for selection of the parkland should include the following considerations, among others:
  - a. Whether the subdivision is in proximity to an existing park or linear greenway corridor and is suitable for expansion;
  - b. Whether the subdivision is in proximity to a future park or linear greenway corridor as indicated on Map I - Existing and Proposed Parkland or Map J - Existing and Proposed Greenways;
  - c. Whether the land dedicated as park is of a reasonable size and has characteristics suitable for park or greenway development;
  - d. Park dedication that occurs in conjunction with storm detention ponds or facilities does not contribute to the required 5% parkland dedication; and
  - e. Park dedication for Greenway may be dedicated as Road or Park and does not

contribute toward the 5% required Parkland dedication.

2. For multi-phase developments, park dedication and/or development should occur in the first phases of development.
3. Support the protection of natural areas through the considered acquisition of environmentally sensitive areas as parks, including ravines, bluffs, riparian areas, habitat, and steep slopes, as important natural areas.
4. Require, at the discretion of City Council, land to be dedicated and paths, trails and roadside corridors to be constructed for greenways and active transportation corridors as a consideration for the approval of rezoning applications. Refer to Map J - Existing and Proposed Greenways and the Greenways Strategy and Active Transportation Plan as a guide for determining the approximate locations for future greenways and the standards of greenway construction.
5. Require, at the discretion of the Approving Officer, land to be dedicated and paths, trails and roadside corridors to be constructed for greenways as a consideration for the approval of subdivision applications. Refer to Map J - Existing and Proposed Greenways, the Greenways Strategy and Active Transportation Plan as guides for determining the approximate locations for future corridors and the standards of construction.
6. Encourage/require greenway connections at the end of cul-de-sacs and in combination with emergency access routes to enhance connectivity between neighbourhoods wherever feasible.
7. Explore other methods for acquiring land for parks and greenways through the development process, such as density bonus, purchase, negotiation, donation and statutory right-of-way.

#### **Lake Recreation Policies**

1. Areas designated for Lake Recreation are identified on Map A – Land Use.
2. The community marina and boat launches are shown on Map K - Community Facilities.
3. Within the areas designated Lake Recreation, the water surface may accommodate all forms of water-oriented recreational activities, including marinas and marina facilities.
4. Explore locations for future public lake access points (motorized and non-motorized).
5. The upland areas designated Lake Recreation may accommodate commercial and institutional uses, such as marinas, that support water-oriented recreational activities, provided they mitigate negative impacts on the lake, protect riparian habitat, and they provide opportunities for public access to and along the shoreline.
6. Consider developing guidelines or Development Permit Area to regulate the construction of new or modified marinas or other marine facilities on Shuswap Lake.

#### **Forest Reserve Policies**

1. Forestry uses are permitted in areas designated as Forest Reserve subject to approval by the appropriate provincial agencies. Forestry uses include silviculture, watersheds, timber extraction, compatible ranching and/or recreational activities.



2. Work with the appropriate provincial agencies to preserve and manage critical scenic views and watersheds within the Forest Reserve area to protect important aesthetic values and essential timber and water resources.

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## 11. Arts, Culture, and Heritage

Salmon Arm's role as a regional centre is evident in the quality of its arts, culture, and community activities, services, and facilities. The City has historically provided a relatively high level of service to improve the quality of life of residents. Although difficult to separate due to their strong inter-relationships, this section addresses arts, culture, and heritage topics; other community services including policing, fire and rescue, parks and recreation programs, cultural and social programs, and educational services are covered in Sections 10 and 12.

The City enjoys the benefits of a thriving arts and culture community who volunteer extensive time making arts and culture available to residents and visitors. The R.J. Haney Heritage Village and Museum is also a renowned facility celebrating the recent heritage of the region.

There remains a strong interest in heritage in the City, and a Community Heritage Commission (CHC) was been created by Council in 2007. A more expansive understanding and recognition of heritage prior to the development of the City is also being developed.

This section provides direction to continue to support arts and cultural programming and the partnerships that have been successful in the past.

### **Arts, Culture, and Heritage Objectives**

To ensure residents of all ages, abilities, and backgrounds are represented in the community and can create, experience, and contribute to arts and culture within the City.

To ensure residents and visitors encounter arts and culture in public places throughout the City as part of their daily experiences.

To design and program public spaces for public art, social interaction, and cultural events.

To promote programs that celebrate local arts and culture and recognize history and heritage.

To encourage and support community events and performances.

To increase education and awareness of different cultures.

To facilitate partnerships to improve and create new venues for arts and culture, entertainment, and performance.

To promote the installation of public art in public and private developments.

To promote the preservation of community heritage.

To explore and implement opportunities to encourage and improve public participation by diverse members of the community in planning processes and community organizations.

## **Arts, Culture, and Heritage Policies**

### **General Policies**

1. Acknowledge the role of community groups in providing arts, culture, and heritage services, and work in collaboration with these groups, particularly in terms of supporting volunteer organizations and encouraging shared facilities.
2. Consider accessory commercial and multi-unit residential developments on institutional properties where this will not prevent or hinder the primary institutional use.
3. Encourage major institutional uses that serve the entire community, such as health care facilities, government buildings, and cultural facilities, to locate within the Downtown.
4. Encourage civic buildings to be located on public spaces, major streets, or similar high profile locations with good visibility and accessibility and where buildings complement a development node (e.g. other civic, recreational, commercial, educational, and/or cultural activities).
5. Develop a place naming policy for parks, buildings, and streets that includes community engagement and culturally appropriate guidelines.

### **Arts and Culture Policies**

1. Update the Arts and Culture Master Plan periodically and work towards implementing the objectives identified in the plan.
2. Explore opportunities to establish an arts and culture precinct in proximity to the existing theatres and art gallery.
3. Facilitate partnerships to build a community arts centre, potentially including visual and performing arts, with capacity for a variety of programs and events.
4. Facilitate partnerships to expand public art spaces and venues Downtown.
5. Work with community partners to expand arts and culture programs that reflect the community's diversity.
6. Encourage public art in Downtown, in major public spaces, and on large development projects.
7. Partner with cultural groups and organizations to increase the visibility and recognition of the many cultures and traditions within the City and region.
8. Support initiatives and programs that increase education and awareness of different cultures.
9. Continue to support festivals and events that celebrate diversity (e.g. Gathering Together Festival, Loud and Proud Celebration).
10. Encourage festivals throughout the year, beyond the summer months.

### **Heritage Preservation and Conservation Policies**

1. Promote awareness of the City's heritage resources by implementing the recommendations of the Heritage Strategy, including additions to the Heritage Register.

2. Support the Community Heritage Commission with reoccurring updates to the Heritage Strategy.
3. Encourage the protection of the integrity of the sites and buildings on the Heritage Register.
4. Develop guidelines for renovations for buildings on the Heritage Register.
5. Develop management plans for City owned heritage buildings and properties.
6. Continue to support the three designated municipal heritage sites in the City: R.J. Haney House, Salmon Arm Art Gallery, and the Old Court House facade.
7. Encourage the sensitive adaptation of heritage buildings for other uses.
8. Encourage new development to respect buildings, sites, and features with heritage significance, even when those features are close to rather than within the development site.
9. Support the addition of more streets into the Historic Street Names Program.
10. Support the R.J. Haney Heritage Village and Museum in preserving an important representation of the City's heritage.
11. Integrate heritage resources into economic development and tourism strategies.
12. Support educational opportunities and events that reflect the community's diverse history.
13. Work with Indigenous peoples to include Indigenous histories and cultures in heritage conservation.

## 12. Community and Social Services

The community and social services provided are equally as important as other forms of infrastructure in maintaining and improving the quality of life for residents. These programs could be viewed as the community's social infrastructure. The City has long been involved in directly providing policing (through the RCMP), emergency preparedness and management (through the CSRD Shuswap Emergency Program) and fire and bylaw enforcement services.

To date the City has supported social programs and services through a number of effective partnerships with social agencies and organizations that have the subject matter expertise and experience to deal with and manage these programs most effectively.

This section seeks to continue to build on the effectiveness of past initiatives and programs and to continue to work with community partners to build the social fabric.

### Community and Social Services Objectives

To create inclusive spaces and places throughout the City.

To ensure residents of all ages, abilities, and backgrounds are represented in the community and can create, experience, and contribute to arts and culture within the City.

To ensure residents and visitors encounter art and culture in public places throughout the City as part of their daily experiences.

To increase education and awareness of different cultures.

To promote and support new activities to do in the evenings and activities for all ages.

To encourage age friendly opportunities that support young families and seniors.

To work with, support, and consult government agencies, community organizations and volunteer groups that provide diverse community and social services.

To encourage more efficient utilization of existing institutional lands.

To provide emergency and protective services consistent with the City's population.

To support health and education services consistent with the needs of the community.

To ensure all public facilities are accessible to all.

To explore and implement opportunities to encourage and improve public participation by diverse members of the community in planning processes and community organizations.

### Community Services Policies

1. Map A - Land Use designates lands for institutional use and Map K - Community Facilities identifies the locations of community facilities such as:

City Hall

Shuswap Regional Airport

Shuswap Lake General Hospital and other health care facilities

Salmon Arm Arts Centre  
R. J. Haney Heritage Village and Museum  
Public schools  
Recreation facilities and community centres  
Library  
Places of worship  
Cemeteries  
Okanagan College  
City Public Works Yard  
Fire halls  
Waste Water Treatment Plant, Water Pollution Control Centre, and regional landfill  
RCMP detachment  
Shelters

2. Institutional uses, including schools, places of worship, health care facilities, libraries and provincial and federal offices are only supported within the Urban Containment Boundary.
3. Official Community Plan Amendment applications are not required to locate Institutional uses within the Urban Containment Boundary. Public input regarding locations may be received through the Public Hearing process associated with rezoning applications for new institutional uses.
4. Continue to communicate and work cooperatively with community service agencies such as local service clubs, non-profit organizations, places of worship, educational institutions, the library, health care institutions, and provincial and federal agencies to promote a healthy community, to plan future facilities, to ensure a full spectrum of services, and to identify and work cooperatively to address emerging issues.
5. Institutional uses should locate within convenient access of major transportation routes to ensure ease of accessibility and to minimize negative impacts on residential developments.
6. Work with Interior Health to ensure that adequate space is designated in the growth strategy to accommodate new health services in the community.
7. Support the development of healthcare worker housing adjacent to, or integrated into sites for new major healthcare facilities.
8. Advocate to the Province to increase healthcare services and facilities to adequately serve the community, and that these services grow at a rate similar to the community population.
9. Advocate to the Province to take action to ensure every resident has access to a family physician.
10. Support the creation of community spaces which are safe and support connection, particularly for typically under-represented groups that experience discrimination and exclusion (social, political and economic).
11. Work with the Shuswap Recreation Society on a recreational access strategy or plan to support access to low-barrier recreation and community programs, particularly for youth.

12. Work with the Shuswap Recreation Society to enhance recreation and community programs geared for youth.

### **Social Services Policies**

1. Community support services and uses, such as shelters, transition/youth homes, daycares and other forms of social housing, are only supported within the Urban Containment Boundary.

2. Official Community Plan amendment applications are not required to locate community support services and uses within the Urban Containment Boundary. Public input regarding locations may be received through the public hearing process associated with any rezoning applications.

3. Support the re-establishment of a youth advisory council or group to engage youth on a recurring basis.

4. Undertake and implement a youth strategy to better support children and youth in the community.

5. Acknowledge the role of federal and provincial levels of government and non-profit sectors as the main providers of social programs, facilities and services within the City, and work in a cooperative and supportive capacity with these service providers.

6. Clearly communicate and articulate the City's role in social development as being one of a facilitator and enabler, and not one of direct service provision.

7. Work with the Province and community partners to expand social wellbeing programs.

8. Support the development and expansion of programs for people dealing with mental health and substance use issues, housing insecurity, and job insecurity, especially Indigenous peoples and newcomers.

9. Develop and implement an Anti-Racism Strategy in conjunction with community partners.

10. Support social planning through the following measures:

- Liaise with community groups and not-for-profit organizations;
- Liaise with First Nations;
- Encourage increased efforts to engage with and support those with specific needs, e.g. children, youth, families, seniors, First Nations, and people with disabilities;
- Encourage and facilitate child care facilities and services, e.g. in new developments, places of employment, education, and cultural facilities;
- Assist groups in acquiring grants or other types of funding from senior levels of government or other sources for social needs by providing the information that is necessary and assisting with contact information;
- Work with regional partners, encourage social issues to be considered in new development proposals where appropriate, recognizing that social issues may include affordable and accessible housing; daycare; transit; access to schools, recreation and government services; healthy, safe and violence-free communities; and
- Explain and support social issues during the review and presentation of development proposals.

### **Community Protection Policies**

1. Continue to provide and maintain police protection service levels in accordance with the growing and changing needs of the community, working with the RCMP to ensure rational costs and efficient service delivery.
2. Continue to provide and maintain bylaw enforcement service levels in accordance with the growing and changing needs of the community.
3. Utilize Crime Prevention Through Environmental Design's three basic strategies – natural access control, natural surveillance, and territorial reinforcement – to address the security, safety, and well-being of residents.

### **School and Childcare Policies**

1. Work with School District No. 83 in the planning of new school sites to meet future needs.
2. Work with School District No. 83 in planning for future land use options for lands which may become surplus to the School District's needs.
3. Support and work with School District No. 83 in the development of a School Site Acquisition Costs program.
4. Encourage the joint development of neighbourhood parks, community recreation, and school sites.
5. Continue using the Joint Partnership Agreement with School District No. 83 for the funding and development of sports fields and related facilities, and for the use of schools for after-hour community programs.
6. Explore the idea of daycare as a use in all land use designations to support more childcare facilities.



## 13. Economic Development

A thriving economy is fundamental to the well-being of a community. It is essential for stimulating new growth, attracting business investment, and providing meaningful employment opportunities. The City has typically supported economic development initiatives through local and regional partnerships and collaborated with local economic development organizations, most recently with Salmon Arm Economic Development Society and Downtown Salmon Arm.

This section seeks to continue to support those partnerships that will remain critical to helping grow the local economy in the best way to support the community in the future.

### Objectives

To maintain and improve community affordability.

To maintain low unemployment levels.

To support sustainable economic development, including low-emission industries and clean technology.

To assist in creating a diverse economy and economic base.

To support Salmon Arm Economic Development Society's mandate and purpose.

To build/attract a labour market that meets the talent demands of a strong and diversified economy.

To connect residential areas to clustered employment locations by active transportation and transit.

### Policies

1. Continue to support a strong economic base by:
  - high level planning for the servicing of new land associated with business and job creation (e.g. agricultural processing and industrial/manufacturing);
  - supporting the efforts of the Salmon Arm Economic Development Society;
  - striving to protect the natural environment;
  - encouraging environmentally friendly industries and green infrastructure;
  - supporting the protection of heritage resources;
  - maintaining the Urban Containment Boundary; and
  - supporting development within and limited growth and development outside of the Urban Containment Boundary.
2. Continue to support and partner with the Salmon Arm Economic Development Society (SAEDS) as part of providing economic development services to the community.
3. Continue to support SAEDS to manage any Municipal and Regional District Tax (MRDT) program.
4. Protect commercially and industrially zoned lands from redesignation or rezoning to residential uses, unless other significant priorities or objectives are achieved.

5. Through the rewrite of the Zoning Bylaw, seek to
  - expand opportunities for commercial uses (e.g. convenience stores, coffee shops, and restaurants in neighbourhood) particularly in the Canoe, Hillcrest and Raven areas;
  - expand opportunities to allow live-work options in both commercial and residential areas.
6. In any review of transit services, seek to improve connectivity especially transit connections to provide enhanced employee access to industrial areas.
7. Work with SAEDS to support programs aimed at developing a strong labour market including increasing workforce housing, employee training opportunities and talent attraction initiatives.
8. Work with SAEDS to support programs aimed at circular economy principles and programs.
9. Support SAEDS in attracting new industrial businesses, including advanced manufacturing and high-tech, that are complementary to our existing economy.
10. Support SAEDS in attracting new commercial businesses that are complementary to our existing economy.
11. Support SAEDS in attracting new agriculture production and food and beverage processing businesses that are complementary to our existing economy.
12. Support SAEDS in attracting new tourism businesses and experiences (destination development) that are complementary to our existing economy.

## 14. Transportation

Salmon Arm benefits from a strategic location along two (2) of the province's major highway corridors, the Trans Canada Highway (TCH) and Highway 97B. Salmon Arm also supports a regional airport and is located along the mainline of the Canadian Pacific Kansas City (CPKC) Railway. Arterial, collector, and local roads complete the road network. Sidewalks and bike lanes are incorporated into the road infrastructure as recommended in the Active Transportation Network (ATN) Plan. There is a transit (bus) system operating in the community, in conjunction with BC Transit. The public has expressed strong support to actively develop, expand, and improve upon the community's active transportation network and transit service.

The road network will continue to expand to service new development areas, and new active transportation infrastructure will be added simultaneously. Existing road infrastructure will be upgraded over time to add active transportation options. There are also some significant challenges related to transportation corridors. The TCH and railway tracks are barriers to pedestrians and cyclists that will be improved over time.

This section seeks to provide direction to the multitude of transportation and movement options across the community. Off-road greenways and trails are addressed in Section 10.

### Transportation Objectives

To provide a variety of transportation options for residents and visitors that are safe, equitable, accessible, efficient, and less carbon intensive.

To improve active transportation opportunities by improving sidewalks, multi-use paths, and bike lanes associated with the road network.

To expand the route network and frequency of public transit.

To improve the City's road network ensuring that as development occurs transportation connections for existing and future development are consistent with best practices.

To support improved services at the Shuswap Regional Airport.

To ensure parking for all modes of transportation is available while minimizing its impact on the urban character.

### Transportation Policies

#### General Policies

1. Develop, improve and maintain a suitable transportation network that supports the various functions that are intended, while:

- maintaining sufficient flexibility to respond to changing needs;
- ensuring the provision and safety of all modes of transportation;
- reducing reliance on private automobiles;
- increasing use of active transportation and transit, through the construction of new infrastructure; and
- supporting policies respecting development of a compact community with complete neighbourhoods providing local services.

### **Active Transportation General Policies**

1. Support active transportation through implementation of the Active Transportation Network (ATN) Plan.
2. Focus on key priority connections established by the ATN Plan based on high demand and high need areas that either currently experience, or have the potential for generating, the highest levels of active trips (e.g. uptown to Downtown connection and connections to schools).
3. Prioritize the connections to key destinations including schools, employment centres, parks, shopping centres, healthcare, recreation sites, places of worship, and municipal buildings.
4. Encourage multi-use pathways in priority active transportation corridors in accordance with the ATN Plan.
5. Improve year round maintenance of active transportation infrastructure.
6. Partner with School District No. 83 to promote active transportation by identifying safe routes to schools.
7. Revisit the need for active transportation in agricultural and rural areas and amend the Subdivision and Development Servicing Bylaw accordingly.

### **Pedestrian Policies**

1. For subdivision and development purposes and capital works planning, sidewalks should be required in accordance with the ATN Plan.
2. Encourage the separation of sidewalks from the vehicle portion of roads where space, utilities, and topography permit.
3. Require trail, sidewalk, or multi-use path connections between neighbourhoods through the subdivision process to create pedestrian connectivity and neighbourhood linkages.
4. Explore opportunities to create pedestrian-only streets, temporarily, seasonally, or permanently.
5. Explore opportunities in existing residential areas to create low speed zones to calm traffic.
6. Encourage the design of new residential areas to use best practices in traffic calming measures.
7. Explore micro-mobility options and associated policies.

### **Active Transportation Policies**

1. Continue to enhance the safety of cyclists by improving cycling infrastructure, including the construction of bike lanes along the bike routes identified in the ATN Plan and on Map M – Active Transportation.
2. Separate bike lanes from vehicle travel lanes through barriers such as planter boxes, concrete barriers, or flexible delineator posts, where feasible and best practices recommend.
3. Support multi-modal trips by providing bike racks on buses and bike parking at transit stops.

4. Consider amendments to the Zoning Bylaw that:
  - Encourage end of trip facilities such as showers, lockers, e-bike and e-scooter charging stations, bike storage, bike repair stations, and bike lock ups; and
  - Identify bicycle parking requirements.

### **Transit Policies**

1. Expand the route network and frequency of transit as required to service demand.
2. Conduct a transit study and develop a plan for future transit expansion and route redesign.
3. Work with BC Transit on a system fare review and evaluate options to provide free transit to target populations.
4. Work with BC Transit on fleet replacement plans and a transition to electrification of buses.
5. Expand the transit network to provide service between residential areas and employment areas (particularly the Industrial Park).
6. Work with the Columbia Shuswap Regional District to support enhanced regional transit options.
7. Work with BC Transit to improve the experience of and convenience of using transit, by offering multiple payment methods and a transit app.
8. Work with School District No. 83 to ensure routes and schedules coordinate with and meet the needs of students.
9. Plan for and increase HandyDART service levels across the community.
10. Encourage transit use by ensuring that good pedestrian infrastructure, bike parking, and benches are located near transit stops.
11. Ensure transit stops are accessible by a variety of other transportation modes and by people of varying mobility levels.

### **Vehicular Policies**

1. The Road Network Plan shown on Map L – Road Network Plan was developed to service current and future growth areas, recognizing provincial highway functions. The Road Network Plan consists of the following components:
  - Provincial Highways;
  - Arterial Roads;
  - Collector Roads; and
  - Local Roads.
2. Develop a Complete Streets program to create (future) road network plans.
3. Develop a Transportation Master Plan which should include a review of:
  - traffic patterns;
  - projections; and

- potential impacts along the road network, including safety for non-vehicular modes of transportation and potential mitigation strategies.

4. As development occurs within the Urban Containment Boundary, look for opportunities to fill in the existing Road Network with new streets and laneways.

5. Map L – Road Network Plan identifies Future Roads. These connections of the Road Network may be conceptual with no design or fully designed roads connections. Future Roads may not be fully dedicated and at the time of development complete road design and road dedication may be required.

6. Require new development to undertake analysis of the Road Network for lands adjoining or adjacent to the proposed development site. This analysis is to include the Existing and Future roads as identified in the OCP (see Map L – Road Network Plan) and the developer may be required to provide road reserve, dedication and complete road design consistent with best practices.

7. Amend the Subdivision and Development Servicing Bylaw to identify exceptions to the road and highway right-of-way widths, including reductions or increases in certain locations or circumstances.

8. Improve road safety in rural areas by encouraging lower speeds through traffic calming infrastructure.

9. Prepare policies and procedures for funding the acquisition of additional lands required to accommodate 25 metre rights-of-way for arterial roads.

10. All roads not designated as provincial highways, arterial roads, or collector roads on Map L - Road Network Plan are classified as local roads or laneways.

### **Provincial Highway Policies**

1. The designated Provincial Highways shown on Map L - Road Network Plan are the Trans Canada Highway and Highway 97B.

2. Development may be permitted in the Highway Service/Tourist Commercial and City Centre designations along the Trans Canada Highway and Highway 97B corridors in accordance with this plan prior to the development of frontage roads, provided that sufficient land area is reserved for same and restrictive covenants are registered on title that will prohibit direct highway access once those frontage roads are constructed.

3. Work with the Ministry of Transportation and Transit (MoTT) to establish right-of-way requirements for frontage or service roads.

4. Work with MoTT to improve the Provincial Highways as part of the City's long-term road network as follows:

- plan for an additional intersection or improvements on Highway 97B for the Salmon Arm Industrial Park;
- plan for intersection improvements at Highway 97B and 10 Avenue SE;
- plan for intersection improvements on the Trans Canada Highway at 50 Street NE in Canoe; and

- review opportunities to create improved intersections at new locations to replace those intersections with safety concerns.

5. Work with MoTT to minimize the negative impacts of the Trans Canada Highway on the community by improving noise mitigation, safety, and crossing opportunities for all modes of transportation, and improving maintenance along the highway right-of-way.

### **Parking and Loading Policies**

1. Review parking requirements in the Zoning Bylaw and the Downtown Specified Parking Area to ensure a sufficient parking supply while minimizing impacts on urban character.
2. Create a balanced parking strategy to support businesses while also encouraging alternate transportation modes.
3. Consider the feasibility of a parking structure or parkade Downtown to free up commercial land currently used for surface parking.
4. Ensure adequate parking and loading zones for goods delivery in commercial areas both on-street and through the Development Permit process.

### **Rail System Policies**

1. Work with Canadian Pacific Kansas City (CPKC) Rail to explore means of addressing noise, safety, and crossing opportunities for all modes of transportation, emergency situations, the transportation of hazardous goods, and the visual impacts of the railway right-of-way on the community.
2. Work with CPKC Rail to develop an active transportation crossing of the rail line between the Growth Area C (Map D – Growth Priority Areas) and the Foreshore Trail, in the vicinity of the Raven neighbourhood.

## Air Transport Policies

1. Figure 1 delineates the Shuswap Regional Airport (Salmon Arm) operational area and approach corridor.

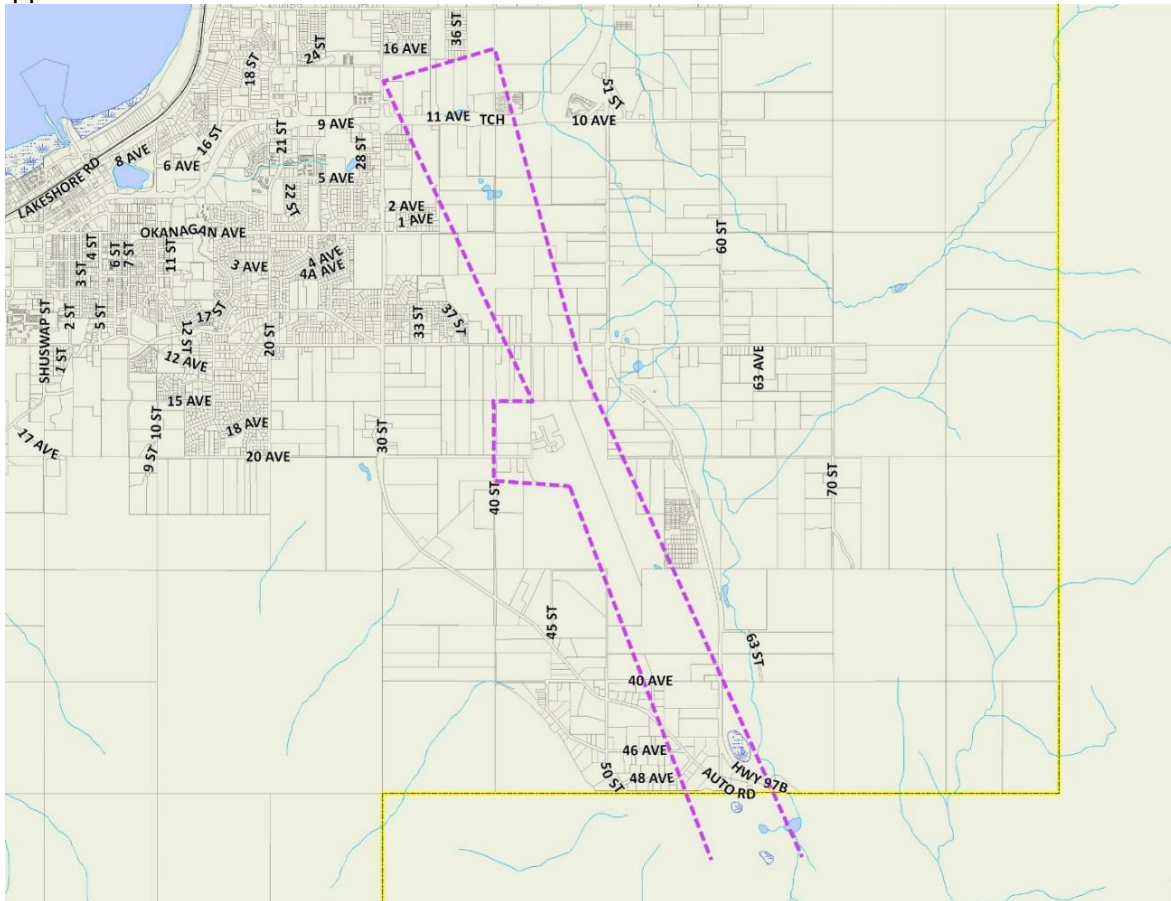


Figure 1: Shuswap Regional Airport (Salmon Arm) Operational Area and Approach Corridor

2. Protect the airport approach corridor for air operations by implementing the following land use criteria through a Zoning Bylaw Overlay:

- restrict the height of buildings and structures through zoning controls or aerial easements;
- restrict land uses which would be adversely impacted by excessive aircraft noise or contribute to conflicts with air operations;
- implement land use controls to minimize problems of electrical interference (transmission towers, etc.), trees (e.g. height), and bird hazard (landfills, etc.); and
- comply with operational restrictions of senior government agencies (e.g. Canadian Aviation Regulation).

3. Support the concept of one common use facility at the Shuswap Regional Airport to discourage ad hoc, unlicensed facilities. Emergency helipads may be permitted elsewhere.

4. Helipads may be permitted as an accessory use in conjunction with commercial or industrial operations subject to such facilities having no provision for on-site fueling, maintenance, or storage of aircraft.



5. Continue to recognize and support the Shuswap Regional Airport as an important transportation asset.

**Water Transport Policies**

1. Areas designated for Lake Recreation on Map A - Land Use may accommodate all forms of water-orientated activities including marinas and marine facilities.

2. Where adjoining the General Industrial designation in Canoe, Lake Recreation areas may accommodate water access and other activities ancillary to the industrial activity (e.g. log transport and storage).

3. Explore the feasibility of inter community water taxis and services between Canoe and the Wharf and between Canoe and Herald Provincial Park.

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## 15. Utilities and Infrastructure

The planning of water, sanitary sewer and storm drainage utilities and infrastructure must be integrated with the planning for future land uses. The overall goal is to manage the City's infrastructure with a view to promoting both long term fiscal and environmental sustainability.

The City's water system consists of a primary water source from Shuswap Lake and a backup source at Metford Dam. The water treatment plant has a capacity to service a population of approximately 27,000, and consistently meets the Canadian Drinking Water Guidelines, *BC Drinking Water Protection Act* and the Safe Drinking Water Regulations. Extension of the water metering program continues.

The wastewater treatment facility currently services a population of approximately 15,000, and is nearing capacity and replacement. The current site with proposed expansions can service a population of 30,000, but will need upgrading to handle that growth.

The City has been gradually upgrading its storm drainage system to an urban standard as development has proceeded. Planning for the storm drainage system is based on a 25 year return period storm event, and when exceeded, new storm detention/retention facilities are required. The City continues to ensure that storm water discharge does not negatively affect watercourses, particularly Shuswap Lake.

Currently the City has collection programs for solid waste, recyclables and organics materials from lower density residential areas, and the collected materials are processed or disposed of through facilities managed by the Columbia Shuswap Regional District (CSRD), while multi family homes are served by private contractors. Any solid waste efforts therefore require cooperation with these agencies.

A positive option for lessening impacts related to solid waste is to consider the zero waste / circular economy programs, where waste is thought of as a "potential resource".

### Utilities and Infrastructure Objectives

To develop and manage utilities in a manner that emphasizes energy conservation, environmental sustainability, and fiscal responsibility.

To manage the City's infrastructure systems consistent with best practices.

To improve the City's stormwater system based on best practices to improve water quality and quantity in watercourses and Shuswap Lake.

To integrate natural infrastructure into storm water management and protect ecosystem function.

To improve the City's management of solid waste in partnership with the CSRD.

### Utilities and Infrastructure Policies

#### General Servicing Strategy Policies

1. Continue to provide water, sanitary sewer, and storm management services consistent with the phasing of Growth Areas A, B, C and E. (see Map D – Growth Priority Areas).

2. Continue to carry out an infrastructure analyses in alignment with the Service Delivery Management Plan and asset management best practices and use this information to identify

priorities for upgrading and improving the system.

3. Manage water, sanitary sewer, and storm management services in a manner that emphasizes energy conservation, environmental sustainability and fiscal responsibility. Consider long term maintenance programs and cost effective operation of existing and future services in relation to financial sustainability when planning new utilities.

4. Upgrade or require upgrading of services in existing serviced areas to accommodate cost effective redevelopment to higher densities. Priority setting and evaluation will occur primarily through formal infrastructure planning and the capital budget process.

5. Municipal utilities in the Forest Reserve, Salmon Valley Agriculture and Acreage Reserve zoning designations should not exceed the existing standard or be extended, except for the municipal water system outlined in Section 6 Rural & Agriculture.

6. Continue to work cooperatively with other private utility providers within the City, including annual capital planning consultations, towards the provision of a full range of efficient, effective, modern services to resident subscribers.

7. Upgrading of local infrastructure beyond current service levels may be considered through use of local service area provisions where the project is funded primarily by benefiting property owners.

#### **Water Policies**

1. Support extensions of the water system within the Urban Containment Boundary consistent with the phasing of Growth Areas A, B, C and E (see Map D – Growth Priority Areas).

2. Consider extensions of the water system to existing developments outside the Urban Containment Boundary when the project is funded by the benefiting property owners.

3. Do not support the establishment of new private community water systems within the City.

4. Do not assume responsibility for the maintenance and operation of any private community water systems already operating within the City.

5. Prepare and implement water source protection strategies for the City's potable water supply sources as follows:

- a. Work in cooperation with other watershed stakeholders to implement the recommendations of the Water Source Protection Plan for the East Canoe Creek watershed as shown on Map 14.3 Water System;
- b. Implement the recommendations of the water source protection strategy for the City's Shuswap Lake potable water source; and
- c. Work with other Shuswap Lake watershed stakeholders, including the Shuswap Lake Integrated Planning Process.

6. Address deficiencies in fire flow capabilities (insufficient volume or pressure for firefighting) within the water system at the time of subdivision or development approval, or through capital works programs.

7. Update the Water Conservation Plan and continue to implement this Plan (e.g. reducing water use through metering, conservation measures, low water-use fixtures and appliances).

### **Sanitary Sewer Policies**

1. Support extensions of the sanitary sewer system within the Urban Containment Boundary (UCB) consistent with the phasing of Growth Areas A, B, C and E (see Map D – Growth Priority Areas).
2. The City will not support the extension of the sanitary sewer system outside the UCB. Private sanitary sewer connections outside the UCB may be considered for existing developments where main extensions are not required, subject to Council approval.
3. Continue to manage the City's sanitary sewer system consistent with the Service Delivery Management Plan, best practices and the City's Liquid Waste Management Plan.
4. Outside the Urban Containment Boundary, septic tank and ground disposal will continue to be the primary method of disposing of sewage effluent, subject to the regulations of the Interior Health Authority and Ministry of Environment.
5. Ground disposal or satellite wastewater treatment plants may be considered for developments within the Urban Containment Boundary when connections cannot be feasibly made to the City system, and groundwater resources can be protected.

### **Storm Drainage Policies**

1. Periodically review and update the Integrated Stormwater Management Plan, including recommendations on best practices for managing rainwater and stormwater to protect and enhance water quality and quantity in watercourses.
2. Stormwater utilities shall be designed and constructed in an environmentally sensitive manner using best management practices (e.g. with permeable absorbent landscapes, natural filtration of water using vegetation, slowing runoff rates). Communicate these best management practices to the public and to developers.
3. Continue to use the existing natural drainage pattern as the primary storm drainage system and use stormwater detention/retention as the principal means of meeting the objective of maintaining post-development flows at pre-development levels.
4. Require new development to undertake on-site siltation control measures and vortex systems near Shuswap Lake, where runoff could enter the stormwater system or could damage nearby ecosystems.

### **Green & Natural Infrastructure Policies**

1. Utilize the ecological services of green and natural infrastructure (such as rainwater capture and water quality treatment) wherever possible.
2. Conduct an inventory of green and natural infrastructure assets in the community.
3. Review the Subdivision and Development Control Bylaw to include green and natural infrastructure provisions.
4. Maintain the inventory of the City's storm water ditches to determine purpose, function and the appropriate level of service, particularly those ditches located in the Salmon Valley rural and agricultural areas.

### **Solid Waste Policies**

1. Continue to use the landfill and other infrastructure managed by the Columbia Shuswap Regional District for all solid waste, recycling and organics programs.
2. Ensure that an adequate buffer is maintained around the landfill and that appropriate land uses are allowed in the buffer, to ensure minimal impact to landfill operations.
3. Continue to work cooperatively with the Columbia Shuswap Regional District regarding operation and management of the landfill, and enhancements to the curbside garbage, organics, yard waste and recycling pick-up programs.
4. Continue to work cooperatively with the Columbia Shuswap Regional District regarding implementation of any recommendations of an updated Solid Waste Management Plan, and any waste prevention and organics diversion strategies.
5. Continue with and enhance the recycling collection program.
6. Support the development of proposed new recycling collection facilities in industrial areas.
7. Continue and review and enhance the residential organics collection program to divert more materials from the landfill, working with commercial operators and collections from multi family and commercial properties.
8. Developing policy regarding the diversion of construction and demolition waste from the waste stream.
9. Develop policy around solid waste and recycling collection facilities in the multi family residential Development Permit Area Guidelines.

## 16. Potential Hazard Areas

Potential hazards within the community include flooding, debris flows, mud flows, erosion, rock falls, subsidence, land slip, and wildfires. Each spring, water levels rise as the mountain snows melt and floods are a risk to homes, farms, crops and businesses. Excess runoff may create the potential for debris and mudflows and increase erosion. Steeper slopes are generally more prone to land slippage, landslides and rockfall. Wildfires are a risk in forested areas, particularly during the dry summer season.

Climate change also is increasing the potential risk of hazards. The frequency of floods and extreme rainfall is increasing, along with extreme temperatures affecting wildfire risk, live-ability and food production. Communities need to plan for local effects of climate change.

As we move forward with issues related to hazards, the community can also make use of Indigenous knowledge and ways of knowing, and the consideration of hazards as natural phenomena, such as the effect of water and fire on our community. This approach considers these phenomena as part of our community.

This section provides new direction to assist in building community resiliency and the ability to address known hazards in the community.

### **Potential Hazard Areas Objectives**

To protect human life and property from potential hazards.

To plan for and enhance community safety and resiliency from climate related hazards.

To direct development away from areas subject to hazards.

### **Potential Hazard Areas Policies**

1. The floodplain is identified as the 1:200 year floodplain and is shown on Map Q - Potential Hazards.
2. The floodplain is subject to the Potential Hazardous Development Permit Area guidelines of Section 18 Development Permit Areas.
3. Steep slopes are identified as slopes over 30% or identified as a debris flow hazard area as shown on Map Q - Potential Hazards. Steep slopes or debris flow hazard areas are subject to the Potential Hazardous Development Permit Area guidelines of Section 18 Development Permit Areas.
4. Review and update the Hazardous Areas Development Permit Area guidelines and other development permit area guidelines, particularly to consider:
  - creating a possible Wildfire Interface Development Permit Area; and
  - creating FireSmart BC aligned landscaping standards.
5. Review and update the floodplain provisions of the Zoning Bylaw.
6. Introduce regulations managing the removal and deposition of soils and other fill materials.
7. To mitigate the risks associated with wildfire hazards, lands outside the Urban Containment Boundary (Map B - Urban Containment Boundary), will be required, as a condition of rezoning or

subdivision approval, to register a *Land Title Act* s. 219 restrictive covenant on title. The covenant shall notify land owners that the land may be at the risk of wildfire, and that owners should take appropriate precautions in accordance with FireSmart BC principles. The covenants shall also save the City harmless in the event of a wildfire.

8. To mitigate the risks associated with steep slopes, flooding or debris flows, lands subject to flooding or debris flows, will be required, as a condition of rezoning, development permit or subdivision approval, to register a *Land Title Act* s. 219 restrictive covenant on title. The covenant shall notify land owners that the land may be at the risk of geological hazard, flooding or debris flow, and that owners should take those precautions outlined in any hydrogeological or geohazard report provided with the application. The covenants shall also save the City harmless in the event of a slope failure, flood or debris flow.

9. Continue to encourage property owners to follow FireSmart BC principles to protect their property, including conducting assessments and possible incentives.

10. Periodically review and update the Community Wildfire Protection (or preparedness) Plan.

11. Continue and expand fire smart initiatives and wildfire related educational programming through the Fire Department.

12. Create an annual line item / amount in the budget for wildfire management purposes and projects.

13. Continue to work with the Columbia Shuswap Regional District and the Shuswap Emergency Program in preparing and responding to hazards and emergencies in the City and the region, and should participate in any multi-jurisdictional emergency management organizations if established.

14. Work with the Columbia Shuswap Regional District and the Shuswap Emergency Program in the preparation of any:

- Hazard, risk and vulnerability analyses (HRVA);
- Emergency management plan(s);
- Emergency evacuation plan(s) (particularly for vulnerable populations); and
- Establishing areas for emergency response and rapid deployment.

15. Continue to support Rapid Attack wildfire protection services adjacent to the airport.

16. Continue the use of municipal facilities in case of emergencies such as cooling and warming centres.

17. When property located in areas of established wildfire risk is transferred to the City, the City should ensure that any wildfire fuel modification is completed prior to the transfer being completed.

18. Complete a corporate business continuity plan for the City.

19. Restrict development on steep slopes over 30%, and ensure that these areas are retained as public or private natural open space.

20. Consider incorporating the Guidelines for New Development in Proximity to Railway Operations, prepared by the Federation of Canadian Municipalities into the relevant provisions

of the Zoning Bylaw or Development Permit Area Guidelines.

21. Develop a steep slopes development permit area or create steep slopes regulations within the Subdivision and Development Servicing Bylaw to ensure appropriate servicing standards on steep slopes, and to:

- ensure slope stability
- address geotechnical concerns
- retain significant tree cover (recognizing the challenges of retaining patches of trees on steep slopes)
- encourage tree replacement planting
- minimize cut, fill and the need for retaining walls

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## 17. Implementation

The policy and objectives outlined in this OCP are the result of the significant public engagement process that took place in preparing of the document. The resulting direction from the public to the City represents significant new and additional “asks” and requests significant service level improvements from the City.

An OCP cannot “pre-approve” an initiative, project or plan, as these must be provided funds through the City’s annual budget process approved by Council. The policy and proposals outlined in this OCP, if undertaken quickly would represent a very significant increase in municipal spending that could only be completed with significant municipal tax increases.

Borrowing funds may lessen the immediate tax impact and spread the costs of some projects over a longer period of time, but will also have tax impacts resulting from repayment and interest costs. Borrowing will also require consent from the public as those borrowing bylaws are created. Some projects such as buildings and infrastructure are more suited to borrowing, while plans and ongoing programs are not suitable to fund via borrowing. The required public consent also means that the public will have further input as implementation proceeds. If consent is not provided to any borrowing request, then Council cannot proceed with that project.

The City can also seek alternate sources of funding for all plans and programs, in the form of grants from other levels of government. The City will, whenever a suitable grant program is available, make an application to the relevant program to lessen the financial impact to the community.

Like borrowing, some of the priorities and projects are more likely to have potential to be eligible for grants, such as new facilities or individual active transportation projects. Other projects, such as transit however, are already partially funded by the Province, and so additional grants are very hard to come by. Grants, by their unpredictable nature, will also make it more difficult to schedule and plan projects over time.

Partnerships with other agencies and organizations also offer the potential for sharing the risks and costs associated with some of these initiatives, particularly with respect to recreational facilities. Such arrangements are relatively common in other municipalities, and the City already partners with the Shuswap Recreation Society in operating recreational facilities and the school district in sharing recreational facilities. These arrangements while often effective, tend to be more complex and take more time to develop, with the need to align interests and determine the allocation of costs and benefits over time.

The public engagement process indicated the following sentiment regarding order of priorities:

1. New and/or improved recreational facilities
2. Active transportation improvements
3. Transit improvements
4. Emissions reductions / climate change programs

In crafting the implementation outline proposed, this prioritization has been used as a guide.

Active transportation improvements as outlined in the Active Transportation Network Plan, represented (in 2022) a total cost of over \$90 million to complete all of the identified

improvements. There are real logistical and financial barriers to trying to conduct this work over a short period of time. In reality, the entire active transportation plan will take years if not decades to be fully completed. The active transportation program has to be planned over a long period of time.

**Work Already Underway**

The following work was underway as of the drafting of the new OCP:

Development Cost Charge (DCC) Bylaw review (completion in 2025)

Climate Action / Climate Resilience Plan (started in 2024 and to be completed in 2025)

The following projects were also suggested as part of the OCP in the relevant policy sections, but there is some logic in having the sequencing of these projects following the adoption of the Climate Action / Climate Resilience Plan, which could determine the appropriate priority (in addition to any other projects or initiatives that are identified as part of the plan):

- EV bike subsidy / acquisition program
- EV car sharing program
- Fleet electrification / replacement and infrastructure plan
- Landscaping/ xeriscaping policy (address need for resilient plants / water consumption)
- Program to incentivize energy reduction programs in existing residential buildings
- Policies to support transportation and ride share options for cars, bikes, and scooter sharing
- Building Bylaw review (STEP Code levels)

Community Wildfire Preparedness / Resilience Plan (CWP/RP) (budgeted for 2025)

Anti-Racism Strategy (completion in 2025)

The following matrix is used to indicate the relative complexity and difficulty associated with the complete list of projects and initiatives that are outlined in the OCP resulting from the public engagement. It provides context regarding the complexity and difficulty associated with each initiative.

<b>Project / Initiative</b>	<b>Effort</b>	<b>Impact</b>	<b>Resources</b>	<b>Time</b>	<b>Risk</b>	<b>Contingent</b>	<b>TOTAL</b>
Recreation Facility Service Delivery (asset) Management Plan	4	4	4	3	3	1	19
Master Plan(s) for Recreation Facility (re)development	4	4	4	3	2	1	18
Energy audits on all major municipal facilities	2	2	2	1	3	1	11
Short term development and long term operational funding for recreational facilities	2	3	3	2	3	1	14

<b>Project / Initiative</b>	<b>Effort</b>	<b>Impact</b>	<b>Resources</b>	<b>Time</b>	<b>Risk</b>	<b>Contingent</b>	<b>TOTAL</b>
Adopt a policy addressing the storage of sports equipment at City fields by user groups and organizations, and the use of shipping containers	1	1	1	1	1	1	6
Access strategy or plan to support access to low-barrier recreation	1	1	1	1	1	1	6
Enhance recreation and community programs geared for youth	1	1	1	1	1	1	6
Neighbourhood Plans	4	3	3	3	2	1	16
Complete Zoning Bylaw rewrite	4	4	4	3	2	1	18
Review Subdivision and Development Servicing Bylaw	3	2	2	2	1	1	11
Review Pound and Animal Control Bylaw	1	1	1	1	1	1	6
Transit study / plan for future transit expansion and route redesign	4	4	4	4	2	2	20
Transit fleet electrification / replacement plans	3	2	2	2	1	2	12
Transit fare review and evaluate options to provide free transit	2	2	2	2	1	2	11
Transit – review multiple payment methods	1	2	1	2	1	2	9
Transportation Master Plan	4	2	4	2	2	1	15
Complete Streets Plan	2	2	2	1	1	1	9
Agricultural Plan / Food Systems Plan	3	3	3	2	1	1	13
Urban Forestry Strategy	3	3	3	2	1	1	13
Youth Strategy	3	3	3	2	1	1	13
Update Arts and Culture Master Plan	3	3	3	2	1	1	13
Guidelines for alternations for buildings on the Heritage Register	2	1	3	1	1	1	9
Management plans for City owned heritage buildings and properties	2	1	2	1	1	1	8
Corporate Business Continuity Plan	3	2	3	2	3	1	14
Develop a secondary housing market monitoring report	3	2	3	1	1	2	12
Rental housing (RTE) revitalization tax exemption program	1	2	1	1	1	1	7
Water source protection strategies for potable water supply sources	2	1	2	1	1	1	8

Project / Initiative	Effort	Impact	Resources	Time	Risk	Contingent	TOTAL
Update Water Conservation Plan	2	2	2	2	1	1	10
Inventory of storm water ditches in Salmon River Valley	3	2	3	1	1	1	11
Industrial Servicing Plan	3	2	3	2	1	1	12
Policy regarding the diversion of construction and demolition waste	3	3	3	2	1	2	14
Develop policy for multi family solid waste and recycling collection facilities	2	1	2	1	1	1	8
Policy for funding the acquisition of additional rights-of-way	2	1	1	1	1	1	7
Update Environmentally Sensitive Riparian Development Permit Area	3	2	2	2	1	1	11
Steep slopes development permit area	3	2	3	2	1	1	12
Development Permit Area for marinas on Shuswap Lake	2	1	2	1	1	1	8
Create a Wildfire Interface Development Permit Area	3	2	3	2	2	1	13
Create FireSmart BC aligned landscaping standards	2	1	1	1	1	1	7
Expand fire smart initiatives related educational programming	3	2	2	3	1	1	12
Development of a School Site Acquisition Costs program	2	1	2	2	1	2	10
Community safety measures in rural and agricultural areas	2	1	1	1	1	1	7
Develop a place naming policy	1	1	1	2	1	1	7
Feasibility of water services between Canoe and the Wharf and between Canoe and Herald Provincial Park	3	1	2	2	1	2	11

#### RATINGS:

##### Effort

1. Low
2. Medium
3. High
4. Very High

##### Impact:

1. Small
2. Moderate
3. High
4. Significant

##### Resources (Staff & Finances)

1. Low
2. Moderate
3. High
4. Very High

##### Time

1. Within 1 year
2. 1 – 2 years
3. More than 2 years

##### Risk (impact if not done)

1. Low
2. Medium
3. High

##### Contingent (on others)

1. No
2. Yes

Based on the preceding review, the following draft priority implementation matrix is proposed for the significant initiatives outlined in the OCP:

<b>Project / Initiative</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>2029</b>
Active Transportation					
Development Cost Charge (DCC) Bylaw review					
Recreation Facility Service Delivery (asset) Management Plan					
Master Plan(s) for Recreation Facility (re)development					
Climate Action / Climate Resilience Plan					
Community Wildfire Preparedness / Resilience Plan (CWP/RP)					
Anti-Racism Strategy					
Neighbourhood Plans					
Complete Zoning Bylaw rewrite					
Review Subdivision and Development Servicing Bylaw					
Review Pound and Animal Control Bylaw					
Transit study / plan for future transit expansion and route redesign					
Transportation Master Plan					
Complete Streets Plan					
Agricultural Plan / Food Systems Plan					
Urban Forestry Strategy					
Corporate Business Continuity Plan					
Inventory of storm water ditches in Salmon River Valley					
Industrial Servicing Plan					
Policy regarding the diversion of construction and demolition waste					

A comprehensive overview of all the OCP initiatives is included below:

Project / Initiative	2025	2026	2027	2028	2029	TBD	Notes
Active Transportation							1
Development Cost Charge (DCC) Bylaw review							
Recreation Facility Service Delivery (asset) Management Plan							
Master Plan(s) for Recreation Facility (re)development							2
Energy audits on all major municipal facilities							3
Short term development and long term operational funding for recreational facilities							4
Adopt a policy addressing the storage of sports equipment at City fields by user groups and organizations, and the use of shipping containers							3
Access strategy or plan to support access to low-barrier recreation							3
Enhance recreation and community programs geared for youth							3
Climate Action / Climate Resilience Plan							
EV bike subsidy / acquisition program							5
EV car sharing program							5
Fleet electrification / replacement and infrastructure plan							5
Landscaping/ xeriscaping policy (address need for resilient plants / water consumption)							5
Program to incentivize energy reduction programs in existing residential buildings							5
Policies to support transportation and ride share options for cars, bikes, and scooter sharing							5
Building Bylaw review (STEP Code levels)							5
Community Wildfire Preparedness / Resilience Plan (CWP/RP)							
Anti-Racism Strategy							
Neighbourhood Plans							8
Complete Zoning Bylaw rewrite							

Project / Initiative	2025	2026	2027	2028	2029	TBD	Notes
Review Subdivision and Development Servicing Bylaw							
Review Pound and Animal Control Bylaw							
Transit study / plan for future transit expansion and route redesign							
Transit fleet electrification / replacement plans							6
Transit fare review and evaluate options to provide free transit							3
Transit – review multiple payment methods							3
Expand the transit network to employment areas (Industrial Park)							3
Transportation Master Plan							
Complete Streets Plan							
Agricultural Plan / Food Systems Plan							
Urban Forestry Strategy							
Youth Strategy							3
Update Arts and Culture Master Plan							3
Guidelines for alternations for buildings on the Heritage Register							3
Management plans for City owned heritage buildings and properties							3
Corporate Business Continuity Plan							7
Develop a secondary housing market monitoring report							3
Rental housing (RTE) revitalization tax exemption program							3
Water source protection strategies for potable water supply sources							3
Update Water Conservation Plan							3
Inventory of storm water ditches in Salmon River Valley							
Industrial Servicing Plan							
Policy regarding the diversion of construction and demolition waste							
Develop policy for multi family solid waste and recycling collection facilities							3
Policy for funding the acquisition of additional rights-of-way							3

Project / Initiative	2025	2026	2027	2028	2029	TBD	Notes
Update Environmentally Sensitive Riparian Development Permit Area							3
Steep slopes development permit area							3
Development Permit Area for marinas on Shuswap Lake							3
Create a Wildfire Interface Development Permit Area							3
Create FireSmart BC aligned landscaping standards							3
Expand fire smart initiatives and wildfire related educational programming							3
Development of a School Site Acquisition Costs program							3
Community safety measures in rural and agricultural areas							3
Develop a place naming policy							3
Feasibility of water services between Canoe and the Wharf and between Canoe and Herald Provincial Park							3

**NOTES:**

1. As noted above, implementation of the complete active transportation will take years to complete in its' planned form. There are logistical and financial barriers that prevent it from being done quickly.
2. Redevelopment plans for a single facility could be undertaken at the same time as the service delivery / asset management plan, as well as more strategic facility redevelopment plans. One facility could be advanced at the same time as these other plans.
3. An opportunistic option of relatively low effort that could be undertaken in any year if the opportunity arises and adequate time, staff and funding can be sourced.
4. This project has to follow after the facility redevelopment plan so that the nature and scope of funding needed is understood.
5. These projects should be prioritized as part of the approval of the Climate Change / Resiliency Plan.
6. This project can be undertaken once the future transit study / plan is complete.
7. A Business Continuity Plan is required under the *Emergency and Disaster Management Act* [SBC 2023] Ch. 37.
8. The initial plan for the High Density Area could be completed as part of the Zoning Bylaw review, followed by the second as time and resources are made available.



## **Ongoing Engagement**

A number of options for ongoing engagement in the community were raised as part of the public engagement process to develop the OCP. These included:

### Student council / advisory body

This body would be able to provide guidance to Council from a youth perspective. Previously a “shadow council” had been used by the City, as a civic education and youth engagement program with School District No. 83. Previously students rotated in to sit beside staff at a council meeting, providing comment and guidance. A terms of reference to reform the body would be needed to make it current and effective.

### Resident assembly

Similarly, a resident body or group could be created to provide ongoing feedback to Council. It would be engaged on matters of interest at the discretion of Council, and could provide a more comprehensive form of public feedback, compared to neighbourhood groups or committees. It could be formed by a representative group of community residents selected through a defined process to provide ongoing feedback to the City, and help in defining what matters most to the community over time, as an inclusive process and continuing form of community engagement. By bringing together a diverse group of citizens to learn, consider and work toward consensus based recommendations, the assembly represents a proactive and inclusive approach to community engagement. A terms of reference should be developed if this approach is selected.

### Climate Change Committee

This is a recommendation to form a citizen climate change committee specifically to assist in the review and development of climate change / resilience related plans and the review of the implementation of such plans.

## **Implementation - Annual Reporting**

Reporting on implementation progress would best be undertaken as part of the City’s Annual Report, using an existing reporting mechanism, rather than creating a separate and independent reporting mechanism.

## 18. Development Permit Area Guidelines

- A. Environmentally Sensitive Riparian Areas Development Permit Area
- B. Multi Family Residential Development Permit Area
- C. Infill Residential Development Permit Area
- D. Downtown Commercial Development Permit Area
- E. Highway Service/Tourist Commercial and Neighbourhood Commercial Development Permit Areas
- F. Industrial Development Permit Area
- G. Potential Hazard Areas Development Permit Area
- H. Farm Protection Development Permit Area

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## **A. Environmentally Sensitive Riparian Areas Development Permit Area**

### **Designation**

Pursuant to Section 488(1)(f) of the *Local Government Act*, all Environmentally Sensitive Riparian Areas shown on Map H - Environmentally Sensitive Areas are designated Environmentally Sensitive Riparian Areas Development Permit Areas. These Development Permit Areas affect all parcels of land adjacent to or containing a watercourse or stream as defined in the Riparian Areas Protection Regulation. The Environmentally Sensitive Riparian Areas Development Permit Area is equivalent to the riparian assessment area of the Riparian Areas Regulation RAPR, and means:

- a) for a stream, the 30 metre strip on both sides of the stream measured from the high water mark;
- b) for a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high watermark to a point that is 30 metres beyond the top of the ravine bank; and
- c) for a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 metres beyond the top of the ravine bank.

### **Objectives**

To protect Environmentally Sensitive Riparian Areas that, through their protection, will help in meeting the following objectives:

- a) protection of environmentally sensitive areas;
- b) prevention or reduction of air, land, and water pollution;
- c) protection of quality and quantity of groundwater and surface water;
- d) conservation of scarce resources; and
- e) protection of fish and fish habitats.

### **Application**

Unless a Development Permit waiver has been issued, all properties shown as Environmentally Sensitive Riparian Areas on Map H - Environmentally Sensitive Areas will require a Development Permit prior to:

- a) alteration of land;
- b) subdivision; or
- c) construction of, addition to, or alteration of a building or structure. For information, development as defined in the Riparian Areas Regulation means any of the following associated with or resulting from the local government regulation or approval of residential, commercial, or industrial activities or ancillary activities:
- d) removal, alteration, disruption or destruction of vegetation;
- e) disturbance of soils;
- f) construction or erection of buildings or structures;
- g) creation of non-structural impervious or semi-pervious surfaces;
- h) flood protection works;
- i) construction of roads, trails, docks, wharves, and bridges;
- j) provision and maintenance of sewer and water services;
- k) development of drainage systems;
- l) development of utility corridors; and
- m) subdivision as defined in the Local Government Act.

### **Exemptions**

A Development Permit is not required if the proposed project or development consists only of:

- a) Actions and activities performed by federal, provincial or City staff or their contractors to prevent, control, or reduce flooding, erosion, slope failure or other immediate threats to life or property, including:

- i. emergency flood or erosion protection works;
- ii. clearing of an obstruction from a bridge, culvert or drainage flow;
- iii. repairs to bridges or safety fences.
- b) The emergency removal of dangerous or hazardous trees or tree limbs;
- c) The implementation or construction of a fish habitat restoration plan previously authorized by the relevant federal or provincial agencies;
- d) The construction or maintenance of public facilities by federal, provincial or City agencies;
- e) A renovation or alteration that does not expand the existing building footprint; and in the case of an exterior renovation or alteration does not include any action that would be considered a disturbance of the feature being protected;
- f) Where the development is within a Riparian Assessment Area but is separated from the waterbody by a developed public road right-of-way, provided that the development does not negatively impact the SPEA on the opposite side of the road; and
- g) for farm or agricultural activities which are subject to the Farm Protection (Right to Farm) Act (where the Riparian Areas Regulation does not apply to agriculture). Other legislation such as the Federal Fisheries Act or the Provincial Water Sustainability Act may apply to farm or agriculture activities.

### **Waivers**

Before making application for a Development Permit, property owners or their agents may submit a "Waiver Application" to determine whether the proposed development qualifies for a waiver of the Development Permit process. Qualifying projects may be issued a waiver in the following circumstances:

- a. The registration of a restrictive covenant on the subject property by the owner in favour of and to the satisfaction of the City that protects the riparian assessment area from development as defined in the Riparian Areas Regulation and specifies how the area is to be protected and/or maintained.
- b. Notification to the City by the Ministry of the Environment that an assessment certified by a Qualified Environmental Professional to identify the streamside protection and enhancement area has been approved in accordance with the Riparian Areas Protection Regulation and the registration of a restrictive covenant on the subject property by the owner in favour of and to the satisfaction of the City that protects the streamside protection and enhancement area identified in the assessment and specifies how the area is to be protected and/or maintained.

An applicant for a Waiver may be required to submit a plan prepared by a Qualified Environmental Professional (QEP) that identifies the high water mark (and/or top of ravine bank) and the boundaries of the riparian area assessment area and/or the streamside protection and enhancement area as identified in a certified assessment prepared by the QEP. The plan may be required to be a schedule as part of a restrictive covenant registered as a condition of a Waiver approval, and as such would need to be prepared by a BC Land Surveyor (BCLS).

Any breach of the Waiver terms may result in the cancellation of the waiver. Such cancellation may require that the property owner apply for a Development Permit. The granting of a Waiver does not absolve the applicant from other necessary approvals (e.g. Building Permits etc.). Where a Waiver cannot be granted, a Development Permit will be required before the project can proceed.

## Guidelines

1. In issuing conditions relating to a Development Permit Waiver or in issuing Development Permit conditions, the City may specify how Development Permit objectives can be satisfied. This includes, but is not limited to, consideration of the following:

- a) Protect unique or special natural features such as land forms, rock outcroppings, mature trees and vegetation, drainage courses, wetlands, hilltops and ridge lines;
- b) Retain mature vegetation wherever possible;
- c) Use low-flow or drip irrigation systems that minimize the use of water;
- d) Where land and/or natural vegetation is disturbed or damaged, restore the area with plants indigenous to the area or other appropriate plants;
- e) Not obstructing or causing impediments to the channel or flow of a stream, creek, watercourse, ditch, drain, or sewer whether or not it is located on private property; and
- f) Retain, in a largely undisturbed state throughout and after the development process (unless there exists a hazardous condition which can only be addressed by disturbing the site), an area of land immediately adjacent to the watercourse or stream as defined in the Riparian Areas Regulation. The area to remain free of development is referred to as the riparian assessment area.

2. The width of the riparian assessment area shall be as defined in the Riparian Areas Protection Regulation. Relaxation of a SPEA may be considered only by notification to the City by the Ministry of Environment that an assessment certified by a Qualified Environmental Professional to identify the streamside protection and enhancement area has been prepared in accordance with the Riparian Areas Regulation.

3. The City may consider Zoning Bylaw variances, where necessary, in order to prevent, or minimize encroachment into the riparian assessment area. The changes that may be considered include, but are not limited to:

- a) Reducing setbacks;
- b) Increasing the allowable site coverage of buildings;
- c) Increasing maximum building height; and
- d) Reducing parking space requirements.

4. In order to determine the location of an Environmentally Sensitive Riparian Areas Development Permit Area on a parcel, a property owner/agent may be required to submit a plan prepared by a BC Land Surveyor (BCLS) that identifies the high water mark (and/or top of ravine bank) and the boundaries of the riparian area assessment area and/or the streamside protection and enhancement area as identified in a certified assessment prepared by a Qualified Environmental Professional.

5. The City may, where a Development Permit is required, require registration of a restrictive covenant to specify how the lands are to be protected and/or maintained.

6. The City may, in order to achieve satisfaction of the above-noted guidelines, issue a Development Permit Waiver or Development Permit that:

- a) imposes conditions respecting the sequence and timing of construction.
- b) varies a bylaw dealing with subdivision servicing requirements (by Council) or zoning requirements (other than issues relating to use or density).
- c) includes requirements and conditions or sets standards for:
  - areas of land that must remain free of development, except in accordance with any conditions contained in the permit;
  - specified natural features or areas to be preserved, protected, restored or enhanced;

- creek beds to be returned to the Crown;
- Riparian Areas to be protected;
- works to be constructed to preserve, protect, restore or enhance natural watercourses or other specified natural features of the environment including the incorporation of xeriscape (drought resistant, low water requirement) planting;
- protection measures, including that vegetation or trees be planted or retained in order to:
  - conserve, protect, restore or enhance fish habitat or riparian areas;
  - control drainage; and
  - control erosion or protect stream/watercourse banks.

7. The City may, where a Development Permit Waiver or Development Permit is required, request the applicant to provide, at the applicant's expense, development approval information:

- a. Development approval information may be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available. Development approval information will be used to assist the City in determining conditions or requirements to be imposed in the permit;
- b. Development approval information may include, in accordance with the Riparian Areas Regulation, an assessment approved by the Province to identify the riparian assessment area and/or streamside protection and enhancement area; and
- c. Development approval information may include a plan prepared by a BC Land Surveyor (BCLS) that identifies the high water mark (and/or top of ravine bank) and the boundaries of the riparian assessment area and/or the streamside protection and enhancement area as identified in the certified assessment prepared by the Qualified Environmental Professional.

8. The City may, where a Development Permit is required, require the registration of a restrictive covenant on the subject property by the owner in favour of and to the satisfaction of the City of Salmon Arm that protects the SPEA area identified in a certified assessment prepared by a Qualified Environmental Professional and specifies how the area is to be protected and/or maintained.

## **B. Multi Family Residential Development Permit Area Designation**

Pursuant to Section 488(1)(f) of the *Local Government Act*, all land within the Medium and High Density Residential designated areas, as shown on Map A - Land Use, is designated "Multi-family Development Permit Area" and shall require a Development Permit (DP) for all residential development comprised of more than four (4) dwelling units.

### **Objectives**

To promote quality building, site and landscape design with high architectural standards that support the objectives of this OCP.

To ensure new multiple family housing development projects respond to and address local site conditions.

To promote landscape design requiring enhanced parcel permeability and tree cover.

To encourage safe pedestrian and vehicle access within and around multi-family developments.

To encourage the development of safe, functional, and livable multi family developments and neighbourhoods.

### **Application Submission Requirements**

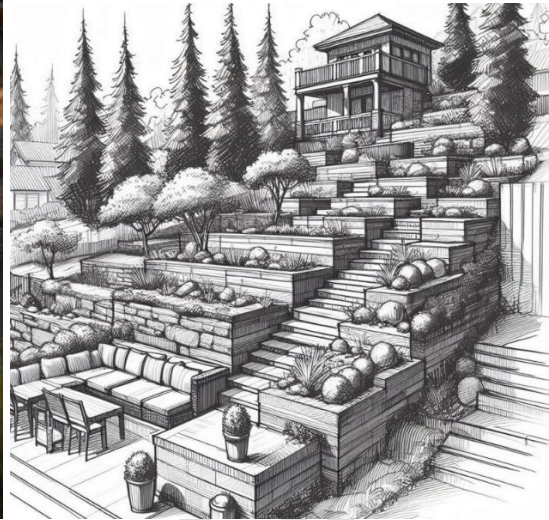
Development Permit application submissions must meet the following minimum requirements:

- a. Site plans must be scaled and include dimensioned parcel boundaries and setbacks; pedestrian and vehicular access and parking layouts; refuse and recycling container areas; and any mechanical equipment;
- b. Grading and drainage plans must indicate existing and proposed grades, proposed building floor elevations, coverage, layout, and elevations at top and bottom of steps and retaining walls; and surface materials with calculations of permeable surfaces, on-site infiltration areas and proposed stormwater management;
- c. Architectural drawings, prepared by a registered architect or qualified professional compliant with the BC Architect Act, must illustrate building design, massing, materials, finishes and colours;
- d. Landscape plans, prepared by a registered landscape architect or qualified/experienced horticulturalist, must indicate existing vegetation to be retained and protected; hard surfacing; steps and retaining walls; a planting plan and list showing the number, species and sizes of proposed plants. The extent and type of irrigation, and amenity features, e.g. site furniture, play areas, gathering areas; and address/directional sign plan; and
- e. Applicants are recommended that prior to commencing a DP submission preparation, to consult with the Planning Department to determine any site-specific requirements and considerations.

### **Greater Site and Building-Siting Guidelines**

The design approach to the site and building siting shall:

- a. take advantage of existing site topography while retaining as much natural vegetation, especially mature healthy trees, and unique site features as possible;
- b. minimize the use of monolithic retaining walls where possible, and to break any retaining structures into stepped, smaller increments not exceeding 2.0 in height for any single retaining wall;



*Stepped retaining walls*

- c. situate the building(s) in relation to these site features and amenities, parks, greenways, etc. delineating clearly between public, semi-private and private spaces;



*Public, private and semi-private spaces are clearly defined*

- d. consider the safety and security of residents in the design and layout of the development with a focus on Crime Prevention through Environmental Design (CPTED) principles;
- e. strongly discourage walled or gated developments that completely block off visibility from the street;
- f. set parking away from the dominant street frontage with clear safe vehicle ingress/egress;





*Screen parking areas from the street*



- g. provide and design quality outdoors spaces for residents that foster social gatherings, physical fitness for all ages, structured or unstructured play, and/or gardening;



*Create quality gathering spaces*



- h. prioritize on-site outdoor children's play areas in landscaped areas for those developments located in excess of 400m of a public playground;
- i. create safe non-vehicular transportation connections from the dominant street frontage and access points to all of the buildings outdoor spaces;



*Create safe pedestrian connections to buildings*

- j. create pedestrian and cycling connections that provide both internal connectivity and efficient links to existing or planned neighbouring sidewalks and trails on adjacent streets or adjacent developments;



*Create safe bicycle connections*

- k. provide bicycle parking (racks or lockers) indoors in secure areas with good visibility, access, and lighting, and located preferably near entrances. Exterior bike parking should be covered where possible; and
- l. minimize the impact of building shading on adjacent residences and outdoor use areas.

### **Architectural Guidelines**

1. Design buildings with varied facades and visual interest, with variation of facades with setbacks or projections of 0.75 metres or more; large scale, monolithic or bland blocks of buildings are discouraged.

2. Design all buildings with universal design principles in mind, including:

- being useful and marketable to people with diverse abilities;

- accommodating a wide range of individual preferences and abilities;
- being simple and intuitive use and should be easy to understand;
- communicating necessary information effectively to the user;
- minimizing hazards;
- being efficiently and comfortably usable;
- appropriately size and spaces regardless of user's body size, posture, or mobility.

3. The requirements for varied and articulated facades will be considered in conjunction with meeting the building performance requirements of the BC Energy BC Energy StepCode or Zero Carbon "Steps" and accommodations made to meet these requirements.



*Articulate building massing*

4. Designs should incorporate a wide variety of roof styles, provided rooftops are well organized and attractive when seen from above, neighbouring buildings and the street.

5. Design buildings with well defined entries and walkways from entries to the street or circulation systems, and consider weather protection over entry points, balconies and porches when possible.



*Homes with defined entries that face the street*

6. Design buildings with ground floor residential units that provide a front door and direct access to the exterior where possible.

7. All dwelling units should have easy access to useable private or semi-private outdoor amenity space.



*Provide private and semi private spaces*

8. Design buildings with parking garages or carports facing away from the street as much as possible, in order that the vehicular access is not a dominant design element.

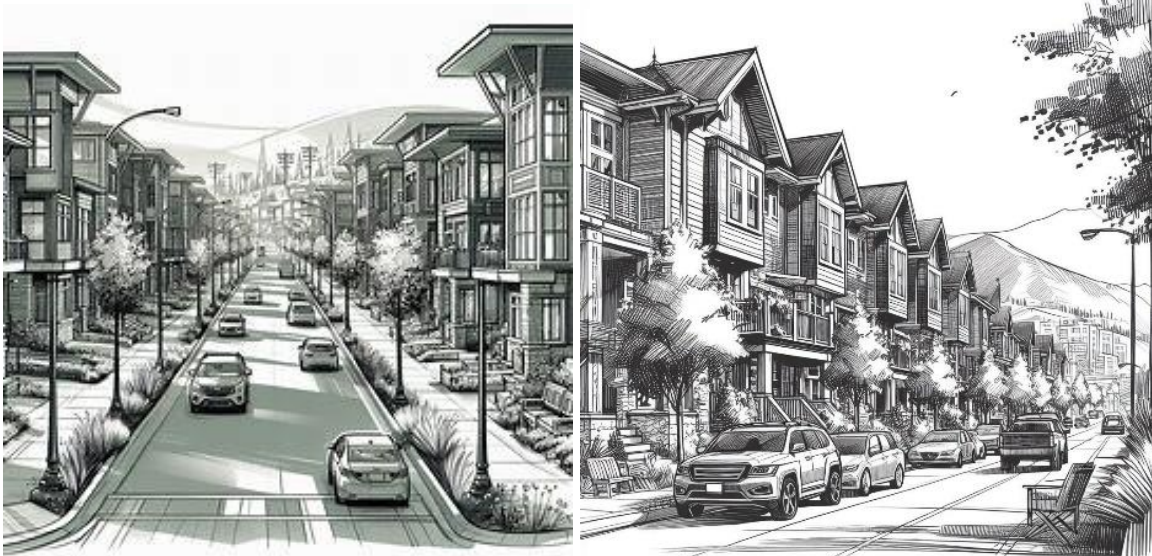


*Garages don't dominate the street*

9. Use a mix of durable and high quality building materials with consideration to maintenance and the integration of natural materials where possible.
10. Design and finishes of accessory structures/buildings shall be consistent with the architecture of the principal buildings.
11. Enable natural light into interior spaces and outdoor use areas to reduce the energy needs, using passive solar principles where possible.
12. Consider the use of alternative technologies for on-site energy production, e.g. solar, micro wind turbines, geothermal, fuel cells and heat pumps.
13. Include areas for secure bike storage and parking in all multi family developments, particularly in apartment buildings where each unit may not have direct access to the ground floor. Bicycle racks, lockers or indoor storage should be provided in a secured area with good visibility, access, and lighting, and located preferably near entrances. Exterior bike parking should be covered where possible.
14. Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Locations of ground level air conditioning units and HVAC mechanical equipment should be sited in a manner that does not impact adjacent residential lots. Screening of on-grade large mechanical equipment with noise and vibration abatement material is encouraged.
15. Exceptions to Development Permit Area guidelines or variances to building projections into minimum setback areas and minor variances to maximum building height established by the Zoning Bylaw may be considered for energy efficient buildings that commit to achieve BC Energy StepCode or Zero Carbon "Steps" in excess of the requirements of the Building Bylaw.

## **Landscape and Screening Guidelines**

1. Maximize the amount of landscaped areas on site and minimize the amount of impervious paved surfaces to increase the natural infiltration (absorption) of rain water and to provide a more natural character.
2. Limit mowed ornamental grass lawn areas to highly visible areas and locations used for recreation in order to maximize areas for native, diverse and low maintenance vegetation.
3. Select trees and other plants that will be readily established and provide significant visual impact upon planting, without adversely affecting daylight or sunlight penetration into buildings or open spaces when fully grown.
4. Select and plant native and/or drought tolerant trees and plants suitable for the local climate, using the City's "Landscape Standards and Recommended Species Guide" (as amended from time to time) as a reference.
5. Trees should provide adequate shade to any outdoor amenity, social areas and play spaces.
6. Design the landscape plan with maintenance requirements in mind.
7. Developments are encouraged to incorporate native, low maintenance and xeriscape (drought resistant, low water requirement) concepts in landscape plans.
8. Encourage the use of water filtration/re-use systems that collect stormwater and rainwater for irrigation.
9. Design the landscape plan to limit the need for irrigation, and limit necessary irrigation to any landscape areas dedicated to food production.
9. Developments are encouraged to incorporate species and plantings in accordance with FireSmart BC Landscaping Best Practices.
10. Consider energy efficiency and conservation in landscape design, e.g. moderate wind, provide shade in summer, allow sunlight and daylight into buildings.
11. Locate walkways and amenity areas (plazas, courtyards, patios, etc.) away from vehicular traffic, with maximum accessibility to residential units, and accentuate them with landscaping.
12. Plant a uniform alignment of street trees along public streets at the spacing recommended by the City. Appropriate spacing is 15 metres along arterials, 10 metres along local and collector roads, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals. For street tree selection along public boulevards, use the City's "Landscape Standards and Recommended Species Guide" (as amended from time to time) as a reference.



*Provide street trees*

13. Visual screening in the form of solid landscaping and/or fencing may be required along some segments of a site's perimeter, in particular along interior and rear lot lines and around outdoor storage areas.

14. Where landscaping for visual screening is required, plants selected shall be of sufficient height at maturity to provide a continuous screen not less than 2 metres in height and planted at a sufficient density to provide a hedge effect. Alternate screening measures such as decorative solid fencing or decorative walls not less than 2 metres in height may be considered instead of or in combination with planting.

15. Avoid using fences along street frontages to screen the development. Where a fence is unavoidable, use a transparent fence, e.g. lattice, metal, and add landscaping that allows views into and from the development.

16. Design location and directional signs (consistent with the City's address/directional sign guidelines), maps and mail box locations to be low profile, ground oriented and externally lit with low intensity fixtures accentuated by landscaping.

17. Locate refuse and recycling container areas and structures where they are accessible to residents and for servicing, screen them with an appropriate durable enclosure, and provide landscaping around the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.

18. Consider the provision of a composting system to generate materials that can be used for landscape maintenance or garden plots on the site.

### **Access, Circulation and Parking Guidelines**

1. Design the internal road system to discourage speeding, and provide safe pedestrian routes from sidewalks and parking lots to building entrances.

2. Providing shared driveway access and shared parking areas should be considered whenever possible.

3. Parking areas shall be hard surfaced in accordance with the Zoning Bylaw.
4. Include areas for convenient guest parking when necessary. Smaller visitor parking areas, in close proximity to individual units or buildings, are favoured over large parking areas. Include areas design to accommodate snow collection and storage for the winter months (these areas can be shared with parking requirements).
5. Reduce the amount of asphalt paving and introducing other materials where possible, preferably permeable, e.g. permeable pavers, reinforced grass such as Grass-Pave.
6. Encourage bio-swales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
7. Provide curb let-downs from accessible parking spaces to buildings.
8. Avoid parking areas where possible in front yards. In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5 metres wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to define parking clusters, increase human comfort, provide visual relief, and increase infiltration of rain water.



*Landscaped islands in parking areas*

9. Encourage shared driveways to units with individual vehicular access.
10. Encourage underground or below grade parking that is well-lit and secured.
11. Include low intensity lighting in parking areas, designed and constructed for safety and convenient pedestrian and vehicular access.
12. Design on-site lighting to minimize glare and overspill onto adjacent properties, and into the sky. Submission of a detailed lighting plan may be required.



## **Exemptions**

Development permits under this section are not required for the following:

- a. subdivision;
- b. interior renovations;
- c. exterior renovations which do not require a building permit;
- d. an addition of less than 100 square metres of floor area, provided the design is consistent - as determined by the City - with the form and character of existing buildings;
- e. an accessory building of less than 100 square metres of floor area, provided the design is consistent - as determined by the City - with the form and character of existing buildings;
- f. development of a duplex that is not part of a multiple unit development, strata or fee simple; and
- g. development of a single family dwelling, a secondary suite and/or accessory dwelling unit qualifying that the Infill Residential Development Permit Area may apply.

Jan 2025 Draft

### C. Infill Residential Development Permit Area

#### Designation

Pursuant to Section 488(1)(f) of the *Local Government Act*, all land within the Low, Medium and High Density Residential designated areas shown on Map A - Land Use, is designated "Infill Residential Development Permit Area" and shall require a Development Permit for cases where three (3) or four (4) detached dwelling units are proposed to be developed on a single parcel where permitted by the Zoning Bylaw.

#### Objectives

To positively contribute to and integrate quality higher density ground-oriented housing within the context, scale and fabric of the streetscape in mainly large-lot residential neighbourhoods.

To secure well-considered landscaping and site planning that provides quality private outdoor living space for each dwelling unit; provides a clear transition between the private and public realm; and protects and preserves mature trees.

To ensure that building design including massing, cladding materials and window placement are well considered and contribute positively to the neighbourhood without unduly compromising the privacy of adjacent dwelling units and properties.

To secure clearly identified and accessible pedestrian and emergency services access to all dwelling units as well as the provision of adequate servicing, on-site parking and safe vehicle access from the public road.

#### Submission Requirements

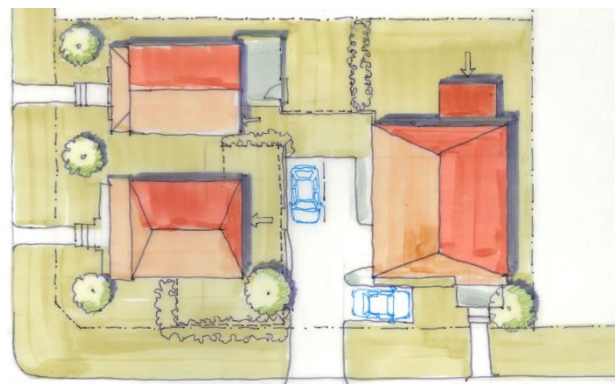
For required drawing submissions, see the requirements of the Multi Family Residential Development Permit Area (DPA) section. This Infill Residential Development Permit Area shall have the same requirements.

#### Streetscape and Site Concept Guidelines

1. Respect and be generally consistent with the area streetscape by considering surrounding building heights, scale, and setbacks - despite build-out limits allowed by zoning. For example, limit significant height differences between proposed and existing development by stepping down dwelling massing to reflect the scale of surrounding homes.

2. Overall design should respond to site characteristics; for example, taking advantage of views, topography and solar/wind orientation. Consider the location of adjacent pedestrian/trail/ cycling networks.

3. Individual dwellings must not comprise of identical repeated designs; instead, they should be distinct in massing with some variation of unit size and façade design - all while achieving cohesion on the overall parcel.



4. Infill dwellings should improve upon and reflect the attributes of adjacent homes (e.g.: roof styles, porches, entrance features, materials). Where a neighbourhood may contain neglected properties, the development should set an improved standard for infill going forward.

5. Individual dwelling units should face and have entrances oriented to and visible from a fronting street wherever possible. In the case of parcels with flanking or double frontages, building design should also address these streets through the orientation of entries and windows.



### Landscape and Site Plan and Guidelines

1. Design the site and locate buildings so as to protect mature trees, where possible; and, if trees cannot be protected or if there are no trees, ensure that adequate space will protect root systems and allow shade trees to reach mature size.

2. Consider landscaping strategically, for example: to frame building entrances; soften edges; screen parking and waste bins; break up long building elevations; enhance privacy; and manage snow and storm water storage.

3. Maximize permeable surfaces across the entire parcel. Developments with extensive nonporous concrete, asphalt, and solid roofs will not be supported. Use low fencing, gates, landscaping and a modest change in grade to define transitions from the public right of way to the private realm.

4. Link unit entrances to public sidewalks and parking via an accessible path of a minimum 1.2 metres width, and be adequately illuminated for pedestrian safety but not cast nuisance light into other dwellings and yards (see Figure 1).

5. Design and delineate a semi-private sheltered or recessed transition space at the front door of each dwelling unit. Carefully consider unit way-finding to minimize confusion for visitors (or emergency services).

6. Design each dwelling unit to have direct access to its own designated private outdoor amenity space that maximizes sun and daylight and can be used year-round.

Maximize the privacy of units on site and on neighbouring properties by minimizing “overlook” and direct sight lines between dwellings through strategies such as:

- off-set window locations in facing walls;
- consider dormers or clerestory windows for light;
- use of landscaping or screening;
- locate doors and patios to minimize potential noise and nuisance between units; and
- setback, angle or articulate facades where windows may compromise privacy.



**Figure 1**  
*Down-lights & signs at access path to units*

7. Developments are encouraged to incorporate species and plantings in accordance with FireSmart BC Landscaping Best Practices.

### **Building Design Guidelines**

1. Ensure that each building is unique, but the development remains cohesive, sharing an architectural style, proportions, and material palette.
2. Consider focal points at entrances, generous glazing, porches and other architectural features to emphasize the ground floor as the highest design priority.
3. Avoid blank monolithic walls by incorporating windows and articulating the façade with well-proportioned recesses/projections, reinforced by building material changes and with two or at most three durable, quality exterior cladding materials. Vinyl siding is discouraged.
4. The requirements for varied and articulated facades will be considered in conjunction with meeting the building performance requirements of the BC Energy StepCode or Zero Carbon “Steps” and accommodations made to meet these requirements.

### **Servicing, Access and Parking Guidelines**

1. Ensure that vehicle access is via one shared driveway off the secondary street or lane, where available, and minimize the impact of headlights shining into unit windows. Where vehicle access is only available via the primary street, provide for safe access/egress, eliminating the need for vehicles to back onto the public road.
2. Ensure that on-site parking is integrated in one common area or structure, preferably enclosed or screened, to eliminate the need to access parking and garages within individual units.
3. Minimize internal vehicle circulation. Where it is necessary, consider that it may serve as additional shared amenity space using strategies such as quality permeable materials (e.g. interlocking, permeable pavers), providing useable gathering and playing areas (and not large, monolithic paved areas).
4. Ensure the common utility and water service location is protected and remains accessible for service providers.
5. Ensure the site provides for combined solid waste pick-up/bin storage that is enclosed or otherwise screened from view.

## **D. Downtown Commercial Development Permit Area**

### **Designation**

Pursuant to Section 488(1)(f) of the Local Government Act, all land located within the Downtown designated area, as shown on Map A - Land Use, is designated "Downtown Development Permit Area".

### **Objectives**

To promote quality building, site, landscape and streetscape design with the highest level of architectural standards.

To distinguish the Downtown as a leading precinct in urban design, supporting high levels of safe and varied pedestrian use and social interaction.

To provide the City with the ability to tailor new Downtown commercial development to local site conditions.

To promote environmentally sensitive building and landscape approaches.

### **Submission Requirements**

Drawings submitted for a Development Permit application must meet the following minimum requirements:

Site plans must include:

- a. lot dimensions and setback dimensions taken from the building to all property lines; pedestrian and vehicular access and parking layout, with dimensions for parking stalls and travel aisles; solid waste and recycling container areas; any mechanical equipment at grade; and all surface materials such as paving and landscape areas;
- b. Grading and drainage plans indicating existing and proposed grades, proposed building floor elevations, location, layout, and elevations at top and bottom of all steps and retaining walls; and on-site infiltration areas and storm drainage;
- c. Drawings shall clearly indicate the materials, finish and colour of the buildings;
- d. A landscape plan must indicate existing vegetation to be retained and protected; hard surfaces; steps and retaining walls; mowed and rough grass areas; planting areas; and a planting plan with a plant list showing the number, species and sizes of proposed plants; extent and type of irrigation, and landscape amenity features, e.g. site furniture, gathering areas;
- e. Landscape design should integrate xeriscape and / or species that are suited to the local environment and the site conditions. Use of irrigation beyond landscape establishment is not encouraged;
- f. Building drawings shall be prepared by a registered architect;
- g. Landscape plans shall be prepared by a registered landscape architect or a landscape designer.

### **Siting and Building Guidelines**

1. Design buildings to be consistent or complementary with the proportion, scale and massing of commercial buildings adjacent to the new development.
2. Design buildings that are comfortable and interesting for pedestrians rather than monolithic building massing.
3. Design all multi family residential buildings with universal design principles in mind, including:

- being useful and marketable to people with diverse abilities;
- accommodating a wide range of individual preferences and abilities;
- being simple and intuitive use and should be easy to understand;
- communicating necessary information effectively to the user;
- minimizing hazards;
- being efficiently and comfortably usable;
- appropriately size and spaces regardless of user's body size, posture, or mobility.

4. Use quality and durable building materials to emphasize character and maintain visual continuity.

5. Encourage outdoor spaces that permit an activity in the building to extend onto the sidewalk without obstructing pedestrian flow, e.g. patios, courtyards, terraces, landscaped areas.

6. On corner sites, locate the principal building entrance at the corner, and design this as a reference point or landmark. Where building entrances cannot be located at the corner, provide a landscaped area with seating and special features at the corner.

7. Consider the safety and security of pedestrians in the design and layout of the development with a particular focus on the following Crime Prevention Through Environmental Design (CPTED) principles:

- **Natural Surveillance:** a design strategy that is directed at keeping people under observation. It is based on a simple premise that a person will be less likely to act improperly if he or she can be seen. Natural surveillance is commonly associated with the establishment of clear sightlines. Natural surveillance can be complemented by mechanical forms of surveillance (closed circuit television) and/or organized forms such as security and police patrols.
- **Natural Control Access:** is based on the simple premise that a person who is confronted with a clearly defined and/or strategically developed boundary, will typically show it some deference by respecting the way it guides and influences their movement as they transition from public through private space. Natural forms of access control includes fences, low walls, landscaping, gates and any barrier that is natural for the environment including topographical features, sales counters and even distance.
- **Territorial Reinforcement:** is a design concept that realizes that physical design can create or extend a sphere of influence so that users develop a sense of proprietorship that is noticeable to the offender. It creates clear "public," "semi-public," and "private" spaces.

8. Site buildings to maximize available sunlight in public spaces.

9. Design buildings with segments to accommodate multiple storefronts. Avoid a continuous facade of more than 10 metres without a separately defined break or articulated portion.

10. The requirements for varied and articulated facades will be considered in conjunction with meeting the building performance requirements of the BC Energy StepCode or Zero Carbon "Steps" and accommodations made to meet these requirements.

11. Use local, durable and high quality building materials, integrating natural materials such as local stone, brick, and wood, as well as low-e glazing.

12. Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Do not locate intakes and outlets for ventilation adjacent to pedestrian walkways.



**Legend**

1. Building façade divided into segments to accommodate multiple storefronts
2. The use of local materials and earth tone colours
3. Sign banner consistent with adjacent building
4. Decorative treatment of second floor windows blends with street level façade treatment
5. Creative sign applications for corner buildings where applicable
6. Pitched roof design blends well with adjacent structure
7. Transom windows on second unit provide interest
8. Rooftop HVAC equipment is concealed
9. Existing building with new façade treatments
10. New three storey building provides height and massing consistency along the street

**Figure 1: Infill Building Design**

13. The design of this building incorporates key desired principles such as:

- a pitched roof (6:12 – 12:12) with accents such as dormer windows
- a façade that is divided into smaller sections of 9 to 16 metres to provide an appropriate sense of scale and massing
- a setback for landscape and retail opportunities
- an architectural accent (for a building on a corner)



A good example of an interesting roof and a coordinated façade



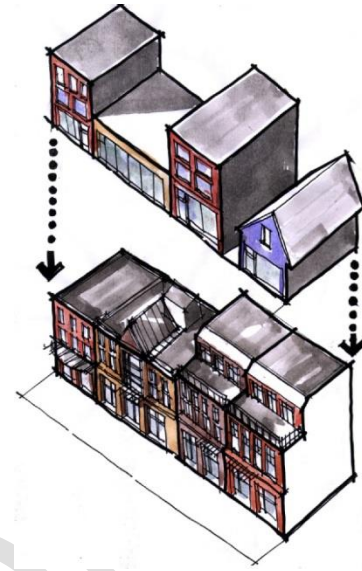
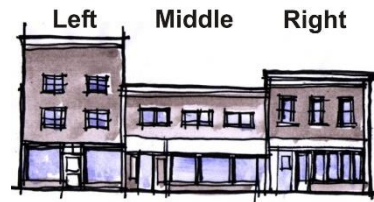
A good example of the use of material – the main entrance is accentuated with stone, the façade is limited to two primary materials, stucco and stone



The use of local material such as stone on this building helps to create a strong identity and character in the City Centre

**Figure 2: New Building Design**





Photos A and B illustrate good examples of treatments for commercial building entrances, signs, and roof design

Left: a non-defined composition of the façade and poor proportions of the openings

Centre: horizontally composed façade does not contribute to a small city streetscape

Right: vertical composition of the openings provides great street rhythm and building proportions

Evolution from a streetscape with a mix of inconsistent massing and building proportions to a more harmonious and human-scale urban environment with well-designed architecture.

### Figure 3: Building Treatment

#### Façade Design Guidelines

1. Provide unified architectural detailing on facades.
2. Design the ground floor with direct visual and physical access between the ground level and the street, with pedestrian-oriented uses and easily identifiable pedestrian access points.
3. Avoid blank walls on the first two storeys facing pedestrian areas, encouraging windows, detailing and art. Continue windows on higher levels facing pedestrian areas.
4. Maintain a consistent grade between the sidewalk and entrances or public areas in front of buildings, with barrier-free access to primary building entrances.
5. Provide weather protection for pedestrians through the use of canopies, awnings or arcades.
6. Incorporate signs as an integral part of façade design, coordinating with adjacent buildings where possible.

7. Design building facades to step back from the street above 2 storeys, considering the need to meet the building performance requirements of the BC Energy StepCode or Zero Carbon “Steps”.

8. Locate facades at the setback line, stepping back only for usable urban spaces or special features.



**Figure 4: Façade design**

Collectively, façade design can strengthen the pedestrian environment, enhance the visual character, and improve the economic and social vitality of a city block.

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Façade design can include complementary materials that provide texture and contrast to add a sense of richness to the streetscape. Generous window placement also helps to create a successful retail environment.



A quality storefront design can greatly enhance the image of the retail business and the overall character of the street



The placement of windows and doors can be used to establish a rhythm along the street



Architectural detailing, signage and landscaping provide a well-defined and pleasing entrance



A good example of a façade redevelopment in the Downtown

**Figure 5: Façade Design**



**Legend**

1. Base panel or kick plate with architectural material to match character of building and local context
2. Storefront door
3. Display window to promote visibility of retail goods and indoor activity
4. Sign band for prominent display of retail establishment
5. Sign lighting with external light fixtures
6. Transom window
7. Colonnade pilaster and colonnade to provide all weather comfort for pedestrians
8. Glass or opaque canopy
9. Wood trim, accents and heavy wood timbers of pilasters and columns add character

**Figure 6: Storefront/Façade Design**

## **Landscape Design Guidelines**

1. Design with an emphasis on street trees and landscaping.
2. Integrate public and private pedestrian and landscaped spaces.
3. Encourage public art in pedestrian and landscaped spaces.
4. Use quality materials for hard landscape construction to complement the high quality materials of the buildings.
5. Incorporate pedestrian scale lighting in outdoor use and landscaped areas.
6. Select trees and other plants that will be readily established and provide significant visual impact upon planting, without adversely affecting daylight or sunlight penetration into buildings or open spaces when fully grown.
7. Select and plant native and/or drought tolerant trees and plants suitable for the local climate, using the City's "Landscape Standards and Recommended Species Guide" (as amended from time to time) as a reference.
8. Trees should provide adequate shade to any outdoor amenity or social areas.
9. Developments are encouraged to incorporate species and plantings in accordance with FireSmart BC Landscaping Best Practices.
10. In the landscape plan, consider finished site grades, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
11. Plant a uniform alignment of street trees along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector streets, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals.
12. For street tree selection along public boulevards, use the City's "Landscape Standards and Recommended Species Guide" (as amended from time to time) as a reference.
13. Perimeter landscaping to reduce the visual impact of parking may be required in some situations. This will typically be a combination of grass, low shrubs and deciduous trees to retain visibility.
14. Locate refuse and recycling container areas where they are accessible to businesses and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.

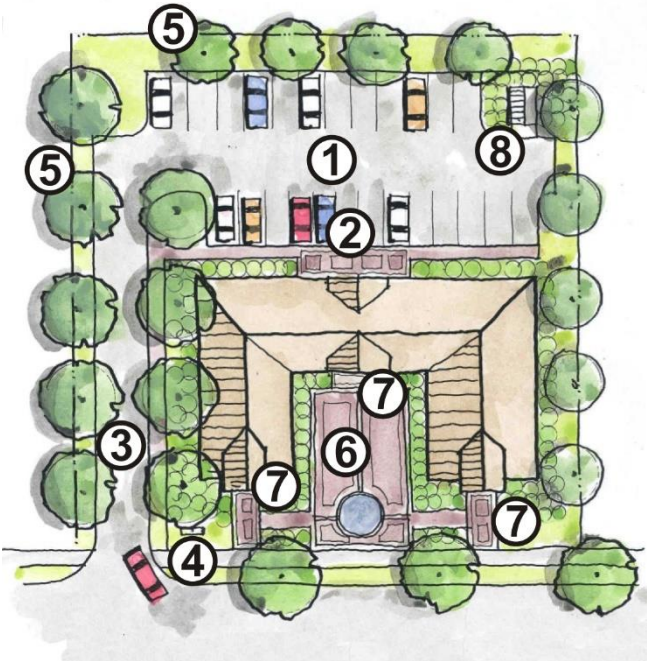


Figure 7: Site Design

**Legend**

- 1. Parking to the rear of building
- 2. Pedestrian access at rear of building from parking
- 3. Two-way vehicular access drive
- 4. Opportunity for entrance and signage identification
- 5. Perimeter landscaping to screen parking and provide a buffer from adjacent properties
- 6. Opportunity for additional retail space or courtyard with pedestrian elements and landscape features
- 7. Identifiable building entrances
- 8. Utilities and storage contained and screened

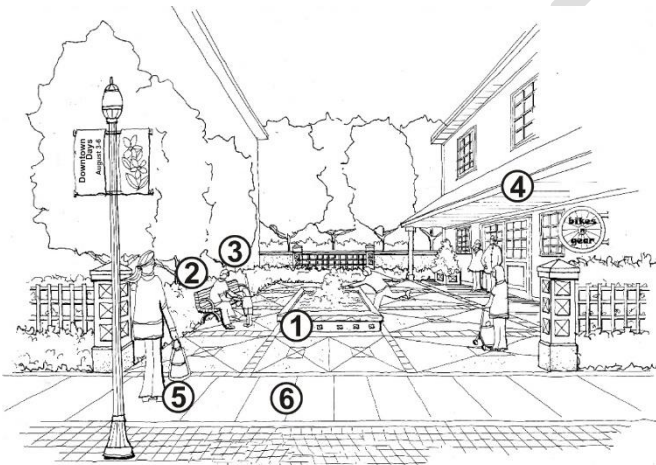


Figure 8: Courtyard Design

**Legend**

- 1. Focal point of courtyard – sculpture, water or landscape feature
- 2. Lighting, benches and site furniture
- 3. Vegetation to provide interest and comfort
- 4. Access to buildings and adjacent facilities such as parking
- 5. Courtyard is open to the street to create a safe environment and promote retail activity
- 6. Accessible surfaces to accommodate non-vehicular access from the street



Buildings with well-designed landscape treatments and rear lot parking contribute to a well designed, green and inspiring streetscape

**Figure 7: Landscape Treatment**



A colonnade can be constructed to improve non-vehicular access from rear lot parking areas

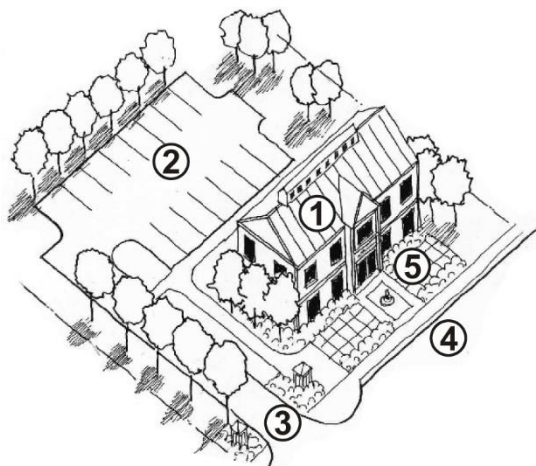
A building setback area can be used to maximize retail space and provide opportunities for landscaping

**Figure 9: Building Setback Area**

**Access, Circulation and Parking Area Guidelines**

1. Minimize potential pedestrian and vehicular conflicts through well defined streets and parking lot accesses that respect pedestrian corridors. Develop shared vehicular access points and parking lots where possible.
2. Locate parking lots at the rear of lots, or to the sides of buildings where parking is not possible at the rear.
3. Design parking lots for efficient circulation of all types of vehicles, with a layout that discourages speeding and provides safe pedestrian routes from parking lots to sidewalks and building entrances.

4. Maximize the amount of landscaped areas on site and minimize the amount of impervious paved surfaces to increase the natural infiltration (absorption) of rain water and to provide a more natural character.
5. Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
6. Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to sidewalks and buildings.
7. In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5 metres wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to define parking clusters, increase human comfort, provide visual relief, and increase infiltration of rain water.
8. Encourage underground or below grade parking that is well-lit and secured.
9. Include low intensity lighting in parking areas, designed and constructed for convenient pedestrian and vehicular access.
10. Design on-site lighting to minimize glare and overspill into the development, to adjacent properties, and into the sky. Submission of a detailed lighting plan may be required.



#### Legend

1. Building with strong visual connection to the street
2. Parking at rear of building
3. Two-way vehicular access
4. On-street parking where permitted
5. Landscape opportunity with direct connection to and access from the street

**Figure 10: Parking Layout and Design**





**Figure 11: Streetscape**

A combined driveway entrance can be incorporated to reduce potential pedestrian and vehicle conflicts. Organized traffic and vehicular access provides improved streetscape opportunities.

### **Exemptions**

Development permits are not required in the Downtown Commercial Development Permit Area for:

- a. interior renovations;
- b. an exterior renovation which does not require a building permit;
- c. an exterior addition with less than 100 square metres of floor area, in which the design is consistent with the form and character of the existing buildings as determined by the Planning Department;
- d. an accessory building with less than 50 square metres of floor area, in which the design is consistent with the form and character of the existing principal buildings as determined by the Planning Department; and
- e. a subdivision application.

## **E. Highway Service/Tourist Commercial and Neighbourhood Commercial Development Permit Areas**

### **Designation**

Pursuant to Section 488(1)(f) of the Local Government Act, all land located within the Commercial - Highway Service/Tourist designated area, as shown on Map A - Land Use, and all land located outside the Commercial - Highway Service/Tourist designated area zoned C-5 (Tourist Commercial Zone), is designated "Highway Service/Tourist Commercial Development Permit Area, and all land located within the Commercial -Neighbourhood designated area, as shown on Map A - Land Use, is designated "Neighbourhood Commercial Development Permit Area".

Except where specifically noted in this section, the following provisions relate to both Highway Service/Tourist Commercial and Neighbourhood Commercial Development Permit Areas.

### **Objectives**

To promote quality building, site and landscape design with high level architectural standards.

To ensure that commercial developments provide a positive impression of Salmon Arm along provincial highways, city roads and in residential neighbourhoods.

To encourage new commercial developments to promote safe non-vehicular access.

To promote environmentally sensitive building and landscape approaches.

### **Submission Requirements**

Drawings submitted for a Development Permit application must meet the same minimum requirements as those specified in the Downtown Commercial Development Permit Area Section.

### **Siting and Building Guidelines**

1. Design the site layout and building locations to:

- a. retain and protect important natural vegetation, rocks, and unique site features, including unique tree species, mature trees that are not a hazard, other significant vegetation;
- b. encourage the penetration of sunlight and natural light into interior spaces to reduce the energy needed for lighting and heating, using passive solar siting principles; and
- c. work with the existing topography, minimizing the need for cut and fill or tall retaining walls.

2. Orient building frontages and main entrances to the dominant street frontage, with well defined entries with walkways and bicycle access to the street.

3. Design all buildings with universal design principles in mind, including:

- being useful and marketable to people with diverse abilities;
- accommodating a wide range of individual preferences and abilities;
- being simple and intuitive use and should be easy to understand;
- communicating necessary information effectively to the user;
- minimizing hazards;
- being efficiently and comfortably usable; and
- appropriately size and spaces regardless of user's body size, posture, or mobility.

4. Locate parking lots at the rear of lots, or to the sides of buildings where parking is not possible in the rear.
5. Design portions of buildings visible from a provincial highway or city street with architectural interest, with design features such as varying roof lines, extensive glazing, well defined entrances, business-specific signage, and high quality exterior elements.
6. Consider the safety and security of businesses and customers in the design and layout of the development with a particular focus on the following Crime Prevention through Environmental Design (CPTED) principles:
  - Natural Surveillance: a design strategy that is directed at keeping people under observation. It is based on a simple premise that a person will be less likely to act improperly if he or she can be seen. Natural surveillance is commonly associated with the establishment of clear sightlines. Natural surveillance can be complemented by mechanical forms of surveillance (closed circuit television) and/or organized forms such as security and police patrols.
  - Natural Control Access: is based on the simple premise that a person who is confronted with a clearly defined and/or strategically developed boundary, will typically show it some deference by respecting the way it guides and influences their movement as they transition from public through private space. Natural forms of access control includes fences, low walls, landscaping, gates and any barrier that is natural for the environment including topographical features, sales counters and even distance.
  - Territorial Reinforcement: is a design concept that realizes that physical design can create or extend a sphere of influence so that users develop a sense of proprietorship that is noticeable to the offender. It creates clear “public,” “semi-public,” and “private” spaces.
7. Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Screening of on-grade large mechanical equipment with noise and vibration abatement material is encouraged.
8. Design facades and rooflines of accessory structures and buildings in a manner that is consistent with the architectural design of the principal buildings.
9. Consider the use of alternative technologies for on-site energy production, e.g., geothermal, photo-voltaic and fuel cells, heat pumps.

#### **Siting and Building Guidelines for Neighbourhood Commercial Development Permit Areas Only**

1. Design buildings with varied facades and articulated roof lines, or design in a contemporary style that offers visual interest. The intent of this guideline is to discourage large bland buildings.
2. The requirements for varied and articulated facades will be considered in conjunction with meeting the building performance requirements of the BC Energy BC Energy StepCode or Zero Carbon “Steps” and accommodations made to meet these requirements.
3. Use durable and high quality building materials, integrating natural materials such as local stone, brick, and wood, as well as low-e glazing.
4. Consider weather protection over entry points, balconies and porches, e.g. roof overhangs, or area inset below the floor above.

## **Landscape and Screening Guidelines**

1. Maximize the amount of landscaped areas on site to increase the natural infiltration of rain water, with landscaping along adjacent streets and adjoining residential sites.
2. Design the landscape to define the edges of the site, and minimize the view of parking lots from the streets and adjacent residential sites.
3. Consider hard surface paving other than asphalt adjacent to streets to create more interest and reduce the visual impact of the asphalt.
4. Select trees and other plants that will be readily established and provide significant visual impact upon planting.
5. Trees should provide adequate shade to any outdoor amenity or social areas.
6. In the landscape plan, consider finished site grades, location and heights of retaining walls, underground irrigation alignments, utilities, views, shade and sun angles, needs for privacy or screening, user safety and maintenance and irrigation requirements.
7. Consider energy efficiency and conservation in landscape design, e.g. moderate wind, provide shade in summer, allow sunlight and daylight into buildings.
8. Developments are encouraged to incorporate native, low maintenance and xeriscape (drought resistant, low water requirement) concepts in landscape plans.
9. Select and plant native and/or drought tolerant trees and plants suitable for the local climate, using the City's "Landscape Standards and Recommended Species Guide" (as amended from time to time) as a reference.
10. Developments are encouraged to incorporate species and plantings in accordance with FireSmart BC Landscaping Best Practices.
11. Plant a uniform alignment of street trees planted along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector roads, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals.
12. For street tree selection along public boulevards, use the City's "Landscape Standards and Recommended Species Guide" (as amended from time to time) as a reference.
13. Visual screening in the form of solid landscaping and/or fencing may be required along some segments of a site's perimeter, particularly adjacent to residential development.
14. Where landscaping for visual screening is required, plants selected shall be of sufficient height at maturity to provide a continuous screen not less than 2 metres in height and planted at a sufficient density to provide a hedge effect. Alternate screening measures such as decorative solid fencing or decorative walls not less than 2 metres in height may be considered instead of or in combination with planting.

15. Locate refuse and recycling container areas where they are accessible to businesses and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.

#### **Access, Circulation and Parking Area Guidelines**

1. Design the internal road and parking system for efficient circulation of all types of vehicles, with a layout that discourages speeding, and provides safe pedestrian routes from parking lots to building entrances.
2. Parking areas shall be hard surfaced in accordance with the City's Zoning Bylaw.
3. Locate parking lots at the rear of lots, or to the sides of buildings where parking is not possible in the rear.
4. Encourage reducing the amount of asphalt paving and introducing other materials where possible, preferably permeable, e.g. permeable pavers, reinforced grass such as Grass-Pave.
5. Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
6. Maximize the amount of landscaped areas on site and minimize the amount of impervious paved surfaces to increase the natural infiltration (absorption) of rain water and to provide a more natural character.
7. Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to buildings.
8. Encourage shared parking lot accesses to adjacent developments.
9. Site buildings rather than parking lots on corners.
10. In parking areas in excess of 20 stalls, intersperse intensively landscaped islands or bioswales at least 1.5 metres wide, planted with hardy vegetation and shade trees. Provide landscaping at the ends of parking rows, within and around parking lots as needed to increase human comfort, provide visual relief, and increase infiltration of rain water.
11. Design on-site lighting to minimize glare and overspill into adjacent residential properties, and into the sky. Submission of a detailed lighting plan may be required.

#### **Access, Circulation and Parking Area Guidelines for Highway Service/Tourist Commercial Development Permit Areas Only**

1. Do not locate parking areas in excess of 20 stalls between the street frontage and buildings. Locate large areas of parking at the rear or at the side of buildings.

#### **Access, Circulation and Parking Area Guidelines for Neighbourhood Commercial Development Permit Areas Only**

1. Do not locate parking areas in excess of 6 stalls between the street frontage and buildings. Locate larger areas of parking at the rear or at the side of buildings.

## **Exemptions**

Development permits are not required in the Highway Service/Tourist Commercial and Neighbourhood Commercial Development Permit Areas for:

- a. interior renovations;
- b. an exterior renovation which does not require a building permit; and
- c. a subdivision application.

Development permits are not required in the Highway Service/Tourist Commercial Development Permit Areas for:

- a. an exterior addition with less than 100 square metres of floor area, in which the design is consistent with the form and character of the existing buildings as determined by the Planning Department;
- b. an accessory building with less than 100 square metres of floor area, in which the design is consistent with the form and character of the existing principal buildings as determined by the Planning Department; and
- c. a subdivision application.

Development permits are not required in the Neighbourhood Commercial Development Permit Areas for:

- a. an exterior addition with less than 100 square metres of floor area, in which the design is consistent with the form and character of the existing buildings as determined by the Planning Department;
- b. an accessory building with less than 100 square metres of floor area, in which the design is consistent with the form and character of the existing principal buildings as determined by the Planning Department; and
- c. a subdivision application.

## **F. Industrial Development Permit Area**

### **Designation**

Pursuant to Section 488(1)(f) of the *Local Government Act*, all lands designated for Light Industrial, General Industrial, or Airport Industrial/Commercial use as shown on Map A - Land Use, and fronting the Trans Canada Highway, Highway 97B, 10 Avenue SE, or the north side of 20 Avenue SE are designated "Industrial Development Permit Area".

### **Objectives**

To promote quality building, site and landscape design.

To ensure that industrial developments provide a positive impression of Salmon Arm along provincial highways and city streets.

To promote environmentally sensitive building and landscape approaches.

### **Submission Requirements**

Drawings submitted for a Development Permit application must meet the following minimum requirements:

- a. The site plan must include lot dimensions and setback dimensions taken from the building to all property lines; non-vehicular and vehicular access and parking layout, with dimensions for parking stalls and traffic aisles; refuse and recycling container areas, mechanical equipment at grade, and all surface materials such as paving and landscape areas;
- b. A grading and drainage plan must indicate existing and proposed grades, proposed building floor elevations, location, layout, and elevations at top and bottom of all steps and retaining walls; and onsite infiltration areas and storm drainage;
- c. Drawings illustrating the building appearance shall indicate the materials, finish and colour of the buildings; and
- d. A landscape plan must indicate existing vegetation to be retained and protected; hard surfaces; steps and retaining walls; mowed and rough grass areas; planting areas; and a planting plan with a plant list showing the number, species and sizes of proposed plants; extent and type of irrigation, and landscape amenity features.

Development permit application drawings should be prepared by a registered architect or a draftsman with experience in urban design.

Landscape plans should be prepared by a registered landscape architect or a landscape designer.

Prior to formal site planning, applicants are encouraged to consult with the City's Planning Department to determine which natural features should remain on the development site.

### **Siting and Building Guidelines**

1. Design the site layout and building locations to:
  - a. retain and protect important natural vegetation, rocks, and unique site features, including unique tree species, mature trees that are not a hazard, other significant vegetation, nesting areas, and other wildlife habitat;
  - b. work with the existing topography, minimizing the need for cut and fill or tall retaining walls; and
  - c. provide a buffer for surrounding residential developments.

2. Orient main entrances to the dominant street frontage, with well-defined entries.
3. Design entrances and portions of buildings visible from a provincial highway or city street with some architectural interest.
4. Consider the safety and security of businesses and customers in the design and layout of the development with a particular focus on the following Crime Prevention Through Environmental Design (CPTED) principles:
  - Natural Surveillance: a design strategy that is directed at keeping people under observation. It is based on a simple premise that a person will be less likely to act improperly if he or she can be seen. Natural surveillance is commonly associated with the establishment of clear sightlines. Natural surveillance can be complemented by mechanical forms of surveillance (closed circuit television) and/or organized forms such as security and police patrols.
  - Natural Control Access: is based on the simple premise that a person who is confronted with a clearly defined and/or strategically developed boundary, will typically show it some deference by respecting the way it guides and influences their movement as they transition from public through private space. Natural forms of access control includes fences, low walls, landscaping, gates and any barrier that is natural for the environment including topographical features, sales counters and even distance.
  - Territorial Reinforcement: is a design concept that realizes that physical design can create or extend a sphere of influence so that users develop a sense of proprietorship that is noticeable to the offender. It creates clear “public,” “semi-public,” and “private” spaces.
5. Screen roof top mechanical equipment from views in a manner that is consistent with the architectural design of the building. Screening of on-grade large mechanical equipment with noise and vibration abatement material is encouraged.
6. Consider the use of alternative technologies for on-site energy production, e.g. geothermal, photovoltaic and fuel cells, heat pumps.

#### **Landscape and Screening Guidelines**

1. Maximize the amount of landscaped areas on site to increase the natural infiltration of rain water, with landscaping along adjacent streets and adjoining residential sites.
2. Select trees and other plants that will be readily established and provide significant visual impact upon planting.
3. In the landscape plan, consider finished site grades, location and heights of retaining walls, utilities, views, shade and sun angles, needs for privacy or screening, user safety, maintenance and irrigation requirements, and all other typical site planning criteria.
4. Consider energy efficiency and conservation in landscape design, e.g. moderate wind, provide shade in summer, allow sunlight and daylight into buildings.
5. Developments are encouraged to incorporate native, low maintenance and xeriscape (drought resistant, low water requirement) concepts in landscape plans.



6. Select and plant native and/or drought tolerant trees and plants suitable for the local climate, using the City's "Landscape Standards and Recommended Species Guide" (as amended from time to time) as a reference.
7. Developments are encouraged to incorporate species and plantings in accordance with FireSmart BC Landscaping Best Practices.
8. Plant a uniform alignment of street trees planted along public streets at the spacing recommended by the City. Appropriate spacings are 15 metres along arterials, 10 metres along local and collector roads, lower spacing for smaller trees. If boulevard tree planting is not feasible along a street right-of-way, then tree planting along the front and exterior lot boundaries may be required at appropriate intervals.
9. For street tree selection along public boulevards, use the City's "Landscape Standards and Recommended Species Guide" (as amended from time to time) as a reference.
10. Visual screening in the form of solid landscaping and/or fencing may be required along some segments of a site's perimeter, particularly adjacent to residential development.
11. Where landscaping for visual screening is required, plants selected shall be of sufficient height at maturity to provide a continuous screen not less than 2 metres in height and planted at a sufficient density to provide a hedge effect. Alternate screening measures such as solid fencing not less than 2 metres in height may be considered instead of or in combination with planting
12. Locate refuse and recycling container areas where they are accessible to businesses and to container pick-up trucks, screen them with an appropriate durable enclosure, and provide landscaping around the perimeter of the enclosure where possible. Avoid direct exposure of refuse and recycling areas to public streets.

#### **Access, Circulation and Parking Area Guidelines**

1. Design the internal road and parking system for efficient circulation of all types of vehicles, with a layout that discourages speeding and provides safe pedestrian routes from parking lots to building entrances.
2. Encourage permeable materials for parking areas where possible, including gravel for areas that are used less frequently.
3. Encourage bioswales, permeable paving, and other design techniques that allow greater infiltration of water in and around parking areas.
4. Maximize the amount of landscaped areas on site and minimize the amount of impervious paved surfaces to increase the natural infiltration (absorption) of rain water and to provide a more natural character.
5. Provide curb let-downs to accommodate universal accessibility from disabled parking spaces to buildings.
6. Encourage shared parking lot accesses to adjacent developments.

7. Design on-site lighting to minimize glare and overspill into adjacent residential properties, and into the sky. Submission of a detailed lighting plan may be required.

### **Exemptions**

Development permits are not required in the Industrial Development Permit Areas for:

- a. interior renovations;
- b. an exterior renovation which does not require a building permit;
- c. an exterior addition with less than 100 square metres of floor area, in which the design is consistent with the form and character of the existing buildings as determined by the Planning Department;
- d. an accessory building with less than 100 square metres of floor area, in which the design is consistent with the form and character of the existing principal buildings as determined by the Planning Department; or
- e. a subdivision application.

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## **G. Potential Hazard Areas Development Permit Area**

### **Designation**

Pursuant to Section 488(1)(b) of the *Local Government Act*, the areas shown as slopes over 30%, or identified debris hazards areas or in the 1 in 200 year floodplain on Map Q - Potential Hazards, are designated as the "Potential Hazardous Areas Development Permit Area".

### **Objectives**

To protect people and property from hazardous conditions such as flooding, mud flows, debris torrents, erosion, land slippage, rock falls and subsidence which may, in some cases, be reasonably abated with appropriate precautionary measures.

### **Application**

Unless a Development Permit Waiver has been issued, all properties designated as Potential Hazardous Areas Development Permit Areas will require a Development Permit prior to:

- a) alteration of land; or
- b) subdivision; or
- c) construction of, addition to or alteration of a building or structure.

### **Waivers**

Before making application for a Development Permit, property owners or their agents may complete a "Waiver Application" form to determine whether the proposed development qualifies for a waiver of the Development Permit process. Qualifying projects may be issued a waiver that may specify conditions. The City may also require registration of a restrictive covenant to specify how the lands are to be protected and maintained. Any breach of the waiver terms may result in the cancellation of the waiver. The granting of a waiver does not absolve the applicant from other necessary approvals, e.g. Building Permits. Where waivers cannot be granted, a Development Permit will be required before the project can proceed.

A Development Permit will not be required if the proposed development consists only of:

- Actions or activities performed by the federal or provincial government, or the City or their contractors to prevent, control, or reduce flooding, erosion, slope failure or other immediate threats to life or property, including:
  - emergency flood or erosion protection works;
  - clearing of an obstruction from a bridge, culvert or drainage flows; and
  - emergency repairs to roads, bridges or any other municipal infrastructure.
- A renovation or alteration that does not expand the existing footprint or increase the use or occupancy on the property; or
- Actions which have been assessed by a qualified professional who has provided a report (to the satisfaction of the City) which concludes that the land is not subject to hazards.

### **Guidelines**

1. In issuing conditions relating to a Development Permit Waiver or Development Permit, the City may specify how Development Permit objectives can be satisfied. This may include consideration of the following guidelines:

2. Require that development will be directed to areas with slopes of less than 30%. Where it can be demonstrated by an appropriate registered geotechnical professional that the proposed development will present no hazards to persons or property, development may be permitted on land with a slope greater than 30%.

3. Any risk assessment prepared by a Qualified Professional (QP) submitted to support an application must either have prior experience in performing risk assessments and comply with the framework laid out in Appendix F of APEGBC Professional Practice Guidelines – Legislated Flood Assessments in a Changing Climate in BC, or have had their risk assessment reviewed by another QP who has experience in performing risk assessments.

4. Require that natural vegetation should be retained on slopes in order to control potential erosion, land slip and rock falls.

5. An applicant wishing to propose development on slopes in excess of 30% or in areas of known debris flow or geological hazard, shall submit a report prepared by a registered geotechnical professional providing information on the anticipated on-site and off-site geotechnical impacts on the proposed development.

6. Consider and review geotechnical reports / plans for areas of known geotechnical hazard.

7. An applicant wishing to propose development within the floodplain area, shall submit a report prepared by a registered hydrogeological professional providing information on the anticipated on-site and off-site impacts on the proposed development, including any transference of risk resulting.

8. No buildings or structures be located within the Shuswap Lake, Canoe Creek or Salmon River floodplains as established by the City's Zoning Bylaw.

9. Require that no structural development be located below any flood elevation level established in the Zoning Bylaw.

10. The City may, in order to achieve satisfaction of the above noted guidelines, issue a Development Permit that:

- a) imposes conditions respecting the sequence and timing of construction;
- b) supplements a bylaw dealing with subdivision servicing requirements or zoning requirements;
- c) includes requirements and conditions or sets standards for:
  - i. areas of land that may be required to remain free of development, except in accordance with any conditions contained in the permit;
  - ii. an area that the permit designates as containing unstable soil or high ground water where the City requires that no septic tank, drainage and deposit fields or irrigation or water systems be constructed.

11. The City may, where a Development Permit is required, request the applicant to provide, at the applicant's expense, development approval information, in accordance with Section 484 of the Local Government Act. Development approval information may be required if the effects of the proposed development in relation to Development Permit objectives, OCP policies, and other City bylaws and regulations cannot be fully assessed based on information otherwise available, particularly with respect to potential impacts that may result on:

- a) municipal infrastructure;
- b) transportation patterns including traffic flow;
- c) public facilities including parks; and
- d) the natural environment.

Development approval information may be used to assist the City in determining conditions or requirements to be imposed in the permit.

## **H. Farm Protection Development Permit Area**

### **Designation**

Pursuant to Section 488(1)(c) of the Local Government Act, the Farm Protection Development Permit applies to all development lands adjacent to ALR Boundary shown on Map E – Agricultural Land Reserve (may be bisected by ALR Boundary on same parcel or road/trail/ etc.) or lands Agriculturally zoned.

### **Objective**

To preserve and protect current and future lands used for food production.

To limit the impact of adjacent residential, commercial, industrial or institutional uses that share boundaries with agricultural land.

To implement land design and management to ensure minimal negative impacts or intrusions to agricultural land uses.

### **Application**

All Subdivision or Building Permit applications on lands outside and adjacent to the ALR Boundary (may be bisected by ALR Boundary on same parcel or road/trail etc.).

### **Guidelines**

1. Urban-side development includes buildings, amenity and landscape areas, trails and roadways.
2. In subdivision applications, design density, road, and lot patterns that gradually transition to agricultural boundary, utilizing open space, landscaping and fencing to provide buffering between the urban-side development and agricultural land.
3. Dead-ending of roads and utilities to agricultural land is strongly discouraged.
4. Urban-side traffic patterns should avoid agricultural land boundaries. Buffers between roadways are strongly encouraged.
5. Amenity areas on the urban-side, without adequate physical buffers consistent with edge planning practices, are strongly discouraged.
6. Residential building locations should be at least 15m from the property line, 8m for commercial or industrial and 15m for institutional uses. Variances to setbacks may be supported when clustering of development prioritizes the gradual transition of urban-side development to agricultural lands.
8. Landscape plans for development on the urban-side shall avoid trees and shrubs that shade farm crops or are known to harbor insects or diseases harmful to crop production.
9. Select and plant native and/or drought tolerant trees and plants suitable for the local climate, using the City's "Landscape Standards and Recommended Species Guide" (as emended from time to time) as a reference.
10. Developments and landscape plans are encouraged to incorporate species and plantings in accordance with FireSmart BC Landscaping Best Practices.

11. Storm and ground water management that are designed as coordinated between urban-side development and nearby farms are encouraged. Direction of storm water towards urban side areas shall be required.

12. Best practices for buffer installation and maintenance provided within the 2015 Edge Planning Guide by the Ministry of Agriculture is encouraged for buffer and landscape areas on the urban-side development. All landscaping installed is to be maintained by the urban-side development.

13. Tools such as covenants or easements may be used to support the installation and maintenance of the buffer and landscape areas.

**Exemptions:**

Development permits are not required in the Farm Protection Permit Area for the following:

- a) Development on City owned land for the purpose of public use(s);
- b) Areas of slope greater than 30% or where topography or natural boundary provides a boundary between agricultural lot line and urban-side development of at least 15m;
- c) Areas separated from agricultural lands by a street identified as an arterial or collector road;
- d) Construction, addition or alteration of a building not exceeding 100m<sup>2</sup> in area where no variances to the Zoning Bylaw are required;
- e) Interior / exterior building alterations that do not expand the existing building footprint;
- f) Repair, maintenance, alteration or reconstruction of existing legal buildings, structures or utilities, providing there is no expansion of the footprint; or
- g) Replacement of a building that has been destroyed by natural causes or by fire, in cases where the replacement building is identical to the original in location, floor area and height.

## 19. Temporary Use Permits

### Designation

All lands designated as shown on Map A - Land Use, are designated Temporary Use Permit Area.

### Objectives

As outlined in the Local Government Act, the Temporary Use Permit Area designation is intended to apply to uses which are temporary in nature and where the existing zoning does not permit the use.

### Temporary Use Permit Policies

1. A Temporary Use Permit is a short-term zoning that permits uses on a specific property for a period of time set by Council for no more than a three year period. The proposed temporary use should be defined in the Zoning Bylaw and permitted in other zones, but a Temporary Use Permit may be considered for a use not defined, or not clearly defined in the Zoning Bylaw. Despite the zoning of a property, Temporary Commercial or Industrial Use Permits for temporary uses may be supported in the Temporary Use Permit Area, subject to approval by Council, or where delegated pursuant to the Development Procedures Bylaw.
2. Mineral and aggregate processing Temporary Use Permits may be permitted in areas of high aggregate potential, as identified on Map F - Aggregate Potential or based on site investigations in other areas where the impacts can be effectively mitigated.
3. Guidelines for Temporary Use Permits include the following:
  - a maximum time of three years is required for the use;
  - appropriate parking and/or loading spaces are available;
  - the proposed hours, size and scale of the use will be compatible with adjacent land uses;
  - infrastructure is appropriate to support the temporary use;
  - the use will be compatible with adjacent land uses in terms of noise, odours, dust, pollution, lighting, aesthetics, parking and traffic;
  - compliance with Provincial Environmental Management Act and Riparian Areas Protection Regulation; and
  - the proposed use will not have negative impacts on the natural environment.
4. The City may require security in the form of a letter of credit and may impose reclamation and performance measures as conditions for the issuance of a Temporary Use Permit.
5. Specific permit conditions may address mitigation measures for potential negative impacts identified in the review process.
6. Non-residential Temporary Use Permits will not be considered in residentially zoned areas, except to allow for temporary uses and buildings connected and supporting a Building Permit issued by the City.

### Submission Requirements

Submission requirements for Temporary Commercial Use Permits include but are not limited to:

- the proposed length of time of the use;
- access and the availability of parking and loading;

- the proposed hours of the use;
- the proposed size and scale of the use;
- any requested site servicing plans, site plans and building elevations and floor plans;
- description of noise, odours, dust, pollution, lighting, aesthetics, parking and traffic;
- appropriate safety and site control plan(s) approved by the RCMP and/or the Fire Department;
- Approval for proposed uses or development as defined by the Agricultural Land Commission or Ministry of Environment;
- Remediation or reclamation plan with appropriate estimates and;
- Mitigation of the potential impact of the proposed use on the natural environment.

#### **Expiration of Permit**

Upon expiration of a Temporary Use Permit, the uses of the property shall revert to those outlined in the current Zoning Bylaw. The applicant may, prior to the expiration of the Temporary Use Permit, apply for a permit renewal of up to three years, approval of which will be at the discretion of Council or staff where delegated pursuant to the Development Procedures Bylaw.

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## **20. MAPS**

**Map A - Land Use**

**Map B - Urban Containment Boundary**

**Map C - ALR Exclusion Sites**

**Map D - Growth Priority Areas**

**Map E – Agricultural Land Reserve (ALR)**

**Map F - Aggregate Potential**

**Map G - Environmentally Sensitive Resources**

**Map H – Environmentally Sensitive Areas**

**Map I - Existing and Proposed Parkland**

**Map J - Existing and Proposed Greenways**

**Map K - Community Facilities**

**Map L - Road Network Plan**

**Map M - Active Transportation**

**Map N – Water System**

**Map O – Sanitary Sewer System**

**Map P - Storm Drainage System**

**Map Q – Potential Hazards**