

**City of Salmon Arm
Development and Planning Services Committee**

**Monday, January 20, 2025, 8:00 a.m.
Council Chambers of City Hall
500 – 2 Avenue NE, Salmon Arm, BC**

Pages

- 1. CALL TO ORDER**
- 2. ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY**
We acknowledge that we are gathering here on the traditional territory of the Secwepemc people, with whom we share these lands and where we live and work together.
- 3. ADOPTION OF AGENDA**
Motion for Consideration
THAT: the Agenda be adopted as presented.
- 4. APPROVAL OF MINUTES** 3 - 7
Motion for Consideration
THAT: the Development and Planning Services Committee Meeting Minutes of December 16, 2024 be approved.
- 5. DISCLOSURE OF INTEREST**
- 6. REPORTS** 8 - 26
 - 6.1 Zoning Amendment Application No. 1303 8 - 26
Legal: Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4136,
Except Plans B6340 & KAP71233
Civic: 680 10 Street SW
Owner: A., G. & G. Walters
Agent: G. Arsenault

Motion for Consideration
THAT: the Development and Planning Services Committee recommends to Council that a bylaw be prepared for Council’s consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4136, Except Plans B6340 & KAP71233 (680 10 Street SW) from R-10 (Residential) to R-5 (High Density Residential);

AND THAT: Final Reading of the Zoning Amendment Bylaw be withheld subject to:
 - i. lot consolidation with the parcel of land legally described as Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan 2016, Except Plan KAP71234 (710 10 Street SW); and
 - ii. Ministry of Transportation and Transit approval.

7. FOR INFORMATION

7.1 Director of Planning & Community Services – Official Community Plan Review Update

27 - 249

8. IN-CAMERA

9. ADJOURNMENT

DEVELOPMENT AND PLANNING SERVICES

Minutes of a Meeting of the Development and Planning Services Committee of the City of Salmon Arm

December 16, 2024, 8:00 a.m.
Council Chambers of City Hall
500 – 2 Avenue NE, Salmon Arm, BC

COUNCIL PRESENT: Mayor A. Harrison
Councillor K. Flynn
Councillor T. Lavery
Councillor L. Wallace Richmond
Councillor D. Cannon
Councillor S. Lindgren
Councillor D. Gonella

STAFF PRESENT: Chief Administrative Officer E. Jackson
Director of Planning & Community Services G. Buxton
Corporate Officer R. West
Senior Planner C. Larson
Manager of Planning & Building M. Smyrl
Planner A. Jeffrey

Other Staff present: City Engineer J. Wilson

1. CALL TO ORDER

Mayor Harrison called the meeting to order at 8:01 a.m.

2. ACKNOWLEDGEMENT OF TRADITIONAL TERRITORY

We acknowledge that we are gathering here on the traditional territory of the Secwepemc people, with whom we share these lands and where we live and work together.

3. ADOPTION OF AGENDA

Moved by: Councillor Gonella

Seconded by: Councillor Wallace Richmond

THAT: the Agenda be adopted as presented.

Carried Unanimously

4. APPROVAL OF MINUTES

Moved by: Councillor Lindgren

Seconded by: Councillor Flynn

THAT: the Development and Planning Services Committee Meeting Minutes of December 2, 2024 be approved.

Carried Unanimously

5. DISCLOSURE OF INTEREST

6. REPORTS

6.1 Zoning Amendment Application No. 1302

Legal: Lots 1, 2 and 3, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4214

Civic: 560, 580 & 610 Shuswap Street SE

Owner: 1474042 B.C Ltd.

Arun Deo, agent for the owner, was available to answer questions from the Committee.

Moved by: Councillor Lindgren

Seconded by: Councillor Flynn

THAT: the Development and Planning Services Committee recommends to Council that a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning:

1. Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4214 (560 Shuswap Street SE)
2. Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4214 (580 Shuswap Street SE)
3. Lot 3, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4214 (610 Shuswap Street SE)

from R-10 (Residential Zone) to R-5 (High Density Residential Zone);

AND THAT: Final Reading of the Zoning Amendment Bylaw be withheld subject to:

- i. Consolidation of the subject parcels;
- ii. Submission of Traffic Impact Analysis (TIA) completed to the satisfaction of the City Engineer with acknowledgement that the owner/applicant is responsible for any and all off-site improvements recommended by the TIA and the registration of a *Land Title Act*, Section 219 covenant to address the findings and recommendations of the TIA report, and;
- iii. Ministry of Transportation and Transit approval.

Carried Unanimously

6.2 Development Permit Application No. 459

Legal: Lot 3, Section 24, Township 20, Range 10, W6M, KDYD, Plan 1978
Except Plan KAP54560

Civic: 1141 - 18 Street NE
Owner: CanZea Developments Ltd.

Graham Richardson, agent for the applicant, was available to answer questions from the Committee.

Moved by: Councillor Wallace Richmond
Seconded by: Councillor Lavery

THAT: the Development and Planning Services Committee recommends to Council that Development Permit No. 459 be authorized for issuance for Lot 3, Section 24, Township 20, Range 10, W6M, KDYD, Plan 1978 Except Plan KAP54560 (1141 – 18 Street NE) in accordance with Appendix 7 in the report dated December 16, 2024;

AND THAT: Development Permit No. 459 vary Zoning Bylaw No. 2303 as follows:

1. Section 4.12.1(a) – Maximum Permitted Height of a Retaining Wall, 2 m increased to 5.3 m; and
2. Section 9.9.4 – Minimum Setback of Principal Buildings, Exterior Parcel Line, 5 m reduced to 3 m;

AND THAT: Development Permit No. 459 vary Section 4.0 (Works and Services Requirements) of Subdivision and Development Servicing Bylaw No. 4163 to waive the 4.0 metres (13.1 feet) width-of-laneway dedication in exchange for registration of a Road Reserve Covenant at time of subdivision;

AND THAT: A bylaw be prepared for Council’s consideration, adoption of which would authorize the City of Salmon Arm to enter into a housing agreement for rental housing for Lot 3, Section 24, Township 20, Range 10, W6M, KDYD, Plan 1978 Except Plan KAP54560 (1141 – 18 Street NE);

AND FURTHER THAT: Issuance of Development Permit No. 459 be withheld subject to:

1. the Registration of a *Land Title Act* Section 219 Covenant on the Title of the subject parcel restricting residential use on the parcel to Rental Housing;
2. the receipt of the \$500 Required Tree Density Target Fee as per Tree Protection Bylaw No. 4637; and
3. the receipt of an Irrevocable Letter of Credit in the amount of 125% of a landscape estimate.

Carried Unanimously

6.3 Housing Agreement Bylaw

City of Salmon Arm and Crowne Pacific Development Corporation
Legal: Lot A, Section 13, Township 20, Range 10, W6M, KDYD, Plan 12005 and
Lot 1, Section 13, Township 20, Range 10, W6M, KDYD, Plan 12198
Civic Address: 821 and 861 28 Street NE

Councillor Cannon joined the meeting at 8:44 a.m.

Moved by: Councillor Flynn
Seconded by: Councillor Wallace Richmond

THAT: the Development and Planning Services Committee recommends to Council that a bylaw be prepared for Council's consideration, adoption of which would authorize the Mayor and Corporate Officer to enter into a Housing Agreement for the proposed development to be located at Lot A, Section 13, Township 20, Range 10, W6M, KDYD, Plan 12005, and Lot 1, Section 13, Township 20, Range 10, W6M, KDYD, Plan 12198 (821 & 861 - 28 Street NE);

AND THAT: the Housing Agreement for purpose built rentals include the following terms:

- i. be enforceable for a period of no less than 25 years from the date of occupancy; and
- ii. registration of the a *Land Title Act Section 219* covenant, prohibiting use of the property except as permitted by the Housing Agreement.

Amendment:
Moved by: Councillor Wallace Richmond
Seconded by: Councillor Flynn

THAT: the Housing Agreement for purpose built rentals include the following terms:

- i. be enforceable for a period of no less than 15 years from the date of occupancy.

Opposed (2): Councillor Lavery, and Councillor Lindgren

Carried

Moved by: Councillor Flynn
Seconded by: Councillor Wallace Richmond

THAT: the Development and Planning Services Committee recommends to Council that a bylaw be prepared for Council's consideration, adoption of which would authorize the Mayor and Corporate Officer to enter into a Housing Agreement for the proposed development to be located at Lot A, Section 13, Township 20, Range 10, W6M, KDYD, Plan 12005, and Lot 1, Section 13, Township 20, Range 10, W6M, KDYD, Plan 12198 (821 & 861 - 28 Street NE);

AND THAT: the Housing Agreement for purpose built rentals include the following terms:

- i. be enforceable for a period of no less than 15 years from the date of occupancy; and
- ii. registration of the a *Land Title Act Section 219* covenant, prohibiting use of the property except as permitted by the Housing Agreement.

Opposed (1): Councillor Lavery

Carried

6.4 Agricultural Land Commission Application No. 422

Subdivision - Road Dedication
Civic: 1451 Shuswap Street SW
Owner: D. and D. Dochstader

Moved by: Councillor Gonella
Seconded by: Councillor Wallace Richmond

THAT: the Development and Planning Services Committee recommends that Council authorize the Agricultural Land Commission Application No. 428 for submission to the Agricultural Land Commission for the land legally described as Lot 1, Plan KAP14458, Township 20, Range 10, W6, KDYD (1451 Shuswap Street SW).

Carried Unanimously

7. FOR INFORMATION

7.1 Official Community Plan Process Update

For information.

8. IN-CAMERA

Moved by: Councillor Flynn
Seconded by: Councillor Gonella

THAT: pursuant to Section 90(1)(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public; of the Community Charter, Council move In-Camera.

Carried Unanimously

9. ADJOURNMENT

There being no further business on the agenda, the meeting adjourned at 10:18 a.m.

MAYOR, A. HARRISON



REQUEST FOR DECISION

To: Development & Planning Services Committee

Title: Zoning Amendment Application No. 1303

Legal: Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4136, Except Plans B6340 & KAP71233
Civic: 680 10 Street SW
Owner: A., G. & G. Walters
Agent: G. Arsenault

Date: January 20, 2025

Executive Summary/Purpose:

To rezone the subject parcel from the R-10 (Residential) Zone to the R-5 (High Density Residential) Zone to construct a multi-family residential development.

Motion for Consideration:

THAT: a bylaw be prepared for Council's consideration, adoption of which would amend Zoning Bylaw No. 2303 by rezoning Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4136, Except Plans B6340 & KAP71233 (680 10 Street SW) from R-10 (Residential) to R-5 (High Density Residential);

AND THAT: Final Reading of the Zoning Amendment Bylaw be withheld subject to:

- i. lot consolidation with the parcel of land legally described as Lot 1, Section 14, Township 20, Range 10, W6M, KDYD, Plan 2016, Except Plan KAP71234 (710 10 Street SW); and
- ii. Ministry of Transportation and Transit approval.

Staff Recommendation:

THAT: the Motion for Consideration be adopted.

Proposal:

This proposal is to rezone the subject parcel from the R-10 (Residential) Zone to the R-5 (High Density Residential) Zone to allow construction of a multi-family residential development.

Background:

The subject property is located at 680 10 Street SW (Appendices 1, 2 & 3). The subject property is designated High Density Residential (HR) in the City's Official Community Plan (OCP) and zoned R-10 (Residential) in the Zoning Bylaw (Appendices 4 & 5). The subject parcel, once

consolidated with 710 10 Street SW, would be approximately 0.29 ha (0.72 ac) in area. A single-family dwelling currently exists on each of the parcels.

A proposed site plan is attached as Appendix 6. Site photos are attached as Appendix 7.

Adjacent land uses include the following:

North:	Single-Family Dwelling	R-14 (Compact/Strata Multi-Family)
South:	Single-Family Dwelling	R-5 (High Density Residential)
East:	Single-Family Dwelling	R-14 (Compact/Strata Multi-Family)
West:	Vacant	C-3 (Service Commercial)

The maximum density permitted in the R-10 zone is 4 units. The maximum density in the R-5 zone is 100 units per ha or 130 units per ha if amenities are provided. Once combined with the parcel at 710 10 Street SW, a maximum of 29-37 units could be permitted, subject to setbacks, height, and parcel coverage.

Relevant Policy(ies):

The subject property is located in an appropriate location for high density housing forms. OCP Policy 8.3.19 encourages residential developments and subdivisions to meet the following criteria:

- a. good access to transportation routes, including transit, trails and sidewalks, and roads;
- b. good access to recreation, parks, and open space;
- c. good access to community services, e.g. commercial uses, library, post office;
- d. sufficiently removed from incompatible land uses to ensure the health, safety, and welfare of the residents; and
- e. capable of being serviced with municipal, private, and Crown utilities including fire protection, in accordance with City standards and specifications.

The location of this proposal meets the above criteria.

OCP Policy 8.3.1 encourages new residential developments within the Urban Containment Boundary that create a mix of residential housing types and densities. Supporting this zoning amendment will allow for multi-family dwellings in this area and could diversify the housing stock. OCP Policy 8.2.3 encourages residential development that will support strong neighbourhoods in compact communities. The increased density supported in the R-5 Zone will enable more residents to have better access to services.

The proposal generally aligns with the strategic themes identified in the Salmon Arm Community Housing Strategy considering density and diversity that fits with the character of the community.

Future development will require a Residential Development Permit as per OCP Policy 8.3.3 and as outlined in section 8.4 of the OCP, prior to the issuance of a Building Permit. At the time of Development Permit, site access, building massing, form and character, and landscaping will be reviewed.

Referral Comments:

Fire Department

No concerns.

Building Department

N/A

Engineering Department

The Engineering Department does not have any concerns related to the rezoning. Engineering comments concerning future subdivision or development are attached as Appendix 8.

Other

Ministry of Transportation and Transit (MoTT)

Preliminary Approval is granted for the rezoning for one year pursuant to section 52(3)(a) of the Transportation Act.

Table 1: Zone Comparison

<u>Regulation</u>	<u>R-10</u>	<u>R-5</u>
Purpose	Ground-oriented small scale residential use comprising of single family dwellings and duplexes, either with or without secondary suites and detached accessory dwelling units	High density multiple family residential development
Residential Permitted Uses	Single family dwelling Duplex Secondary suite Accessory dwelling unit	Duplex Triplex Multiple family dwellings Secondary suite Assisted living housing
Maximum Number of Dwelling Units/Density	4	100/ha (max. 130/ha with amenities or for assisted living housing)
Minimum Parcel Area	450m ²	775m ²
Minimum Parcel Width	14m	30m
Maximum Parcel Coverage	45%	55% (70% if all required parking, except visitor parking, is provided underground)
Minimum Permeable Surface Parcel Coverage	40%	Reviewed through DP
Minimum Number of Parking Spaces per Dwelling Unit	Single family dwelling – 2 Duplex – 2 Secondary suite – 1 Accessory dwelling unit – 1	1.25
Maximum Principal Building Height	10m	12m (15m with amenities)
Principal Building Front Setback	6m	5m
Principal Building Rear Setback	6m	5m
Principal Building Interior Side Setback	1.5m	2.4m

Principal Building Exterior Side Setback	6m	5m
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Planning Department

The subject property does not meet the minimum parcel width in the R-5 Zone (30 m). However, if consolidated with the parcel at 710 10 Street SW, the consolidated parcel would meet the requirements of the R-5 Zone (Appendix 9) with respect to minimum lot area and width. The consolidation would also allow for more options for the layout of buildings given the setbacks and parking requirements. Given that the proposed rezoning is consistent with the OCP staff are supportive of the application, subject to lot consolidation with the parcel at 710 10 Street SW.

Financial Considerations:

N/A

Committee Recommendations:

N/A

Public Consultation:

Pursuant to the Local Government Act and the Zoning Bylaw, notices are mailed to land owners and occupiers within a 30 m radius of the application. Newspaper ads are placed in two editions of the local paper. The notices outline the purpose of the proposal. Pursuant to Section 464(2) and 467(2) of the Local Government Act, a Public Hearing cannot be held for this proposal. Written submissions received prior to First Reading of the Bylaw are posted on the City website with the Bylaw and staff report.

Alternatives & Implications:

N/A

Prepared by: Planner II

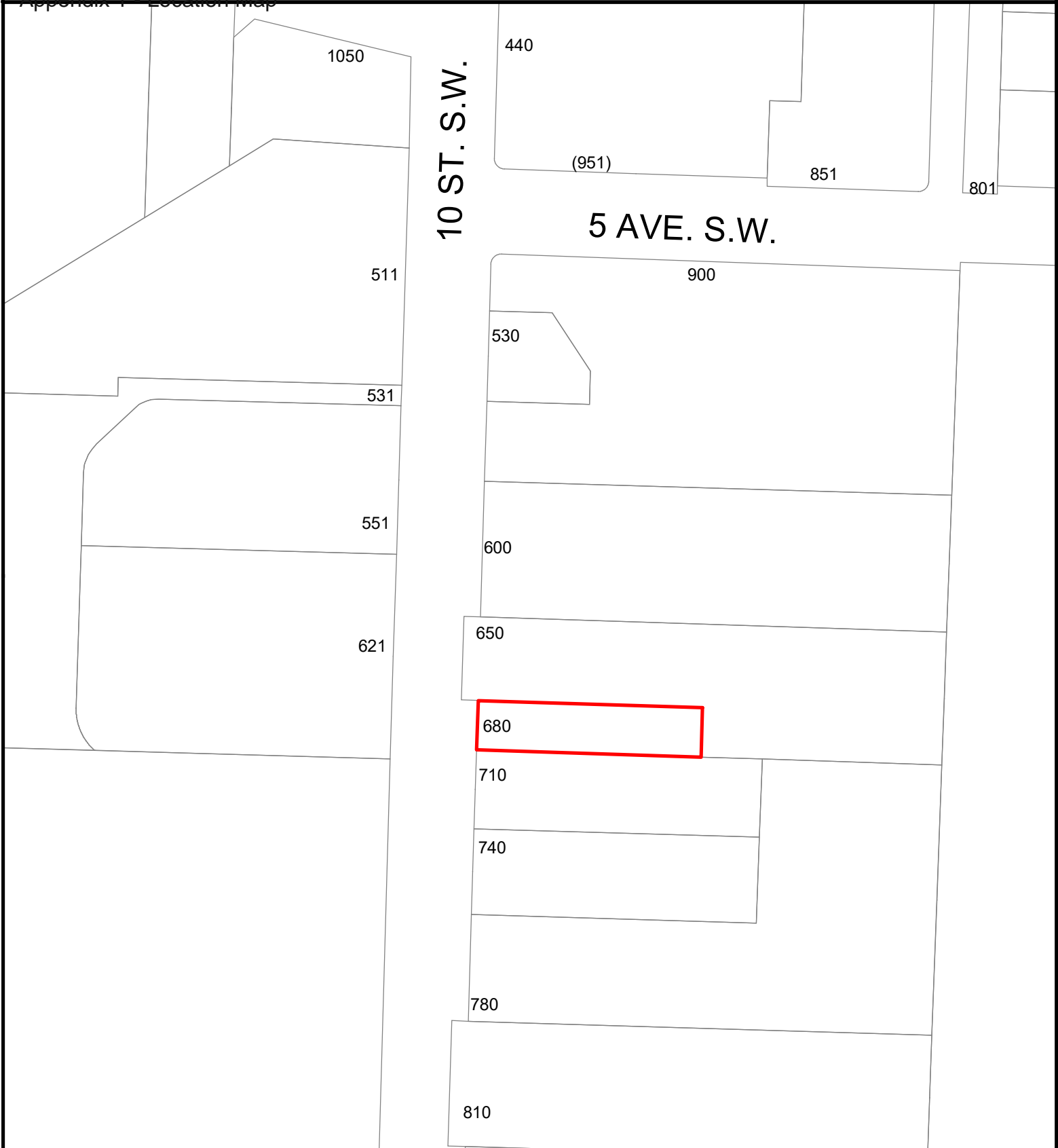
Reviewed by: Manager of Planning & Building



Reviewed by: Director of Planning & Community Services

Approved by: Chief Administrative Officer

Attachments:

- Appendix 1 – Location Map
- Appendix 2 – Ortho Map
- Appendix 3 – Subject Property
- Appendix 4 – OCP Map
- Appendix 5 – Zoning Map
- Appendix 6 – Site Plan
- Appendix 7 – Site Photos
- Appendix 8 – Engineering Comments
- Appendix 9 – R-5 Zone



-  Parcels
-  Subject Parcel



Parcels



Subject Parcel



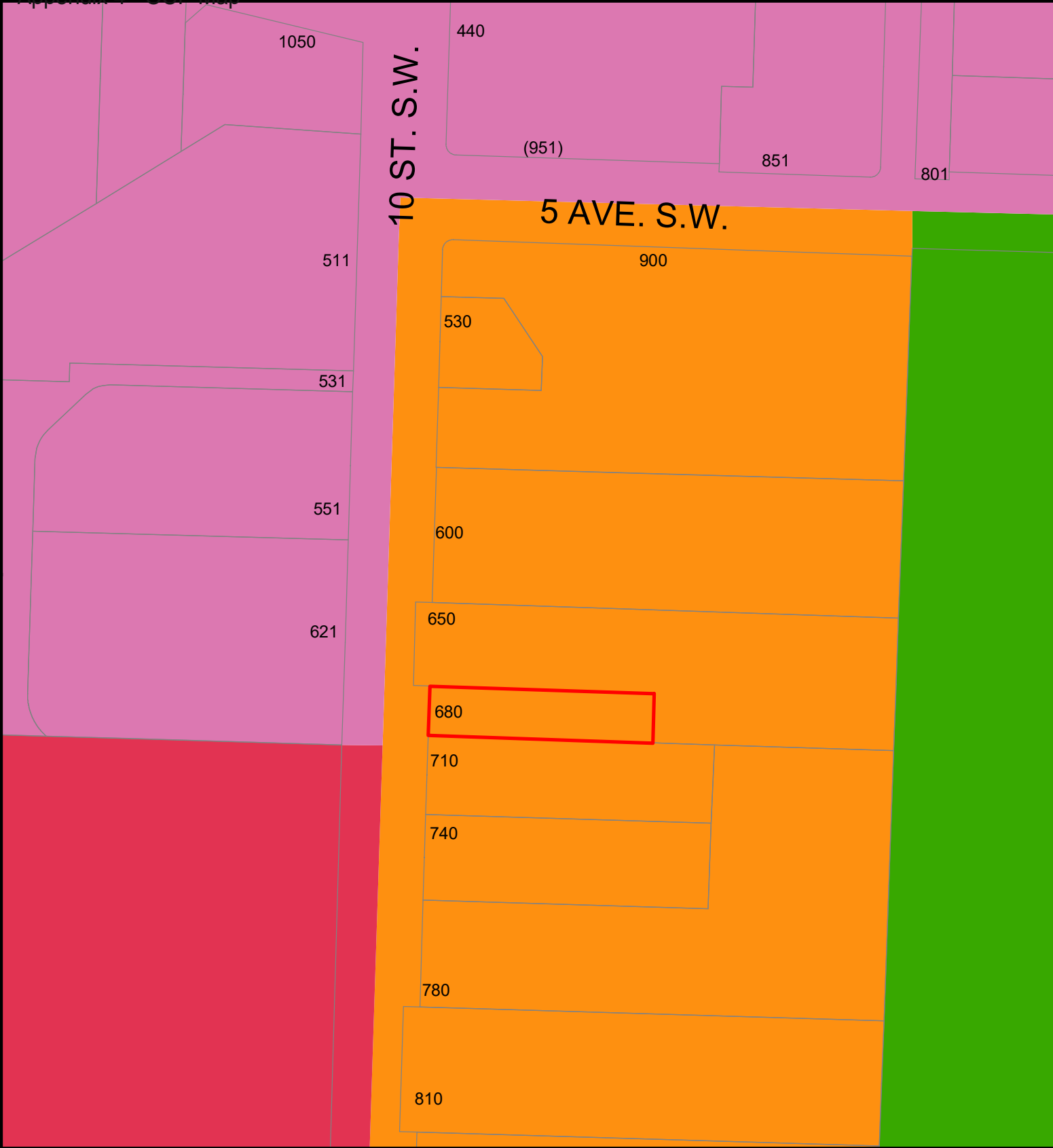
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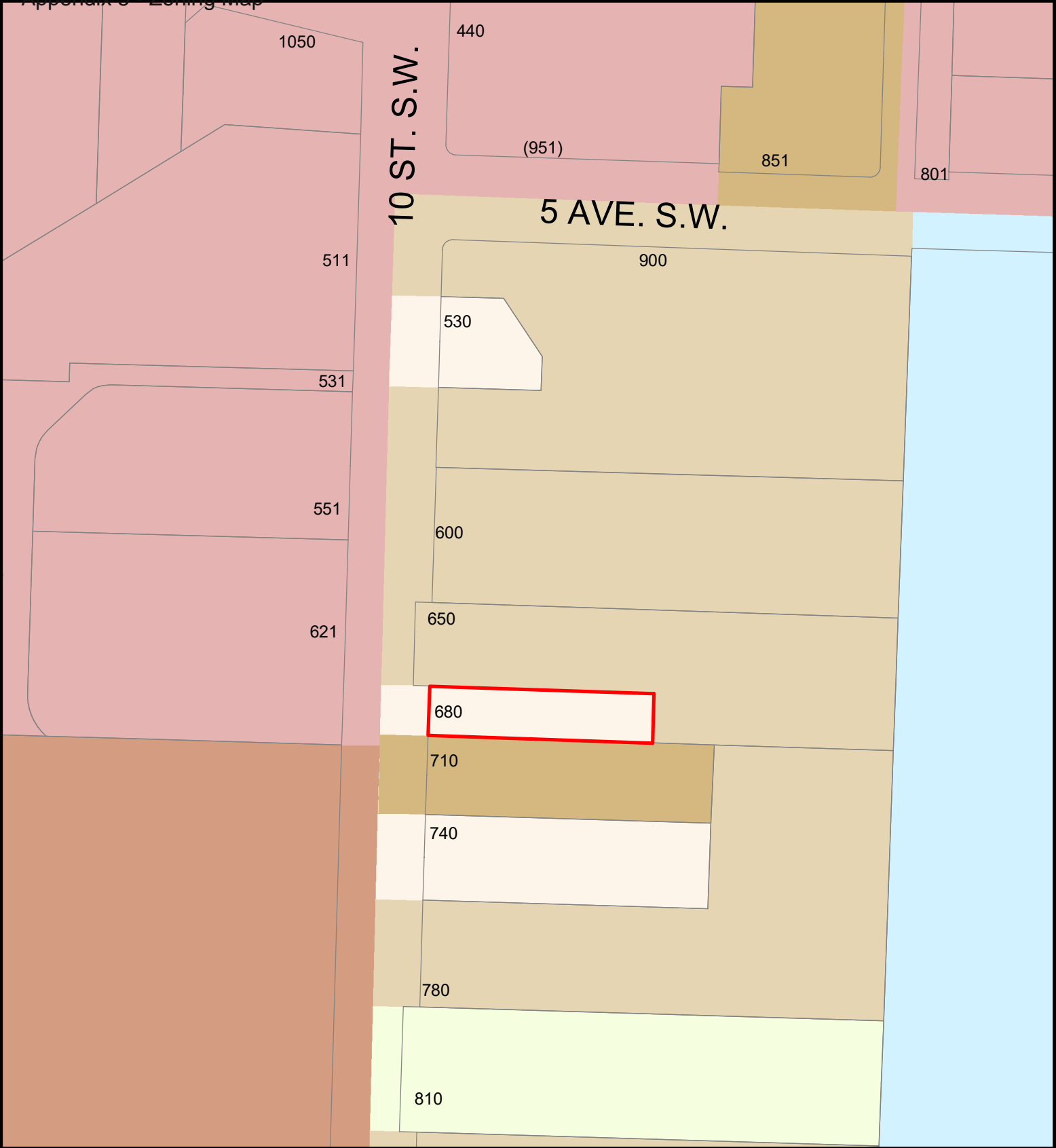
Parcels



Subject Parcel



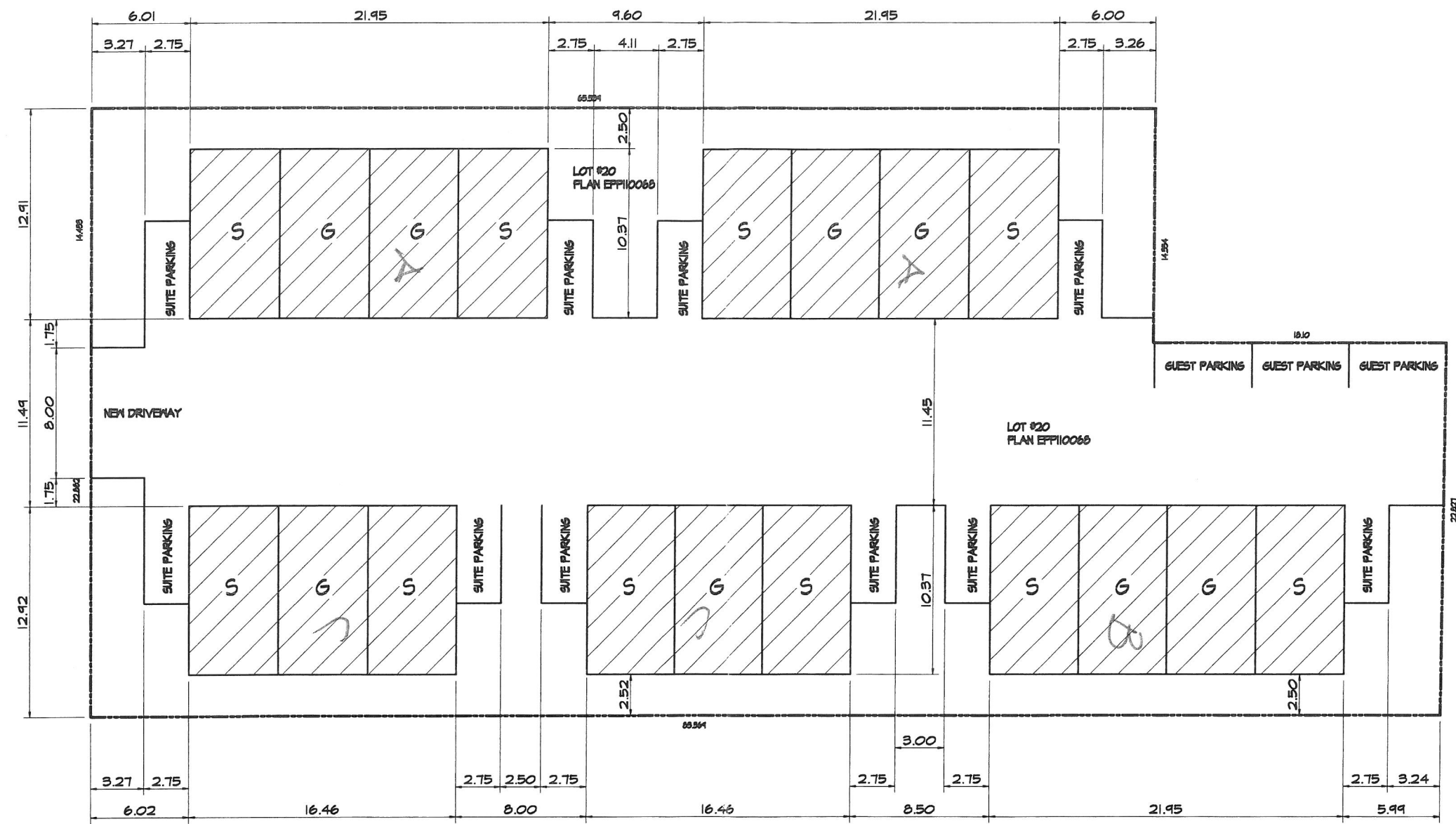
- Parcels
- Subject Parcel
- Park
- Residential - High Density
- Commercial - City Centre
- Commercial - Highway Service / Tourist



	Parcels		C-3		R-5
	Subject Parcel		C-7		R-10
			CD-1		R-14
			P-1		



10TH STREET S. W.



SITE PLAN

1 : 150

- (3) BEDROOM PLUS GARAGE UNITS = 8 UNITS
- (2) BEDROOM AND NO GARAGE UNITS = 10 UNITS
- (1) BEDROOM SUITES = 10 UNITS

- TOTAL NUMBER OF UNITS = 28 UNITS**



GREEN EMERALD INVESTMENTS INC.
 2100 - 45TH AVE. N. E.
 SALMON ARM, B. C.
 V1E 2A5
 TEL: 250-852-5655
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REVISION NO.	DATE	DESCRIPTION

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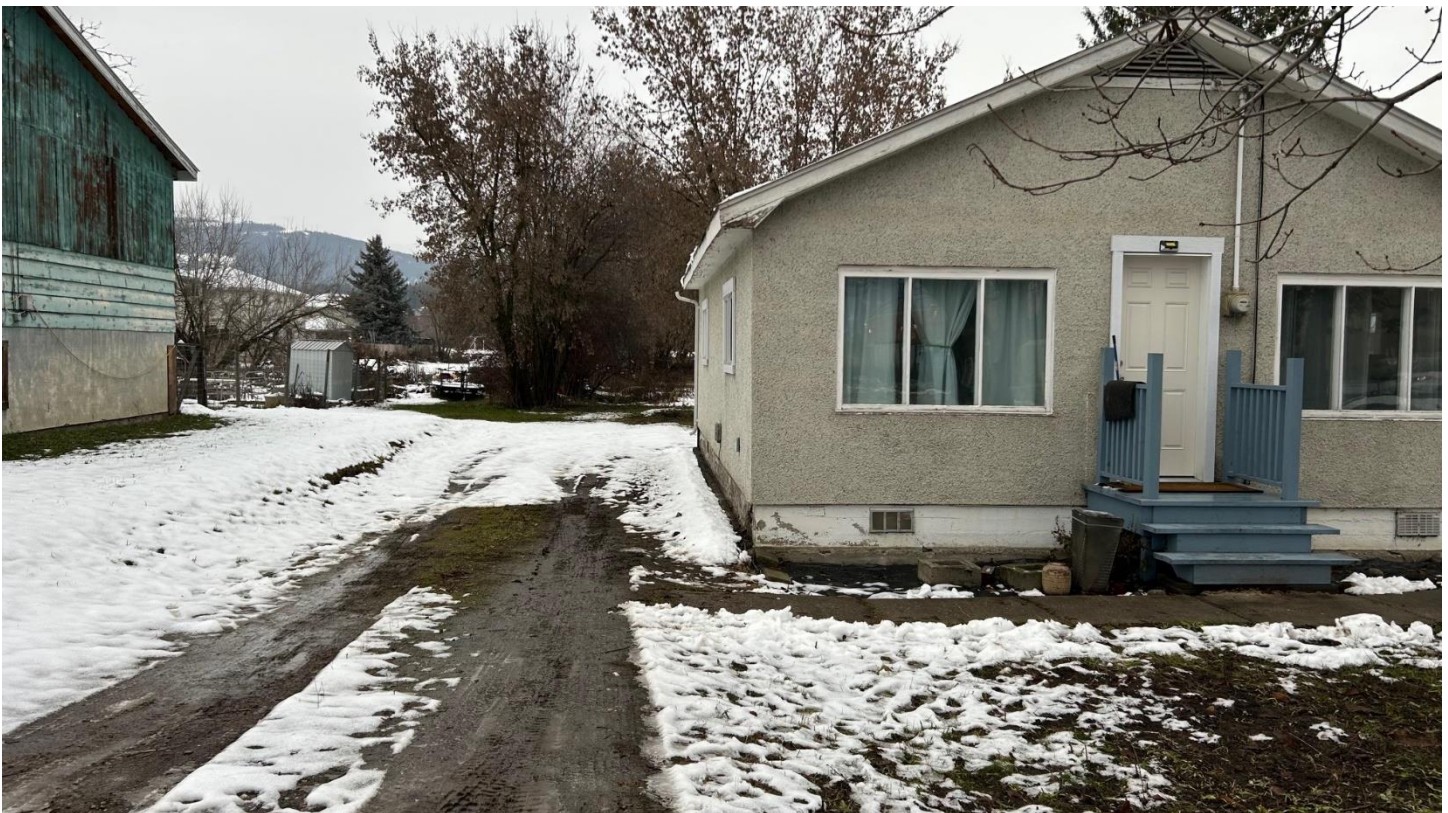


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CLIENT: GREEN EMERALD CONSTRUCTION
 710 - 10TH STREET S. W., SALMON ARM, B. C.
 SCALE: 1:50M
 DATE: SEPT. 04/2024
 PROJECT: NEW 4PLEX DEVELOPMENT
 DRAWING DESCRIPTION: SITE PLAN
 DRAWN BY: R.P.
 REVISION NO.
 DRAWING NO: 24-036-02



View of subject property looking southeast from 10 Street SW



View of subject property looking east from edge of subject property



Looking south from subject property



Looking north from subject property



TO: Gary Buxton, Director of Planning
DATE: December 10, 2024
PREPARED BY: Chris Moore, Engineering Assistant
OWNER: Alun, Glyn & Gwilym Walters, 1980 10 Street SW Salmon Arm, BC V1E 1T9
APPLICANT: **Gary Arsenault**, 2100 45 Avenue NE Salmon Arm, BC V1E 2A3
LEGAL: Lot 2, Section 14, Township 20, Range 10, W6M, KDYD, Plan 4136, Except Plans B6340 & KAP71233
CIVIC: **680 - 10 Street SW**
SUBJECT: **ZONING AMENDMENT APPLICATION FILE NO. ZON- 1303**

Further to your referral dated October 25, 2024 we provide the following servicing information. **The following comments and servicing requirements are not conditions for Rezoning; however, these comments are provided as a courtesy in advance of any development proceeding to the next stages:**

Engineering Department does not have any concerns related to the Re-zoning and recommends that it be approved.

Comments are based on the Development as proposed in the referral. If the development plans for the property change significantly, comments below may change

General:

1. Full municipal services are required as noted herein. Owner / Developer to comply fully with the requirements of the Subdivision and Development Services Bylaw No 4293. Notwithstanding the comments contained in this referral, it is the applicant's responsibility to ensure these standards are met.
2. Comments provided below reflect the best available information. Detailed engineering data, or other information not available at this time, may change the contents of these comments.
3. Properties shall have all necessary public infrastructure installed to ensure properties can be serviced with underground electrical and telecommunication wiring upon development.
4. Property under the control and jurisdiction of the municipality shall be reinstated to City satisfaction.
5. Owner / Developer will be responsible for all costs incurred by the City of Salmon Arm during construction and inspections. This amount may be required prior to construction. Contact City Engineering Department for further clarification.
6. Erosion and Sediment Control (ESC) measures will be required prior to the commencement of construction. ESC plans to be approved by the City of Salmon Arm.
7. At the time of building permit the applicant will be required to submit for City review and approval a detailed site servicing / lot grading plan for all on-site (private) work. This plan will show such items as parking lot design, underground utility locations, pipe sizes, pipe elevations, pipe grades, catchbasin(s), control/containment of surface water, contours (as required), lot/corner elevations, impact on adjacent properties, etc.

8. For the off-site improvements at the time of building permit the applicant will be required to submit for City review and approval, detailed engineered plans for all off-site construction work. These plans must be prepared by a qualified engineer. As a condition of building permit approval, the applicant will be required to deposit with the City funds equaling 125% of the estimated cost for all off-site construction work.

Roads / Access:

1. 10 Street SW, on the subject property's western boundary, is designated as an Urban Collector Road standard, requiring 20.0m road dedication (10.0m on either side of road centerline). Available records indicate that no additional road dedication is required (to be confirmed by a BCLS).
2. 10 Street SW is currently constructed to an Interim Local Collector Road standard. Upgrading to the current Urban Collector Road standard is required, in accordance with Specification Drawing No. RD-3. Upgrading may include, but is not limited to, Multiuse Path, boulevard construction, street lighting and one fire hydrant. Owner / Developer is responsible for all associated costs.

Water:

1. The subject property fronts a 250mm diameter Zone 1 watermain on 10 Street SW. No upgrades will be required at this time.
2. The proposed development is to be serviced by a single metered water service connection (as per Specification Drawing No. W-10), adequately sized to satisfy the proposed use. Water meter will be supplied by the City at the time of subdivision, at the Owner / Developer's cost. Owner / Developer is responsible for all associated costs.
3. Bare Land Strata developments with ground oriented access have the option of a bulk water meter installed at property line at time of subdivision with invoicing to the Strata Corporation or individual strata lot metering with invoicing to each strata lot (currently on an annual flat rate). To qualify for the second option each unit requires a separate outside water service shut-off connected to the onsite private water main. Contact Engineering Department for more information. All meters will be provided at time of building permit by the City, at the owner/developers cost.
4. Records indicate that the existing property is serviced by a 19mm service from the 250mm diameter watermain on 10 Street SW. All existing inadequate / unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
5. The subject property is in an area with sufficient fire flows and pressures according to the 2011 Water Study (OD&K 2012).
6. Fire protection requirements to be confirmed with the Building Department and Fire Department.

7. Fire hydrant installation will be required. One additional fire hydrant is required to meet the medium density spacing requirements of 90 meters.

Sanitary:

1. The subject property fronts a 200mm diameter sanitary sewer on 10 Street SW. No upgrades will be required at this time.
2. The proposed development is to be serviced by a single sanitary service connection adequately sized (minimum 100mm diameter) to satisfy the servicing requirements of the development.
3. Records indicate that the existing property is serviced by a 100mm service from the sanitary sewer on 10 Street SW. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
4. The subject property is in an area with no current sanitary capacity concerns according to the City Sanitary Study (Urban Systems 2016).

Drainage:

1. The subject property fronts a 375mm diameter storm sewer on 10 Street SW. No upgrades will be required at this time.
2. Records indicate that the existing property is not serviced by storm service. All existing inadequate/unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.
3. There are existing capacity concerns in the 10 Avenue SW storm sewer from 10 Street SW to the TCH. Onsite retention of the 25 year post development flows and release at 5 year pre-development flows will be required.
4. An Integrated Stormwater Management Plan (ISMP) conforming to the requirements of the Subdivision and Development Servicing Bylaw No. 4293, Schedule B, Part 1, Section 7 shall be provided.
5. Where onsite disposal of stormwater is recommended by the ISMP, an "Alternative Stormwater System" shall be provided in accordance with Section 7.2.
6. Where discharge into the Municipal Stormwater Collection System is recommended by the ISMP, this shall be in accordance with Section 7.3. The proposed parcel(s) shall be serviced (each) by a single storm service connection adequately sized (minimum 150mm) to satisfy the servicing requirements of the development. Owner / Developer's engineer may be required to prove that there is sufficient downstream capacity within the existing City Storm System to receive the proposed discharge from the development. All existing inadequate /

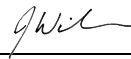
unused services must be abandoned at the main. Owner / Developer is responsible for all associated costs.

Geotechnical:

1. A geotechnical report in accordance with the Engineering Departments Geotechnical Study Terms of Reference for: Category A (Building Foundation Design) and Category B (Pavement Structural Design), is required.



Chris Moore
Engineering Assistant



Jenn Wilson P.Eng.
City Engineer

SECTION 10 - R-5 - HIGH DENSITY RESIDENTIAL ZONE**Purpose**

- 10.1 The purpose of the R-5 Zone is to provide for high *density, multiple family residential development* in selected locations throughout the *Municipality*. New *developments* zoned R-5 shall be required to obtain a *Development Permit* as per the requirements of the *Official Community Plan*, and shall comply with the provisions of the ***Fire Services Act, British Columbia Building Code***, and other applicable legislation. #2789

Regulations

- 10.2 On a *parcel zoned R-5*, no *building or structure* shall be constructed, located or altered and no plan of subdivision approved which contravenes the regulations set out in the *R-5 Zone* or those regulations contained elsewhere in this Bylaw.

Permitted Uses

- 10.3 The following uses and no others are permitted in the R-5 Zone:

- .1 *assisted living housing*; #4336
- .2 *boarders*, limited to two;
- .3 *boarding home*; #2789
- .4 *commercial daycare facility*;
- .5 *dining area*; #4336
- .6 *duplex*; #4421
- .7 *home occupation*; #2782
- .8 *multiple family dwellings*;
- .9 *public use*;
- .10 *public utility*;
- .11 *rooming house*; #2789
- .12 *triplex*; #3286
- .13 *secondary suite* #4579
- .14 *accessory use*.

Maximum Height of Principal Building

- 10.4 The maximum *height* of the *principal buildings* shall be 12.0 metres (39.4 feet). This may be increased to 15.0 metres (49.2 ft.), via the Development Permit process, if any of the special amenity(ies) in Table 3 are provided.

Maximum Height of Accessory Building

- 10.5 The maximum *height* of an accessory *building* shall be 6.0 metres (19.7 feet).

Maximum Parcel Coverage

- 10.6
- .1 The total maximum *parcel coverage* for *principal and accessory buildings* shall be 55% of the *parcel area*, of which 10% shall be the maximum parcel coverage for *accessory buildings*. #2811
 - .2 The above *parcel coverage* may be increased to 70% of the *parcel area* if all requisite parking, except for visitors, is provided underground.

Minimum Parcel Area

- 10.7 The minimum *parcel area* shall be 775.0 square metres (8,342.3 square feet).

Minimum Parcel Width

- 10.8 The minimum *parcel width* shall be 30.0 metres (98.5 feet).

Minimum Setback of Principal Buildings

- 10.9 The minimum *setback* of *buildings* from the:
- .1 *Front parcel line* shall be 5.0 metres (16.4 feet)
 - .2 *Rear parcel line* shall be 5.0 metres (16.4 feet)
 - .3 *Interior side parcel line* shall be 2.4 metres (7.8 feet)
 - .4 *Exterior side parcel line* shall be 5.0 metres (16.4 feet)
 - .5 Refer to Section 4.9 for "Special Building Setbacks" which may apply. #2811

SECTION 10 - R-5 - HIGH DENSITY RESIDENTIAL ZONE - CONTINUED

Minimum Setback of Accessory Buildings

10.10 The minimum *setback* of accessory *buildings* from the:

- .1 *Front parcel line* shall be 5.0 metres (16.4 feet)
- .2 *Rear parcel line* shall be 1.0 metre (3.3 feet)
- .3 *Interior side parcel line* shall be 1.0 metre (3.3 feet)
- .4 *Exterior side parcel line* shall be 5.0 metres (16.4 feet)
- .5 Refer to "Pound and Animal Control Bylaw" for special setbacks which may apply. #2811

Maximum Density

Note: The following *density* provisions are based on the *gross parcel area*. Parking requirements, *setback* requirements, road dedication, etc. have not been taken into consideration.

10.11

- .1 The maximum *density* shall be a total of 100 *dwelling units* or *sleeping units* per hectare (40.5 *dwelling units* or *sleeping units* per acre). #2789
- .2 Notwithstanding Section 10.11.1, the maximum *density* in the R-5 Zone may be increased to a maximum of 130 *dwelling units* per hectare (52.6 units per acre) in accordance with Table 3. In Table 3, Column I sets out the special amenity to be provided and Column II sets out the added *density* assigned for each amenity.
- .3 Notwithstanding Section 10.11.1, the maximum *density* in the R-5 Zone may be increase to a maximum of 130 *dwelling units* per hectare (52.6 units per acre) for the provision of *Assisted Living Housing*. #4336

TABLE 3

COLUMN I SPECIAL AMENITY TO BE PROVIDED	COLUMN II ADDED DENSITY
1. Provision of each dwelling unit which caters to the disabled (e.g. wheelchair access)	<input type="checkbox"/> 2 units per hectare (0.8 units per acre)
2. Provision of <i>commercial daycare facility</i> 7 - 10 children 11 - 15 children 16 or more children	<input type="checkbox"/> 4 units per hectare(1.2 units per acre) <input type="checkbox"/> 6 units per hectare(1.6 units per acre) <input type="checkbox"/> 8 units per hectare(2.8 units per acre)
3. Provision of below <i>grade</i> or parkade type parking for at least 50% of the required off street parking	<input type="checkbox"/> 10 units per hectare (4.0 units per acre)
4. Provision of each rental <i>welling unit</i>	<input type="checkbox"/> 2 units per hectare (0.8 units per acre)
5. Provision of affordable rental <i>dwelling units</i> in accordance with special agreement under Section 904 #3218	<input type="checkbox"/> 5 units per hectare (2.0 units per acre)

Parking

10.12 Parking shall be required as per Appendix I.

INFORMATION ONLY

To: Mayor & Members of Council

Title: Director of Planning & Community Services – Official Community Plan Review Update

Date: January 20, 2025

Background:

The intent of this report is to review the latest draft of the Official Community Plan (OCP) prior to it being subject to further public engagement. There will be one final round of public engagement prior to the revised OCP bylaw being presented to Council for readings.



The process of the review of the Official Community Plan has now concluded 3 of the 4 planned phases, which began in the Fall of 2023 with initial project planning and consultant selection. Phase 1 consisted of a City hosted online survey, while Phase 2 employed a second online survey (60 responses), stakeholder workshops and an “ideas fair.”

A summary of the Phase 3 public engagement activities largely in October and November (which reached 600 unique individuals (or about 4% of the City population) include:

- Public Survey (#3) – 441 respondents
- OCPizza parties – 66 participants
- 5 youth class / group sessions
- 3 separate stakeholder sessions
- 3 public pop-up events

The Phase 3 summary findings include (see the Engagement Summary Report, p. 46 onwards for more details):

<ul style="list-style-type: none"> • Support for increased height (>6 storeys) was limited to the Downtown area • Support for mixed use across the community • Support for farm and farmland protection • Support for food security policies • Support for improved and new recreational facilities • Support for following Intergovernmental Panel on Climate Change (IPCC) direction on greenhouse gas emissions • Support for policy around First Nations and reconciliation • Support for continued active transportation improvements
<ul style="list-style-type: none"> • Increased support for climate action policy • Increasing housing diversity and improving affordability
<ul style="list-style-type: none"> • General support for the growth management and housing policy provisions • General support for industrial and economic development policy provisions • General support for community services and arts / cultural policy provisions • Continuing to build within the already developed areas of the community
<ul style="list-style-type: none"> • Concern with proposed ALR exclusions • Improved transit services

Through engagement, no significant negative attention or opposition arose, other than the policy proposals regarding Agricultural Land Reserve (ALR) exclusions. The engagement also revealed the following suggested implementation priority list:

- New / improved recreational facilities
- Active transportation
- Transit
- Climate change / emissions

Staff have subsequently drafted a new document based on the feedback received during Phase 3. There were many changes made to the document; some of the more significant or relevant changes include:

A new Introductory Section that outlines the purpose of an OCP.	
<p>New Vision and Objectives Section. The Vision is developed largely and updated from the Vision contained in the current OCP. Over-Arching Community Themes and Objectives are provided and defined (these are derived from the Phase 2 engagement results and built on here):</p> <ul style="list-style-type: none"> ○ Balanced Growth ○ Connectivity ○ Sustainability ○ Affordability ○ Safety 	

○ Community Vibrancy	
New First Nations Section (#3) that provides recognition and acknowledgement of a number of issues, but at present contains no policy provisions. Staff continue to work directly with First Nations partners on this. Policy would be added as an amendment at a future date.	
Section #4 – Growth Management – the ALR “island” is withdrawn from consideration for exclusion and now it’s only possible for that process to start once substantial parts of Areas A & B are developed. The “island” is no longer shown on the mapping.	Policy #6 on Page 12
A list of neighbourhood plans that will need to be undertaken to provide area specific policy in particular circumstances.	Policy #10 on Page 13
A number of new policies in the Urban Residential section that seek to address affordability.	Policies 11, 12 & 13 on Page 16
Specific policy directing a rezoning of the high density residential area that was subject of the Complete Community Study.	Policy #5 of Page 17
Subsection in the Rural and Agriculture Section specific to identifying and addressing Food Security issues.	Page 23
Policy section dedicated to the industrial expansion area north of the airport.	Page 31-32
Environment: public engagement supported following the IPCC greenhouse gas emissions targets. The policy as crafted support the IPCC emissions targets to achieve 2.0°C of warming, not 1.5°C of warming. The most recent IPCC report indicates that extraordinary actions including carbon capture are now needed to meet the 1.5°C threshold.	Page 36
Community and Social Services are their own section now, separated from Arts, Culture and Heritage.	Previously all in one large section
Advanced road plans for future road needs are identified in the mapping and policy created.	Policies 5 and 6, Page 54
Implementation: this section distills all the initiatives outlined previously in the preceding policy and assigns a level of difficulty and considers some existing projects and logistical limitations and connections between projects. It also considers the priority proposed from the public engagement process. A one-page implementation priority list over the next 5 years is included.	Page 65 Page 69

Next Steps

Phase 4 engagement activities planned in February include a webinar and two open houses. Once accepted, the revised draft will be placed on the City’s website, and we will start actively seeking comment on the revised draft. Once the open houses are completed, a final draft will be

created and presented to Council for review before the formal bylaw is created, and the public hearing process is initiated.

Legislative authority / plans / reports:

X	Official Community Plan		Master Plan
X	Local Government Act – Section 471		Other
	Bylaw/Policy		Corporate Strategic Plan
	Zoning Bylaw		2024-2028 Financial Plan
			Long Term Financial Plan

Financial Considerations:

The project is on budget. The budget for the project was established by Council at \$200,000, and current expenses amount to approximately \$128,000.00.

Alternatives & Implications:

1. Information Only – No Motion Required.

The Committee could refer the OCP back to staff if there are elements of the document that they are not comfortable being reviewed further in a public process.

Communication:

There is an ongoing plan for continued engagement on the OCP review as noted above. The webinar is planned for Thursday, February 20, 2025, the open houses on Thursday, February 27, 2025 (18:00 – 21:00) and again on Saturday, March 1, 2025 (11:00 – 14:00). More details on times for the session will be forthcoming.

Prepared by: Director of Planning & Community Services

Approved by: Chief Administrative Officer

Attachments:

- Draft Official Community Plan (Jan. 2025)
- OCP Mapping
- Engagement Summary Report – December 2024

CITY OF SALMON ARM OFFICIAL COMMUNITY PLAN UPDATE ENGAGEMENT SUMMARY REPORT - DECEMBER 2024



Prepared by:
MODUS Planning, Design & Engagement

ACKNOWLEDGEMENTS

The City of Salmon Arm acknowledges the traditional territory of the Secwepemc people, with whom we share these lands and where we live and work together.

MODUS respectfully acknowledges that our office is located on the unceded and occupied lands of the x^wməθk^wəyəm (Musqueam), Skwxwú7mesh (Squamish) and səfilwətaʔt (Tsleil-Waututh) Nations.

The City of Salmon Arm and MODUS extend gratitude to all community members, organizations and government agencies who shared their time, experience, and knowledge with the project team. A special thank you to the Community Ambassadors for helping to lead the engagement efforts, and to the community organizations who welcomed us into their programming.

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1. INTRODUCTION

The City of Salmon Arm is reviewing and updating its Official Community Plan (OCP). An OCP sets out a broad, long-range vision for the community. It guides land use decisions and includes supporting objectives and policies for a range of topics like housing, transportation, parks, agriculture, and community services, among others.

The current OCP was adopted in 2011 and is now being updated to ensure the Plan reflects community priorities and trends, and allows the City to adapt to challenges and opportunities that lie ahead.

Since January 2024, the project team (including City staff and consultant team) has been engaging with community members, organizations and interest holders

Distinct engagement processes are being undertaken directly with both the Adams Lake Indian Band and Neskonlith Indian Band to understand their priorities and visions for the future, and how their interests can best be respected in the revised OCP. The results of these engagement efforts are ongoing and are not represented here.

This document provides a summary of what we heard during the first two phases of the project. It highlights a wide variety of interests and perspectives from across Salmon Arm. At the end of each round of engagement, we will continue to update this document with a summary of what we have heard to date.

2. ENGAGEMENT SNAPSHOT

What We Did



Outreach & Promotions

- Press release
- Postcard and poster handouts
- Project newsletters
- Newspaper ads
- Social media posts
- Direct outreach to community organizations



Public Pop Ups

- Shaw Arena
- Okanagan Regional Library
- Earth Day Celebrations
- Downtown Farmer's Market
- Salmon Arm Youth Soccer Association
- Loud and Proud Celebration
- Piccadilly Mall
- 375 interactions



Combined Stakeholder Workshops

- Mar 13, 2024
20 participants
- Oct 9, 2024
22 participants



Stakeholder Meetings

- SAEDS Industrial Park
- SAEDS Agricultural Advisory Committee
- SAEDS Agricultural Industry
- Social Service Providers
- 58 participants



Futures Fair Event

- May 4, 2024
- 71 attendees



Public Survey

- Phase 1 | Jan 5 – Feb 9
- Phase 2 | Apr 8 – May 13
- Phase 3 | Oct 7 – Nov 15
- 1,818 respondents



'Go-to-them' Events

- Salmon Arm Secondary School Leadership Club
- Rise Up
- Family Resource Centre
- Shuswap Association for Community Living
- Canadian Metal Health Association
- Shuswap Immigration Services Society
- Rise Up Indigenous Youth Camp
- Jackson Highschool
- Kings Christian School
- Interior Health Youth Substance Support Group
- Interior Health Art Camp
- 183 participants



OCPizza Parties

- Oct 7 – Nov 8
- 66 participants

Additional feedback was received by email.

Key Takeaways and Cross-Cutting Themes

Across the many engagement activities, we heard a desire for...

- Connectivity**
- Safe and connected trails, sidewalks, and bike paths (i.e. improved active transportation)
 - Expanded and accessible public transit network and level of service
 - Easy access to services and amenities

- Balanced growth**
- Well-maintained infrastructure and facilities that support community growth and change
 - Protected and enhanced natural areas, green spaces, trees and agricultural lands

- Sustainability**
- Reduced greenhouse gas emissions
 - Improved climate resilience
 - Access to healthy, local foods
 - Diverse food growing opportunities
 - Improved water quality

- Safety**
- Celebration of diversity and improved sense of belonging
 - Access to low-barrier social, cultural, and wellness services and supports
 - Improved emergency preparedness

- Affordability**
- Affordable options for housing, transportation and recreation
 - Low unemployment

- Community vibrancy**
- Vibrant downtown core and thriving small businesses
 - Arts and cultural spaces and celebrations
 - Age-friendly public spaces and recreational opportunities

Phase 3 engagement surfaced...

A **high level of agreement** with the draft policies and DPA Guidelines, overall.

Mixed agreement with increasing heights above 6-storeys.

A preference for an **ambitious, evidence based** GHG reduction target.

What is important in the Draft OCP:

- Maintaining the Urban Containment Boundary
- Protecting agricultural land and natural areas
- Improving access to services and amenities
- Expanding housing diversity and affordability
- Improving infrastructure to support a growing population
- Providing recreational opportunities for all ages
- Supporting local businesses and a vibrant downtown
- Supporting the workforce and a diverse economy
- Tackling climate action and improving emergency preparedness
- Expanding safe and reliable connections for active and public transportation

What could be improved in the Draft OCP:

- Expanding opportunities for community connection alongside new development
- Mitigating potential impacts of increased density like protecting views and addressing parking availability
- Strengthening focus on food security and the local food economy
- Highlighting the contributions of the arts, culture, and tourism as well as forestry in the local economy
- Exploring opportunities to further reduce car dependency
- Advancing reconciliation across all policy sections
- Recognizing policy co-benefits and ensuring the OCP is easy to navigate
- Strengthening policy language and identifying an implementation plan
- Applying an equity-lens in policy development to reduce barriers for marginalized communities

Considerations for Phase 4

In addition to integrating community feedback on draft policy, the following considerations respond to common themes throughout engagement...

Guiding Values and Frameworks

- Identify guiding principles, values, or frameworks that have informed policy content

Role and Function of the OCP

- Clarify the purpose of the OCP, its requirements under the Local Government Act, and its relationship with other plans and bylaws

OCP Structure and Vision

- Explore ways to communicate the OCP's structure and long-term vision, such as visual frameworks

Implementation

- Develop an implementation plan and explore different funding opportunities

Engagement

- Continue to expand the diversity of voices engaged with the OCP Update
- Communicate the City's commitment to reconciliation and ongoing engagement with host Nations
- Showcase how community feedback and other inputs have shaped the OCP over time

3. WHAT WE DID

3.1. BACKGROUND

The first phase of engagement focused on creating interest and awareness about the Official Community Plan (OCP) review process. Through Fall 2023, the project team gathered feedback on the current level of community awareness of the OCP, to determine how well the current OCP was (or was not) meeting community needs and objectives.

In the second phase of engagement, the community was invited to share their hopes and ideas for the future of Salmon Arm. Through Spring 2024, the project team hosted a series of engagement opportunities to build on what we heard in phase one and gather input on goals, objectives, and policy ideas for the OCP Update. The feedback helped to inform the development of the Draft OCP.

In the third phase of engagement, the community was invited to share their feedback on the draft OCP. Through Fall 2024, the project team hosted engagement to build on what we heard in previous phases and gather reflections on proposed policies. This input will help refine the Draft Plan; alongside engagement with the Adams Lake Indian Band and Neskonlith Indian Band, and direction from Council.

3.2. PUBLIC POP-UPS

The project team, including Community Ambassadors, facilitated three public pop-up events at key events and locations in Salmon Arm. The pop-ups aimed to raise awareness of the OCP Update, gather community input, and encourage participation in other engagement opportunities.

Phase one pop-ups were held at:

- Salmon Arm Silverbacks Game, Shaw Arena on January 24th
- Piccadilly Mall on January 27th

Phase two pop-ups were held at:

- Earth Day Celebration, Ross St Plaza on April 20th
- Downtown Farmer's Market, Ross St Plaza on April 27th
- Salmon Arm Youth Soccer Association, Downtown Fields on May 1st

Phase three pop-ups were held at:

- Downtown Farmer's Market, Ross St Plaza on October 12th
- The Loud and Proud Celebration, Song Sparrow Hall on October 19th
- Salmon Arm Silverbacks Game, Shaw Arena on October 25th
- Piccadilly Mall on November 7th

3.3. ONLINE SURVEY

A phase one survey was available online from January 4th to February 9th, 2024 on the City website. The survey gathered feedback on the current OCP and received 417 responses.

The phase two survey was available online from April 8th to May 13th, 2024. The survey gathered input on goals, objectives, and policy ideas and received 960 responses.

The phase three survey was available online from October 7th to November 15th, 2024. It provided an overview of key changes and asked for community feedback on proposed policies in the Draft OCP and asked respondents to gauge priorities for implementation. The survey received 441 responses.

Participants who left their email addresses were entered into a draw to win one of six \$50 grocery gift certificates.

3.4. 'GO-TO-THEM' ENGAGEMENT

In phase two, the project team coordinated with community organizations to host events with equity-deserving groups, including youth, Indigenous peoples, people with disabilities, people with mental health challenges, renters, and more. The event format was tailored to organizations' needs and interests and included:

- Leadership Club Meeting at Salmon Arm Secondary School on April 26th
- Pop Up at the Rise Up Open House on May 2nd
- Staff Meeting at the Family Resource Centre on May 6th
- Pop up at the Shuswap Association for Community Living on May 9th
- Pop Up at the Canadian Mental Health Association on May 16th
- Lunch and Learn at the Shuswap Immigration Services Society on June 15th

In phase three, organizations were encouraged to host an OCPizza Party (section 3.8) to gather feedback from the communities they serve. In addition, the project team worked with the Shuswap Youth Services Collaborative (SYSC) who hosted sessions with youth at:

- Rise Up Indigenous Youth Camp
- Jackson High School
- Kings Christian School
- Interior Health Youth Substance Support Group
- Interior Health Art Camp

3.5. COMBINED WORKSHOP

In phase two, the project team hosted a workshop at Song Sparrow Hall on March 13th, 2024. The workshop brought together twenty representatives in conversation, with interests ranging from agriculture and food, arts and culture, economic development, housing, environment and climate change, recreation and trails, and community and social services.

In phase three, representatives were invited back for a workshop on October 9th, 2024. The workshop reported back on how feedback was integrated into the Draft OCP and gathered input on the proposed key changes.

3.6. STAKEHOLDER MEETINGS

Across phases two and three, the project team met with stakeholder groups one-on-one. With the support of the Salmon Arm Economic Development Society (SAEDS), three sessions were held with Industrial Park users and owners (June 13th), Agricultural landowners and producers (June 17th), and Downtown Salmon Arm (June 25th). These stakeholder sessions were focused on the interests of the groups attending.

In addition to the session noted above, workshop-style sessions were held with the Agricultural Advisory Committee (June 23rd and November 20th) and social service providers (November 13th).

3.7. PHASE TWO: FUTURES FAIR

Phase two featured an interactive Futures Fair to gather community ideas for the OCP Update. The event took place on May 4th, 2024, at the SASCU Recreation Centre. Over seventy community members dropped by to meet the project team, learn about the OCP Update, and share their ideas. Community members typically spent a half hour or more at the event and provided detailed feedback. Participants who completed an “event passport” by visiting all the activities were entered into a draw to win one of six \$50 grocery gift certificates.

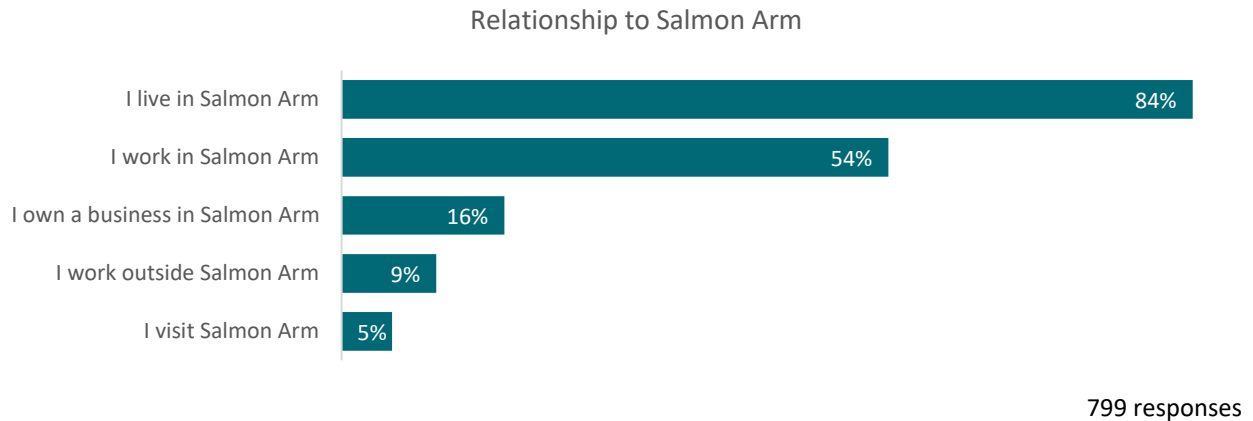
3.8. PHASE THREE: OCP PIZZA PARTIES

In phase three, the project team developed self-directed workbooks for groups of families, friends, and colleagues to gather and discuss what matters most to them. The workshops included five key topic areas; each provided an overview of key changes proposed in the OCP, how community feedback has been integrated, and prompted discussion questions. Groups that returned their workbook were reimbursed for pizza dinners.

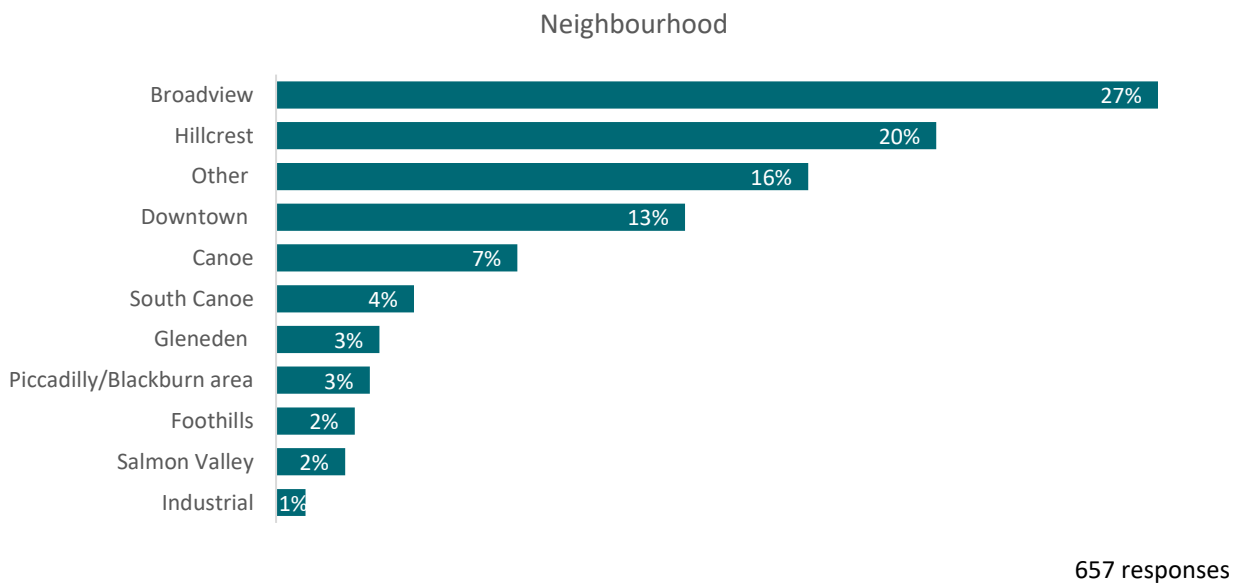
4. WHO WE HEARD FROM

4.1. PHASE TWO

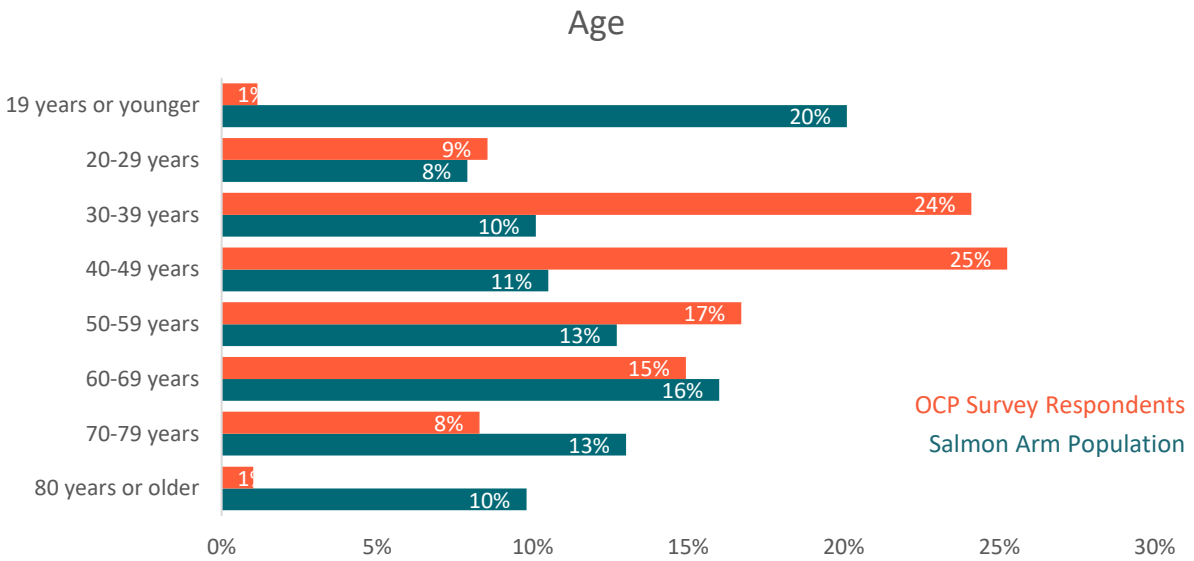
Through the online survey, the project team asked optional demographic questions to better understand who we are engaging in the OCP Update. The graphs on the following pages describe these results.



Most survey respondents (84%) live and work (54%) in Salmon Arm. We also heard from business owners (16%) and those who work outside Salmon Arm (9%) or visit the community (5%).



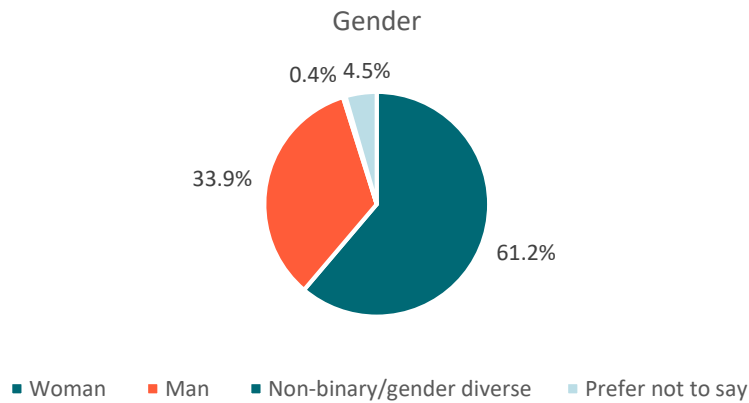
Of those that live in Salmon Arm, over a quarter (27%) live in Broadview, and about one-fifth (20%) live in Hillcrest. Other responses often referenced Okanagan, Uptown, Ranchero, and Raven neighbourhoods.



784 responses

Survey respondents range in age: 10% are under 30, 49% are between 30 and 50, and 41% are over 50. Compared to Salmon Arm’s population, we heard from a higher percentage of people aged 30 to 50 and fewer people aged 19 or younger, and over the age of 70.

781 responses



Most survey respondents (61%) identify as a woman. This is higher than the percentage of women in the community (53%). About a third (34%) of survey respondents identify as a man; less than the percentage of men in the community (47%). In addition, 5% of survey respondents identify as gender diverse or prefer not to say.

Housing

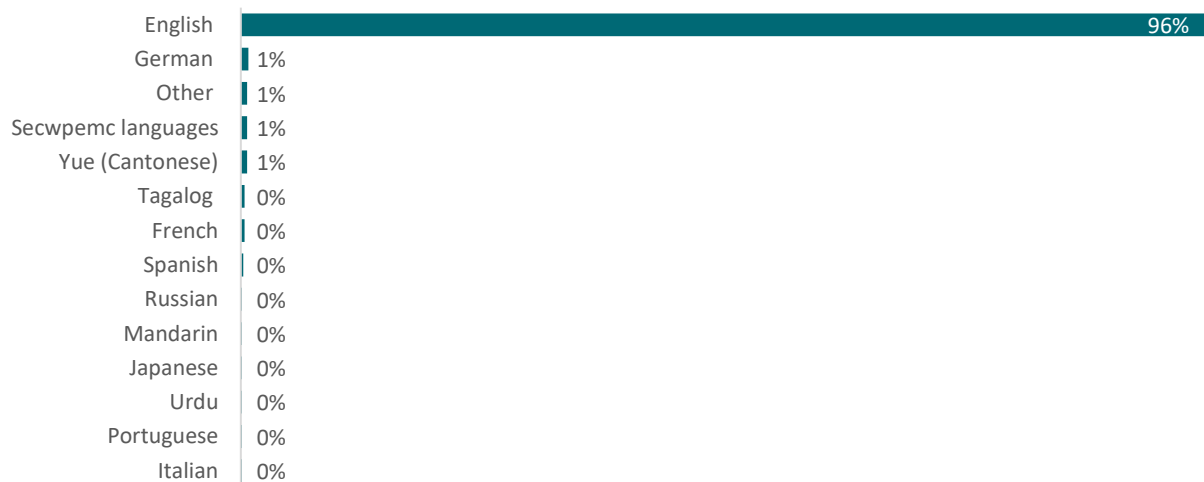


763 responses

We heard most from homeowners (87%). This is relatively comparable to Salmon Arm’s demographics, in which 76% of the population own a home. We heard relatively less from renters, and those that live in supportive or co-op housing (15%), compared to the population (24%). Other responses include living with parents or having previously lived in Salmon Arm.

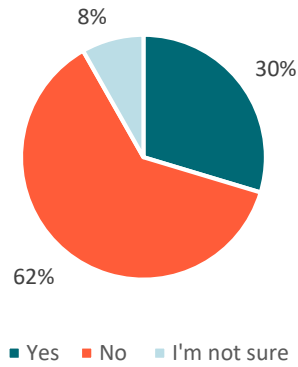
797 responses

Languages Spoken at Home



Most survey respondents (96%) speak English at home, which is reflective of the population (97% speak English at home). We also heard from community members who speak German, Secwepemc languages, Cantonese, Tagalog, French, Spanish, Russian, Mandarin, Japanese, Urdu, Portuguese and Italian.

Previous OCP Engagement



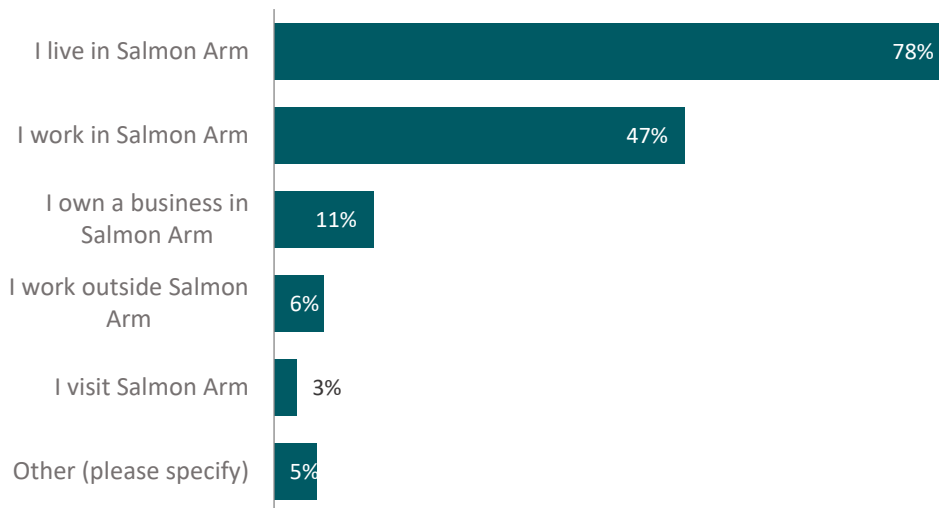
779 responses

Most survey respondents (62%) have not participated in an OCP Update before.

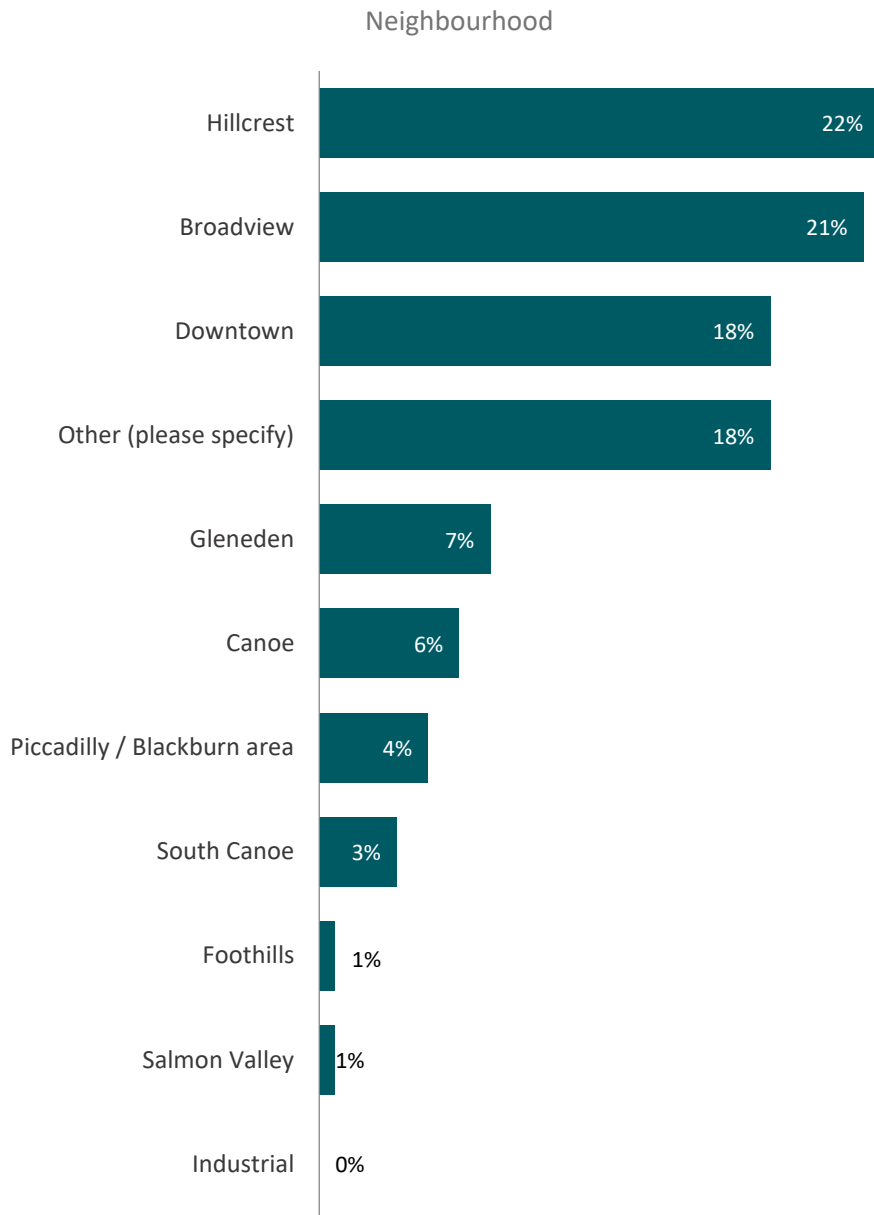
4.2. PHASE THREE

In phase 3, we asked optional demographic questions through the online survey and workbooks. The graphs on the following pages describe these results.

Relationship to Salmon Arm

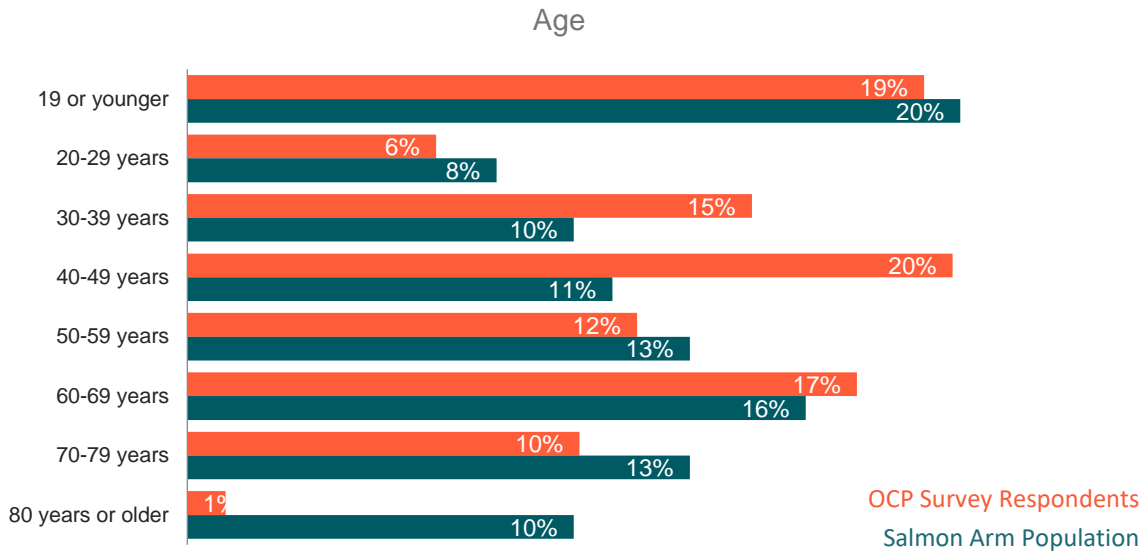


Most respondents live in Salmon Arm (78%), while just under half (47%) work in Salmon Arm. Some own a business in Salmon Arm (11%), work outside Salmon Arm (6%), or visit Salmon Arm (3%).



134 responses

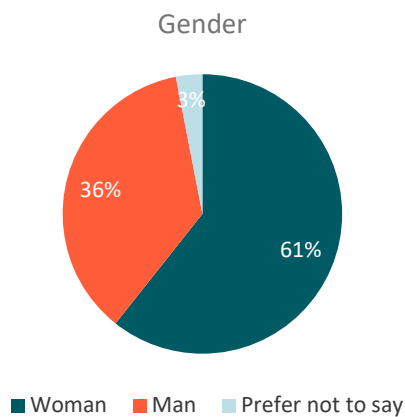
Of those that live in Salmon Arm, about one-fifth live in Hillcrest (22%), Broadview (21%), or Downtown (18%). We also heard from those who live in Gleneden, Canoe, Piccadilly/Blackburn area, South Canoe, Foothills, and Salmon Valley (combined 22%). We also heard from those who live in other neighbourhoods (18%) such as Raven, Little Mountain, Sherwood, Tappen, Uptown, Silver Creek, and on reserve land.



404 responses

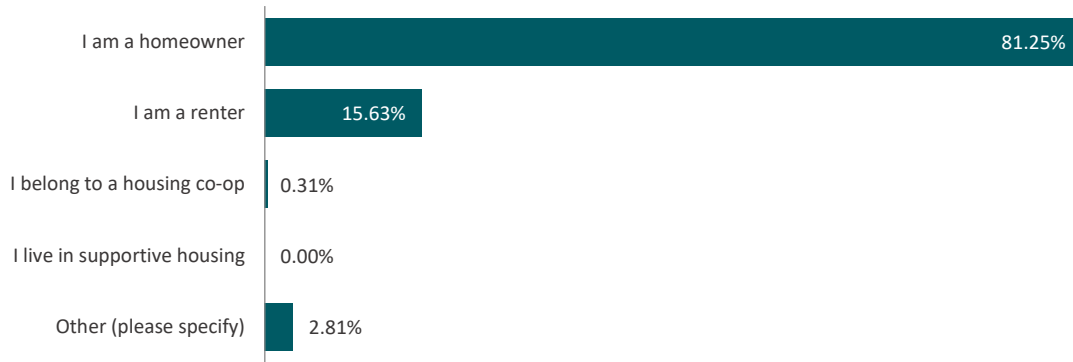
The age of participants is generally reflective of the Salmon Arm population. A quarter of participants were youth under the age of 30, and over a quarter of participants were older adults over the age of 60. Compared to the City’s population, we heard from a higher percentage of people aged 30 to 49 and 60 to 69, and fewer people aged 70 and over.

328 responses



Most survey and workbook respondents (61%) identify as a woman. This is higher than the percentage of women in the community (53%). About a third (36%) of survey respondents identify as a man; slightly less than the percentage of men in the community (47%). 3% of respondents preferred not to say and we did not hear from anyone who identifies as non-binary or gender diverse during this round of engagement.

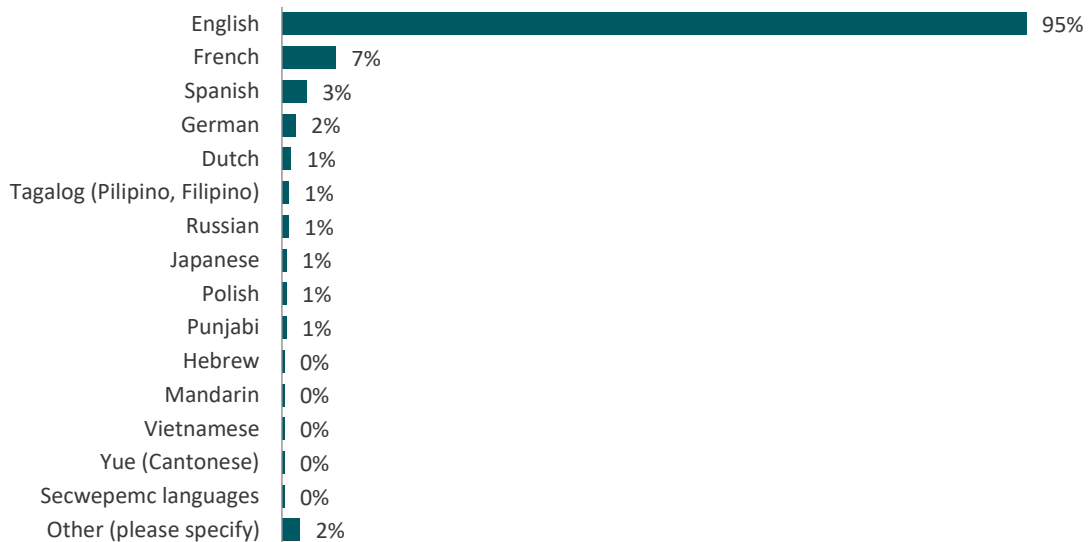
Housing



311 responses

Most respondents are homeowners (81%). In this round of engagement, we heard from a slightly higher percentage of renters (16%) We heard from one respondent who belongs to a housing co-op.

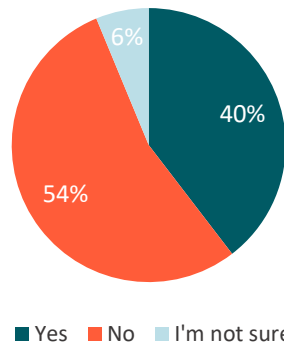
Languages Spoken at Home



348 responses

Most survey respondents (95%) speak English at home, which is generally reflective of the population (97% speak English at home). We also heard from community members who speak French, Spanish, German, Dutch, Tagalog, Russian, Japanese, Polish, and Punjabi.

Previous OCP Engagement



336 responses

Most respondents (54%) have not participated in previous OCP engagement, while 40% have and 6% were unsure.

5. WHAT WE HEARD

The following section summarizes what we heard across engagement activities, organized by OCP topic. This includes the questions asked to the community, and the key themes that emerged in response. The themes are described in order from most to least often referenced.

5.1. PHASE TWO: EMERGING THEMES

5.1.1. Community Values & Vision

Q: What do you value most about Salmon Arm today?

Survey respondents shared an appreciation for Salmon Arm today, and a desire to sustain current lifestyles while accommodating future growth. We heard community members value:

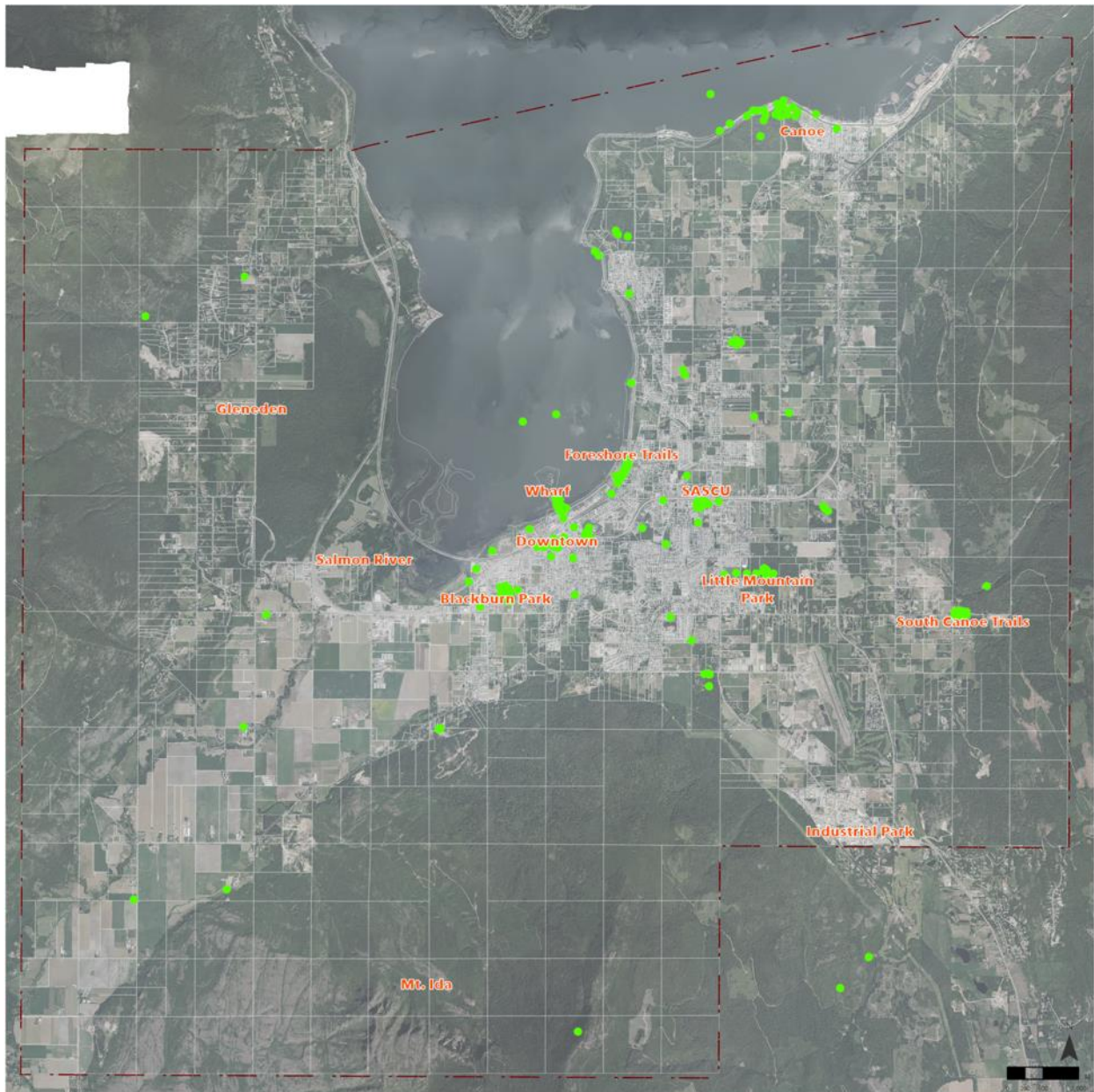
- The natural beauty and access to nature and green spaces
- A safe and connected community that supports one another
- Access to recreational activities, amenities, and services
- Vibrant downtown and local businesses
- A diverse economy and industries
- Age-friendly opportunities that support young families and seniors
- Relative affordability compared to other municipalities in BC



Q: Reflect on Salmon Arm today. Place a sticky dot to show a place you love to go to, you feel needs more attention, you think there should be growth or change, and should stay the same.

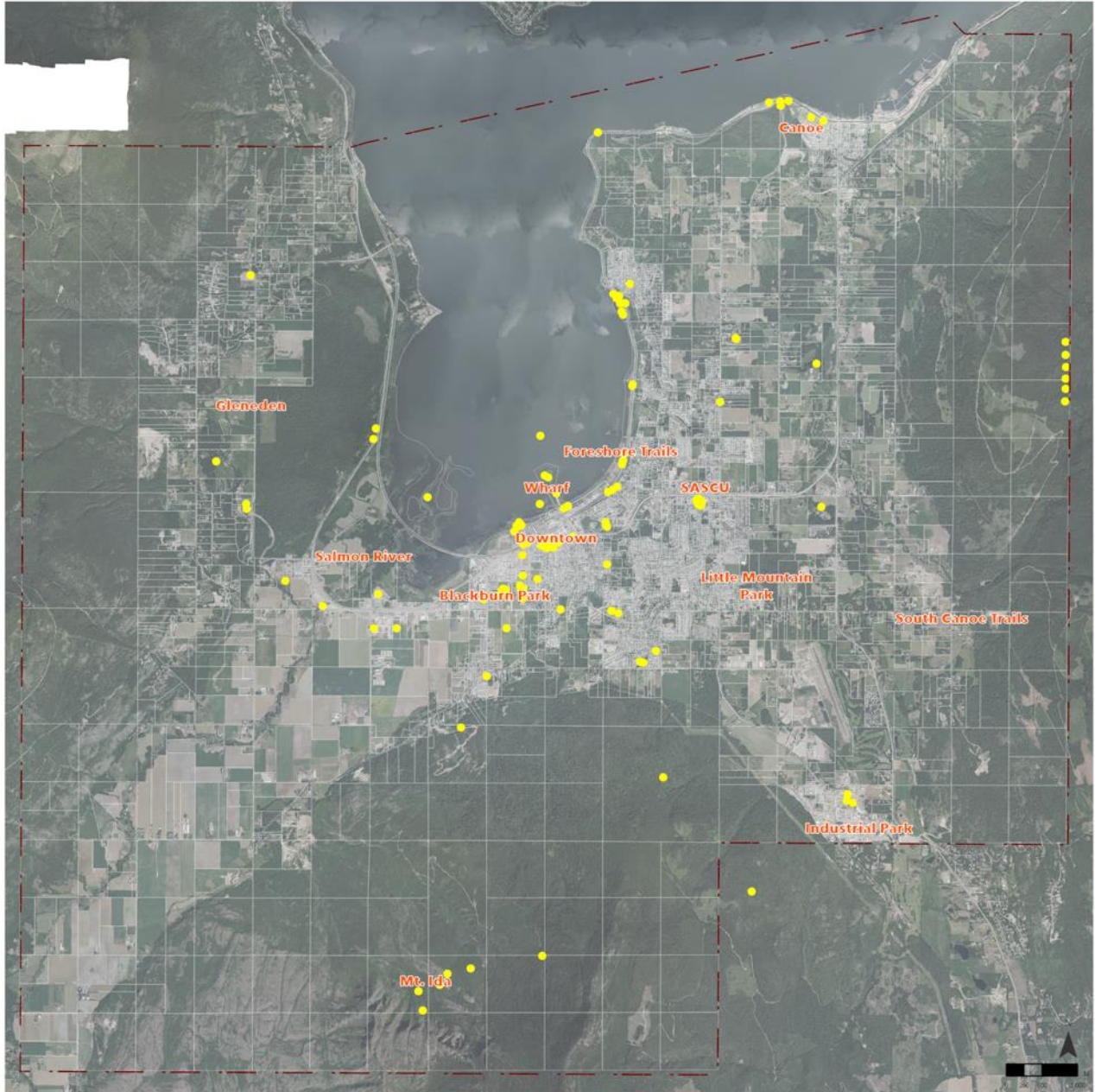
Love to Go to

The map below shows community members' reflections on where they **love to go to** today. Common responses frequently cited recreational and natural areas such as Canoe Beach, Foreshore and Raven Trails, South Canoe Trails, Little Mountain Park, Blackburn Park, and the SASCU Recreation Centre. Many elements of Downtown were pointed out including Salmar Classic, local shops, and McGuire Lake Park.



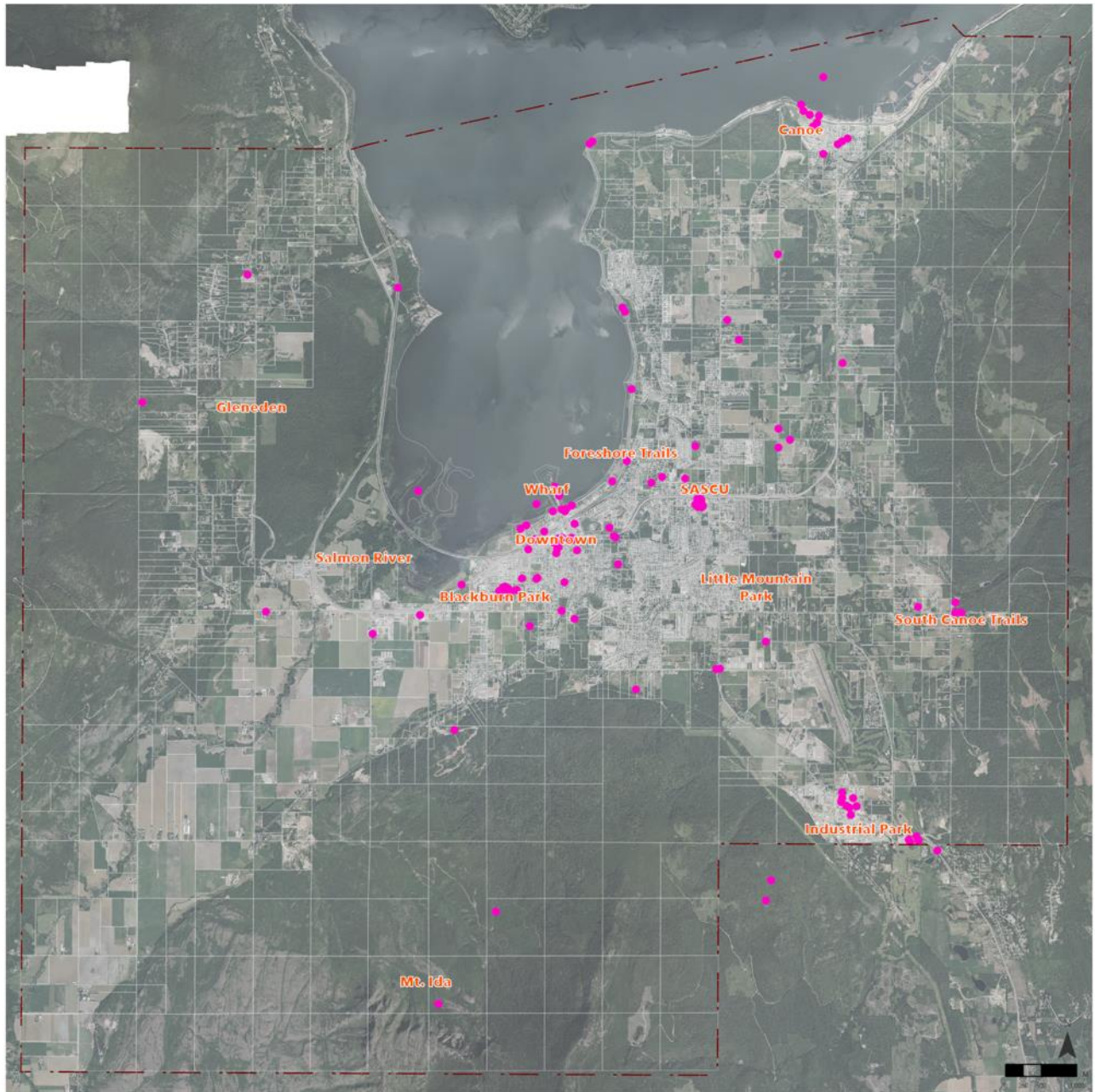
● Needs More Attention

The map below shows community members' reflections on where they feel **needs more attention** today. Some common responses include Mount Ida, the Foreshore and Raven Trails, Downtown, Shuswap Naturalist Park, Canoe, and the SASCU Recreation Centre.



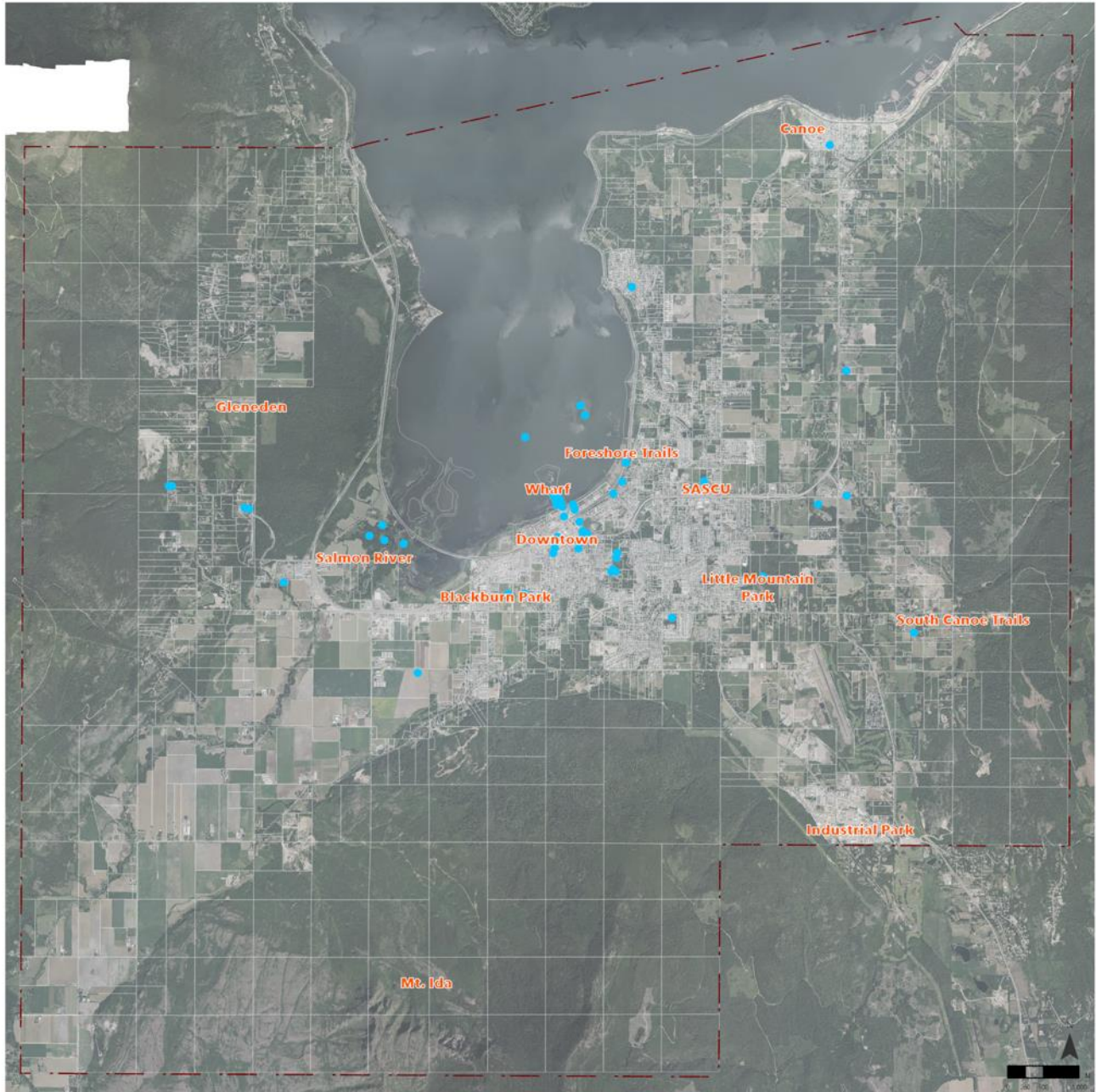
● Should have growth or change

The map above shows community members' reflections on where they feel **should grow or change** today. Some common responses include industrial areas, Blackburn Park, Downtown, the Foreshore and Raven Trails, South Canoe Trails, and Canoe.



● **Should stay the same**

The map above shows community members' reflections on where they feel **should stay the same** today. Some common responses include the Wharf, Salmon River, Shuswap Lake, and some parts of Downtown.



Q: Imagine it's 30 years from now, and we have successfully implemented the Official Community Plan. How would you describe Salmon Arm in the future?

Community members shared a vision of Salmon Arm that is:

- **Inclusive, accessible, and safe.** A community that supports one another and everyone feels safe and like they belong. There is a small-town feel, with access to recreational activities, amenities, and services.
- **Green, beautiful, and sustainable.** Community members enjoy and steward the natural environment. Natural and green spaces are protected, and the community is climate resilient.
- **Vibrant.** The economic, arts, and cultural landscape is bustling. Local businesses and artists are well supported, there are activities to do in the evening, and visitors feel the community's distinct charm.
- **Well-planned.** The community is well-balanced in its growth through comprehensive planning and community engagement. Infrastructure is well maintained and supports community growth. Community members feel like they can flourish and root themselves in Salmon Arm.
- **Age friendly.** There are adequate spaces and opportunities for children, youth, adults, and seniors. Community members feel like they can start a family here and age in place.
- **Healthy.** Community members enjoy a healthy lifestyle, supported by recreational opportunities, fresh and culturally appropriate foods, and places for social connection.
- **Connected.** The community is connected through safe trails, sidewalks, public transportation, and bike paths to decrease the need for car use. Amenities and services are easy to access.
- **Affordable.** It is affordable and attainable to live here (e.g. housing, recreation and social activities, food, transportation, etc.).

5.1.2. Housing, Infrastructure and Growth

Housing and Infrastructure Today

During Phase 1 engagement, survey respondents identified housing as a key issue that is not adequately addressed in the current OCP. Utilities and infrastructure were identified as one of the top four issues for those responding, both in terms of their importance and where the new OCP should focus.

Q: What does housing and infrastructure look like today?

Through the combined workshop, meetings, and one-on-one sessions in Phase 2 engagement, participants expressed support for infill housing, and a desire to encourage a range of housing while protecting and enhancing greenspace. In general, we heard a preference for infill housing at the lower end of the density spectrum, compared to higher-density housing types. Community members surfaced ongoing challenges with housing affordability and diversity (e.g. senior, supportive housing, affordable rentals) and aging infrastructure in need of upgrades to support current and future residents.

Housing and Infrastructure in the Future

Q: In 30 years, what does housing and infrastructure look like?

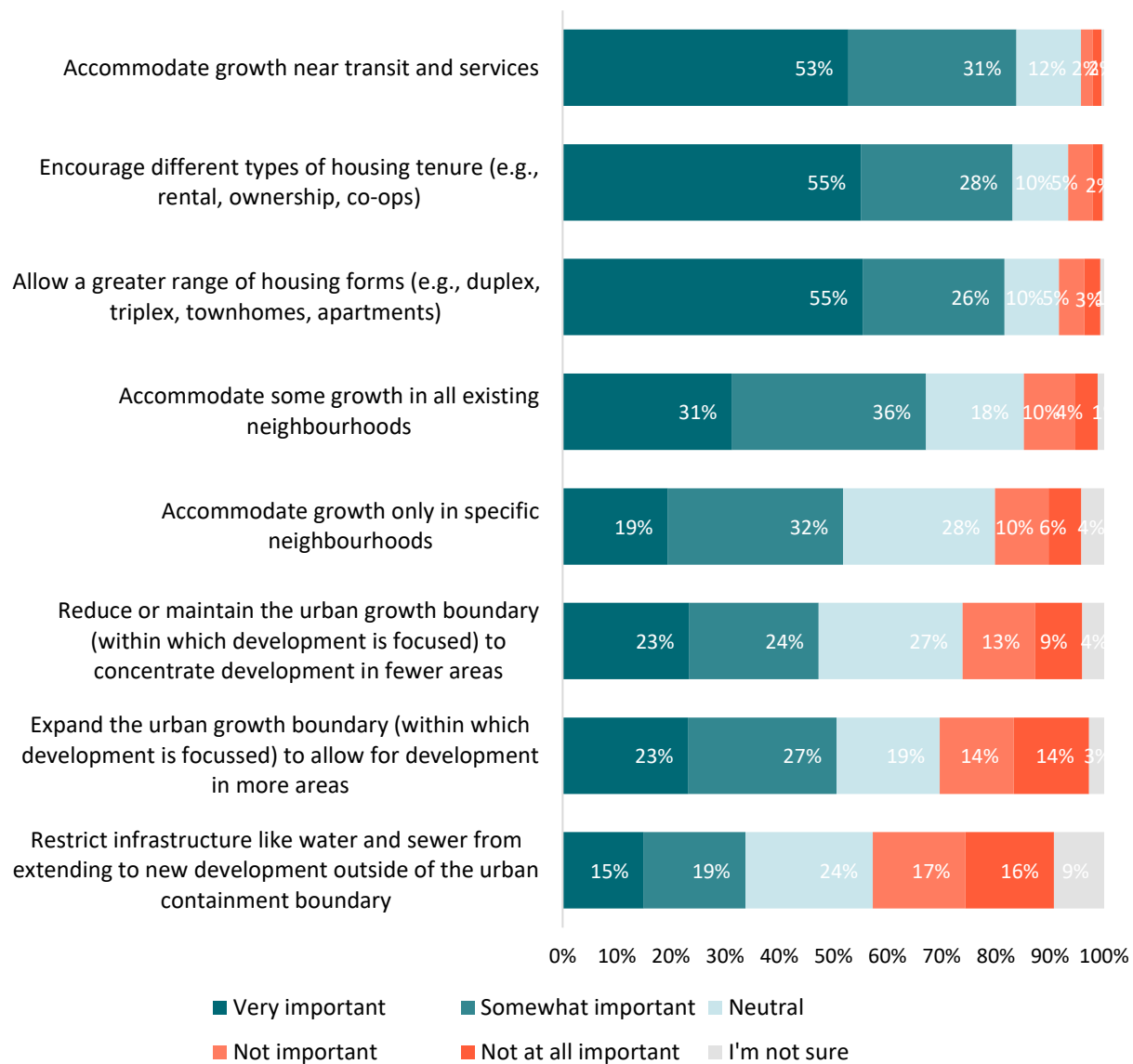
Community members shared a vision of:

- **Housing for all.** Diverse and affordable housing choices meet a range of needs (e.g. low-income housing, attainable rentals, first-time homeownership, housing for seniors, workers, and newcomers among others). Homes are family-friendly, allow community members to age in place, and there is zero homelessness.
- **Connected.** Housing is near services and amenities, connected by safe walking, cycling, and transit routes. Growth is concentrated in downtown and nearby neighbourhoods and limits sprawl.
- **Balanced.** Community growth is balanced with protected and enhanced green space, trees, natural areas, and agricultural land.
- **Sufficient.** Infrastructure is improved and maintained to support community growth (e.g. water, roads, childcare, schools, health services, etc.).
- **Sustainable.** Housing and infrastructure support sustainability and reduced greenhouse gas emissions (e.g. energy-efficient buildings).
- **Community.** Housing and infrastructure support a healthy and connected community and maintains a small-town feel.



Big Ideas for Housing and Infrastructure

Q: How important are each of the following actions for Salmon Arm?



Survey respondents ranked accommodating **growth near transit and services** as the most important action for Salmon Arm. We heard ideas related to this action like:

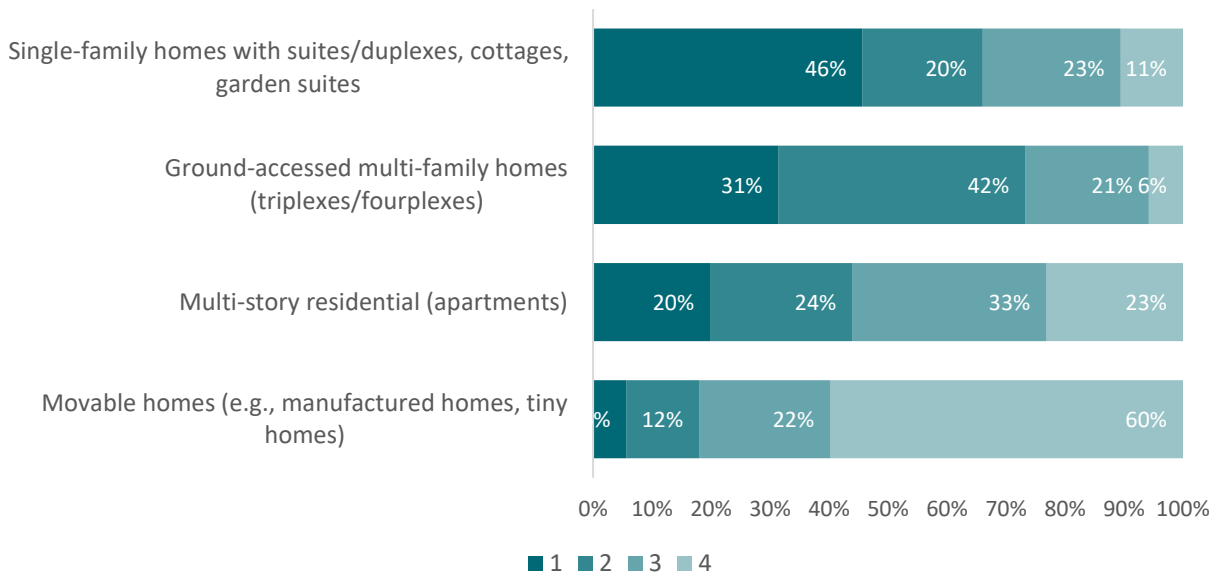
- Concentrating growth in downtown and nearby neighbourhoods
- Improving connections to housing, like increasing transit servicing and multi-use pathways
- Ensuring adequate infrastructure, services, and facilities to support community growth (e.g. sewage, water treatment, recreational facilities, medical services, etc.)

We also heard about the importance of encouraging **different types of housing tenure** and allowing a **greater range of housing forms**. Ideas included:

- Encouraging diverse housing options for families, seniors, and vulnerable populations (e.g. affordable rentals, co-housing, townhomes, apartments, gardens, and suites, etc.)
- Incentivizing additional units
- Allowing RVs and encouraging tiny homes
- Introducing residential parking permits

There were mixed opinions about the importance of **reducing or maintaining the growth boundary, extending the urban growth boundary, and restricting infrastructure outside the urban containment boundary.**

Q: What new types of housing forms should we prioritize? Please rank each housing type from most (1) to least (4) preferred.



Survey respondents and Futures Fair participants ranked single-family homes with suites and cottages as the most preferable new form of housing, followed by ground-access multi-family homes. Participants most often ranked movable homes as least preferred and there was mixed preference for apartments.

5.1.3. Transportation and Accessibility

Transportation and Accessibility Today

During Phase 1 engagement, survey respondents identified transportation, and particularly active transportation modes, as an issue not adequately addressed in the current OCP. We also heard a desire for transportation and accessibility to be an area of focus in the new OCP.

Q: What does transportation and accessibility look like today?

Through the combined workshop, meetings and one-on-one sessions in Phase 2 engagement, participants shared support for the City’s Active Transportation Plan, new underpass, and ongoing road maintenance. We also heard about the importance of reducing car dependency and improving safe, accessible, and reliable active and public transportation options


(particularly to downtown). Community members identified the topography, highway, and rail corridor as challenges for active transportation and accessibility, and expressed concerns about the adequacy (both routes and frequency) of the current public transit system. There were some concerns about road safety, particularly in rural areas.

Transportation and Accessibility in the Future

Q: In 30 years, what does transportation and accessibility look like?

Community members shared a vision of a transportation system that is:

- **Connected.** It is easy to access jobs, schools, services and amenities by foot, bike, bus, or car. There is an expanded public transit network within Salmon Arm and to neighbouring communities. There is a network of trails, bike lanes, and continuous sidewalks. Services and amenities (e.g. corner stores, grocery stores, neighbourhood pubs) are available within neighbourhoods.
- **Efficient and reliable.** There is reliable, year-round transit service, with frequent service and extended hours.
- **Accessible.** Transportation options meet the needs of all ages and abilities; there is affordable transit, increased handyDART service, and wheelchair-accessible sidewalks. Transportation networks consider the challenging topography and offer plenty of rest areas. There is improved parking downtown.
- **Sustainable.** There is reduced car dependency and shifts to electric vehicles and car share programs.
- **Safe.** Transportation infrastructure supports safe active transportation, including dedicated bike lanes, bike parking, painted crosswalks, lighting on paths, safe highway crossings, and traffic calming.

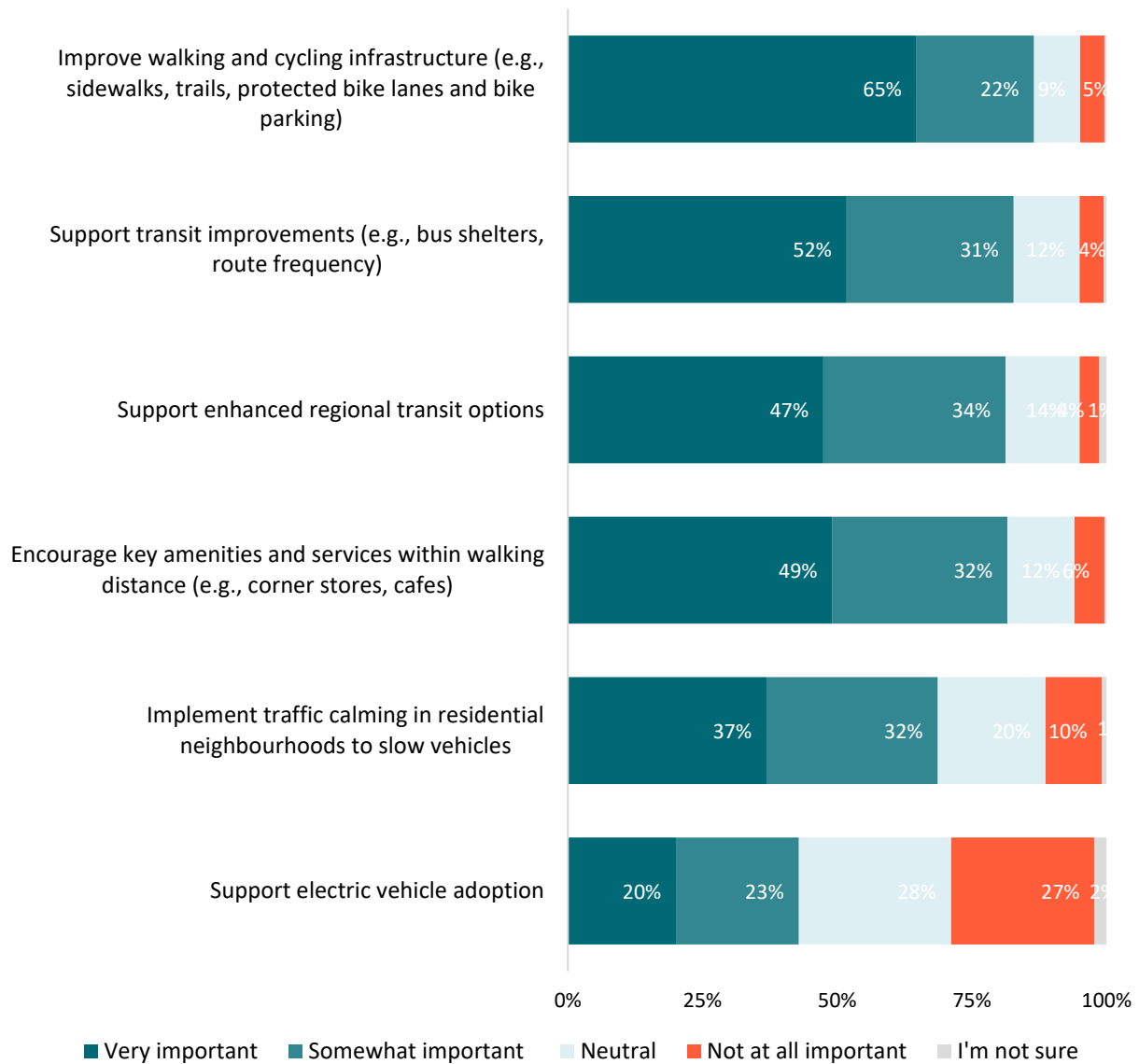


“Salmon Arm has free public transit for youth under 18 and seniors, has been rated the most walkable and bikeable” community in Canada.”

“Salmon Arm is accessible without the need of a car. The city is walkable and supports different kinds of public transportation (e.g. busses, rental bikes, rental e-scooters, Ubers and maybe even funiculars or escalators on steep hills e.g. on Okanagan Ave E)”

Big Ideas for Transportation and Accessibility

Q: How important are each of the following actions for Salmon Arm?



Survey respondents most often selected **improving walking and cycling infrastructure** as the most important action, followed by supporting **transit improvements** and **enhanced regional transit options**. We heard ideas related to these actions, including:

- Improving connections between Uptown and Downtown
- Implementing the Active Transportation Plan:

- Ensuring complete sidewalks and trails, lit pathways, and safe highway and rail crossings
- Improving safe bicycle parking, separated, and connected bike lanes, and opportunities for bike/scooter rentals
- Promoting walkability within new developments and consolidating community services
- Advocating and collaborating for more frequent servicing and connections within Salmon Arm (e.g. school, employment) and to other communities (e.g. Sicamous, Vernon)
- Relaxing parking standards, particularly downtown

We also heard suggestions for **key amenities and services** outside the downtown core, including grocery stores, coffee shops, and pubs.

Supporting **electric vehicle adoption** was voted as the least important action overall by survey respondents. We heard some concerns about its cost of implementation and viability.

Some community members also shared concerns about the feasibility of active transportation due to weather and topography. We heard ideas to **improve road network and safety**, including:

- Reducing traffic speeds, implementing traffic calming measures and increasing signage
- Enforcing traffic laws
- Ensuring ongoing road repairs and maintenance
- Exploring new truck routes

Other ideas included encouraging more ride services like Uber and taxis.

5.1.4. Parks, Recreation, and Trails

The community consistently highlighted the importance of parks, recreation, and trails during Phase 1 engagement. Parks, recreation and trails was identified as the most important section in the current OCP, and as a section that would need focus in the new document. It was also identified as the least effectively addressed area and frequently mentioned in general comments, particularly concerning the management and planning of recreation facilities. There is a clear desire in the community to ensure that parks, recreation and trails continue to be well-represented and addressed in the new OCP.

Parks, Recreation and Trails Today

Q: What do parks, recreation and trails look like today?


Through the combined workshop, meetings, and one-on-one sessions in Phase 2 engagement, we heard community members love the great trails, parks, and recreational amenities (e.g. tennis courts, playgrounds, off-leash dog areas, etc.). Community members shared the importance of parks and recreation opportunities for physical and mental wellbeing, and social connection. We also heard a need for improvements to existing amenities and facilities, like the baseball and soccer fields, as well as a desire for more facilities and/or improved capacity to accommodate community growth (e.g. pool, multi-use fields, skate rentals, track, pump track). There were some questions about the future of the wharf and maintaining boat access.

Parks, Recreation and Trails in the Future

Q: In 30 years, what does park, trails, and recreation look like?

Community members shared a vision that is:

- **Accessible and diverse.** There are adequate and affordable recreational facilities and options year-round. People of all ages have access to activities they enjoy.
- **Welcoming.** Community members and visitors are welcomed and attracted to the city's state-of-the-art facilities. Salmon Arm hosts a variety of sporting and community events.
- **Connected.** There is easy access to parks, trails, and facilities, and an active network between communities and neighbourhoods. Active public spaces foster a strong sense of community.
- **Well maintained.** Facilities and infrastructure are well maintained and planned into the future to support use and longevity.
- **Green.** Natural and green spaces are well-kept and accessible throughout the city. Facilities are built sustainably to last a long time.
- **Healthy.** Community spaces are built to foster healthy connections and lifestyles. Walkability and bike-ability are increased.



"A fantastic web of trails and pathways all around town and going out of town."

"Salmon Arm is well known as a recreational city.... Tourists flock here for play, and people move here because of all the recreational opportunities Salmon Arm has to offer."

"Salmon Arm has plentiful indoor and outdoor recreation facilities offering a vast variety of recreational activities. The city actively promotes an active lifestyle."

Big Ideas for Parks, Recreation and Trails

Q: How important are each of the following actions for Salmon Arm?



Survey respondents ranked protecting and enhancing **connections to natural areas** as the most important action. Across engagement, we heard ideas related to:

- Integrating greenspace into new developments (e.g. trails, parklets, parks)
- Purchasing land to expand the park network
- Establishing a community campground
- Improving connections to the lake

Seeking additional funding sources for recreational services and facilities was also ranked with a high level of importance. We heard ideas like:

- Encouraging user fees for sports groups to support upgrades
- Working with clubs and organizations to fundraise
- Advocating to senior government
- Providing funding for operations, not only capital

This was followed by enhancing planning for the **maintenance and replacement of existing recreational facilities** and working with community partners to **expand options for recreation**. Community members shared ideas to achieve these actions, including:

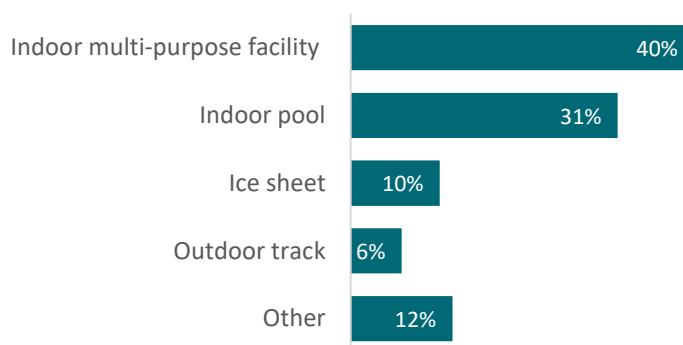
- Improving asset management to plan for facilities that align with community growth
- Conducting a public vote for a new recreational facility
- Building a multi-use facility that is accessible and year-round
- Upgrading existing facilities like the pool, pump track, soccer fields, basketball courts, indoor ice rink
- Diversifying recreational activities to provide more affordable programming options (e.g. swim lessons)

Many ideas were also shared on **expanding places for all ages** to gather and play and working with developers and community partners to **expand and maintain trail networks**:

- Ensuring safe spaces and diverse opportunities for children, adults, and seniors (e.g. gathering spaces, pump track, pool, playground, splash park, variety of classes)
- Improving park and trail lighting, mapping, and waste management
- Improving regional trail connections
- Mitigating potential conflicts with trails along agricultural lands

Other ideas included restricting ATV access from waterways and ensuring boat inspection to protect the lakes.

Q: What are your top priorities for new recreational facilities in Salmon Arm?



Futures Fair participants most often ranked an indoor multi-purpose facility as their top priority for new recreational facilities (40%), this was followed by an indoor pool (31%), a new ice sheet (10%), and outdoor track (6%). Other ideas included a combined multi-purpose sports facility with performing arts spaces, indoor play areas, trails and small neighbourhood parks.

5.1.5. Environment and Climate Change

The Phase 1 engagement process identified environmental concerns and policies as some of the most important to community members, and as a topic the new OCP should focus on. The environment and climate change policies were frequently mentioned when survey respondents were asked about what the current OCP is missing. When asked to provide general comments on the current OCP, many respondents cited the need for enhanced policies to address the environment and climate change.

Environment and Climate Change Today

Q: What does environment and climate change look like today?

Through the combined workshop and one-on-one sessions in Phase 2 engagement, we heard about the importance of protecting Salmon Arm's healthy marshlands and natural areas, including addressing agricultural run-off into waterways. We also heard a need to develop a climate strategy and concerns about wildfire seasons.

Environment and Climate Change in the Future

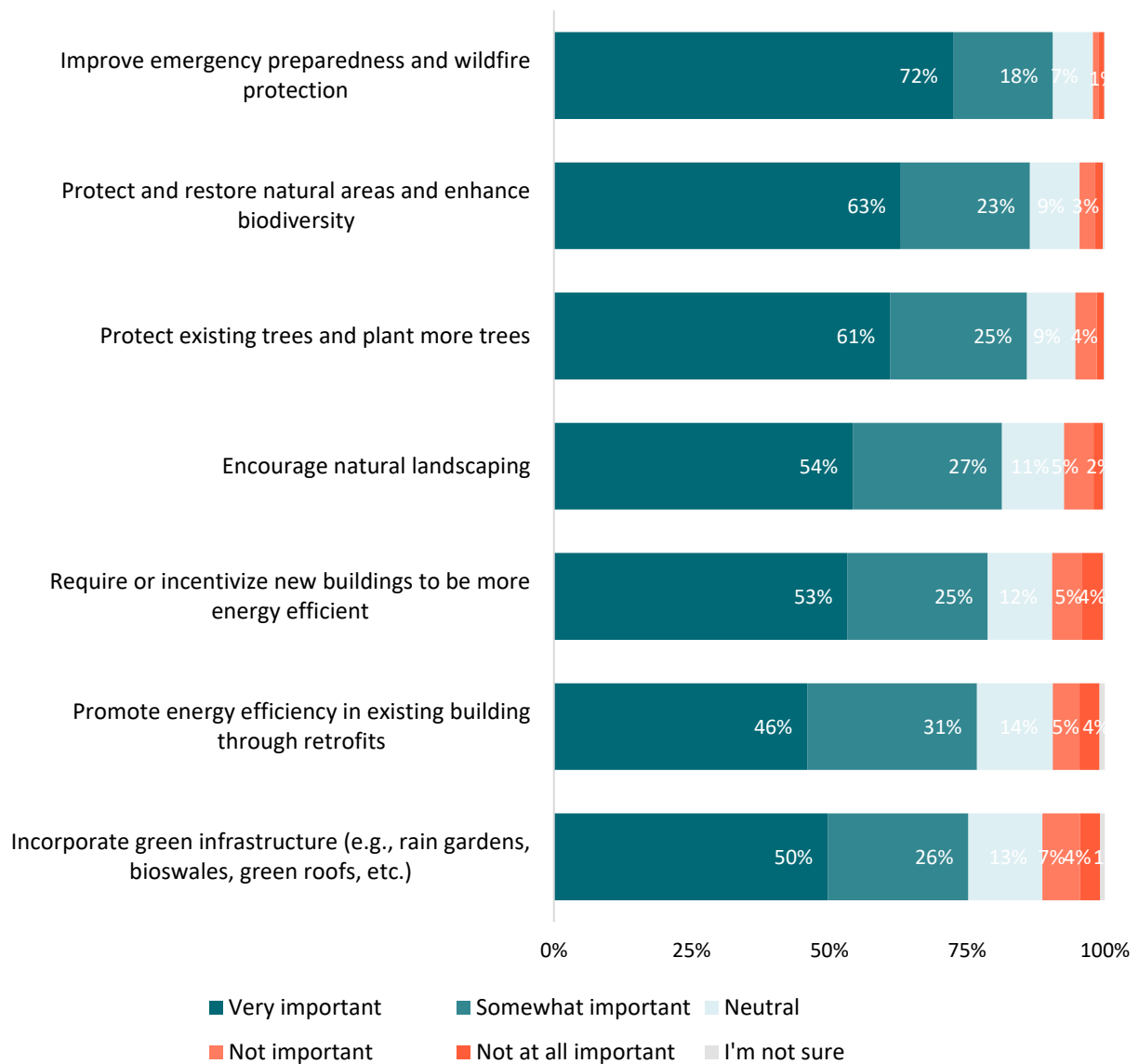
Q: In 30 years, what does the environment and climate change look like?

Community members shared a vision of Salmon Arm that is:

- **Abundant.** There are protected and enhanced natural areas, wildlife and networks of green spaces, with a healthy degree of biodiversity. Community growth is balanced with permeable areas and protected trees. There are more food-growing opportunities and climate-resilient plants and landscapes.
- **Safe and resilient.** The community is a safe place to be and there is no displacement from climate emergencies (e.g. wildfires). The City is progressive, forward and long-term thinking, and a leader in climate action
- **Energy efficient.** New developments are energy efficient. The City adopts solar energy, supports electric vehicles, has reduced greenhouse gas emissions and aims to achieve net-zero emissions.
- **Water-wise.** Local watersheds are protected, and there is improved water quality and removal of invasive species. Homes and businesses integrate rainwater collection, greywater systems and xeriscaping.
- **Connected.** There are improved walking, cycling and transit connections to reduce car dependency, particularly downtown.

Big Ideas for Environment and Climate Change

Q: How important are each of the following actions for Salmon Arm?



Survey respondents ranked **improving emergency preparedness and wildfire protection** as the most important action. Survey respondents placed a high level of importance on **protecting and restoring natural areas** and enhancing biodiversity, **protecting, and enhancing trees**, and encouraging **natural landscaping**. Community members shared ideas like:

- Incentivizing fire-smart homes and yards (e.g. fire-resistant plants)
- Supporting evacuation plans for vulnerable populations without access to transportation
- Advocating for improved forestry practices and Provincial wildfire plans

- Encouraging climate-resilient landscaping, like native species, drought, and fire-resistant species, food lawns, and xeriscaping
- Addressing invasive species
- Protecting and enhancing water quality and supply
- Protecting trees and green space, especially for cooling and air quality
- Tracking progress towards greenhouse gas reductions
- Protecting views to preserve natural beauty through new development

We also heard ideas to support **green development**, including:

- Incentivizing energy efficiency and passive design of buildings
- Encouraging the use of solar energy, geothermal, and greywater systems
- Promoting natural landscaping, green roofs, and reduced light pollution
- Encouraging density closer to services, amenities, and parks
- Improving active and public transportation connections
- Improving waste management

Some respondents shared concerns about the cost and viability of energy-efficient buildings and electric vehicles and questions about the local government’s role in addressing climate change.

5.1.6. Agriculture and Food Security

During Phase 1 engagement, about 75% of respondents to the survey indicated that rural and agricultural issues were ‘very important’ or ‘somewhat important’. When associated comments were provided, survey respondents indicated continued support for the protection of agricultural lands and support for agricultural producers, and suggested that more emphasis be given to issues related to food security in the updated OCP.

Agriculture and Food Security Today

Q: What does agriculture and food security look like today?

Through the combined workshop and stakeholder meetings in Phase 2 engagement, we heard about the importance of protected agricultural lands and supporting local food producers. We also heard about opportunities to improve food security through urban agriculture and community gardens.

Agriculture and Food Security in the Future

Q: In 30 years, what does agriculture and food security look like?

Community members shared a vision of a food system that is:

- **Local and accessible.** Local, healthy, and affordable food options are accessible to all. There are more farmer’s markets, and local farm products sold in stores and restaurants, and reduced reliance on food imports. Community members are food secure and can produce their own foods should they choose (e.g. gardens, backyard hens).

- **Abundant and diverse.** Food production is abundant and diverse; there are more community gardens, backyard bees and hens, green roofs, greenhouses, thriving farms and orchards, salmon-bearing ditches, and edible landscapes around town. Community members have year-round access to a variety of foods that meet their needs.
- **Supported.** Community members (farmers, youth, residents) are supported in growing local food. There are land matching and sharing programs, skills programs, teaching gardens, and community kitchens. Farming is viable, there are protected agricultural lands, and infrastructure to support food production (e.g. food sharing hub, processing options, agri-tourism and a supported food producer group).
- **Sustainable.** Food production is sustainable, there are more organic producers, climate-resilient crops, smart water use, reduced run-off, and use of renewable energy.

Other ideas included improving food safety standards and reducing government regulation in agriculture. There were some concerns about future agricultural productivity due to climate change and development pressures.



Big Ideas for Agriculture and Food Security

Q: How important are each of the following actions for Salmon Arm?



Survey and Futures Fair participants most often ranked **supporting local farm sales** as the most important action. We heard ideas for more markets, farm gate sales, and opportunities to connect farmers to local businesses, including food maps and promoting agri-tourism.

Enhancing urban agriculture opportunities also ranked with high importance. Across engagement, we heard ideas like:

- Encouraging home food gardens
- Removing restrictions on backyard chickens and bee-keeping
- Encouraging food growing throughout community parks
- Supporting community programming for growing and processing

- Encouraging more processing options and defining lands for processing (e.g. abattoir)

We heard ideas to support local farmers in pursuing **more sustainable agriculture**, including:

- Encouraging renewable energy
- Encouraging climate adaptive agricultural practices
- Improving decision-making related to water usage
- Improving infrastructure such as ditch maintenance and water access

Community members shared ideas to **remove barriers to farming** like:

- Expanding potable water infrastructure for agricultural uses (e.g. livestock)
- Exploring opportunities for expanding irrigation in the Salmon Valley
- Exploring opportunities for an agricultural college
- Investigating and responding to pest and noxious weed issues
- Seeking ways to minimize permitting delays
- Exploring creative solutions to workforce housing in urban and rural areas
- Supporting an organization to represent producers' interests (e.g. Farmer's Institute)

Ideas related to protecting agricultural land and the ALR included:

- Creating an inventory of lands which are suitable or non-suitable for agricultural uses
- Providing incentives to encourage farm uses
- Protecting agricultural land from development and providing buffer areas
- Coordinating with other levels of government to have consistent guidelines on policies and regulations related to ALR

5.1.7. Jobs and the Local Economy

Phase 1 engagement elicited limited feedback on economic issues given there is no current section in the OCP that directly addresses these issues. About 70% of respondents indicated that commercial and industrial policies were 'very' or 'somewhat important' in the OCP. Comments indicated continued support for the protection and expansion of industrial lands, and a continued focus on the downtown as the commercial centre of the community.

Jobs and the Local Economy Today

Q: What do jobs and the local economy look like today?

Through the combined workshop, meetings and one-on-one sessions in Phase 2 engagement, we heard Salmon Arm has a vibrant, walkable downtown core with many small businesses. There is an opportunity to continue to support local shops and expand options for youth (i.e. jobs, and public spaces). We also heard a desire to protect industrial lands, encourage a diversified economy, and expand commercial options and amenities in Canoe.

Jobs and the Local Economy in the Future

Q: In 30 years, what do jobs and the local economy look like?

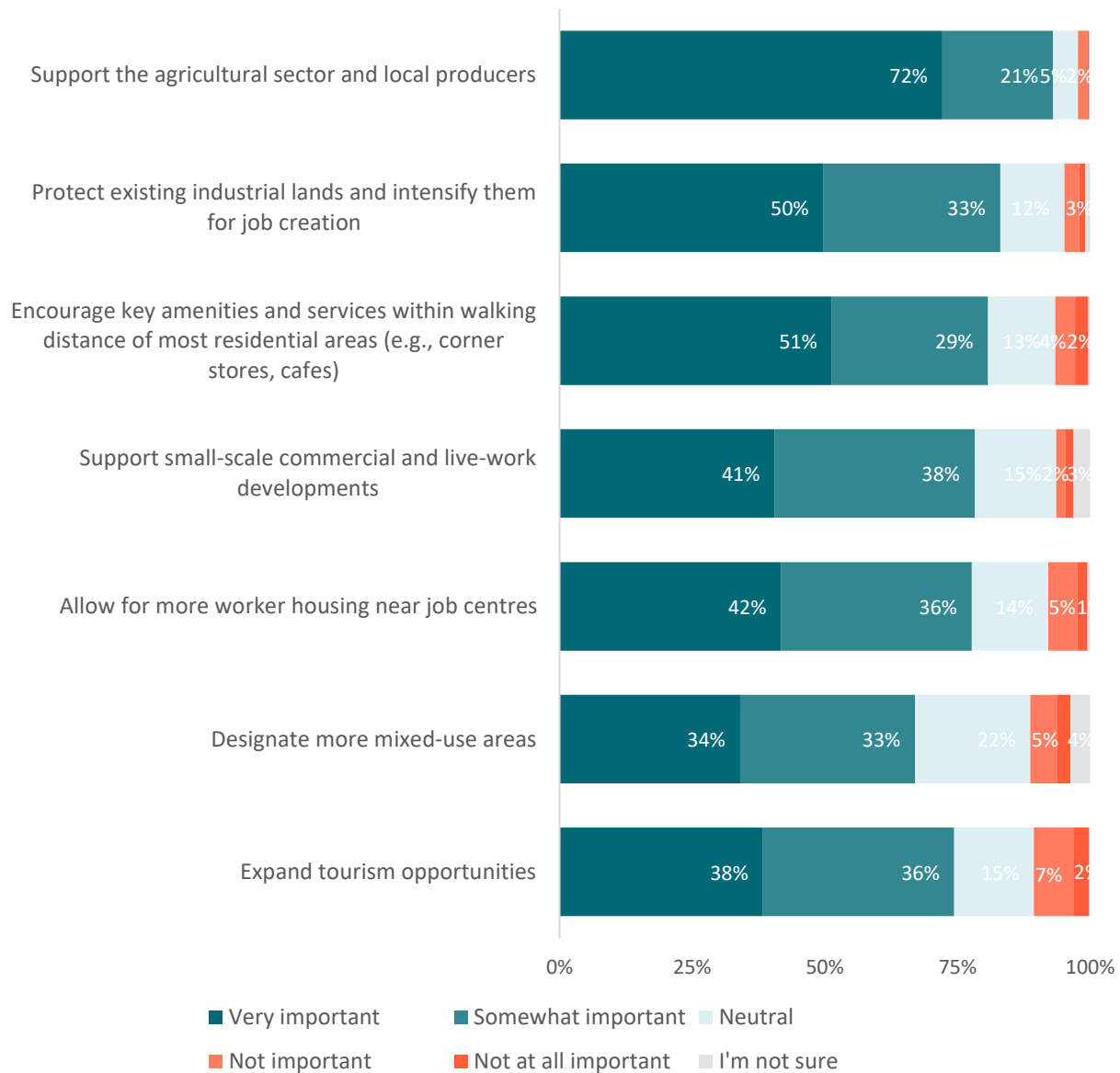
Community members shared a vision of a local economy that is:

- **Supported.** There is low unemployment; community members of all ages and backgrounds have stable employment opportunities and earn a living wage. Small businesses thrive, there is workforce housing, and education and training opportunities for workers.
- **Sustainable.** The community supports sustainable economic development, including small businesses, low-emission industries, and clean technology.
- **Diverse.** There is a diverse economic base, including services, retail, tourism, manufacturing, food production and processing, and home-based businesses.
- **Connected.** Jobs, amenities, and services are well connected to housing by foot, bike, and transit.
- **Thriving.** A thriving local economy supports a vibrant community for those who live, work and visit Salmon Arm. Placemaking is well-considered and successfully implemented.



Big Ideas for Jobs and the Local Economy

Q: How important are each of the following actions for Salmon Arm?



Survey and Futures Fair participants ranked a high level of importance for supporting the agricultural sector. Protecting existing industrial lands and encouraging key amenities and services within walking distance also ranked with a high level of importance. Related to these, we heard suggestions to:

- Extending water and sewer services to the industrial parks
- Encouraging convenience stores, coffee shops, and restaurants in neighbourhoods, and particularly more commercial options in Canoe, Hillcrest and Raven areas
- Encouraging culturally diverse food options (e.g., restaurants, groceries)
- Improving connectivity and transit access to the industrial parks

- Encouraging residential density downtown to support commercial uses

We heard ideas to **support live-work options** and to **attract skilled labour**, including:

- Incentivizing live-work options downtown
- Increasing workforce housing and skills training opportunities
- Encouraging other types of industry to flourish (e.g. manufacturing)
- Encouraging companies to undertake the Labour Market Impact Assessment and hire temporary foreign workers

There were mixed levels of importance for **designating more mixed-use areas** and **expanding tourism opportunities**.

- Developing Ross Street parking for new commercial mixed-use
- Expanding commercial options near the waterfront
- Exploring wharf access and uses into the future
- Expanding entertainment options downtown, including a bowling alley and cinema
- Protecting the charm of downtown and ensure it remains a commercial focus

Ideas related to **developing policy and partnerships**, include:

- Reducing development cost charges in industrial areas
- Building partnerships with Local First Nations to build a strong community and economy together
- Reducing barriers to business approvals process
- Improving cohesion between city departments (e.g. City Council, planning, engineering)

5.1.8. Arts, Culture, Community Heritage

Participants in the Phase 1 engagement expressed support for policies continuing to support the arts, cultural and community heritage sector, with over 60% indicating that these issues were 'very' or 'somewhat important'. Comments when provided, indicated support for community heritage programs and efforts made to date.

Arts, Culture, Community Heritage Today

Q: What does arts, culture, and community heritage look like today?


Through the combined workshop, meetings and one-on-one sessions in Phase 2 engagement, we heard the community's appreciation for Salmon Arm's community organizations, events, live music, art spaces, and Innovation Centre. We also heard a desire for more cultural representation and celebrations, a need for more inclusive and accessible public gathering spaces, as well as low-barrier and welcoming community services. There were some concerns about increasing crime and community safety, particularly in downtown and rural areas.

Arts, Culture, Community Heritage in the Future

Q: In 30 years, what does art, culture, and community heritage look like?

Community members shared a vision of Salmon Arm that is:

- **Vibrant.** Salmon Arm is a destination for arts and culture. There are plenty of community events and performances, and gathering spaces (e.g. First Nations cultural centre, performing arts centre, etc.). Local artists and community cultures are celebrated
- **Diverse and inclusive.** People feel safe and welcome. It is a community that celebrates all cultures, ages, abilities, and walks of life. There is respect and good relationships between Indigenous and non-Indigenous people, and a commitment to reconciliation from government.
- **Supported.** Everyone is housed and can access social, cultural, and wellness supports (e.g. mental health services, doctors, cultural centres, after-school care, etc.). There are opportunities for community members to be involved in planning decisions.
- **Honoured.** A diverse community heritage is represented through art and the built environment. There is increased public awareness of Secwepemc history and connection to the land.



“A rich tapestry of diverse cultures and a wide acceptance of diverse populations.”

Big Ideas for Arts, Culture, Community Heritage

Q: How important are each of the following actions for Salmon Arm?



Survey respondents ranked working with the **Province to expand social programs**, and to **support inclusive and accessible community events** as the most important actions. This was followed by working with **community partners to expand social programs** and encouraging **public art** in the community. Community members shared ideas, including:

- Expanding support for both Indigenous peoples and newcomers, including those dealing with mental health and substance use issues, housing and job insecurity
- Clearly articulating the City's role in social development
- Ensuring public spaces are accessible to diverse abilities, ages, and cultures
- Showcasing local artists through murals, music, and performances

- Updating the Performing Arts Theatre and expanding public art spaces and venues downtown
- Exploring an arts and culture district
- Integrating public art throughout the city

Expand **arts and culture programs** and **educational opportunities that reflect the community's diversity** were ranked with relative less importance. Still, many (79%) feel it is very or somewhat important. We heard ideas like:

- Building relationships with Secwepemc communities
- Increasing public education of the local Indigenous history
- Recognizing and acknowledging diverse histories to inform a better future
- Increasing education and awareness of different cultures

We heard ideas related to good governance, including:

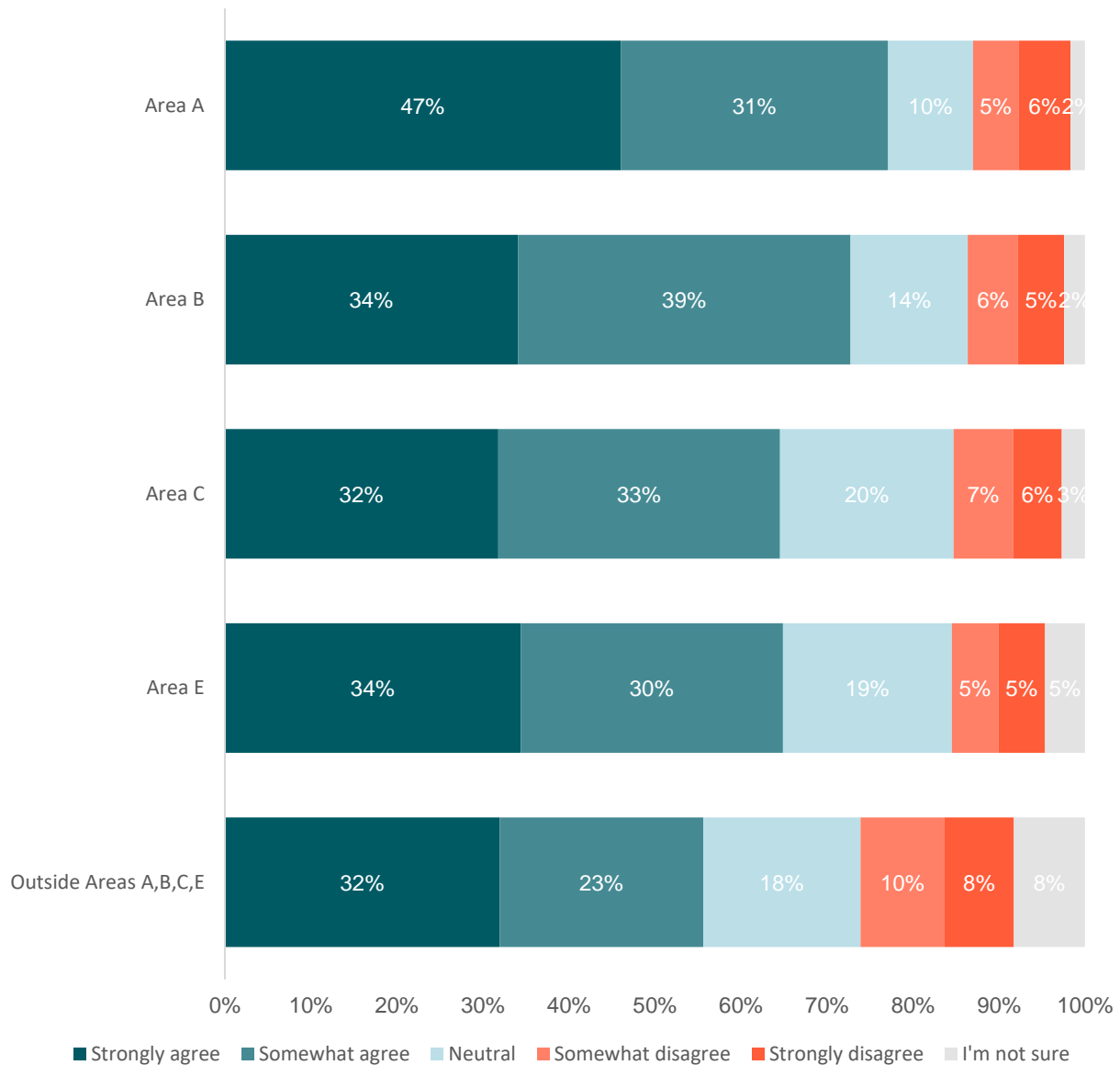
- Integrating an equity lens throughout the OCP, and establishing social connection as a guiding principle
- Developing an Anti-Racism Strategy
- Diversifying Council and City staff makeup
- Committing to transparent decision-making and City planning
- Ensuring community safety and policing

5.2. PHASE THREE: DRAFTING THE OCP

5.2.1. Growth Management

Proposed Growth Areas

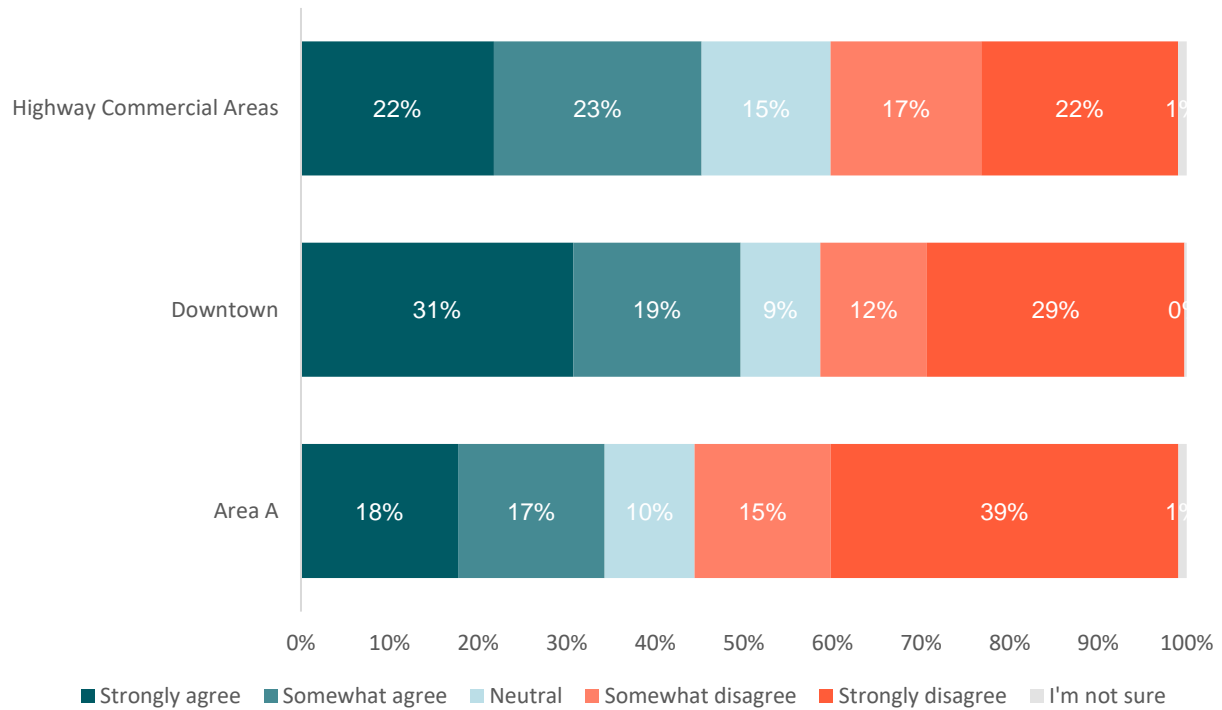
Q: Do you agree with the proposed Growth Areas, as described?



421 responses

Overall, survey respondents agree for the proposed Growth Areas. Area A received the highest level of agreement (78% somewhat or strongly agree), followed by Area B (73% somewhat or strongly agree).

Q: Do you agree with increasing building height above 6 storeys in these areas?



424 responses

Survey respondents shared mixed agreement on increasing building heights above 6 storeys. Increasing heights downtown received the highest level of agreement (50% of respondents somewhat or strongly agree), followed by highway commercial areas (45%) and Area A (35%).

Q: Tell us why

Survey respondents shared the following feedback:

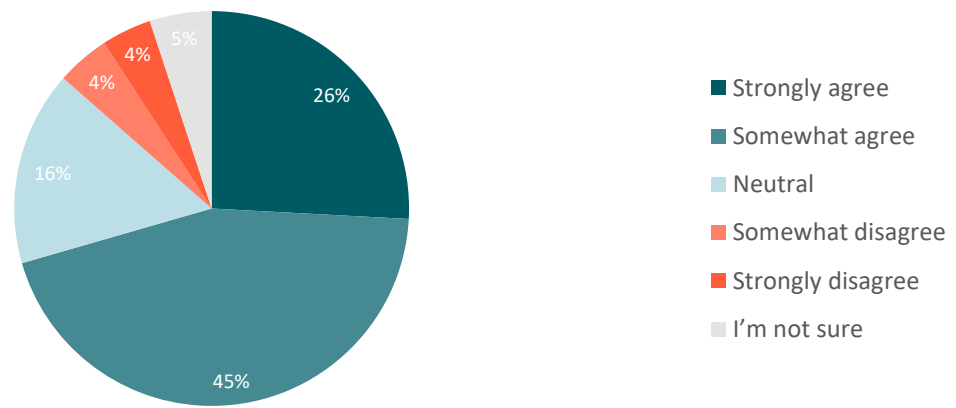
- Maintaining small-town charm.** Many commented on the importance of maintaining Salmon Arm’s community feel if increasing building heights. Some shared concerns that views, noise levels, and ease of access across the city would be impacted. Others support accommodating growth with increased heights but noted the importance of protecting views, particularly of Shuswap Lake and forested areas.
- Concentrating development.** Overall, comments expressed a preference for taller buildings to be concentrated downtown, near Piccadilly Mall, and along the highway. Respondents suggested that new development should be mindful of views and reflect neighbourhood character. Some comments preferred distributed growth so there are services and amenities outside the Downtown core.
- Building heights.** Most respondents shared concerns about increasing heights above 6 storeys, noting potential impacts to views, housing affordability, availability of parking, and access for emergency responders. Some respondents were supportive of increasing building heights to 6-10 storeys to accommodate growth and minimize climate impacts through concentrated growth. A few respondents shared a preference for over ten

storeys, and a few respondents shared a preference for accommodating growth with infill housing.

- **Mixed-use developments.** Survey respondents expressed support for mixed-use developments, to improve ground-level access for community services. We also heard about the importance of increasing affordable housing options. For developments, there were suggestions to ensure that there would be developer uptake in building new forms of housing and commercial spaces.
- **Parking.** We heard suggestions to ensure adequate parking to accommodate increased heights, including underground lots.

Mixed Use Developments

Q: Do you agree with the draft policies to encourage new mixed-used development?



414 responses

Overall, survey respondents agree (71%) with the draft policies to encourage new mixed-use development. A combined 8% strongly or somewhat disagree, 16% were neutral, and 5% were unsure.

Overall

Q: Is there anything else you'd like to share about the draft growth management section? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

Community members often commented on:

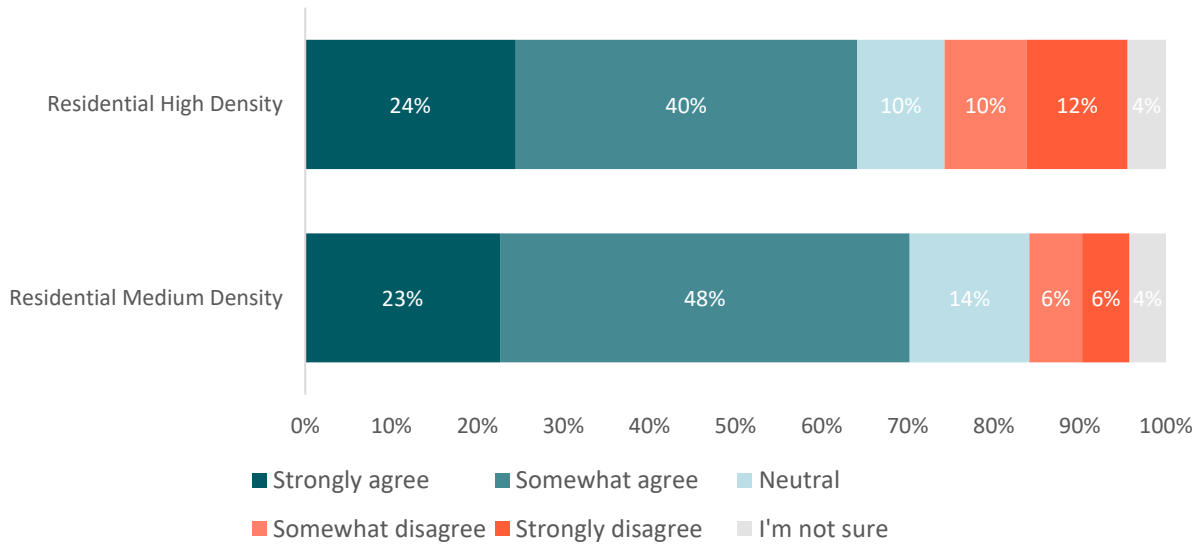
- **Infrastructure.** We heard concerns that existing infrastructure may not keep up with the rate of development. Particularly, there were comments about congested roads, schools, lack of safe sidewalks and other transportation options, and sewage capacity. We heard support for infrastructure improvements in Area A, suggestions to increase development cost charges to help pay for upgrades, to explore the impacts of densification on school catchments, and implement green infrastructure.

- **Location and concentration of development.** We heard support for maintaining the UCB and focused growth. There were mixed perspectives on concentrating development along the highway. Some were worried this would impact views and be difficult for new residents to access services, while others suggested this was an ideal location to build up.
- **Mixed-use development.** Many expressed support for more mixed-use development to improve access to retail and services and increase housing diversity. We also heard some general concerns with the direction.
- **Preserve ALR land.** There was some concern about potential residential development on ALR land as this would take away from agriculture potential for today and the future. There was specific concern with the proposed 10th Avenue SE (north of Airport) and 10 Avenue SW and 10 Street SW (south of Blackburn Park) ALR exclusion.
- **Community growth.** We heard mixed sentiments about growth; some do not wish for more growth in the community, and others expressed support for accommodating growth through an increase in building heights and infill housing.
- **Green and recreational space.** Comments highlighted the importance of green and community space with new development (e.g. urban agriculture, play spaces, gathering spaces, tree canopy cover, etc.). Some shared a preference for maintaining green and recreational space over new development.
- **Connectivity.** We heard about the importance of improving connectivity and making it easier to access amenities and services by foot, bike, and public transport.
- **Neighbourhood character.** There were some concerns that increasing building heights would disrupt existing neighbourhoods. There were suggestions to concentrate development in specific areas to accommodate community growth, and to ensure vibrant community spaces throughout all neighbourhoods.
- **Parking.** Some commented on the need to improve parking in high-traffic areas such as Downtown and the Piccadilly/Blackburn area.
- **Affordability.** We heard suggestions to expand housing options, including family-friendly units and co-ops. There were some concerns about the affordability of homes and getting priced out as new developments are being built.
- **Reconciliation.** Comments suggested an opportunity to reflect the Truth and Reconciliation Calls to Action.

5.2.2. Urban Residential

Residential Densities

Q: Do you agree with the proposed densities, as described?

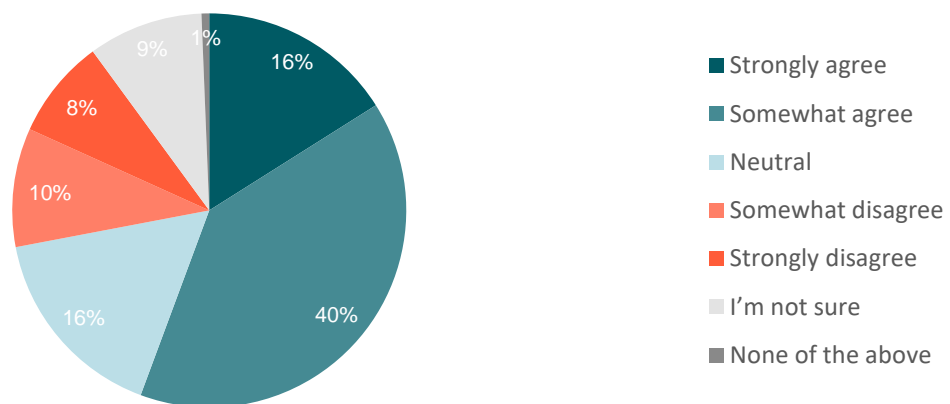


318 responses

Overall, survey respondents agree with the proposed densities as described. More than half somewhat or strongly agree with the residential high density (64%) and residential medium density (71%).

Infill Residential DPA

Q: Do you agree the Draft Infill Residential DPA Guidelines adequately reflect Salmon Arm's neighbourhood character?

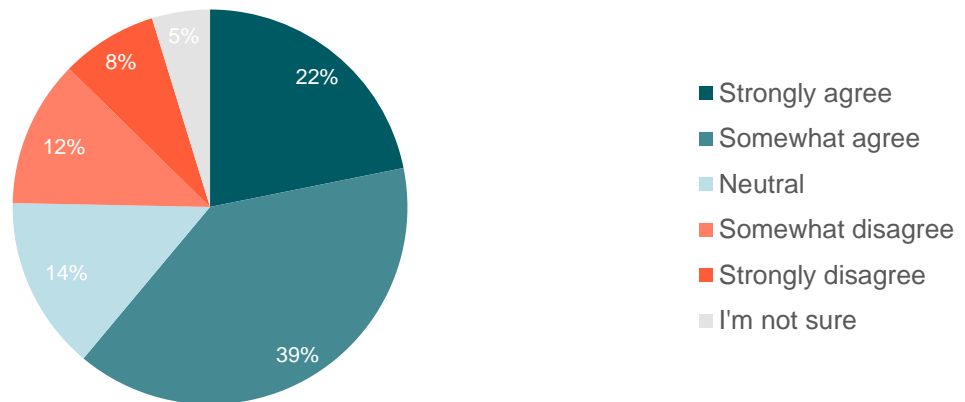


318 responses

Most survey respondents (56%) somewhat or strongly agree that the draft infill residential DPA guidelines adequately reflect Salmon Arm's neighbourhood character.

Housing Diversity

Q: Do you agree the draft policies adequately support affordable and accessible housing options?



316 responses

Nearly two-thirds of survey respondents (61%) strongly or somewhat agree that the draft policies adequately support affordable and accessible housing options. About one-fifth (20%) strongly or somewhat disagree.

Overall

Q: Is there anything else you'd like to share on the draft urban residential section? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

Community members often commented on:

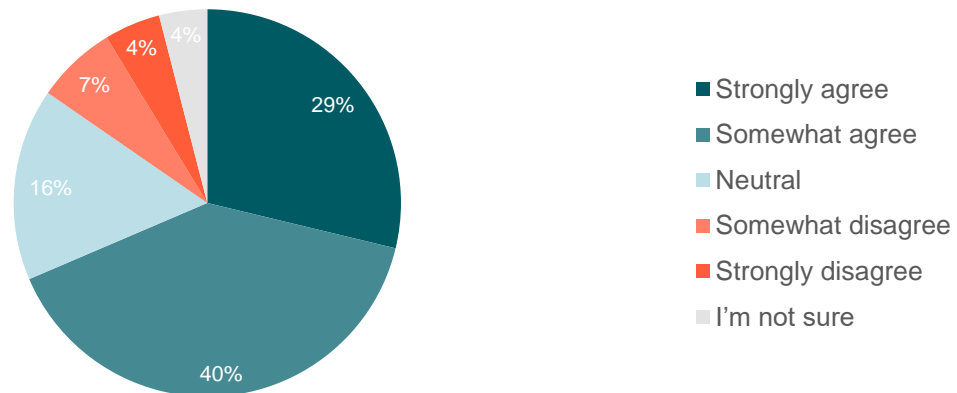
- **Housing diversity and density.** We heard support for increasing density, integrating infill housing, and expanding housing diversity, non-market, rental, seniors, and workforce housing. There was also support for implementing the existing Community Housing Strategy and addressing homelessness.
- **Community spaces.** We heard about the importance of community spaces to support community connections for a growing population, such as community parks and recreation spaces.
- **Affordable housing.** Comments suggested eliminating parking requirements to encourage affordable housing, including a definition of affordable housing in the OCP, expanding support for co-op, supportive, and subsidized housing, and re-establishing the housing task force.
- **Reduce barriers to development.** Some comments suggested approaches to improve the development process, including reducing fees and steps for permitting. We also heard about the need for adequate infrastructure and servicing to support new development.
- **Leave as is.** Some comments expressed a desire to limit community growth and maintain Salmon Arm's existing character.

- **Parking.** We heard some concerns about a lack of parking to support community growth and suggested off-street parking and building underground.
- **Design guidelines.** We heard about the importance of design guidelines to encourage climate action, interesting architectural forms, and to maintain permeable surfaces, and encourage stormwater retention. There were suggestions to require universal design, common spaces for gathering and shaded areas in multi-family developments, and to adopt BC energy and zero carbon step codes.
- **Neighbourhood commercial.** There was support for neighbourhood commercial development, like convenience stores and daycares.
- **Implementation.** We heard suggestions to strengthen language throughout (e.g. support or encourage to require or implement).

5.2.3. Rural and Agriculture

Urban Agriculture

Q: Do you agree the draft policies adequately support urban agriculture?

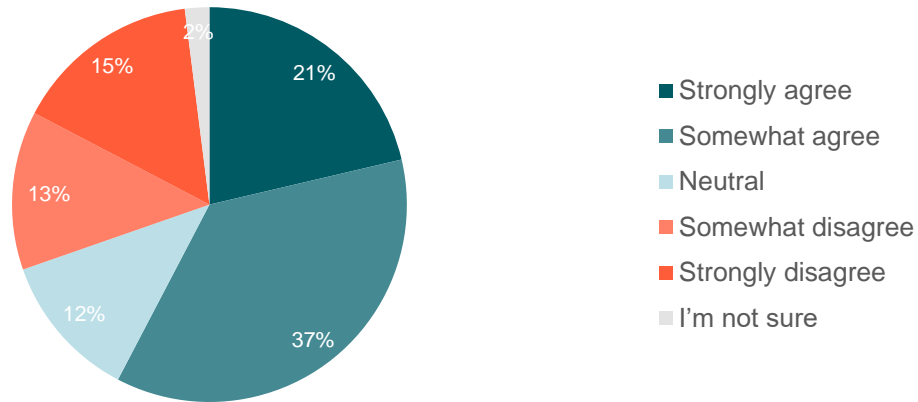


299 responses

More than half of respondents (56%) strongly or somewhat agree that the draft policies adequately support urban agriculture, while 11% strongly or somewhat disagree. 16% neither agree nor disagree and 4% were unsure.

Agriculture Land Reserve Exclusions

Q: Do you agree the draft policy adequately preserves land with agricultural potential?

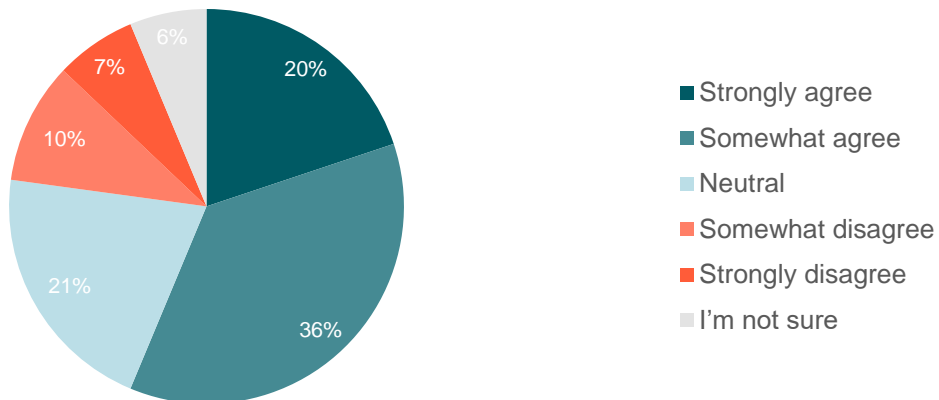


300 responses

More than half of survey respondents (58%) strongly or somewhat agree that the draft policy adequately preserves land with agricultural potential, while 28% strongly or somewhat disagree.

Farm Protection DPA Guidelines

Q: Do you agree the draft Farm Protection DPA Guidelines adequately protect farmland from other uses?



302 responses

More than half of survey respondents (56%) strongly or somewhat agree that the draft farm protection DPA guidelines adequately protect farmland from other uses, while 17% strongly or somewhat disagree.

Overall

Q: Is there anything else you'd like to share on the draft rural and agriculture section? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

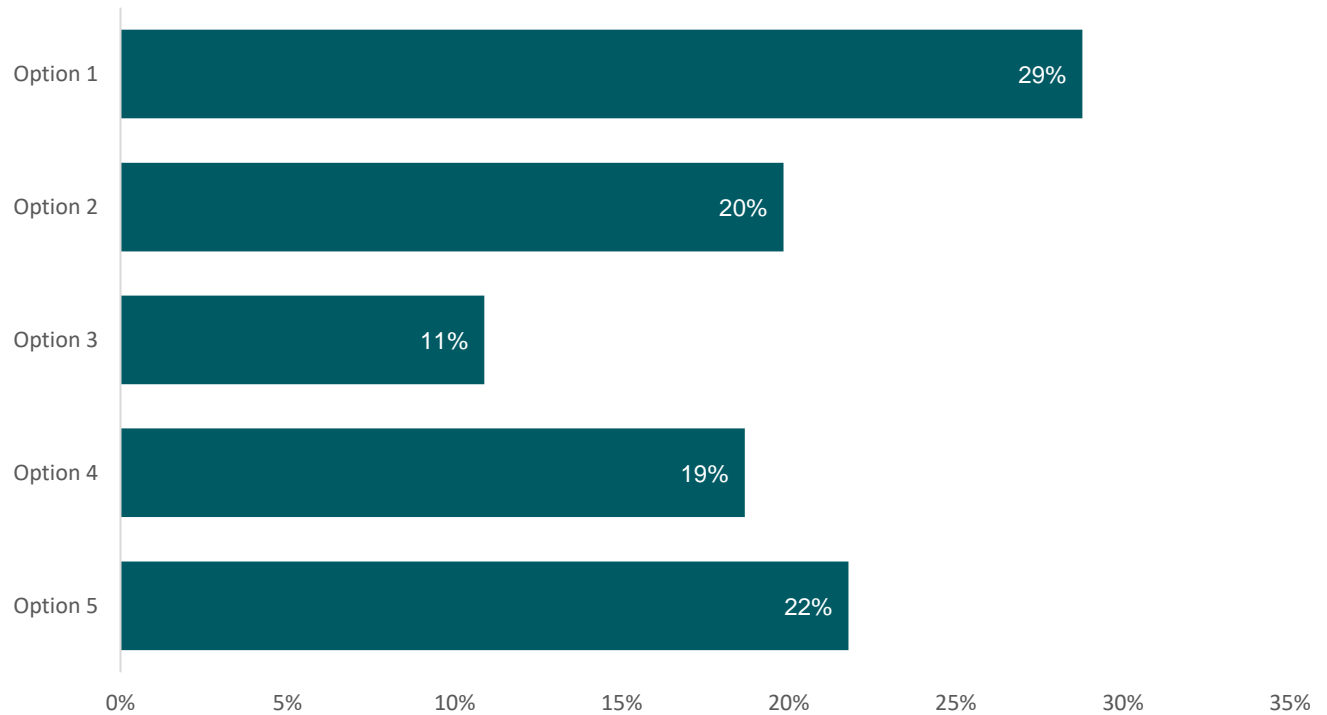
Community members often commented on:

- **ALR land.** We heard concerns about the proposed ALR exclusions, including the cost, rationale, studies completed, impact on downtown, and loss of agricultural lands and impact of food production. Some expressed support of the airport/industrial ALR exclusion sites so long as arable land for the ALR is preserved.
- **Food growing.** We heard about the importance of food growing on farmland and in urban areas to support the community. There was support for the protection of natural spaces and farmland, recognizing agriculture as a core part of the community, as well as for encouraging urban agriculture. There were suggestions for more greenhouse facilities, agrotechnology, and community gardens.
- **Food security.** We heard support for developing a food security strategy and supporting farmer's markets. Comments suggested expanding the rural and agriculture section to include food security. Ideas included expanding support for rural small businesses (e.g. convenience stores, smaller markets and stands), strengthening regional emergency planning and food preparedness, ensuring food growing in new multi-family developments and public spaces, and planning for food programming when designing and renovating civic facilities.
- **Local food economy.** We heard suggestions to support the use of industrial lands for post-production activities and to expand support for food hubs, establish local food procurement targets, and encourage production in visible public spaces to foster a community connection to local food. There was a desire to ensure the Fairgrounds are maintained for agricultural purposes.
- **Indigenous food sovereignty.** There were suggestions to protect traditional food land, support traditional stewardship and harvesting practices in consultation with host Nations.
- **Sustainability.** There were suggestions to reduce and recover food waste through regional coordination and community efforts.
- **Support farmers.** Comments suggested addressing rodent concerns, working with Interior Health to create an irrigation district for the Salmon River Valley, and supporting producers to develop strategies that mitigate the impacts of climate disruptions.

5.2.4. Environment & Climate Change and Potential Hazard Areas

GHG Reductions

Q: The Draft OCP identifies five options to work toward reducing community-wide greenhouse gas (GHG) emissions. Help us set the community-wide reduction target. Choose your preferred option.



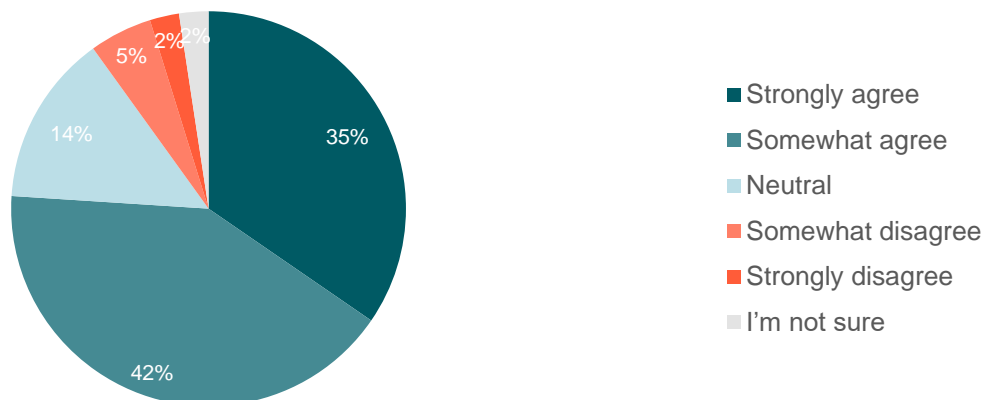
262 responses

Survey and workbook respondents most often selected option 1 – Reduce GHG emissions in alignment with the latest values set by the IPCC to limit warming to 1.5°C, or other more stringent science-based metrics as their preferred greenhouse gas reduction target.

Across the various options, workbook respondents emphasized the importance of Salmon Arm setting an ambitious, aspirational, and evidence-based goal to reduce GHG emissions. We heard it is important for the target to set a baseline year for comparison, as required by the Local Government Act.

Potential Hazard Areas

Q: Do you agree the draft policies adequately enhance community safety and resilience?



292 responses

Most survey respondents (77%) strongly or somewhat agree that draft policies adequately enhance community safety and resilience, while 7% strongly or somewhat disagree.

Overall

Q: Is there anything else you'd like to share about the draft environment and climate change or potential hazard areas sections? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

Community members often commented on:

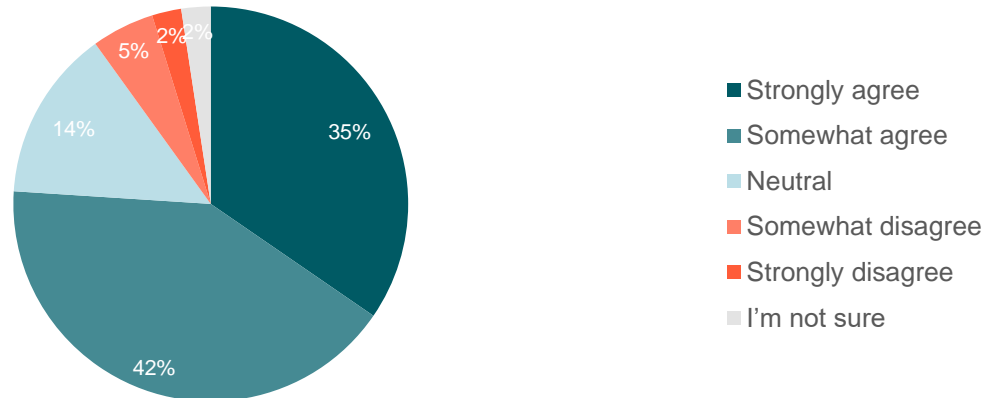
- **Climate action.** We heard support for reducing GHG emissions, integrating climate mitigation and adaptation policies throughout the OCP, and developing a climate action strategy. Many provided ideas to achieve GHG emission reductions, including green infrastructure, improved tree protection, and more strict building codes. We heard suggestions to develop a Citizens' Climate Action Advisory Committee, to introduce strategies like cooling stations and bioswales, and to implement new regulations like a single-use plastic ban, anti-idling bylaws, and voluntary restrictions on watering lawns. Some shared concerns that the draft policies do not have enough actionable steps toward emissions reduction.
- **Protecting natural areas.** We heard support for protecting waterways, tree canopy cover, impermeable surfaces, biodiversity and improving water conservation.
- **Co-benefits.** Some comments noted the co-benefits of policies like improving access to amenities and services by bike, foot, and transit. Respondents also emphasized that a local food system supports climate resilience.
- **Implementation.** Some respondents expressed concerns about the cost and efforts of achieving GHG emission reduction targets and climate initiatives.
- **Safety.** We heard support for improving community safety, and ideas to expand FireSmart education, develop wildfire and flood strategies, and expand emergency

services and preparedness, including translation of materials. Comments noted the importance of locating new developments in safe areas.

5.2.5. Parks, Recreation & Greenways

Recreation and Asset Management

Q: Do you agree the draft policies adequately support high-quality recreation facilities and



diverse year-round recreation options?

294 responses

Most respondents (68%) strongly or somewhat agree that the draft policies adequately support high-quality recreation facilities and diverse year-round recreation options, while 7% of respondents strongly or somewhat disagree.

Overall

Q: Is there anything else you'd like to share about the draft parks, recreation & greenways section? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

Community members often commented on:

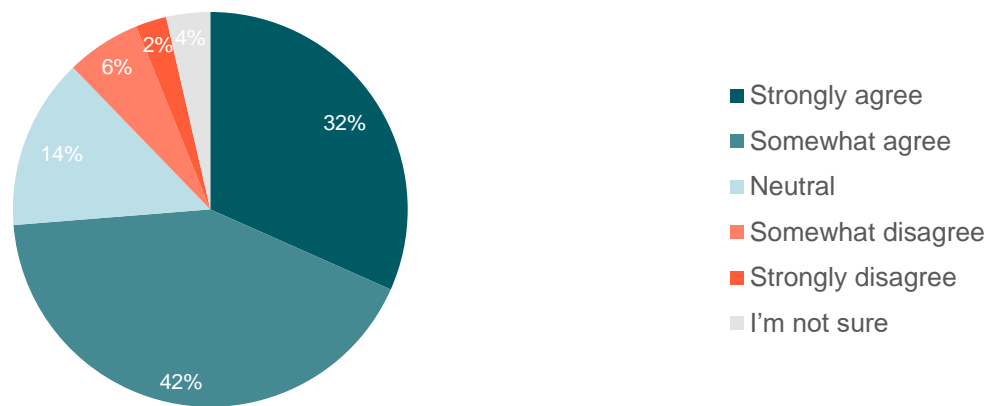
- **Importance of parks, recreation, and greenways.** We heard about the importance of recreational spaces for all ages. There was support for offering safe and diverse recreational opportunities for youth, families, and seniors. Comments often referenced the desire for a new pool, indoor multi-use space, and sports fields.
- **Connectivity within and outside Salmon Arm.** We heard support for improving trail connections, particularly the new West Bay Connector. Many would like the community to become a well-connected city through safe and reliable active and public transportation to encourage healthier and more active lifestyles for all ages. There were some suggestions to consider incentives for private property owners to improve greenway connections and to consider cost-sharing for greenway acquisition.
- **Maintenance and improvements.** Comments shared support for improving the conditions of existing community facilities, particularly the pool and arena.

- **Reduce barriers.** Comments suggested ways to reduce barriers to recreational opportunities. Ideas include youth access passes, family discounts, skate rentals, increased pool scheduling, translation of trail signage, and a gender lens to public space design. We also heard suggestions to ensure that park design includes bathrooms, covered areas, and unstructured play and gathering opportunities.
- **Environmental protection.** Some comments expressed that while they support having more and improved park and recreation spaces, it is also important to protect natural areas.
- **Implementation.** There was support for continued partnerships and collaboration. Some expressed concerns about the cost of implementation and the potential increase in taxes, and suggested identifying the timeline and cost of upgrades.

5.2.6. Economic Development, Commercial & Industrial

Economic Development

Q: Do you agree the draft policies support a diverse economy and stable employment opportunities?

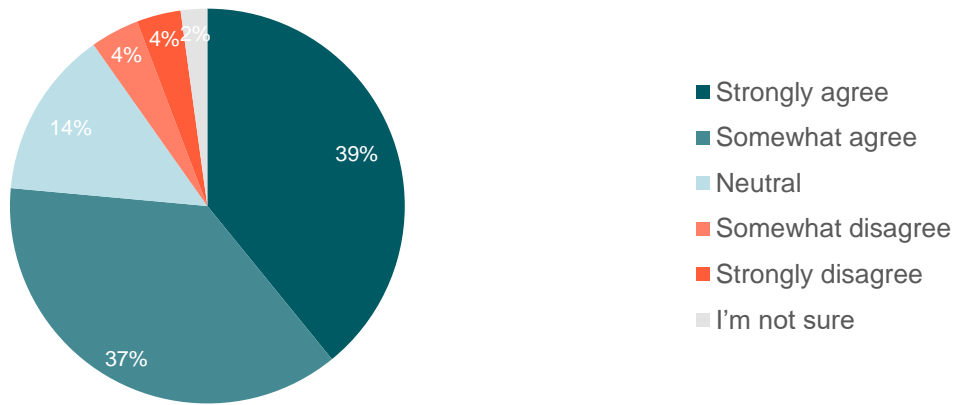


278 responses

Almost three-quarters of respondents (74%), strongly or somewhat agree that the draft policies support a diverse economy and stable employment opportunities, while 8% of respondents strongly or somewhat disagree.

Small-scale Neighbourhood

Q: Do you agree the draft neighbourhood commercial policies adequately improve access to services and amenities?

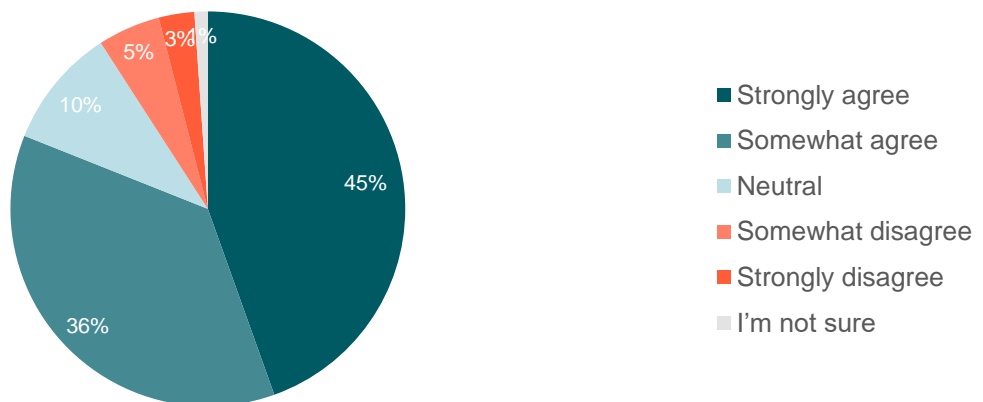


276 responses

Most respondents (78%) strongly or somewhat agree that the draft neighbourhood commercial policies improve access to services and amenities, while 8% of respondents strongly or somewhat disagree. About 16% were neutral or unsure.

Vibrant Downtown

Q: Do you agree the draft downtown commercial policies adequately support a walkable and vibrant downtown?



274 responses

Most respondents (81%) strongly or somewhat agree that the draft Downtown commercial policies adequately support a walkable and vibrant Downtown, while 8% of respondents strongly or somewhat disagree.

Overall

Q: Is there anything else you'd like to share about the draft economic development, commercial or industrial sections? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

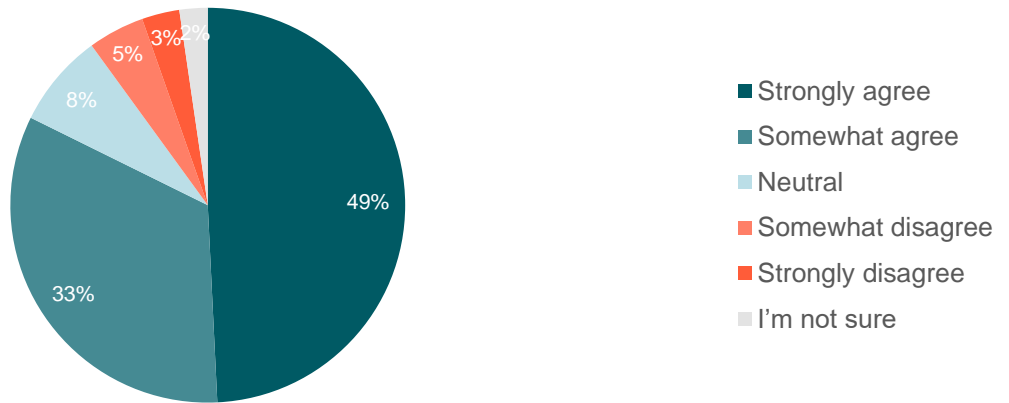
Community members often commented on:

- **Local businesses.** We heard support for continued collaboration with SAEDS and improving support for small businesses. Some comments expressed a desire for expanded business hours and mixed-use development to encourage business activity.
- **Supporting the workforce.** There was support for expanding public transit and providing safe and reliable access to work, as well as expanding childcare options, encouraging a living wage, and expanding opportunities for youth employment. There was a suggestion to explore workforce housing in the industrial park and to consider ways to attract medical workers to support population growth.
- **Vibrant downtown.** We heard support for promoting downtown as the cultural focus of the community and enhancing downtown vibrancy with outdoor seating, flowers, and pedestrian access. There were some mixed opinions about mixed-use commercial to support business activity. Some provided suggestions to preserve heritage buildings downtown through new development and to add guidelines for places to gather and facilitate social connection in the Downtown Commercial DPA.
- **Parking.** There were comments about the importance of adequate parking to draw people to businesses. Some suggested a park-and-ride or free parking Downtown.
- **Protecting commercial and industrial lands.** There was support for continued protection of these lands to support local businesses and industry.
- **Arts, culture and tourism.** Comments suggested a greater emphasis on arts, culture, and tourism and its contribution to the local economy.
- **Diverse economy.** There was support for expanding clean technology and a suggestion to identify forestry as a key sector.
- **Reconciliation.** Comments suggested advancing truth and reconciliation across the sections.

5.2.7. Transportation

Active Transportation

Q: Do you agree the draft policies adequately improve safe, accessible, and active connections?

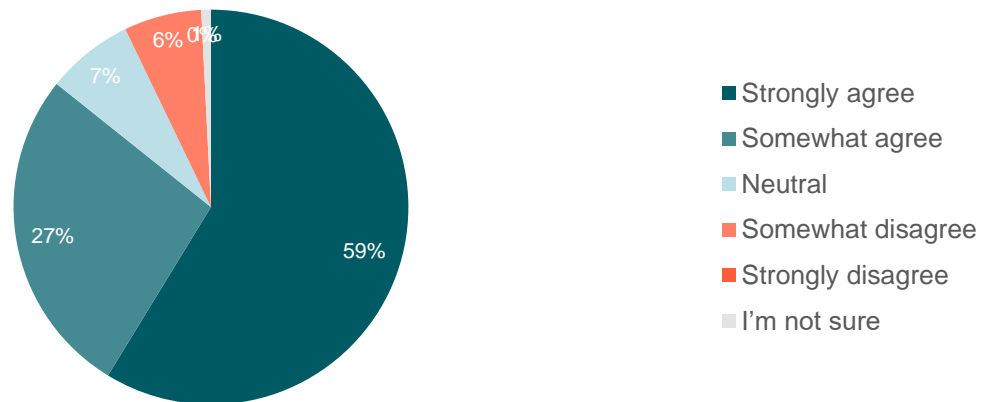


130 responses

Most survey respondents (82%) strongly or somewhat agree that the draft policies adequately improve safe, accessible, and active connections, while 8% of respondents strongly or somewhat disagree.

Transit Improvements

Q: Do you agree the draft policies adequately support expanded transit services?



126 responses

Most survey respondents (66%) strongly or somewhat agree that the draft policies adequately support expanded transit services, while 6% of respondents somewhat disagree.

Overall

Q: Is there anything else you'd like to share about the draft transportation section? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

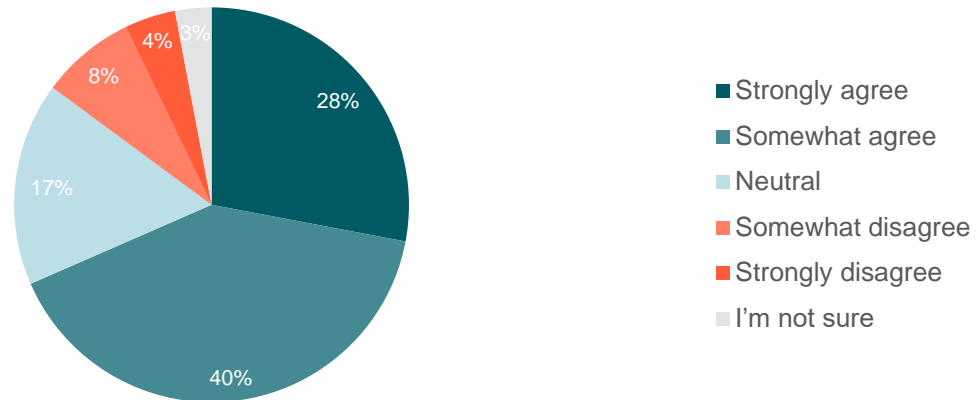
Community members often commented on:

- **Public transit.** We heard about the importance of improving the frequency, reliability, and quality of transit service, including expanding routes (e.g. industrial areas and residential areas that aren't already serviced). There were suggestions to ensure a two-way bus service Downtown and between neighbourhoods, advocate for an electric bus fleet, and reduce barriers to access. Ideas include advocate for affordable passes (or free for youth), increased HandyDart services, establish a Transportation Advisory Council with diverse representation, advocate for a transit app, and translate signage.
- **Active transportation.** We heard support for improved walking and bike connections and infrastructure, and implementing the Active Transportation Plan. There were also suggestions to provide protected bike lanes, road width reductions, improved lighting, maintenance of boulevard trees, a mobility device policy, and improved micro-mobility options. We also heard concerns about active transportation in agricultural areas, particularly regarding safety and user conflicts.
- **Safety.** Many highlighted the importance of safe transportation, particularly connected pathways, an overpass over the Trans-Canada Highway, and bike paths. There were suggestions to work with MOTI to reduce traffic impacts from the highway, consider lower speeds or digital speed signs to manage traffic, and a bridge over the highway or underpass Downtown. We heard some safety concerns related to shared mobility programs with e-bikes and scooters.
- **Sustainability.** Comments noted the opportunity to reduce greenhouse gas emissions and reliance on personal vehicles. Suggestions included e-bike and EV car shares, park and ride options downtown, and review rideshares options (e.g. Uber), as well as working with transit authorities, the school district, and health organizations to identify opportunities to improve transportation options.
- **Implementation.** We heard suggestions to strengthen policy language.

5.2.8. Arts, Culture, Heritage, Social & Community Services

General Policies

Q: Do you agree the draft policies adequately support arts, culture, heritage, social and community services?



168 responses

Most survey respondents (68%) strongly or somewhat agree that the draft policies adequately support arts, heritage, social, and community services, while 12% strongly or somewhat disagree.

Overall

Q: Is there anything else you'd like to share about the draft arts, culture, heritage, social & community services section? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

Community members often commented on:

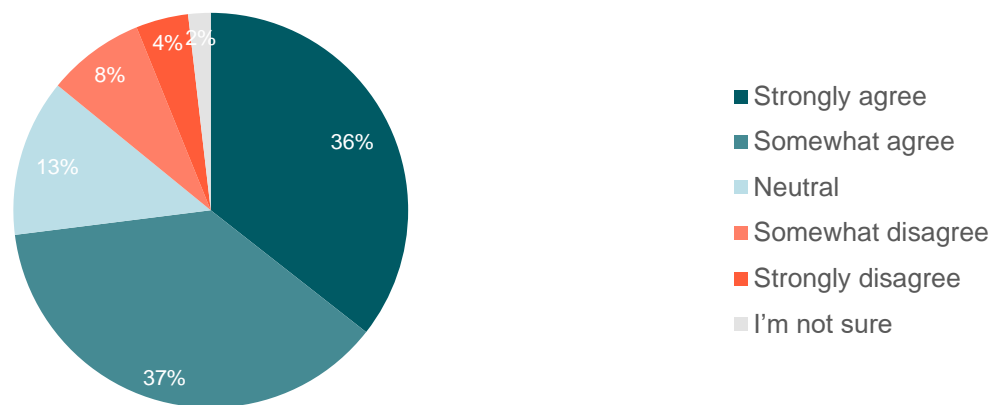
- **Support a vibrant community.** Comments emphasized the importance of supporting arts, culture, and diversity through events, public art, and community spaces. We heard a desire for a centralized space for arts and culture events and activities.
- **Support health and social services.** We heard about the importance of improving access to healthcare, and services for children, youth and seniors. There was support for expanding daycare services and supporting family services, and many noted the high costs of providing healthy food and childcare. There were also suggestions to strengthen the City's role in social development, and to recognize its importance in supporting community growth by creating a separate section.
- **Culture and heritage.** We heard about the importance of more opportunities for cultural education, developing an anti-racism strategy, and exploring a new approach to place naming. There was also support for the maintenance of heritage buildings.
- **Welcoming city.** Some suggested strengthening the OCP's focus on becoming a more welcoming community to newcomers and diverse community members. Ideas include meaningful and accessible consultation with diverse populations, addressing systemic barriers (e.g. gendered lens to policy development, translation of City documents), developing a sanctuary policy, and a breastfeeding policy.

- **Youth-friendly city.** We heard ideas to include an OCP goal of a youth-friendly city, develop a Youth Advisory Council and/or Youth Strategy, take a proactive approach to reducing gang violence and expanding mental health services.
- **Reconciliation.** We heard suggestions to identify opportunities to support urban Indigenous peoples through consultation, focus on Indigenous histories and cultures in heritage conservation, and implement Truth and Reconciliation Calls to Action.
- **Implementation.** We heard ideas to provide financial support to community groups like the theatre and agricultural society, to continue working with local arts, culture, and heritage experts to implement policies and enhance community capacity. Some suggested strengthening policies and improving clarity throughout (e.g. from ‘develop’ to ‘implement’, ‘encourage’ and ‘consider’ to ‘commit’) and other suggested prioritizing actions in other sections.

5.2.9. Utilities & Infrastructure

Green Infrastructure

Q: Do you agree the draft policies adequately integrate green infrastructure?



269 responses

Most respondents (71%) strongly or somewhat agree that the draft policies adequately integrate green infrastructure, while 12% strongly or somewhat disagree.

Overall

Q: Is there anything else you'd like to share about the draft utilities & infrastructure section? What aspects of the key changes and proposed policies are most important to you? Is anything missing or could be improved?

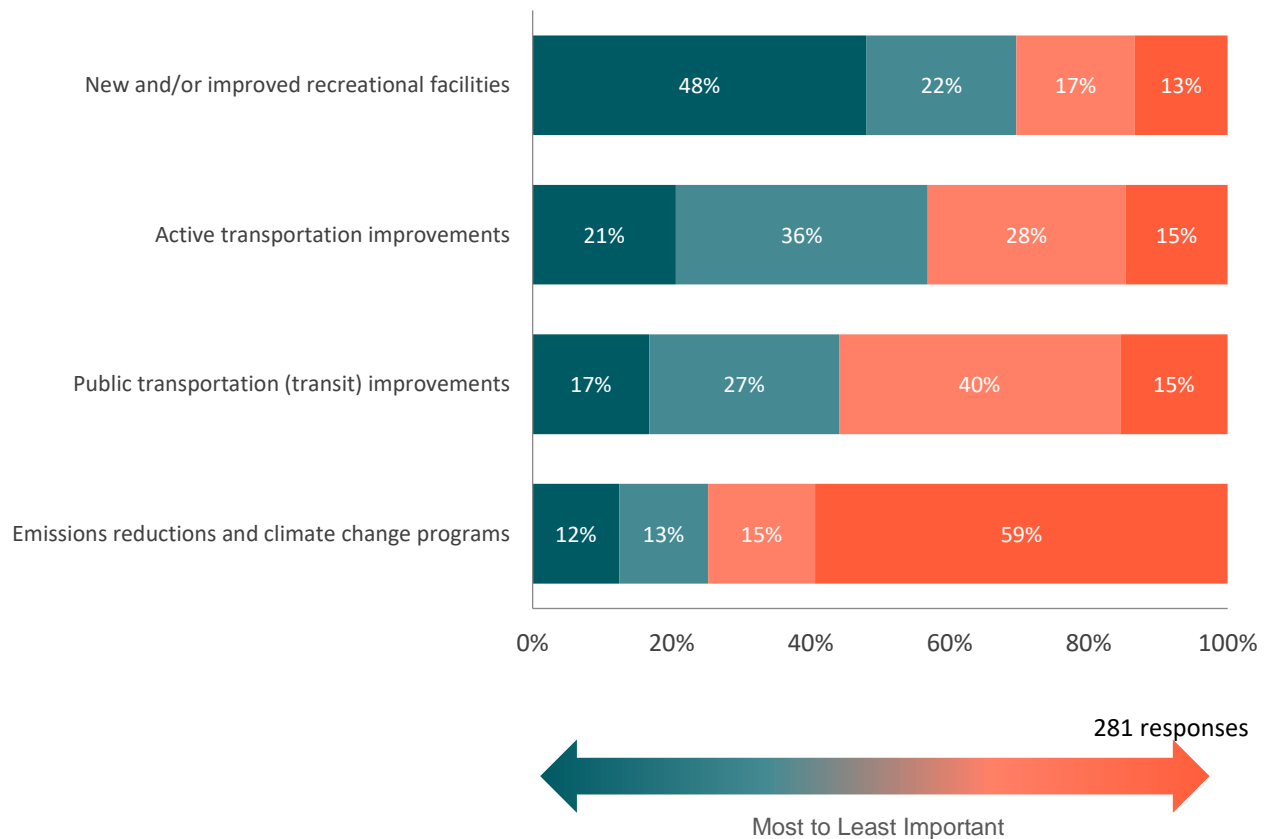
Community members often commented on:

- **Green infrastructure.** We heard support for green infrastructure initiatives. Some suggested adding more detail about what these initiatives would look like and providing incentives to support its implementation. There were some concerns about the costs and need for green infrastructure.

- **Infrastructure improvements.** There was support for ensuring that existing infrastructure is well maintained to support a growing population. We heard about the importance of adequate healthcare as well as water to support community growth and agriculture, and support for expanding City water to Gleneden. There were suggestions to clarify infrastructure upgrades and servicing requirements for developers and to review exemption policies for infrastructure to promote development. There were also some concerns about the cost of infrastructure improvements for rural properties.
- **Protecting trees and natural areas.** Respondents emphasized the importance of protecting riparian areas, wildlife corridors, and trees.
- **Implementation.** There were suggestions to strengthen policy language throughout (e.g. from ‘consider’ to ‘require’).

5.2.10. Implementation

Q: Let us know what is most important to you by prioritizing the updates below from 1 (most important) to 4 (least important)



Overall, survey and workbook respondents ranked new and/or improved recreational facilities as the most important priority, followed by active transportation improvements, public transit improvements, and emissions reductions.

Q: Tell us why.

Survey and workbook respondents shared the following comments:

New and/or improved recreational facilities

- Existing facilities are in need of upgrades (e.g. pool, fields, arena)
- Recreation supports active, healthy lifestyles for a growing population, including youth, young families, and seniors

Active transportation improvements

- Improved sidewalk connectivity will make it a more convenient way to travel
- Improved active connections (to recreational facilities, schools, and other services) will reduce reliance on personal vehicles

Public transportation (transit) improvements

- Adequate and reliable transit will reduce reliance on personal vehicles
- Improved transit will support the workforce, students, and seniors

Emissions reductions and climate change programs

- Climate change is an urgent issue that needs to be addressed today and for future generations
- Improving active and public transportation will help reduce carbon emissions

Q: Do you have any suggestions for how these changes should be funded?

Workbook respondents provided the following suggestions:

- **Grants and funding.** Federal initiatives like the Climate Action and Awareness Fund, Low Carbon Economy Fund, Provincial initiatives under the BC Climate Funding Program, and local grants under the Federation of Canadian Municipalities.
- **Taxes.** Raising property taxes, as well as implementing a climate action tax or tax on short-term rentals.
- **Partnerships.** Improving collaboration and partnership with social services and local businesses.
- **Co-location of services** to support the social sector.

6. MEASURING SUCCESS

The table below summarizes the measures of success identified by the project team, along with Phase 2 and 3 results. While Phase 2 reached a high proportion of the Salmon Arm population, Phase 3 reached a relatively reflective sample of the population in terms of age. Through both phases, we were able to engage with those who do not typically participate in OCP processes. Participants also reported a high level of satisfaction with the engagement opportunities.

Measures of Success	Phase 2 Engagement	Phase 3 Engagement
Number of participants reached across engagement opportunities	1,325 community members (about 8% of population) participated in some form of Phase 2 engagement opportunities.	625 community members participated in some form of Phase 3 engagement.
Number of participants who have not previously engaged	Most survey respondents (62%) have not previously engaged in an OCP Update.	Most survey respondents (54%) have not previously engaged in an OCP Update.
Geographic distribution of participation and representation across demographics	<p>Most survey respondents (84%) are Salmon Arm residents, living in Broadview and Hillcrest neighbourhoods.</p> <p>61% of survey respondents identify as a woman, and 34% as a man.</p> <p>Most survey respondents (66%) are between the ages of 30 and 50 years; 10% of respondents are under the age of 30 and 9% over the age of 70 years.</p> <p>We heard less from youth under the age of 19, community members who live in Gleneden, Piccadilly/Blackburn, Foothills, Salmon Valley, Industrial neighbourhoods, as well as non-homeowners.</p>	<p>Most survey respondents (78%) live in Salmon Arm.</p> <p>61% of respondents identify as a woman, and 36% as a man.</p> <p>One-quarter (25%) of participants were youth under the age of 30 years old, compared to 26% of the population. Over a quarter (28%) of participants were older adults over the age of 60.</p> <p>Compared to the population, we heard from a higher percentage of respondents ages 30 -49 years.</p> <p>We heard less from community members over the age of 70, those who identify as gender-diverse, and those who live in Piccadilly/Blackburn,</p>

		Foothills, Salmon Valley, Industrial neighbourhoods.
Participant satisfaction with engagement opportunities	<p>100% of respondents at the stakeholder workshop agree or somewhat agree they felt listened to, the discussions were useful, they learned something new, and the information provided was clear.</p> <p>100% of respondents at the Futures Fair event agree or somewhat agree they felt listened to, the discussions were useful, and the information provided was clear.</p> <p>89% of respondents at the Futures Fair event agree or somewhat agree they learned something new, while 6% were neutral and 6% disagree.</p>	<p>100% of respondents at the stakeholder workshop agree or somewhat agree they felt listened to, they learned something new, and the information provided was clear. 88% of respondents felt the discussion was useful, and 13% were neutral.</p>

7. NEXT STEPS

The project team extends our gratitude to all those who provided valuable feedback throughout the OCP Update so far. The input gathered will inform the Draft OCP and how we engage with the community.

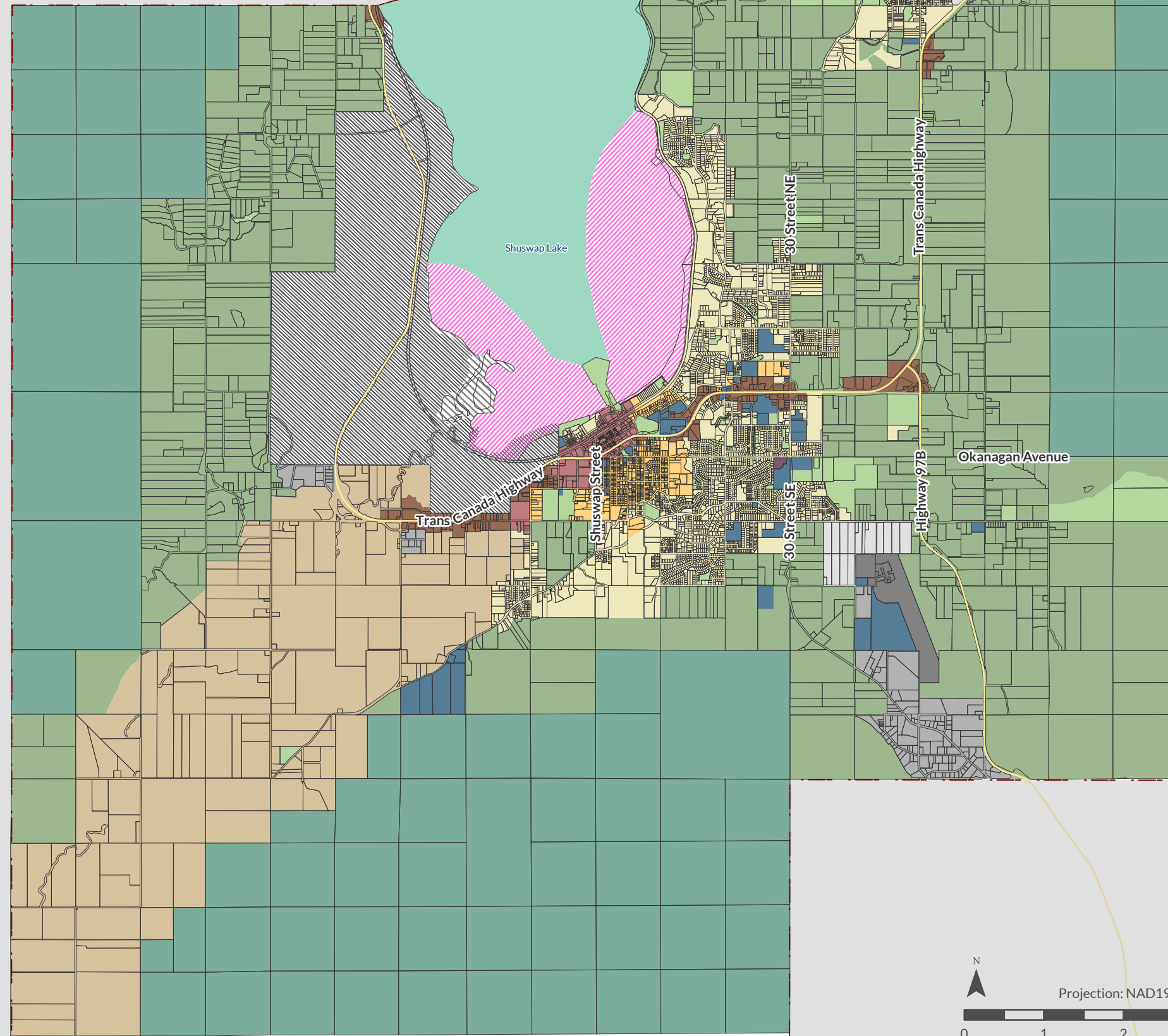
Future engagement on the refined OCP is anticipated for Winter 2025. Stay connected to the process through the City’s project web page at www.salmonarm.ca/464/OCP2024.

MAP A - LAND USE

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

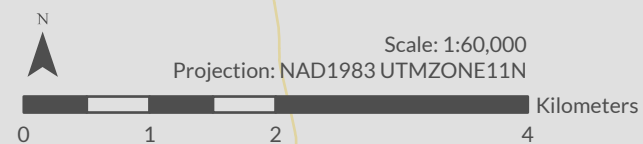


Land Use

- Acreage Reserve
- Commercial City Centre
- Commercial Highway Service/Tourist
- Commercial Neighbourhood
- Environmentally Sensitive Lake Areas
- Forest Reserve
- Industrial Airside
- Industrial General
- Industrial Light
- Institutional
- IR/First Nations Lands
- Lake Recreation
- Park
- Residential High Density
- Residential Medium Density
- Salmon Valley Agriculture

Base

- City Boundary
- Parcels
- Highways




**MAP B -
URBAN CONTAINMENT
BOUNDARY**

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

UCB

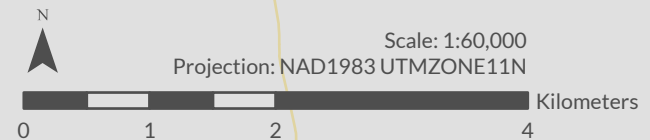
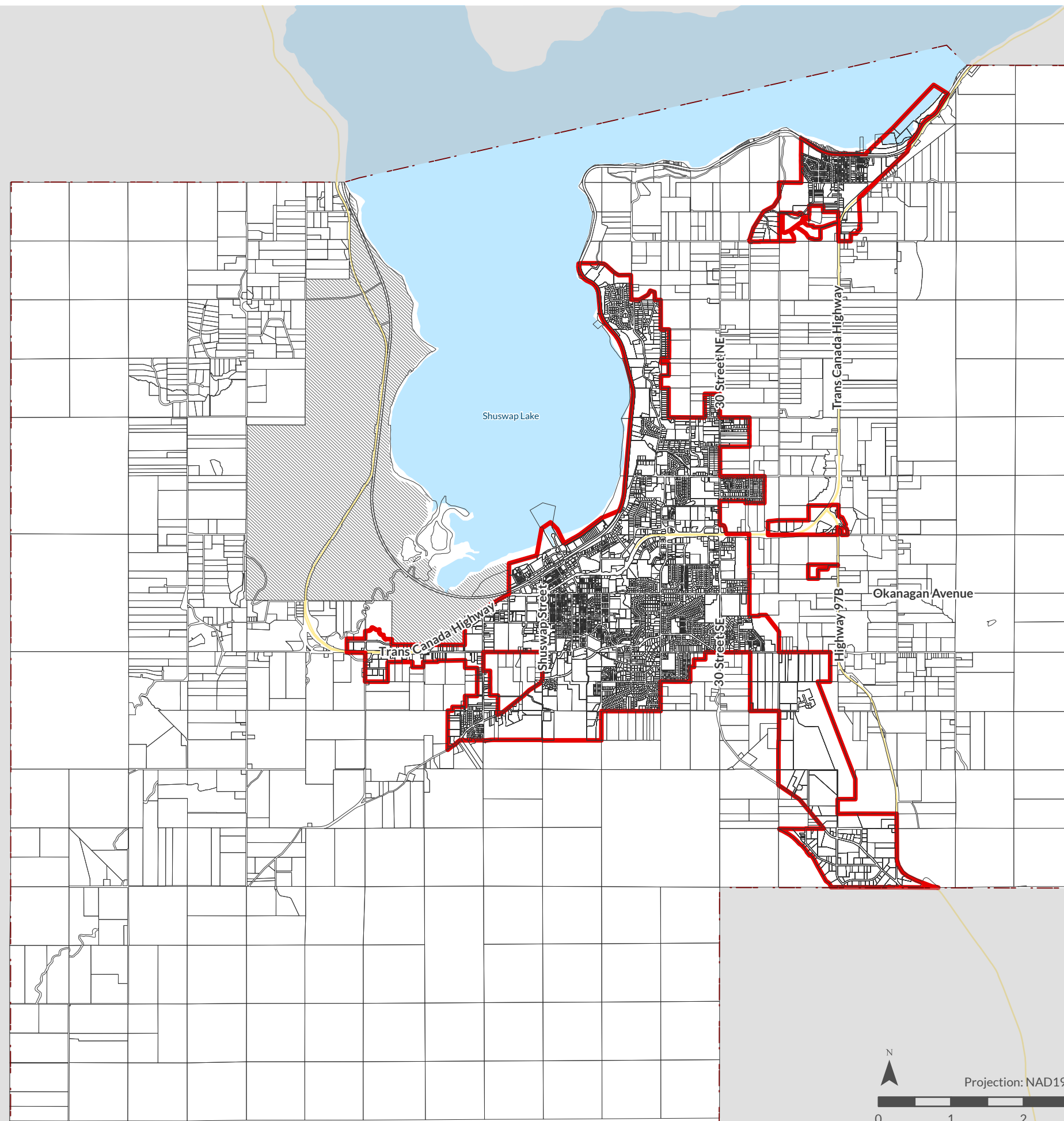
 Urban Containment
Boundary

Base

 City Boundary

 Parcels

 IR/First Nations Lands




**MAP C -
ALR EXCLUSION SITES**

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

ALR Exclusion Sites

 Urban Containment Boundary

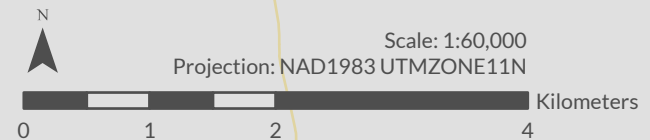
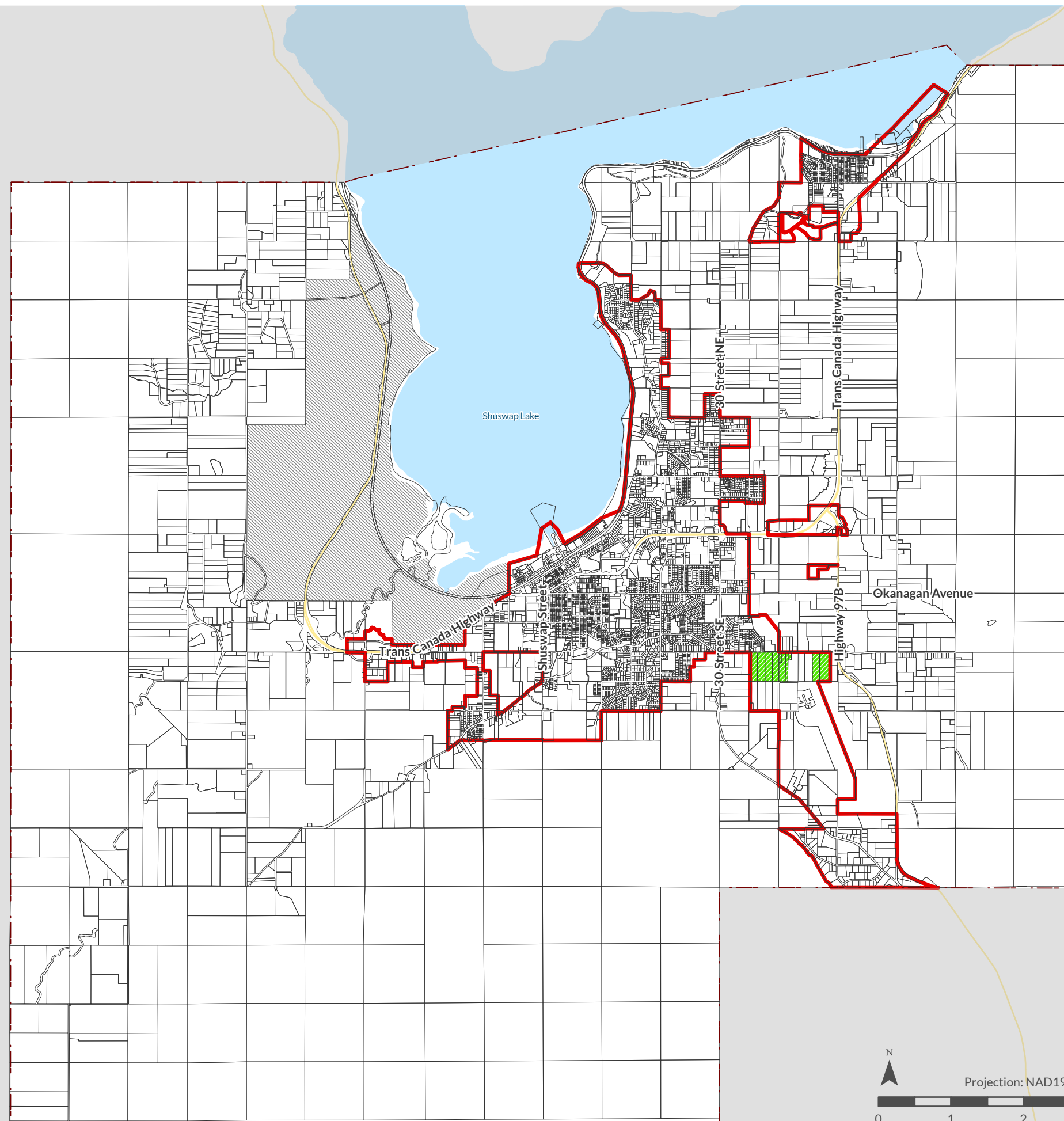
 ALR Exclusion Sites

Base

 City Boundary

 Parcels

 IR/First Nations Lands





MAP D - GROWTH PRIORITY AREAS

Official Community Plan





Last Updated: January 13, 2025

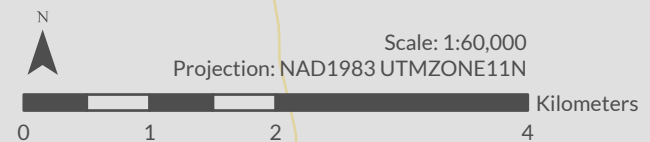
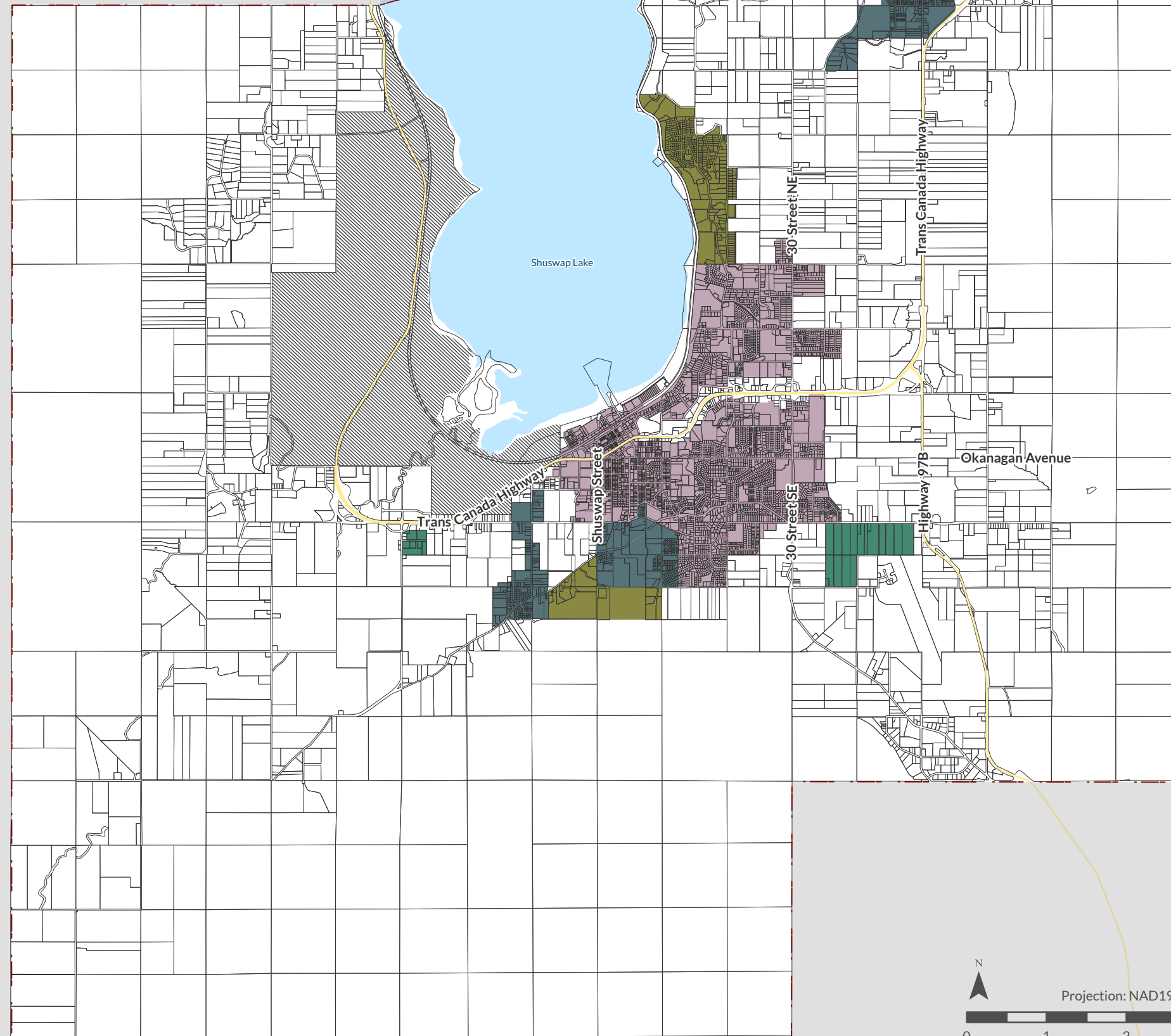
Draft - Subject to further and more detailed review

Growth Management Areas

-  Growth Area A
-  Growth Area B
-  Growth Area C
-  Growth Area E

Base

-  City Boundary
-  Parcels
-  IR/First Nations Lands
-  Highways



**MAP E -
AGRICULTURAL LAND
RESERVE (ALR)**

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

**Agricultural Land Reserve
(ALR)**

ALR

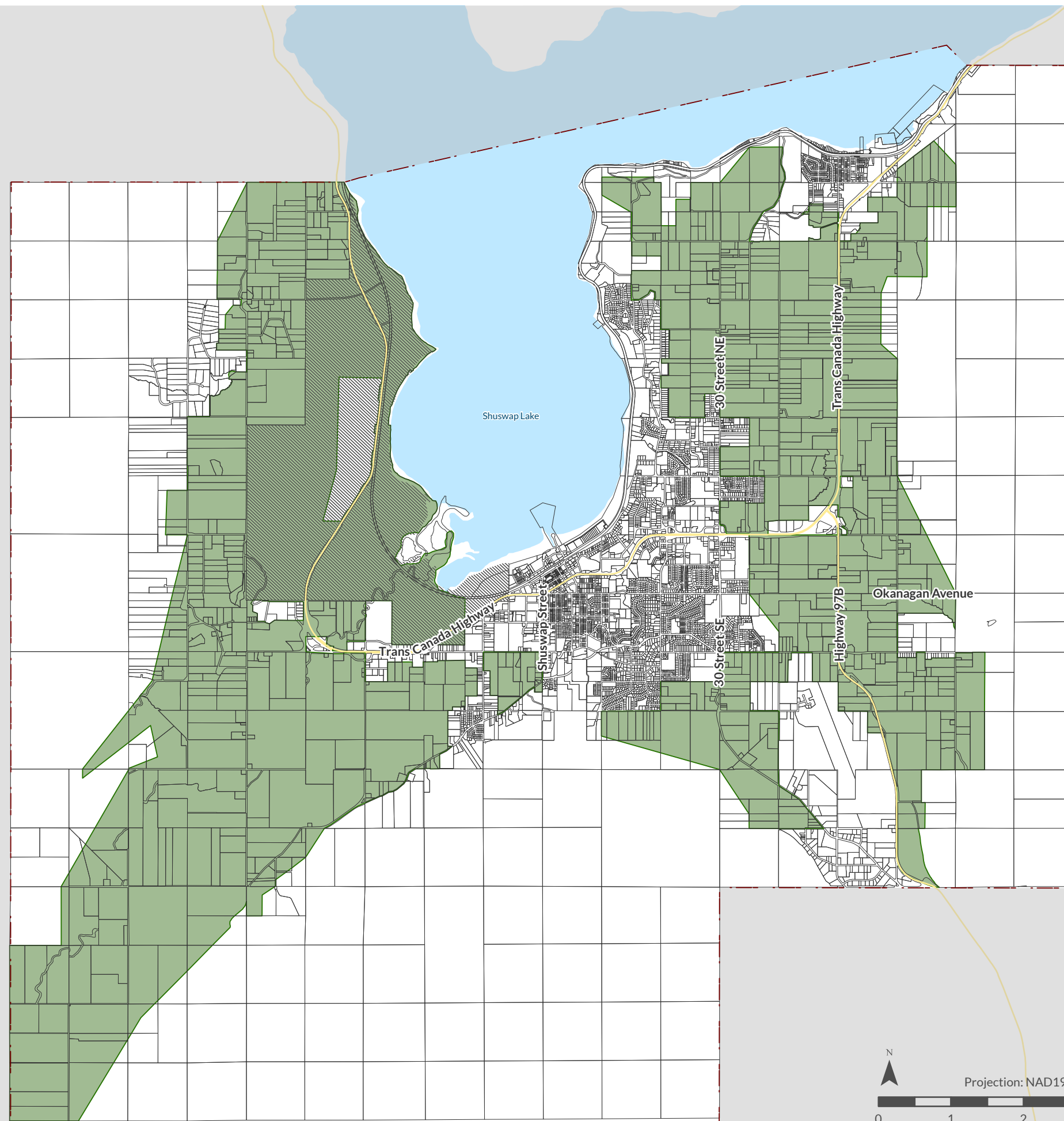
Base

City Boundary

Parcels

IR/First Nations Lands

Highways



**MAP F - AGGREGATE
POTENTIAL**

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

Aggregate Potential

High Aggregate
Potential

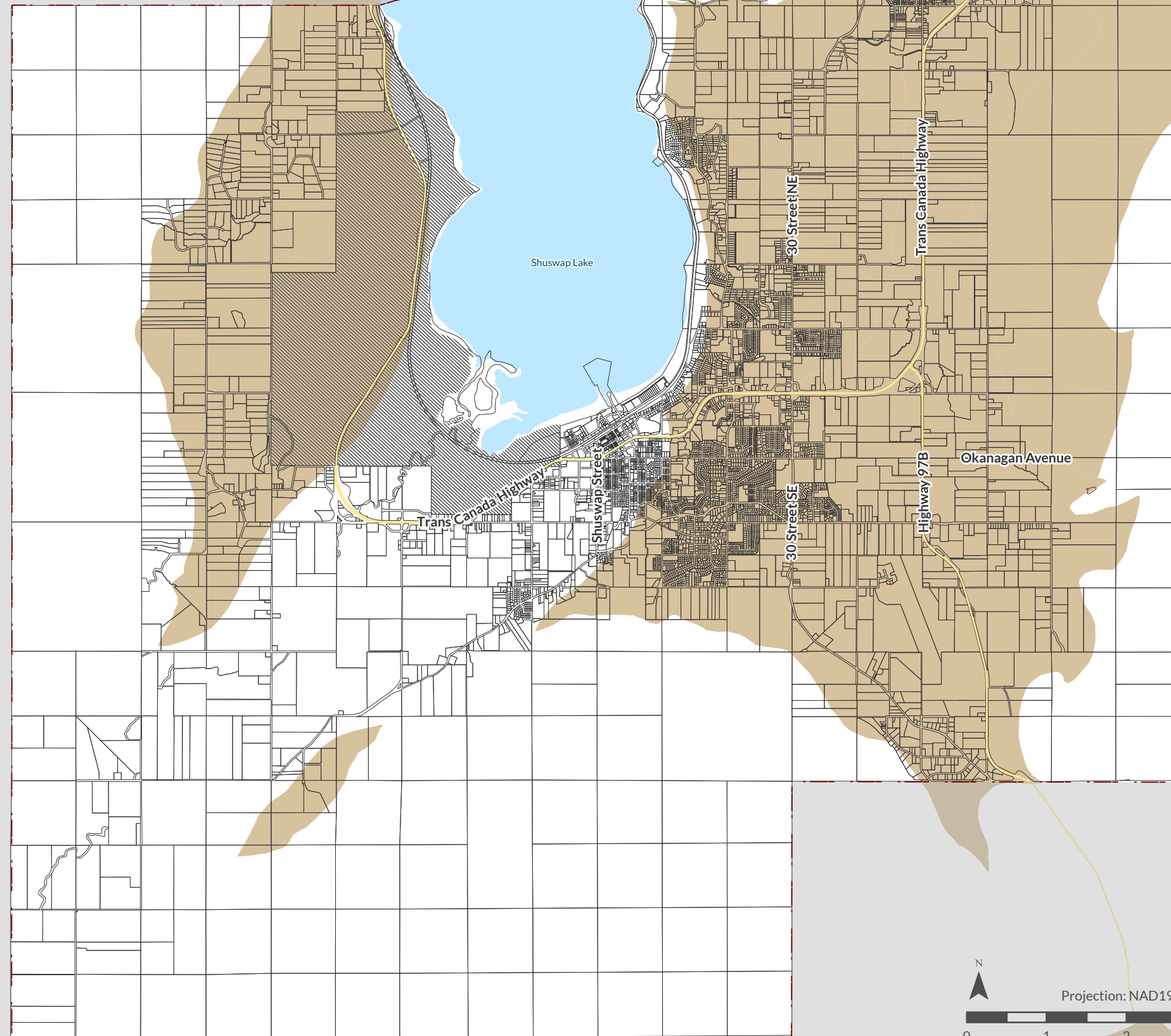
Base

City Boundary

Parcels

IR/First Nations Lands

Highways



**MAP G -
ENVIRONMENTALLY
SENSITIVE RESOURCES**

Official Community Plan




Last Updated: January 13, 2025

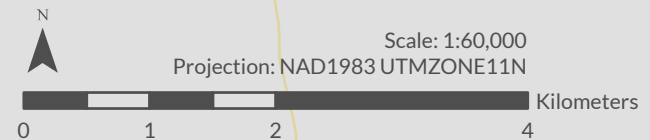
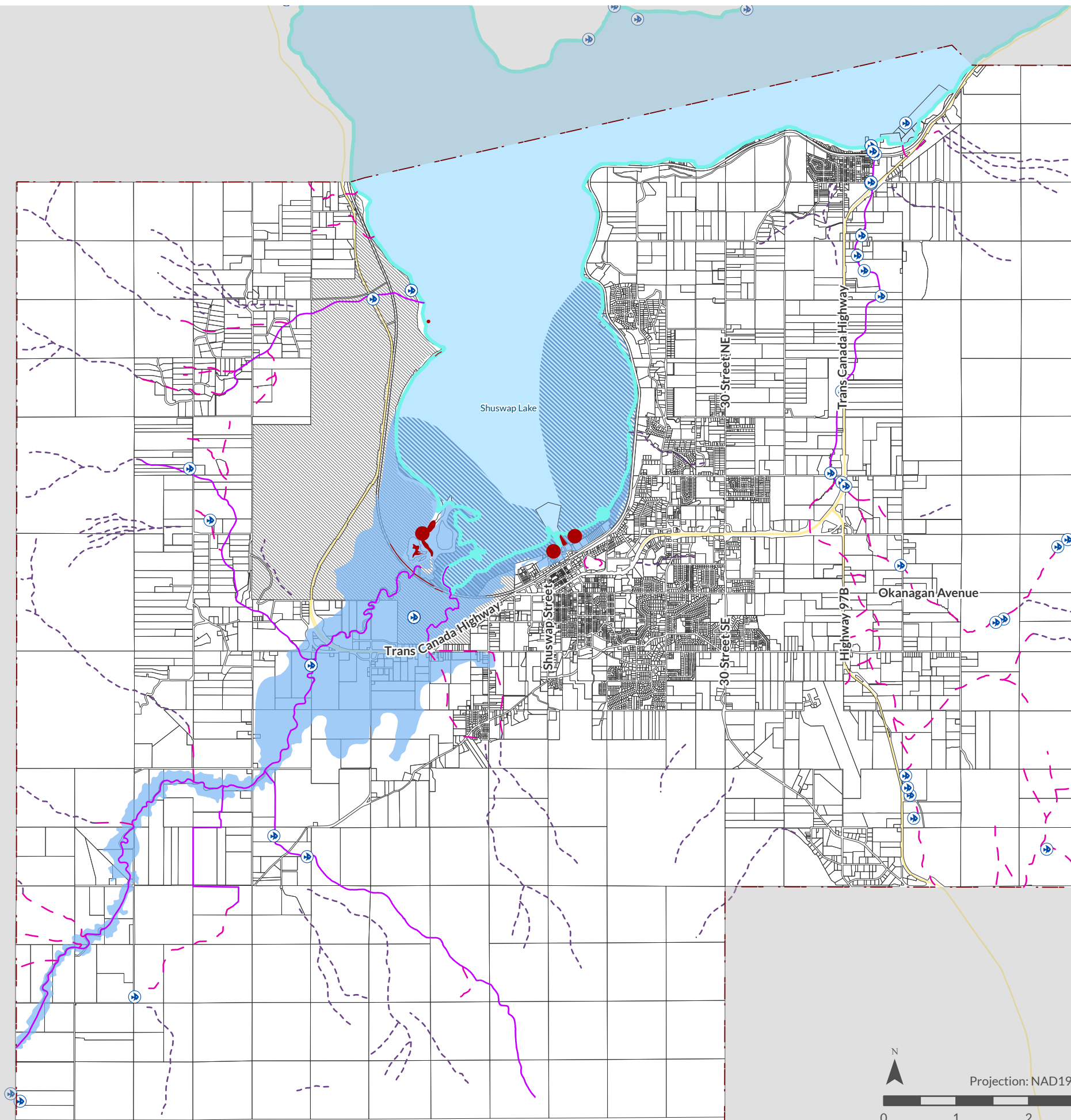
Draft - Subject to further and more detailed review

Environmental Resources

-  Known Fish Observations
-  Suspected Fish Bearing Stream
-  Suspected Non-Fish Bearing Stream
-  Documented Fish Bearing Stream
-  Blue Listed Species and Ecosystems
-  Red Listed Species and Ecosystems
-  Environmentally Sensitive Lake Areas

Base

-  City Boundary
-  Parcels
-  IR/First Nations Lands




MAP H - ENVIRONMENTALLY SENSITIVE AREAS


Official Community Plan

Last Updated: January 13, 2025

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Environmentally Sensitive Areas

 Environmentally Sensitive Areas

 Riparian Areas - 30m

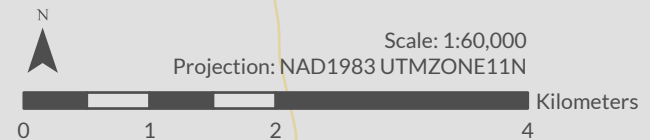
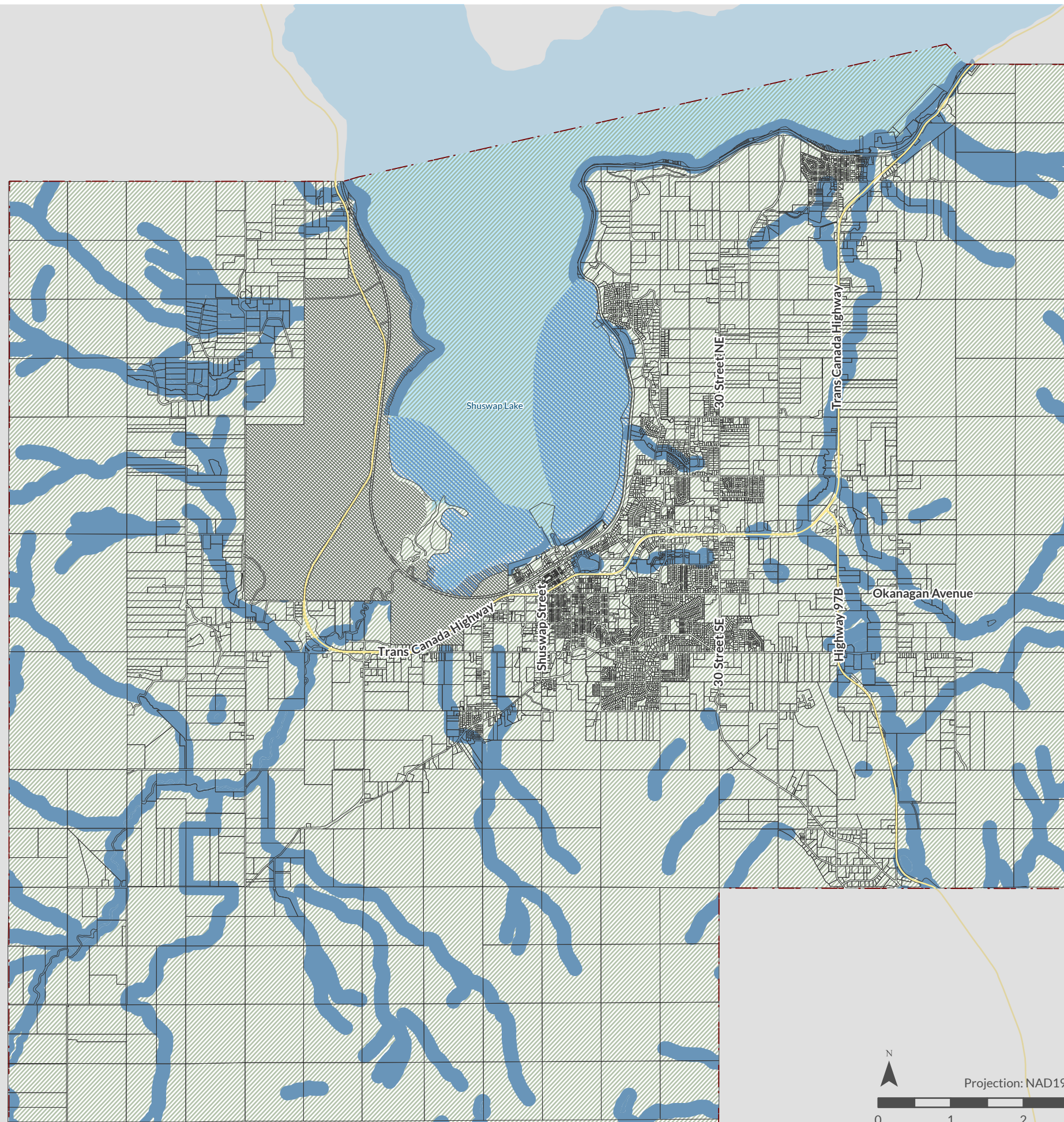
Base

 City Boundary

 Parcels

 IR/First Nations Lands

 Highways



MAP I - EXISTING AND PROPOSED PARKLAND

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

Existing and Proposed Parkland

Proposed Community Park (approximate location)

Proposed Neighbourhood Park (approximate location)

Schools

Existing Community Park

Existing Neighbourhood Park

Open Space

Recreation Facility

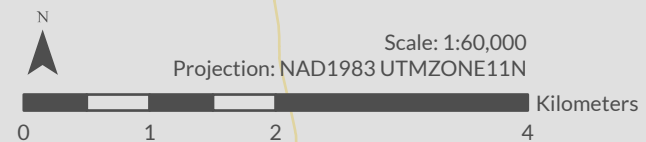
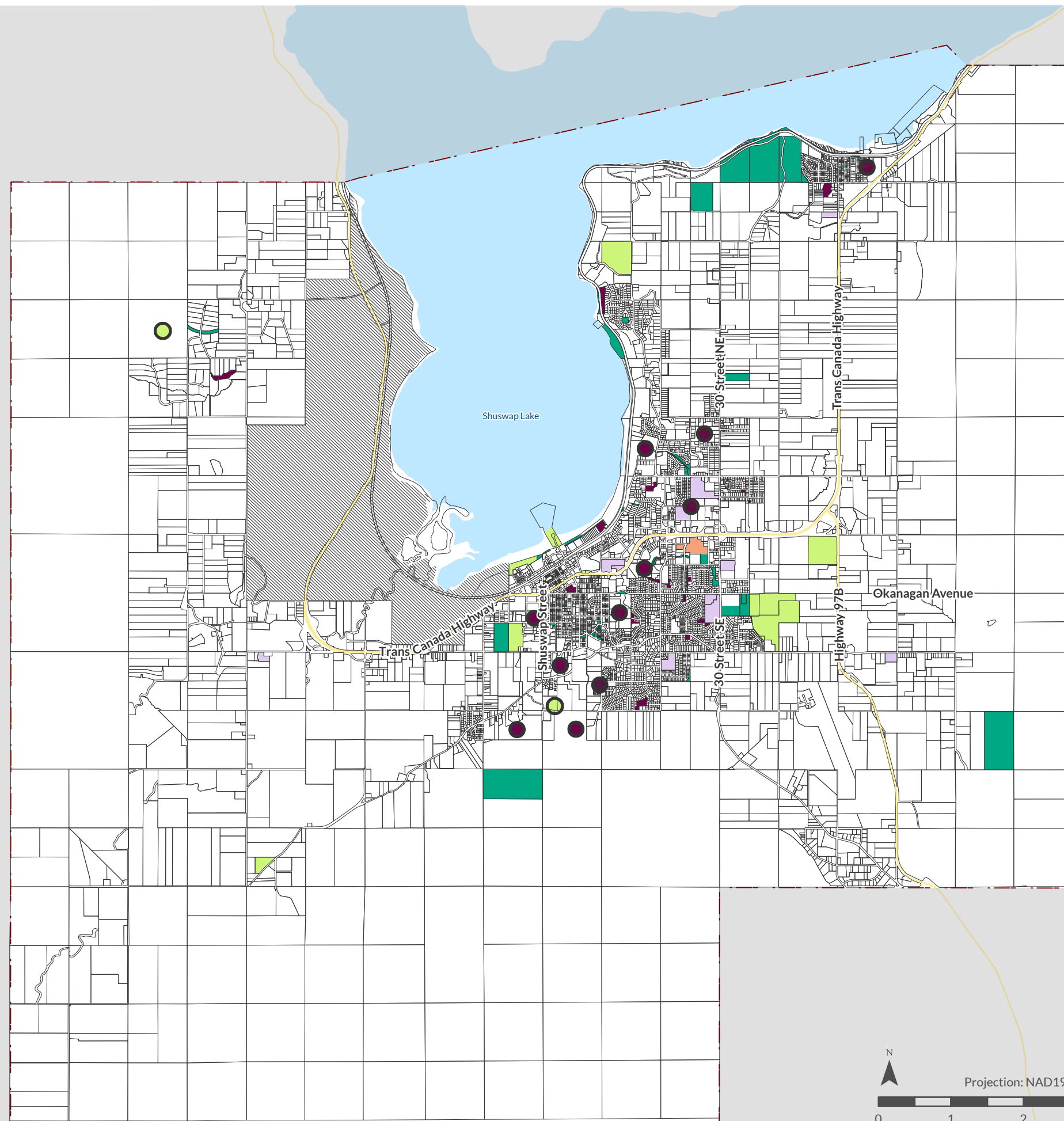
Base

City Boundary

Parcels

IR/First Nations Lands

Highways



MAP J - EXISTING AND PROPOSED GREENWAYS

Official Community Plan

Last Updated: January 13, 2025

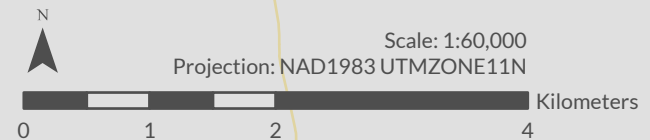
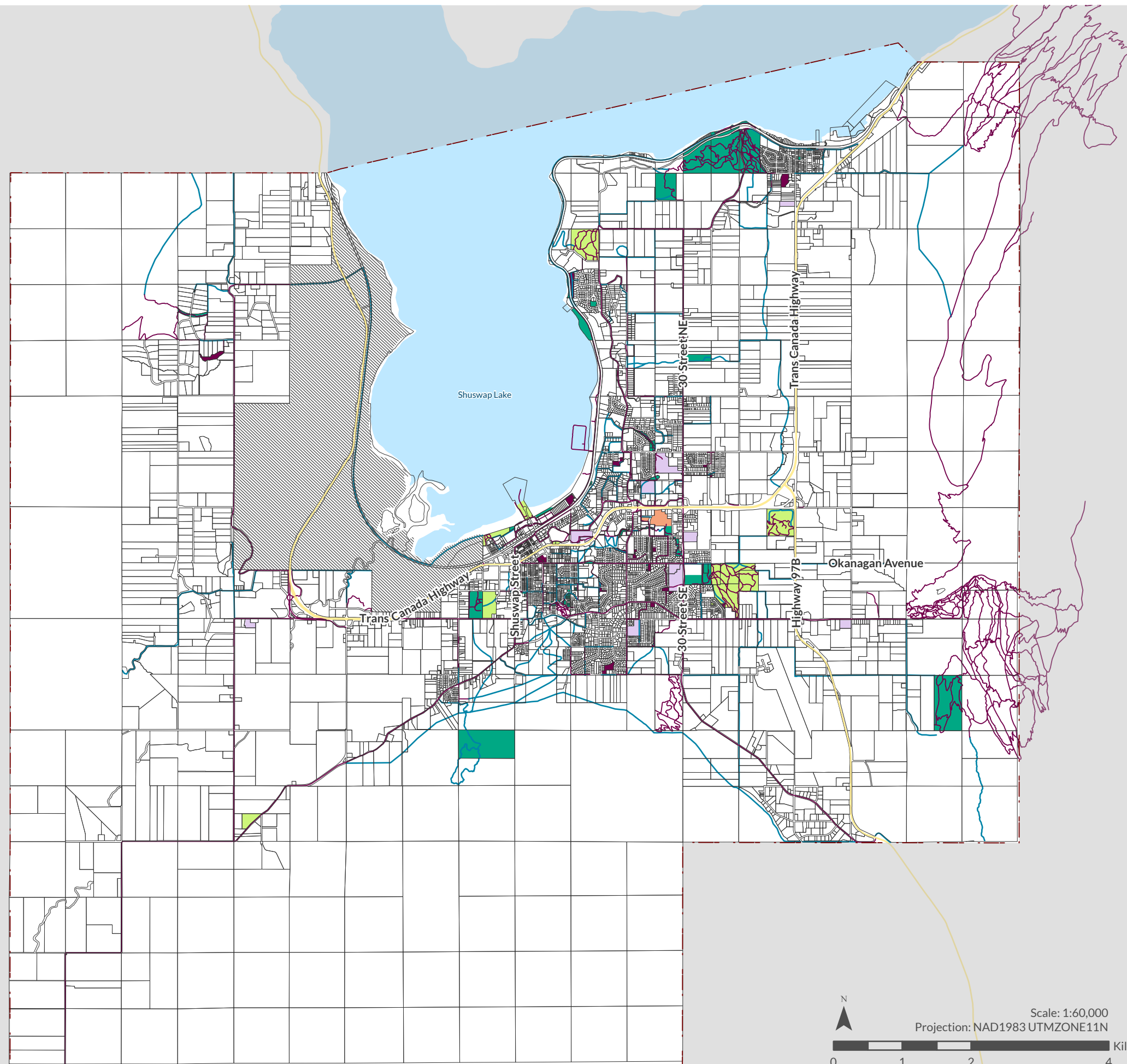
Draft - Subject to further and more detailed review

Existing and Proposed Greenways

- Existing Greenways
- Proposed Greenways
- Schools
- Community Park
- Neighborhood Park
- Open Space
- Recreation Facility

Base

- City Boundary
- Parcels
- IR/First Nations Lands
- Highways



















MAP K - COMMUNITY FACILITIES

Official Community Plan





Last Updated: January 13, 2025

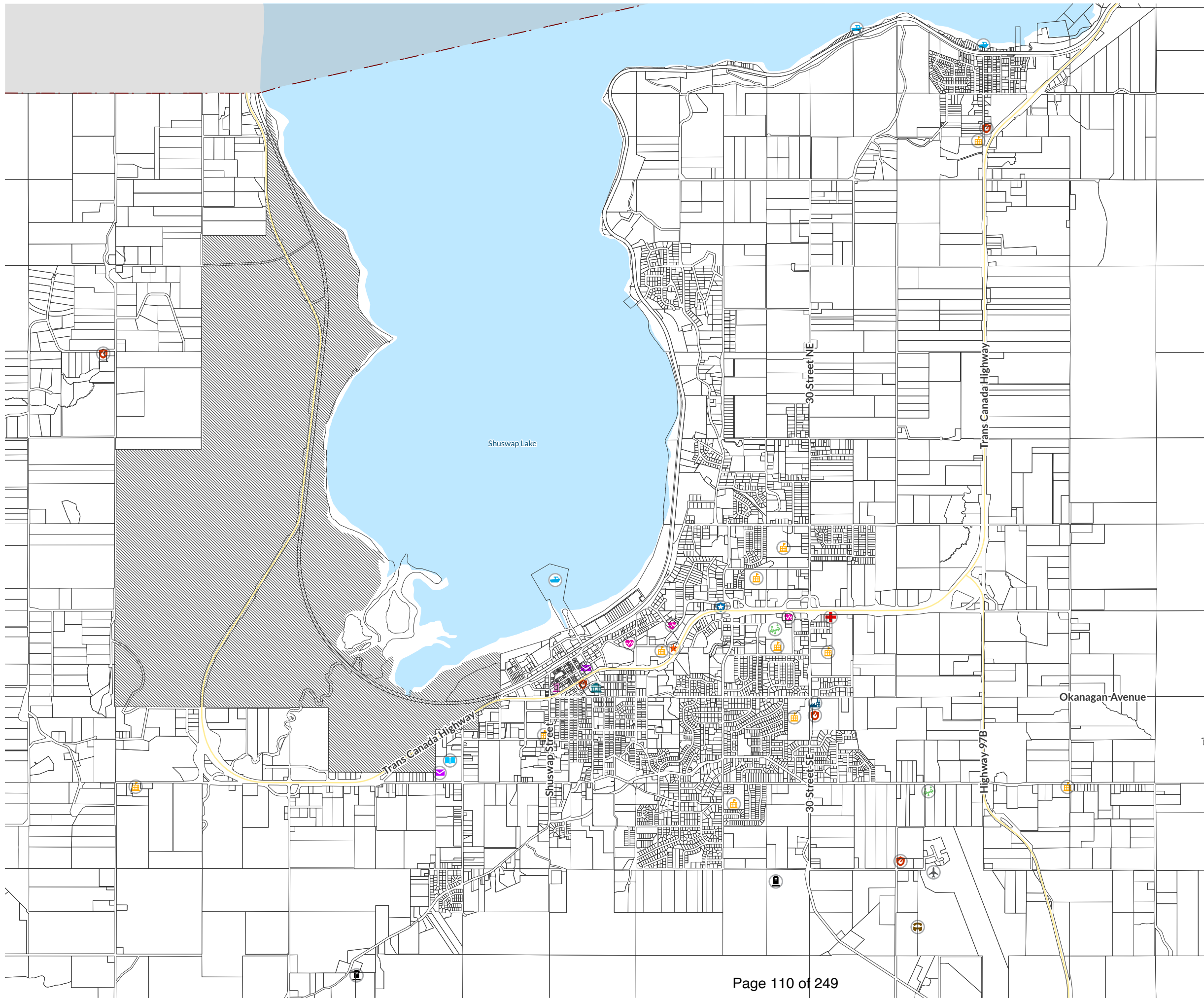
Draft - Subject to further and more detailed review

Community Facilities

-  Airport
-  Ambulance
-  Art Gallery
-  Fire
-  Police
-  Cemetery
-  City Hall
-  Health
-  Library
-  Marina / Boat Launch;
Boat Launch
-  Municipal
-  Post Office
-  Recreation
-  School
-  Rescue Unit
-  Regional Landfill

Base

-  City Boundary
-  Parcels
-  IR/First Nations Lands
-  Highways











MAP L - ROAD NETWORK PLAN

Official Community Plan




Last Updated: January 13, 2025

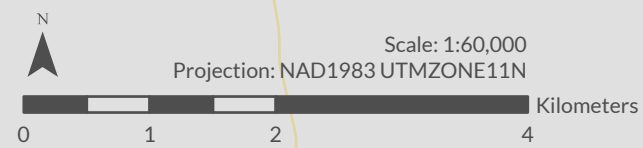
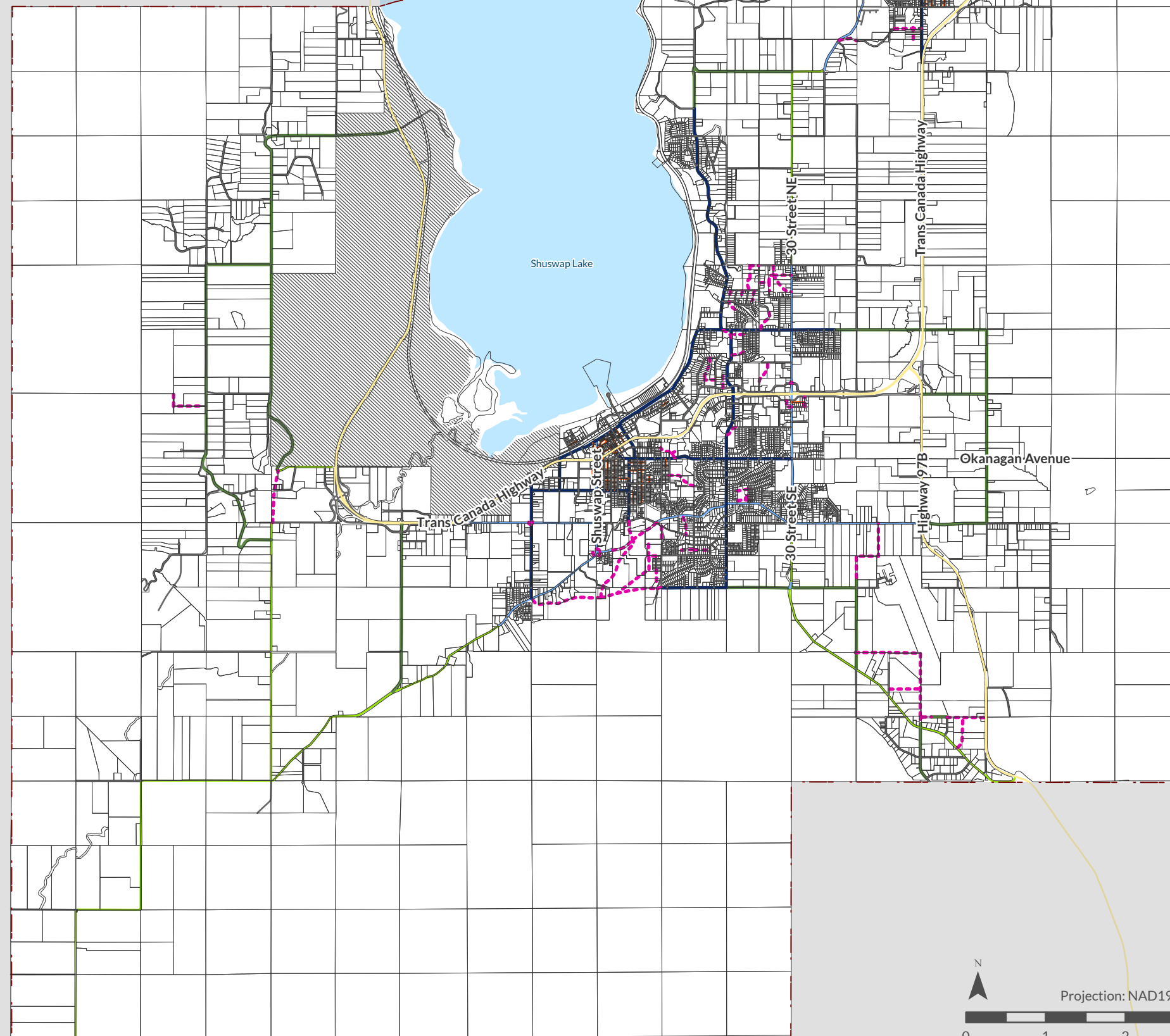
Draft - Subject to further and more detailed review

Road Network

-  Future Roads
-  Designated Provincial Highways
-  Designated Rural Arterial Streets
-  Designated Rural Collector Streets
-  Designated Urban Arterial Streets
-  Designated Urban Collector Streets
-  Lane
-  Local Roads

Base

-  City Boundary
-  Parcels
-  IR/First Nations Lands



MAP M - ACTIVE TRANSPORTATION

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

Active Transportation

— Bike Route

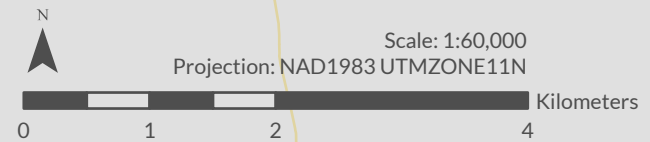
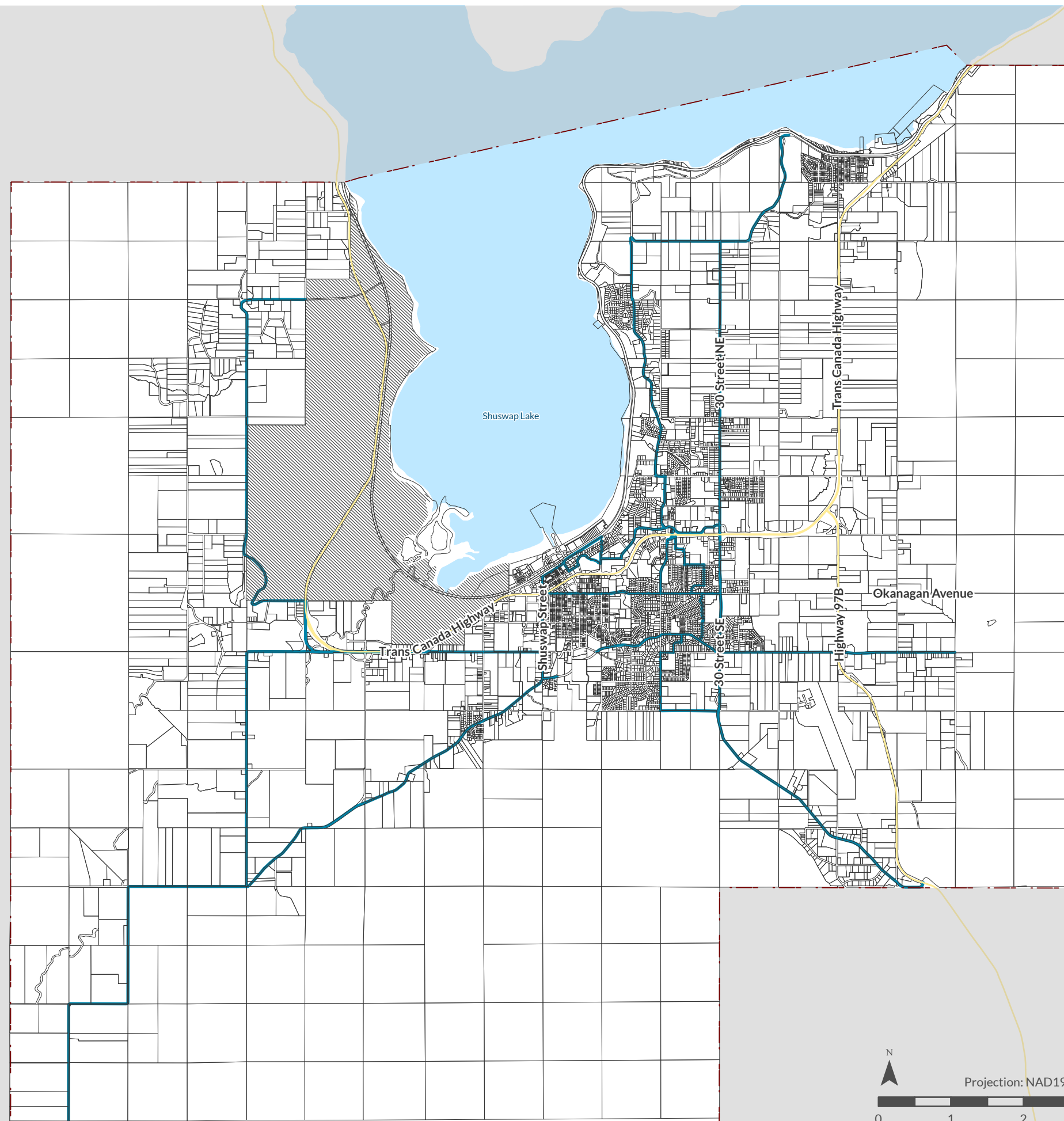
Base

- - - City Boundary

▭ Parcels

▨ IR/First Nations Lands

— Highways

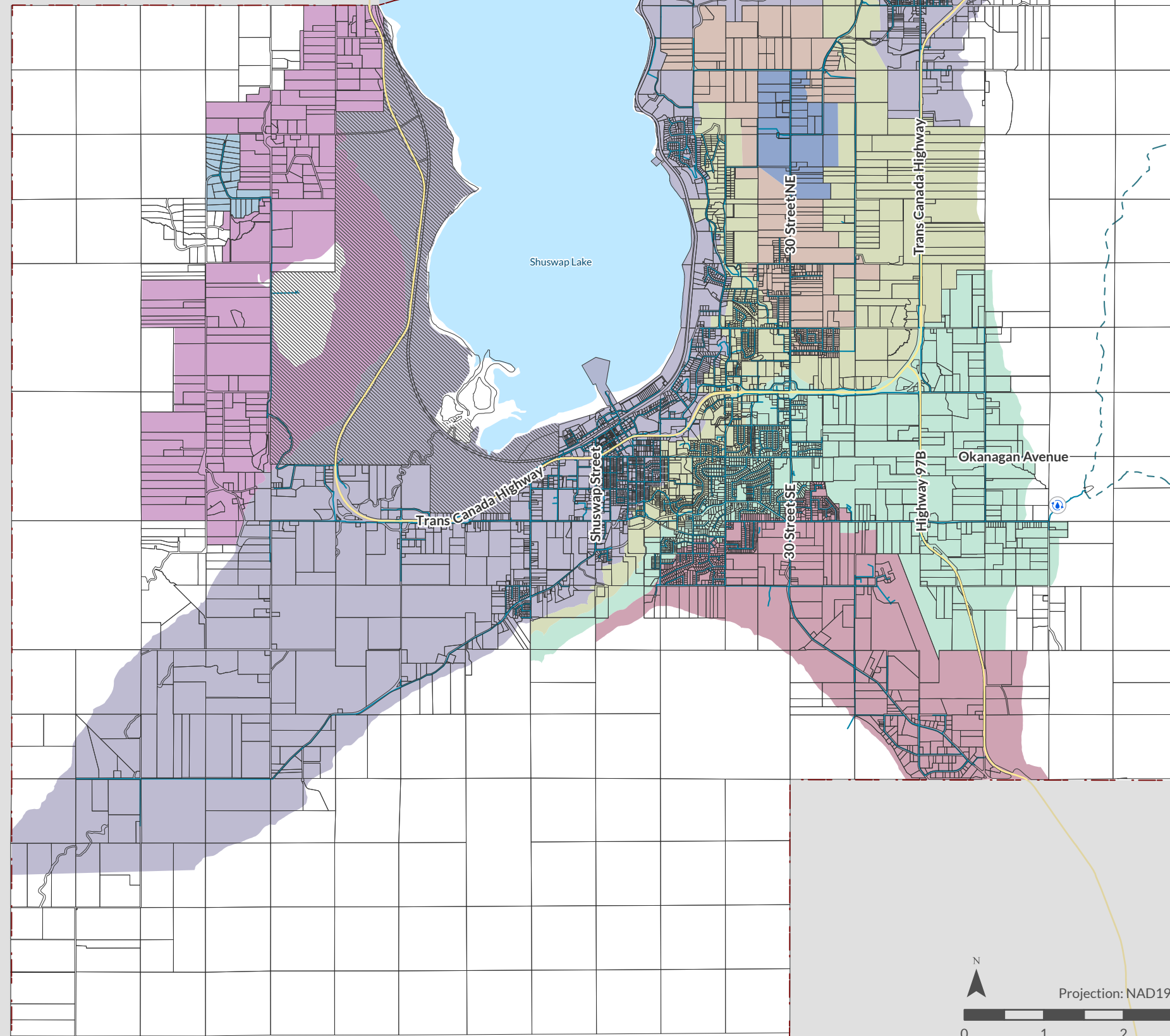


MAP N - WATER SYSTEM




Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review







Water System

-  Water Treatment Plant
-  Water Main
-  East Canoe Creek Watershed Boundary

Water Pressure Zones

-  Zone 1
-  Zone 2
-  Zone 2A
-  Zone 2B
-  Zone 3
-  Zone 3A
-  Zone 4
-  Zone 5

Base

-  City Boundary
-  Parcels
-  IR/First Nations Lands
-  Highways





MAP O - SANITARY SEWER SYSTEM

Official Community Plan





Last Updated: January 13, 2025

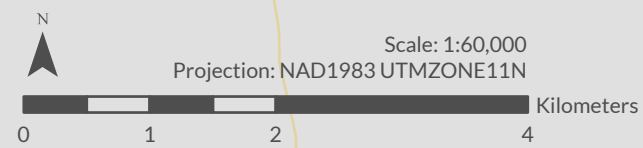
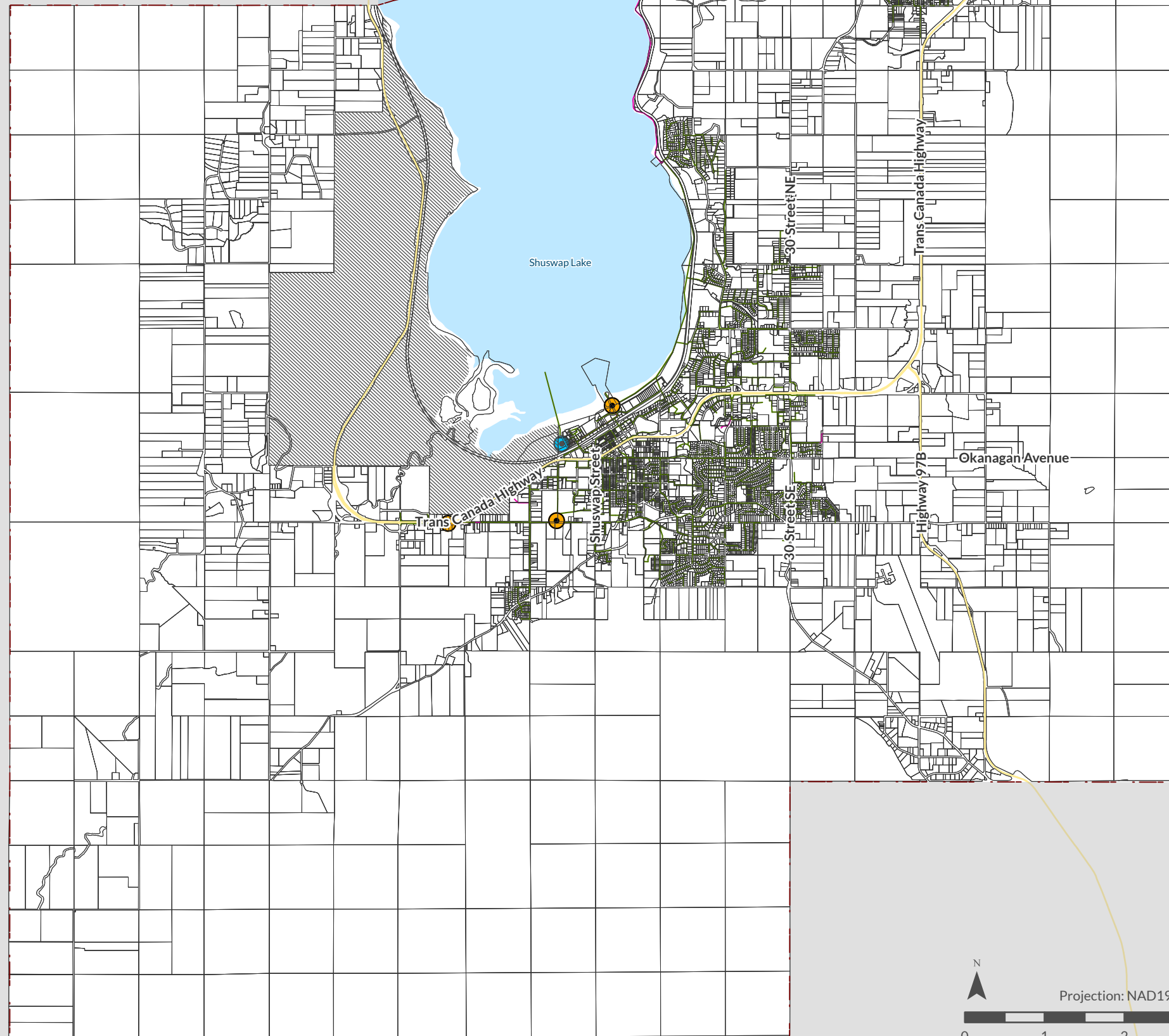
Draft - Subject to further and more detailed review

Sanitary Sewer System

-  Water Pollution Control Center
-  Sanitary Liftstation
-  Force Main
-  Gravity Main

Base

-  City Boundary
-  Parcels
-  IR/First Nations Lands
-  Highways

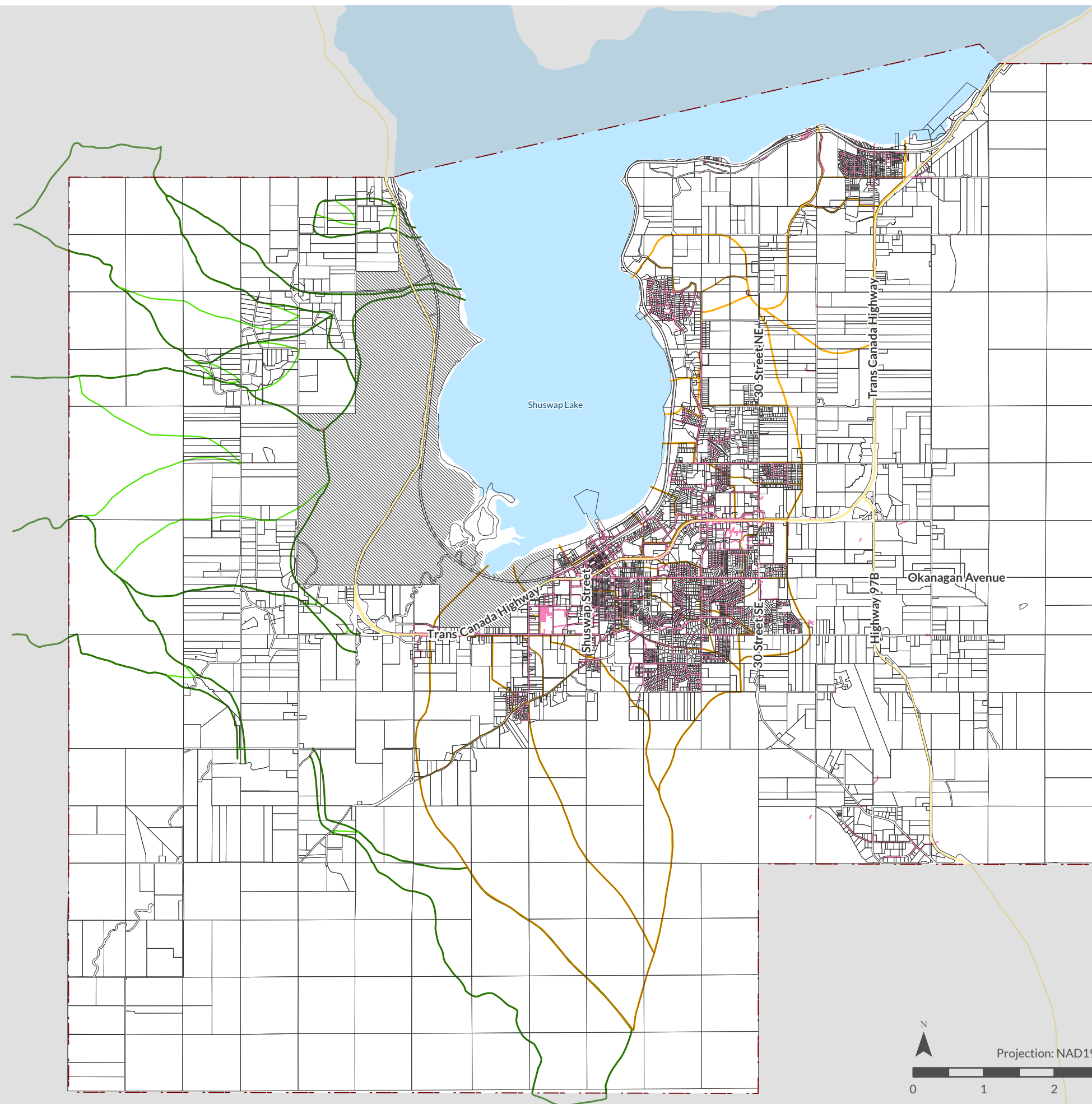


MAP P - STORM DRAINAGE SYSTEM

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

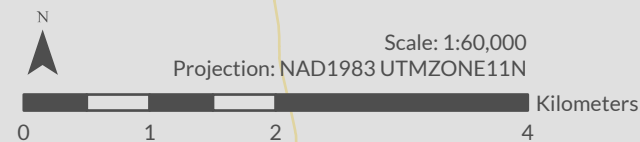


Basin Boundaries

- Creek Basin Boundary
- Creek Sub-Basin Boundary
- Drainage Basin Boundary
- Drainage Sub-Basin Boundary
- Storm Sewer Main

Base

- City Boundary
- Parcels
- IR/First Nations Lands
- Highways




MAP Q - POTENTIAL HAZARDS

Official Community Plan

Last Updated: January 13, 2025

Draft - Subject to further and more detailed review

Potential Hazards

 200 Year Floodplain

 Debris Hazard

 Slope 20-30%

 Slope >30%

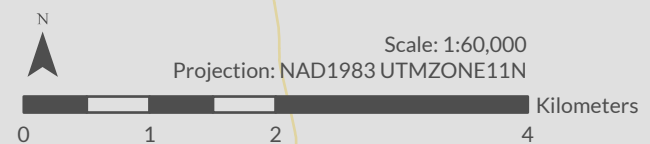
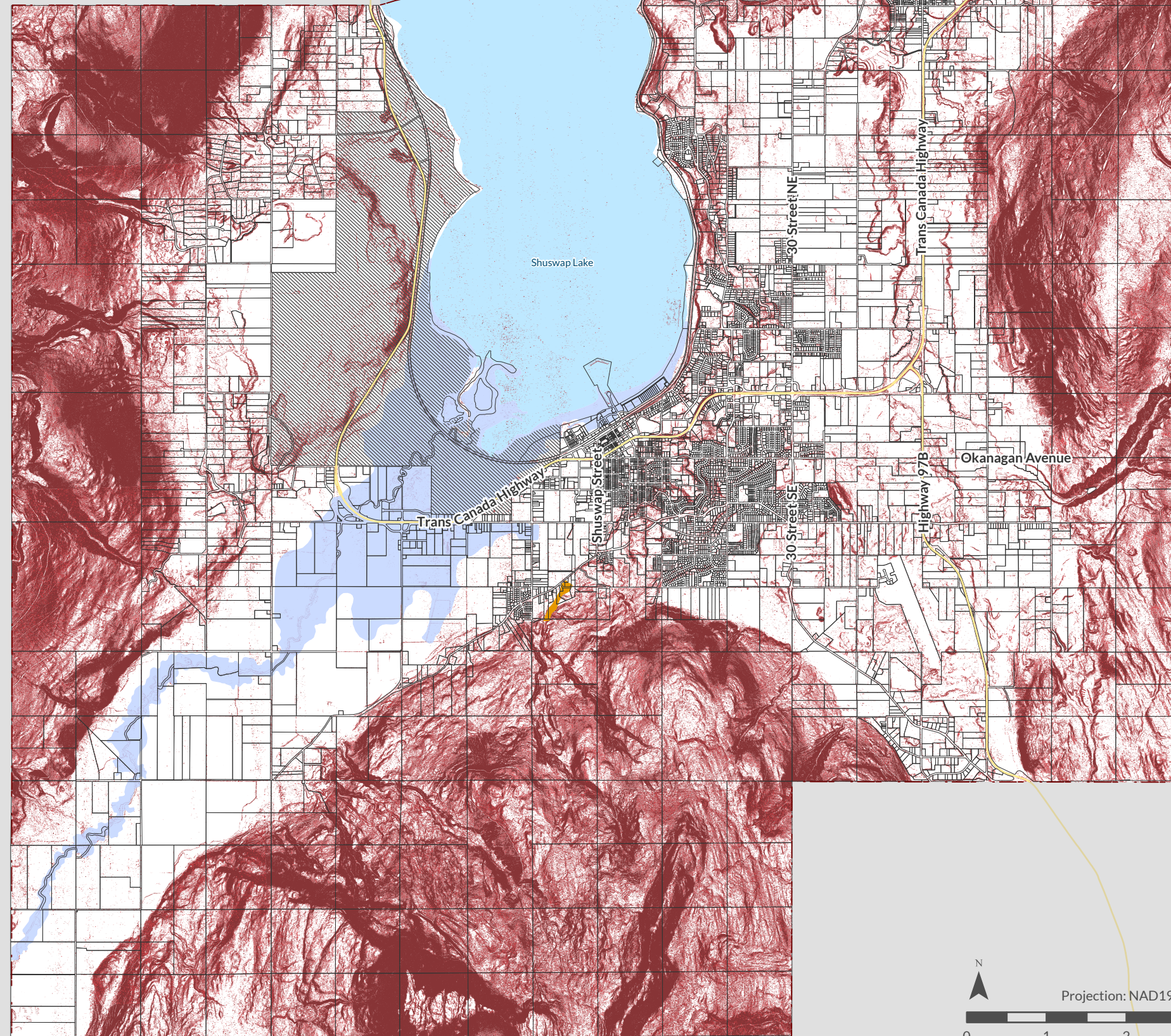
Base

 City Boundary

 Parcels

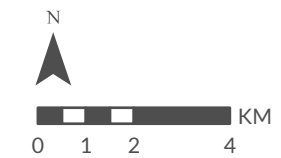
 IR/First Nations Lands

 Highways

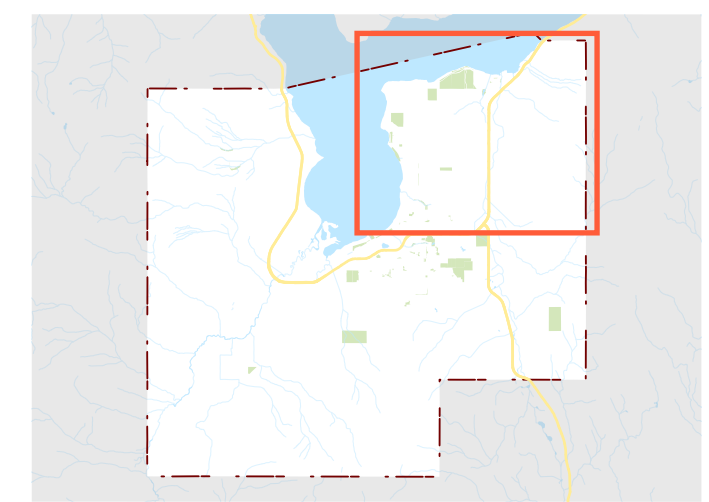
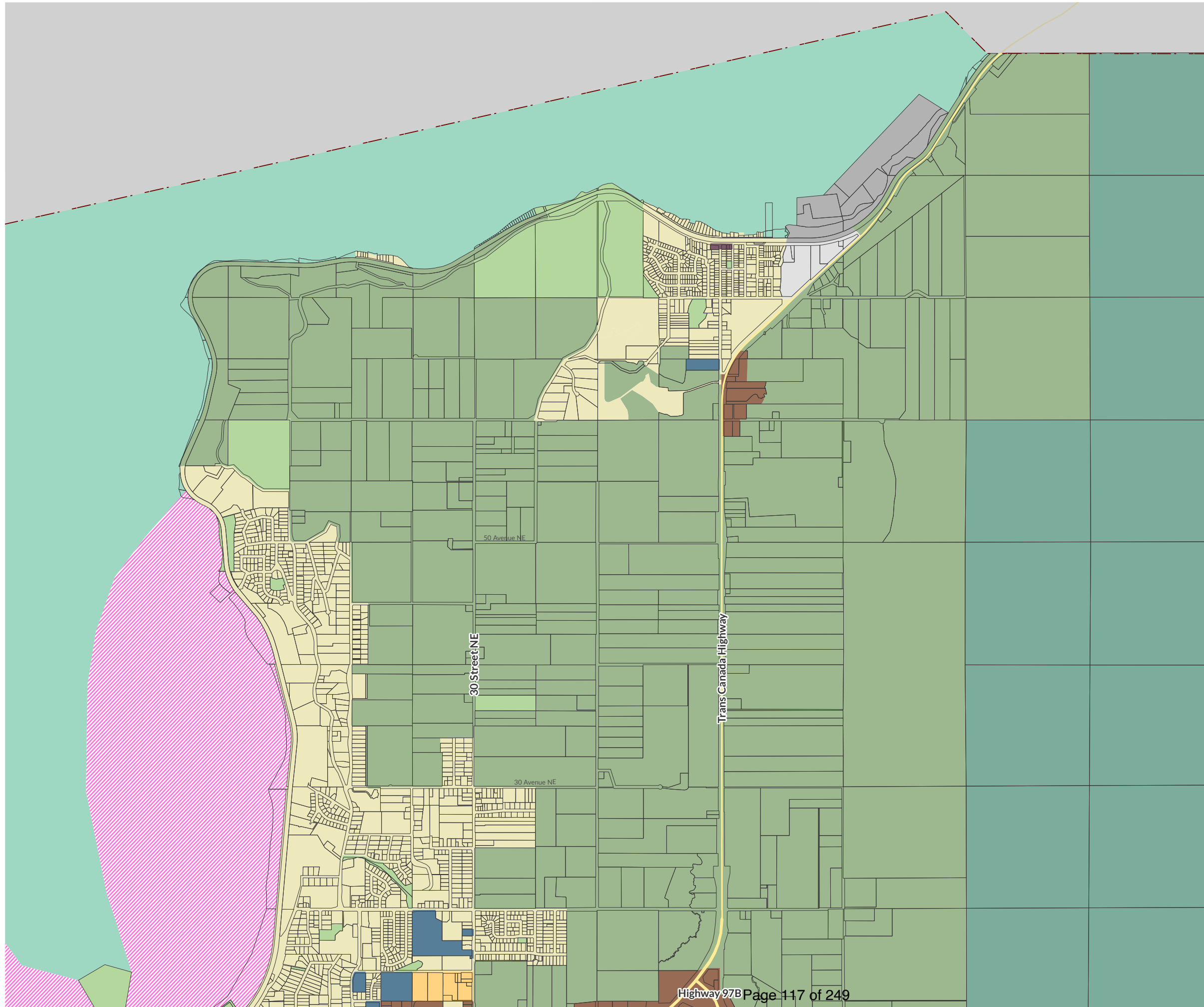


**MAP A - LAND USE
NORTHEAST
QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**

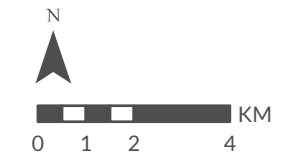


- | | |
|--------------------------------------|----------------------------|
| Land Use | IR/First Nations Lands |
| Acreage Reserve | Lake Recreation |
| Commercial City Centre | Park |
| Commercial Highway Service/Tourist | Residential High Density |
| Commercial Neighbourhood | Residential Medium Density |
| Environmentally Sensitive Lake Areas | Salmon Valley Agriculture |
| Forest Reserve | Base |
| Industrial Airside | City Boundary |
| Industrial General | Parcels |
| Industrial Light | Highways |
| Institutional | |

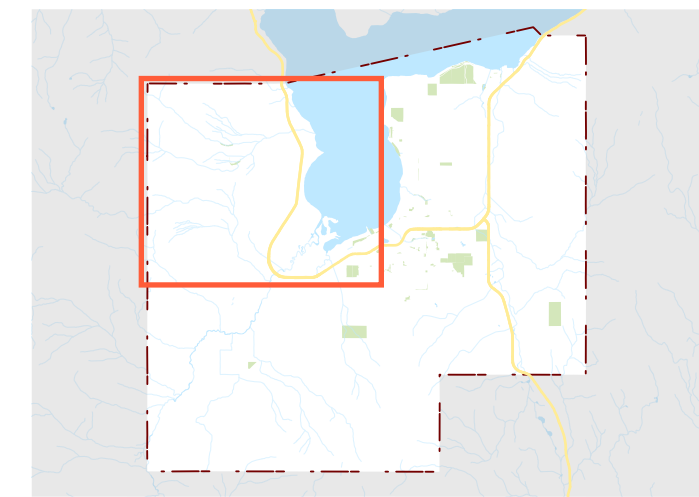
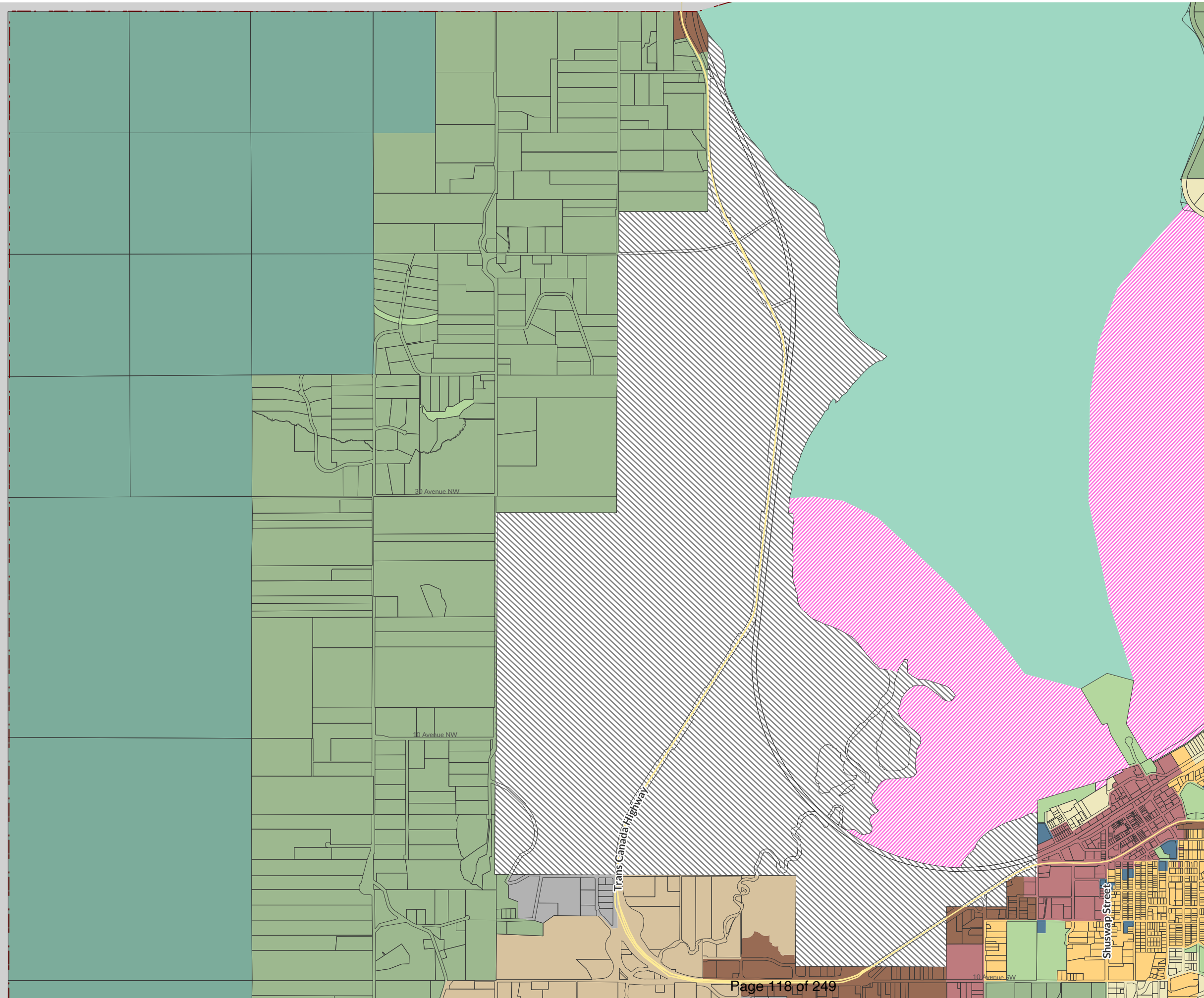


**MAP A - LAND USE
NORTHWEST
QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**

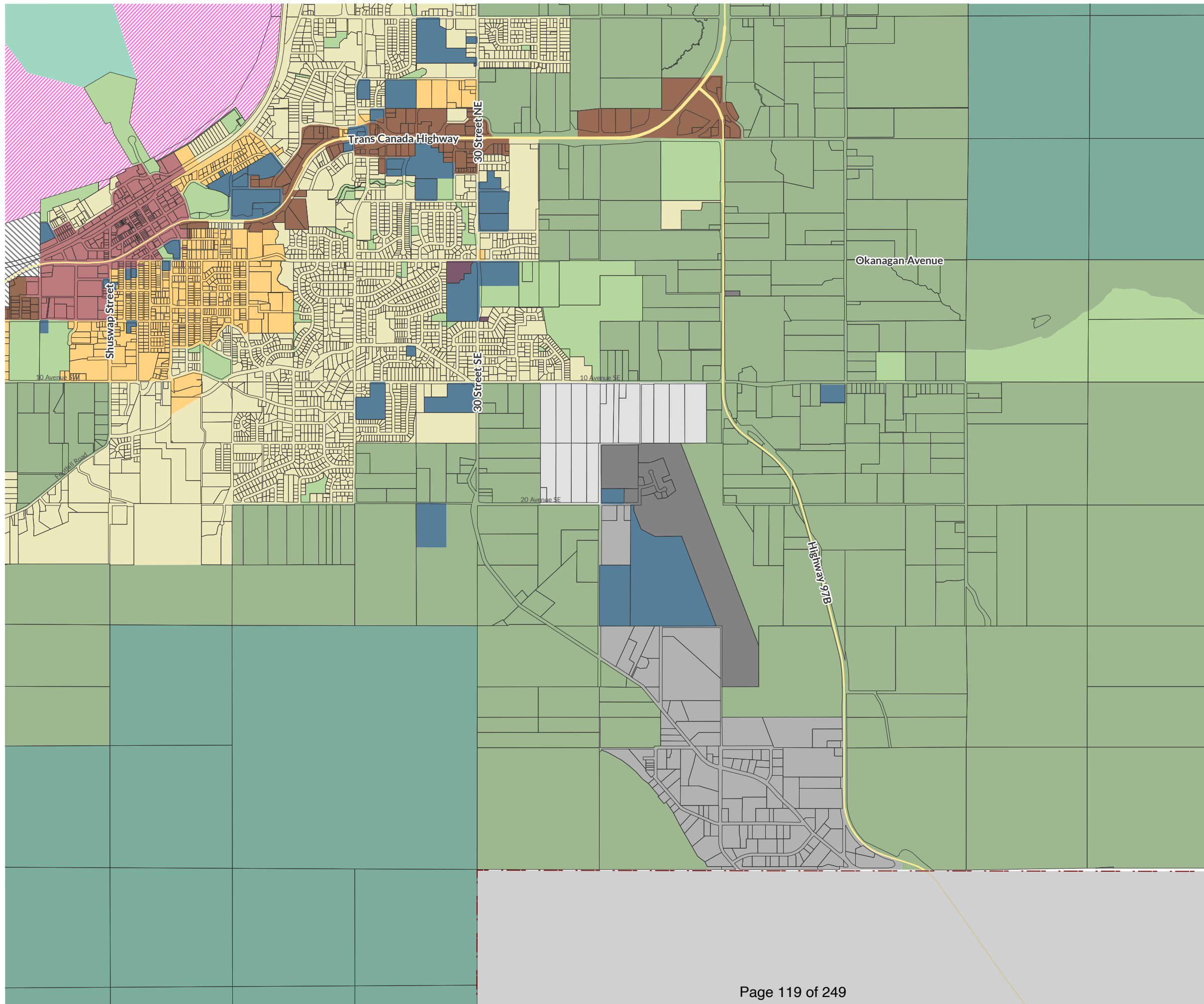
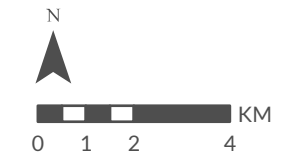


Land Use	
	Acreage Reserve
	Commercial City Centre
	Commercial Highway Service/Tourist
	Commercial Neighbourhood
	Environmentally Sensitive Lake Areas
	Forest Reserve
	Industrial Airside
	Industrial General
	Industrial Light
	Institutional
	Lake Recreation
	Park
	Residential High Density
	Residential Medium Density
	Salmon Valley Agriculture
	IR/First Nations Lands
Base	
	City Boundary
	Parcels
	Highways

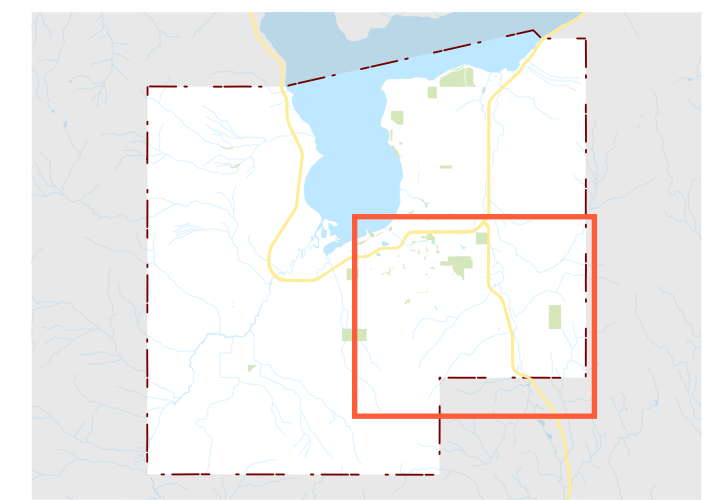


**MAP A - LAND USE
SOUTHEAST
QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**

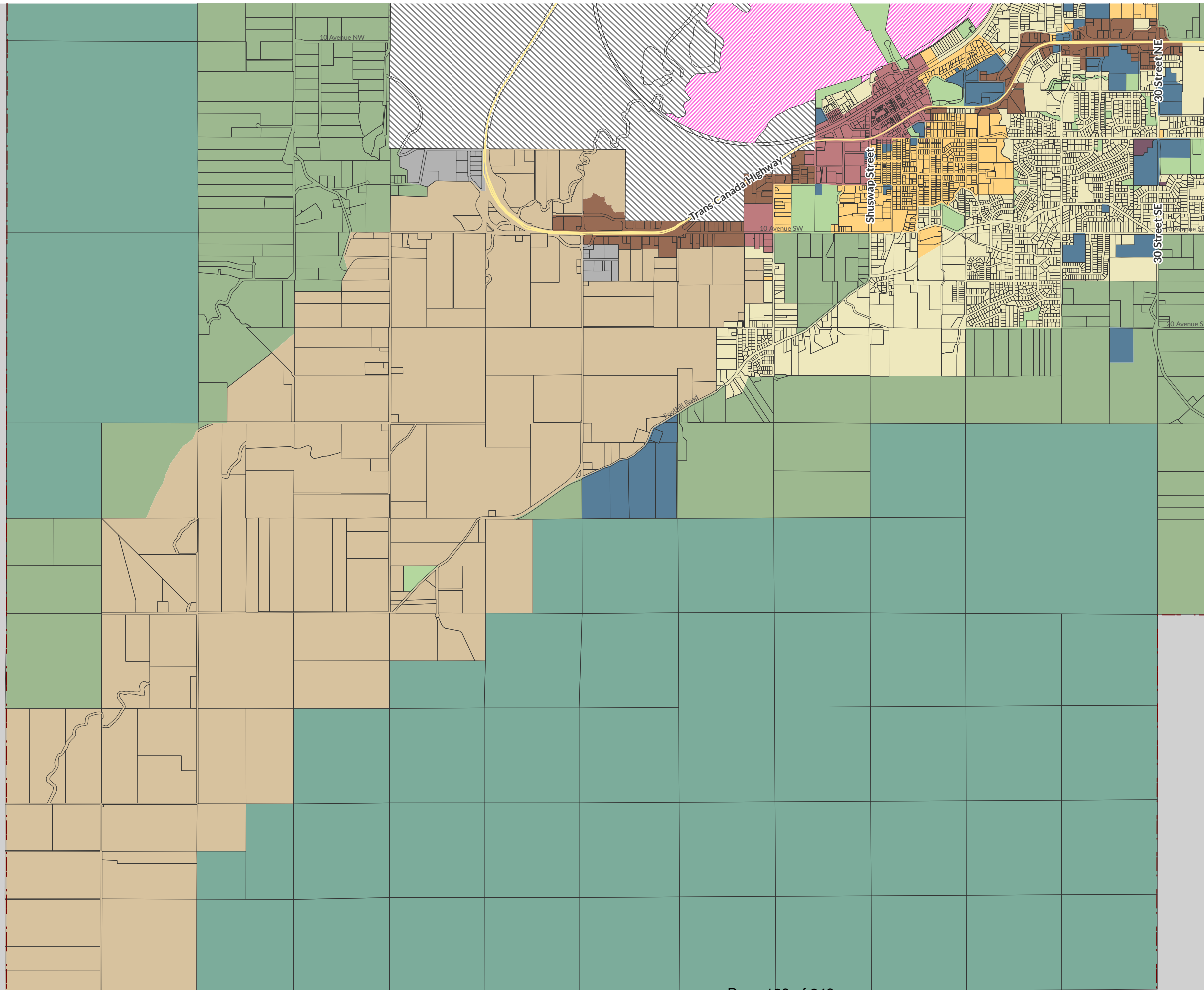
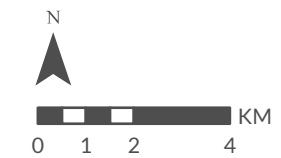


- | | |
|--------------------------------------|----------------------------|
| Land Use | IR/First Nations Lands |
| Acreage Reserve | Lake Recreation |
| Commercial City Centre | Park |
| Commercial Highway Service/Tourist | Residential High Density |
| Commercial Neighbourhood | Residential Medium Density |
| Environmentally Sensitive Lake Areas | Salmon Valley Agriculture |
| Forest Reserve | Base |
| Industrial Airside | City Boundary |
| Industrial General | Parcels |
| Industrial Light | Highways |
| Institutional | |

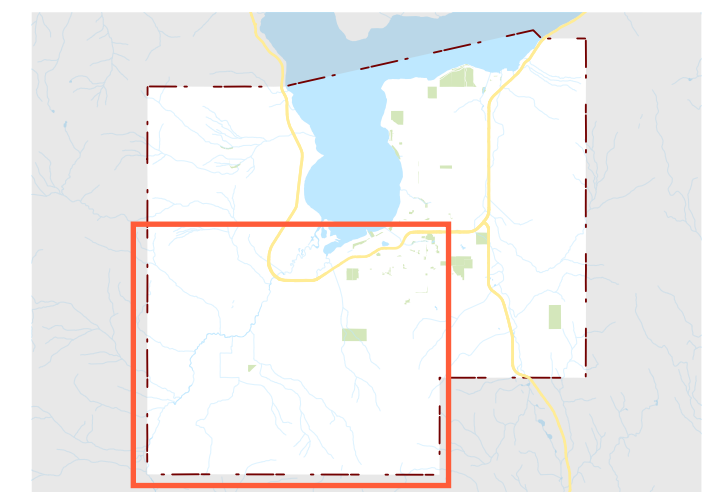


**MAP A - LAND USE
SOUTHWEST
QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**

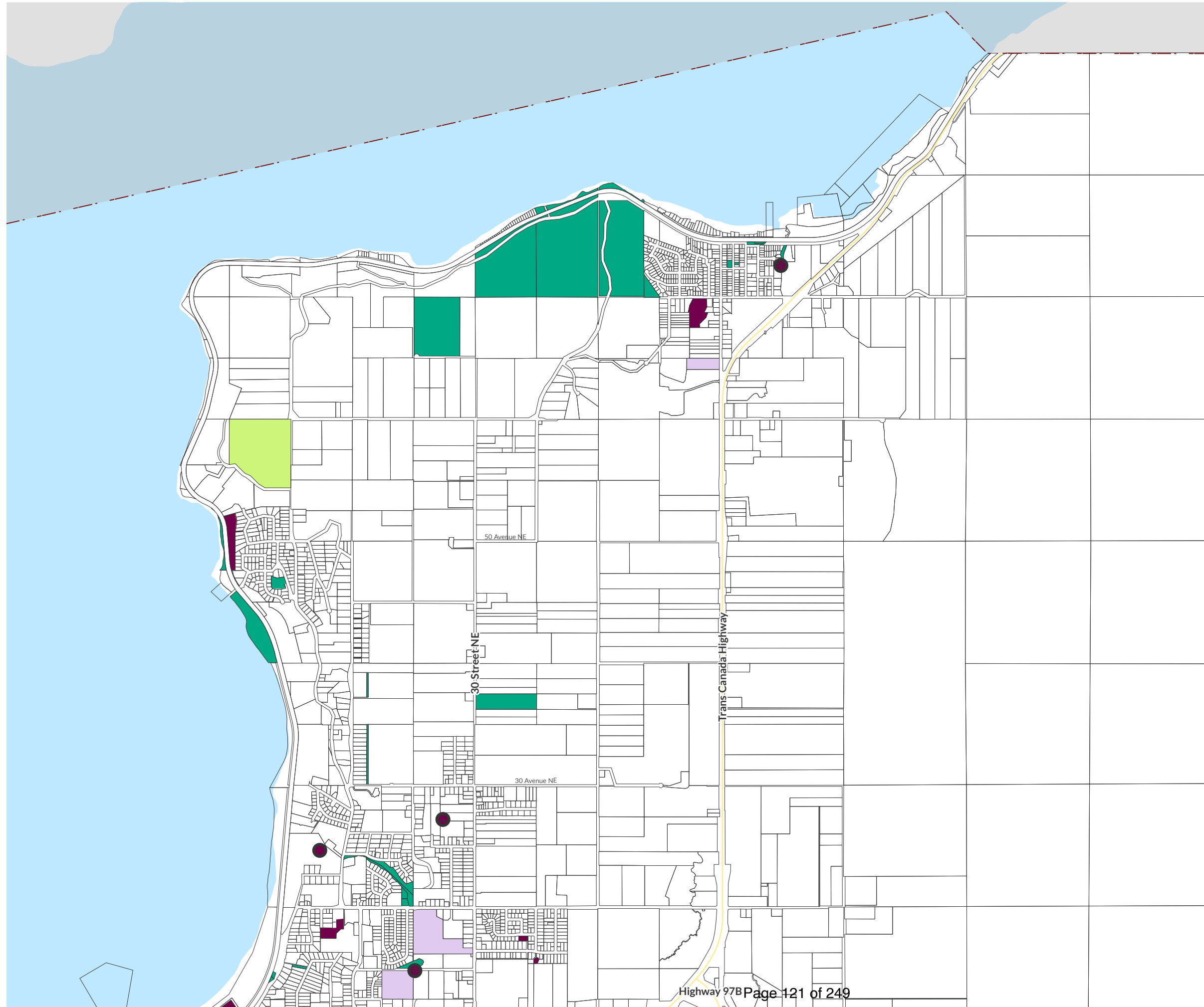


- | | |
|--------------------------------------|----------------------------|
| Land Use | IR/First Nations Lands |
| Acreage Reserve | Lake Recreation |
| Commercial City Centre | Park |
| Commercial Highway Service/Tourist | Residential High Density |
| Commercial Neighbourhood | Residential Medium Density |
| Environmentally Sensitive Lake Areas | Salmon Valley Agriculture |
| Forest Reserve | Base |
| Industrial Airside | City Boundary |
| Industrial General | Parcels |
| Industrial Light | Highways |
| Institutional | |

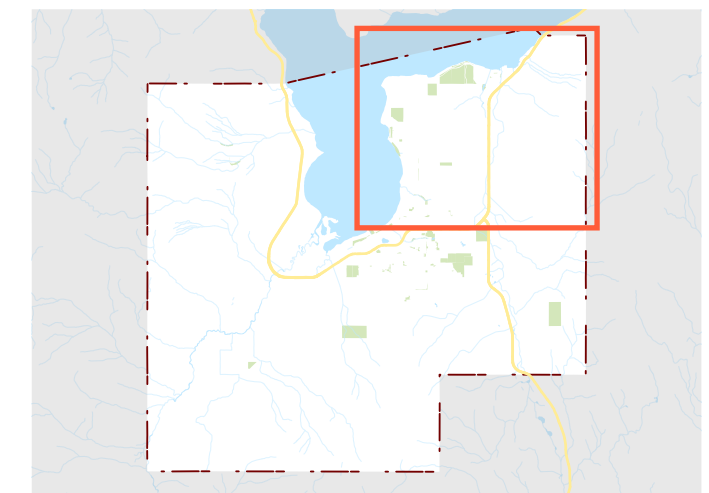


**MAP I - EXISTING AND PROPOSED PARKLAND
NORTHEAST QUADRANT**

Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review



- | | |
|--|---------------|
| Proposed Parks - Approximate Location | Base |
| Proposed Community Park (approximate location) | City Boundary |
| Proposed Neighbourhood Park (approximate location) | Parcels |
| | Highways |
| Parks | |
| Existing Community Park | |
| Existing Neighborhood Park | |
| Open Space | |
| Recreation Facility | |
| Schools | |

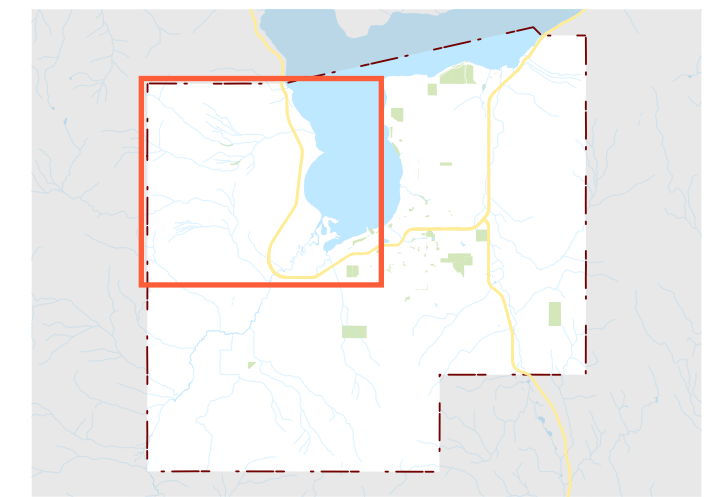
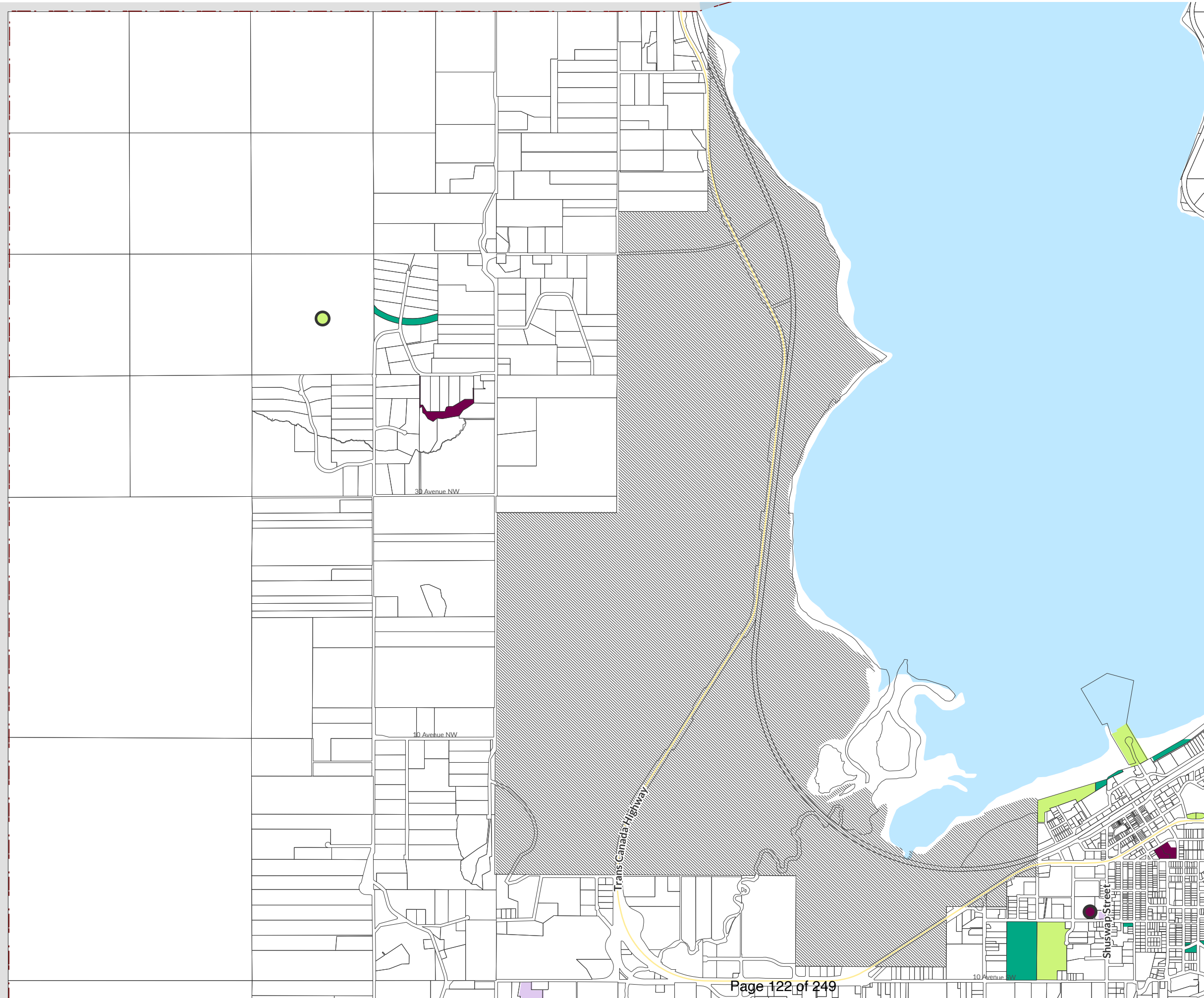


MAP I - EXISTING AND PROPOSED PARKLAND NORTHWEST QUADRANT

Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review

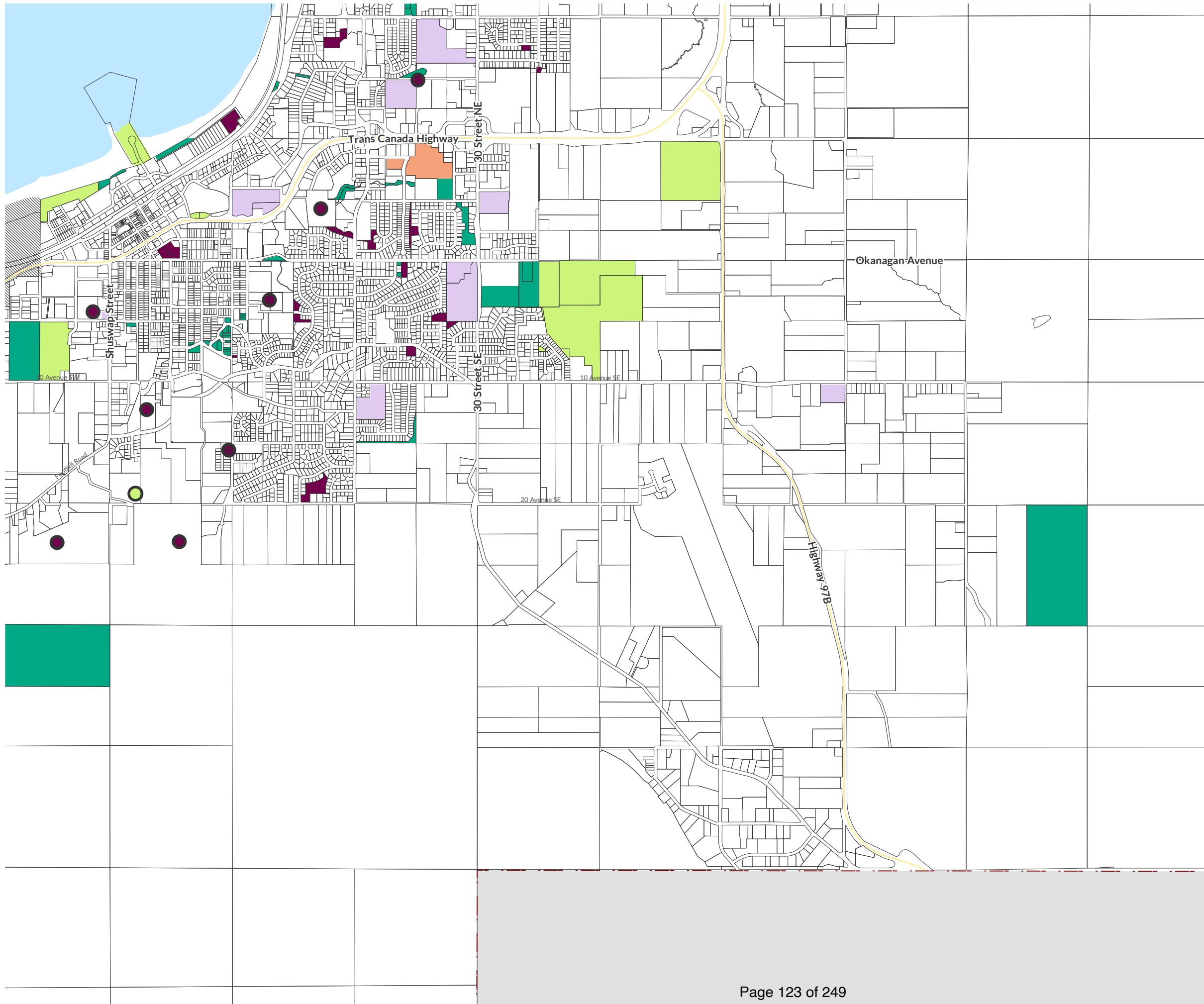
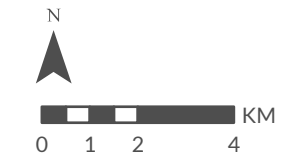


- | | |
|--|------------------------|
| Proposed Parks - Approximate Location | Base |
| Proposed Community Park (approximate location) | City Boundary |
| Proposed Neighbourhood Park (approximate location) | Parcels |
| | IR/First Nations Lands |
| | Highways |
| Parks | |
| Existing Community Park | |
| Existing Neighbourhood Park | |
| Open Space | |
| Recreation Facility | |
| Schools | |

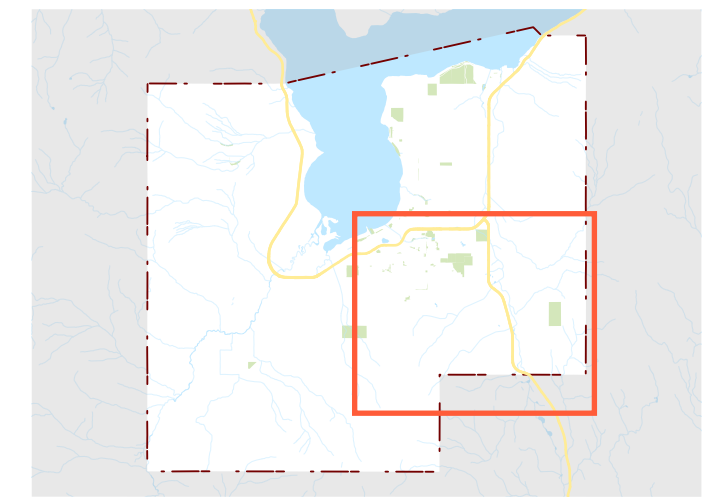


**MAP I - EXISTING AND PROPOSED PARKLAND
SOUTHEAST QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**

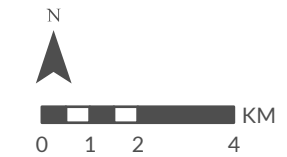


- | | |
|--|--|
| Proposed Parks - Approximate Location | Base |
| <ul style="list-style-type: none"> Proposed Community Park (approximate location) Proposed Neighbourhood Park (approximate location) | <ul style="list-style-type: none"> City Boundary Parcels IR/First Nations Lands Highways |
| Parks | |
| <ul style="list-style-type: none"> Existing Community Park Existing Neighborhood Park Open Space Recreation Facility Schools | |

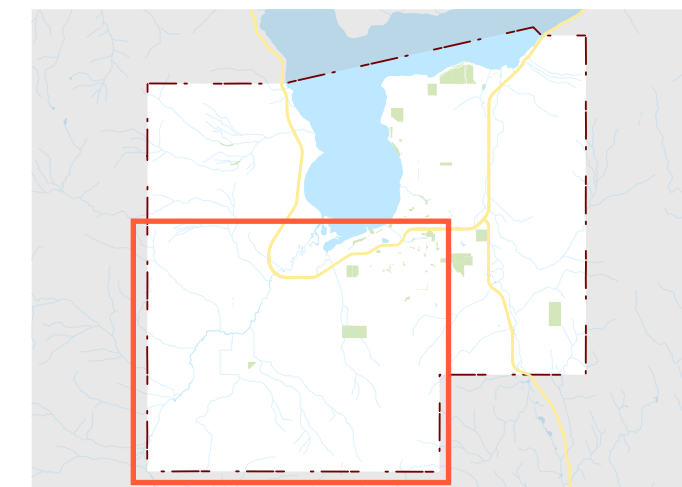
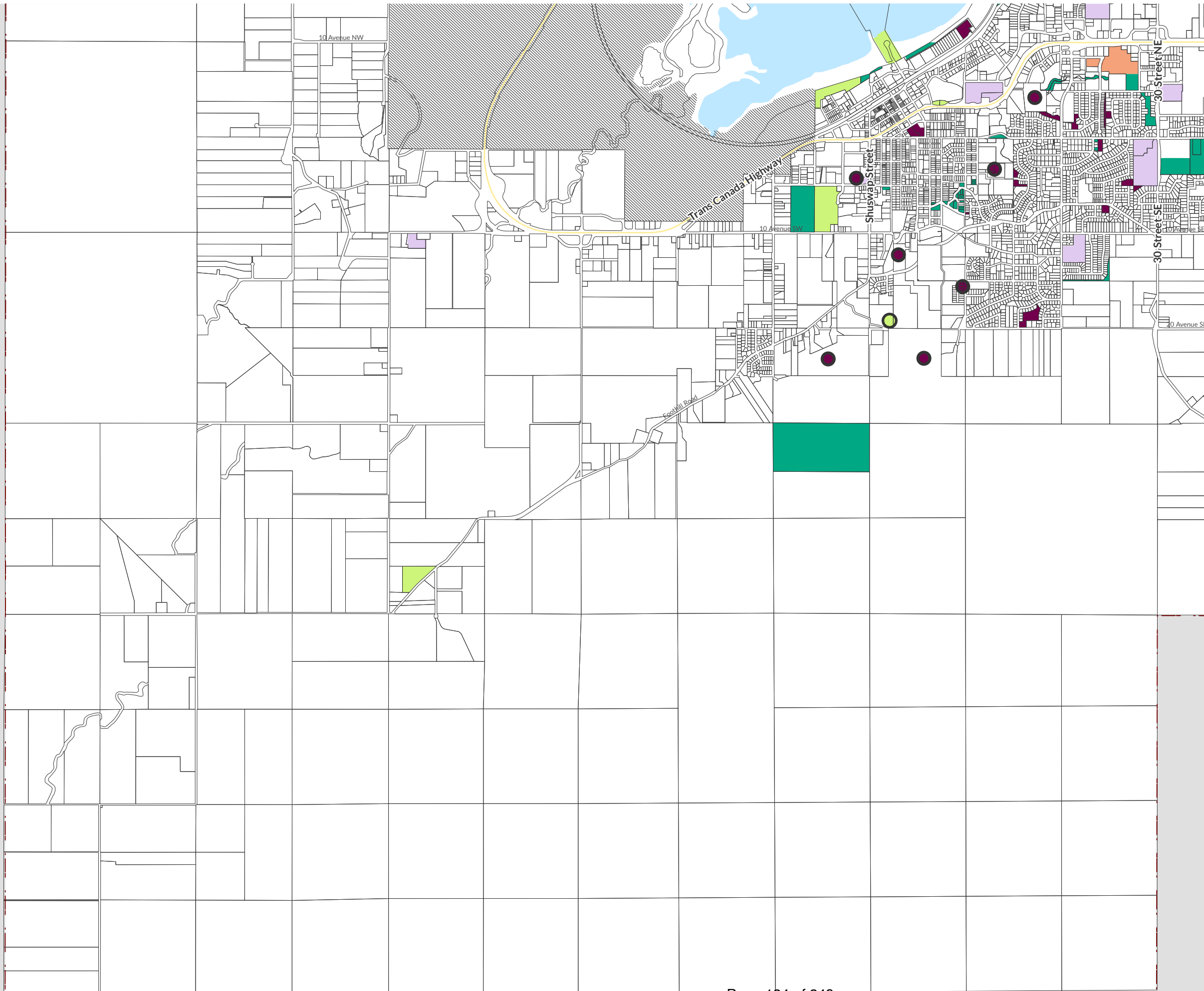


**MAP I - EXISTING AND PROPOSED PARKLAND
SOUTHWEST QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**



- | | |
|--|------------------------|
| Proposed Parks - Approximate Location | Base |
| Proposed Community Park (approximate location) | City Boundary |
| Proposed Neighbourhood Park (approximate location) | Parcels |
| | IR/First Nations Lands |
| | Highways |
| Parks | |
| Existing Community Park | |
| Existing Neighbourhood Park | |
| Open Space | |
| Recreation Facility | |
| Schools | |



**MAP J - EXISTING AND
PROPOSED GREENWAYS
NORTHEAST QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**



**Existing and Proposed
Greenways**

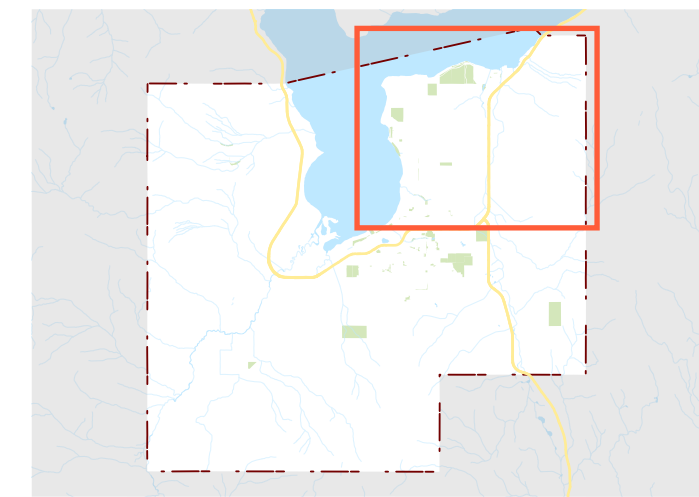
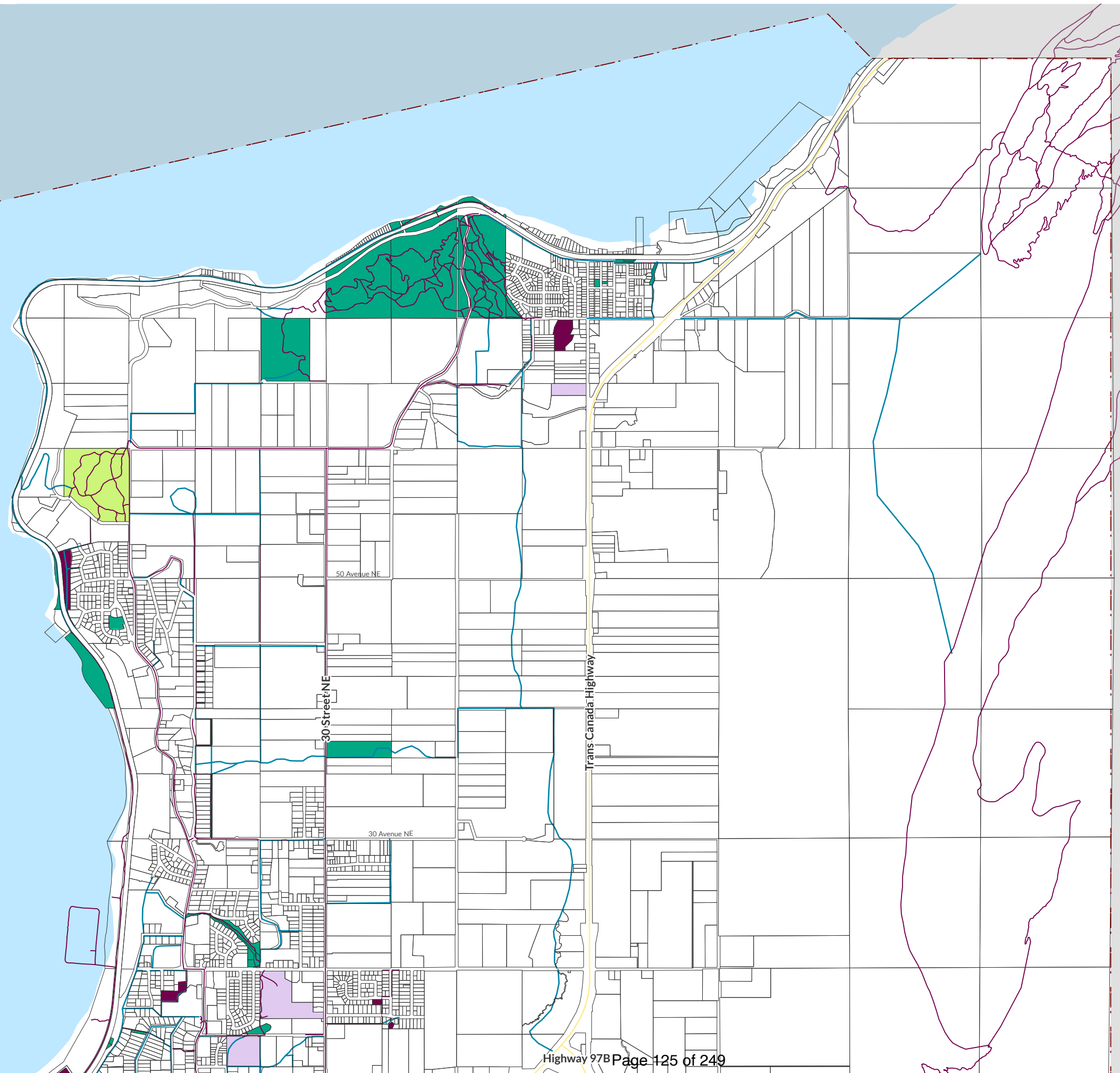
- Existing Greenways
- Proposed Greenways

Parks

- Community Park
- Neighborhood Park
- Open Space
- Recreation Facility
- Schools

Base

- City Boundary
- Parcels
- Highways



**MAP J - EXISTING AND
PROPOSED GREENWAYS
NORTHWEST QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**



**Existing and Proposed
Greenways**

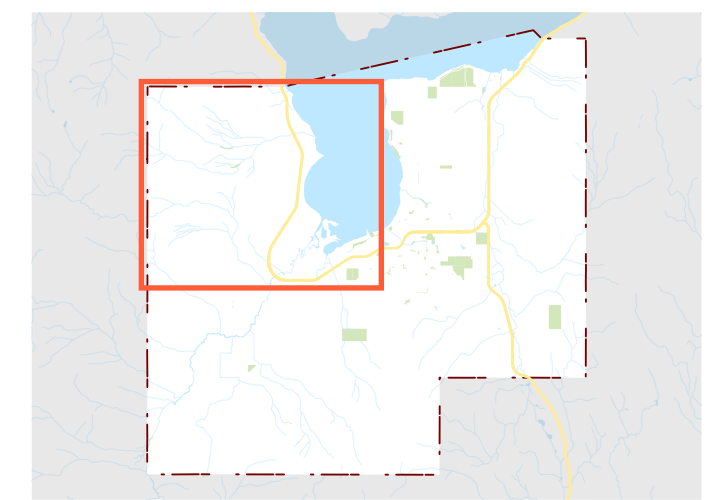
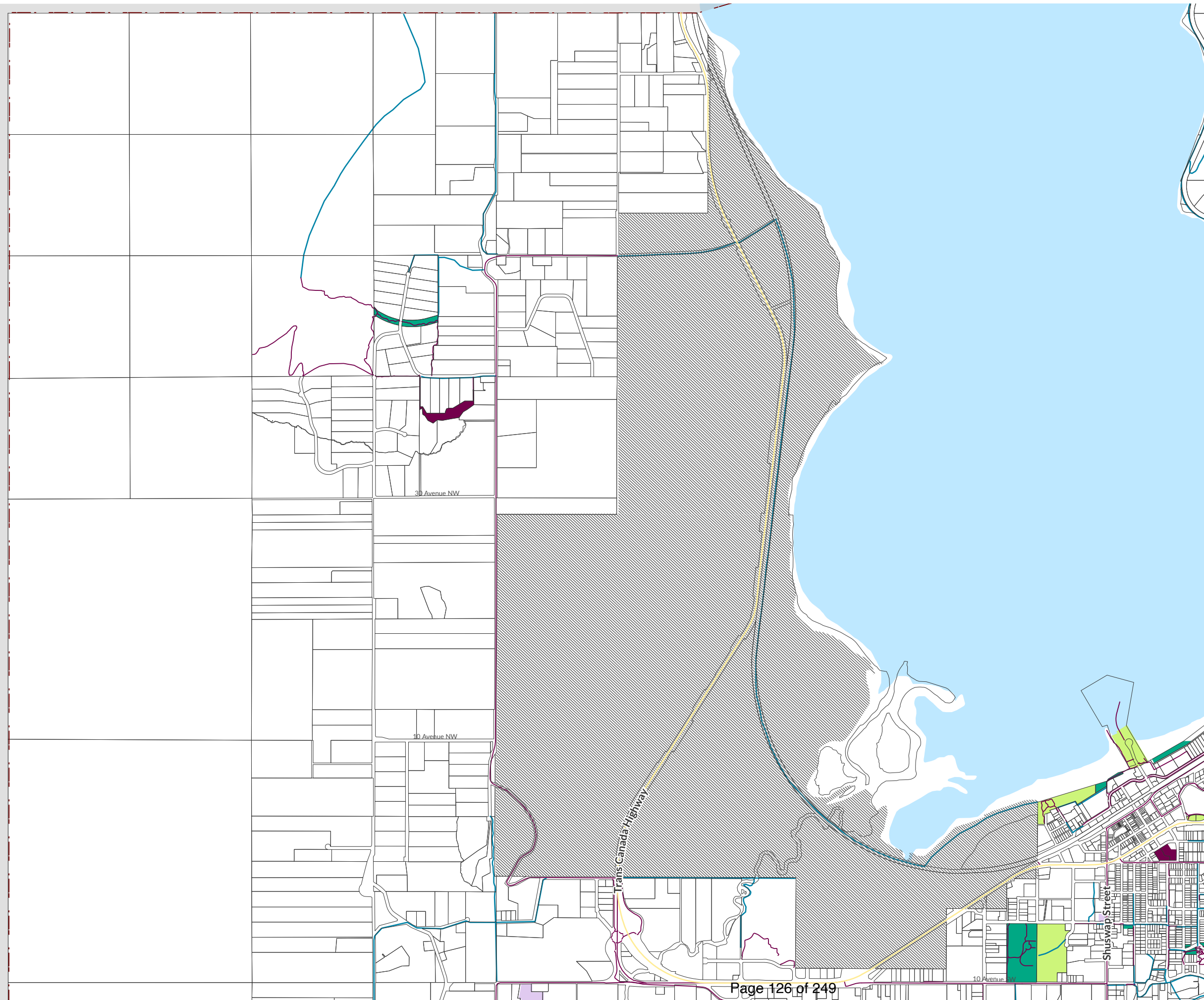
- Existing Greenways
- Proposed Greenways

Parks

- Community Park
- Neighborhood Park
- Open Space
- Recreation Facility
- Schools

Base

- City Boundary
- Parcels
- IR/First Nations Lands
- Highways



**MAP J - EXISTING AND
PROPOSED GREENWAYS
SOUTHWEST QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**



**Existing and Proposed
Greenways**

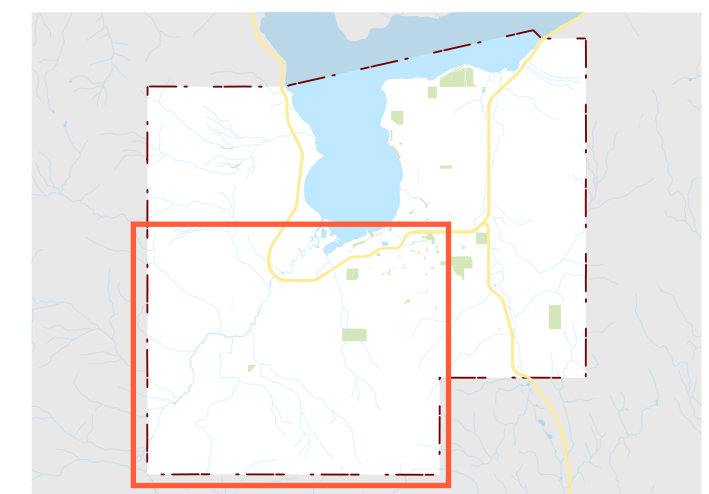
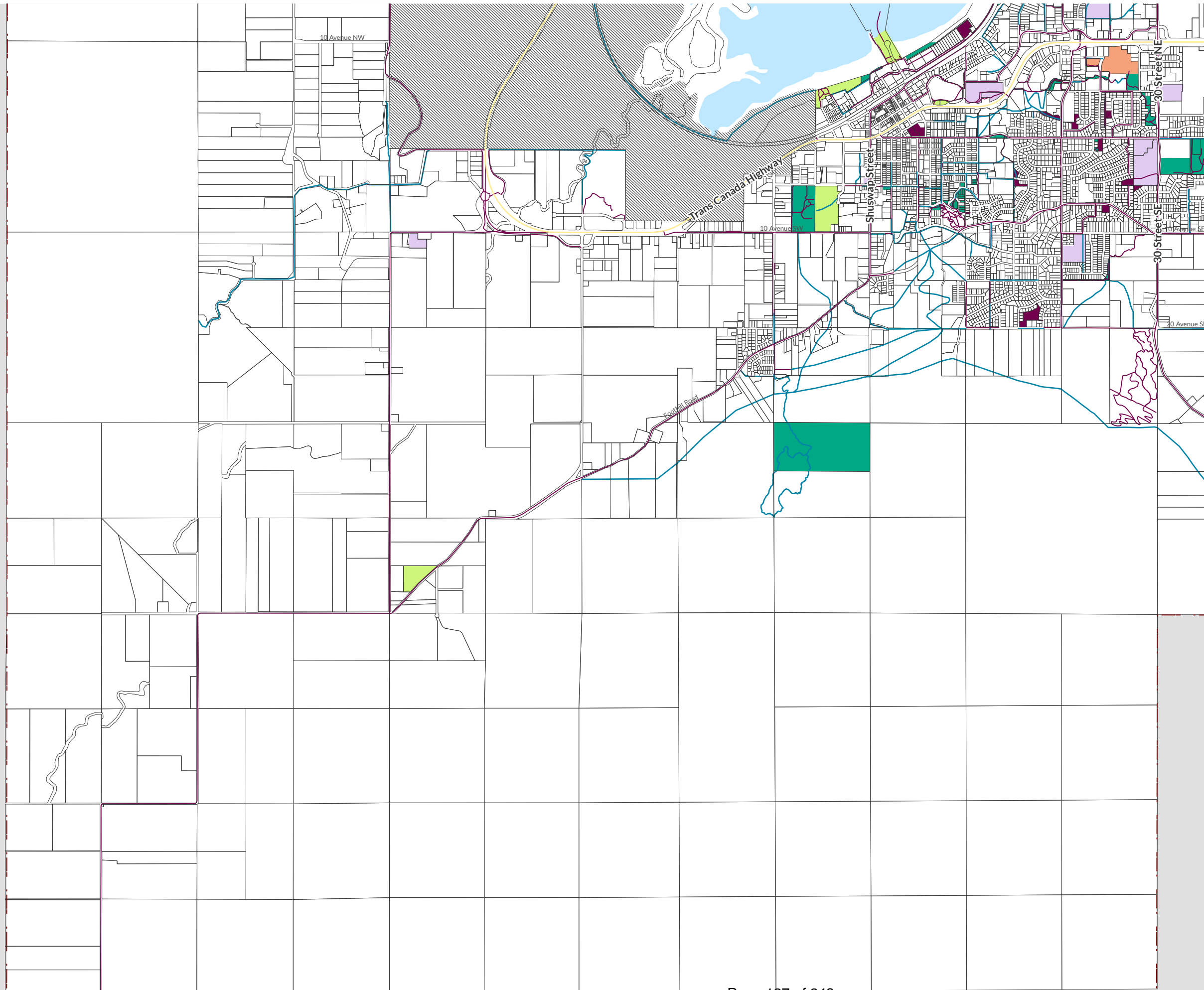
- Existing Greenways
- Proposed Greenways

Parks

- Community Park
- Neighborhood Park
- Open Space
- Recreation Facility
- Schools

Base

- City Boundary
- Parcels
- IR/First Nations Lands
- Highways



**MAP J - EXISTING AND
PROPOSED GREENWAYS
SOUTHEAST QUADRANT**

**Official Community Plan | Last Updated: January 13, 2025
Draft - Subject to further and more detailed review**



**Existing and Proposed
Greenways**

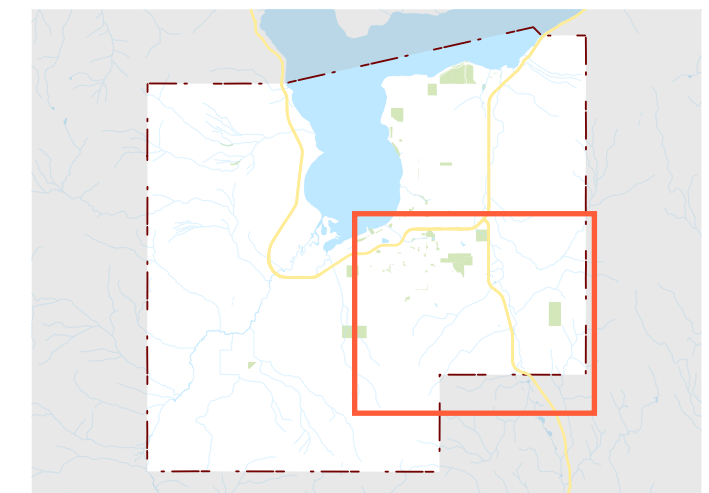
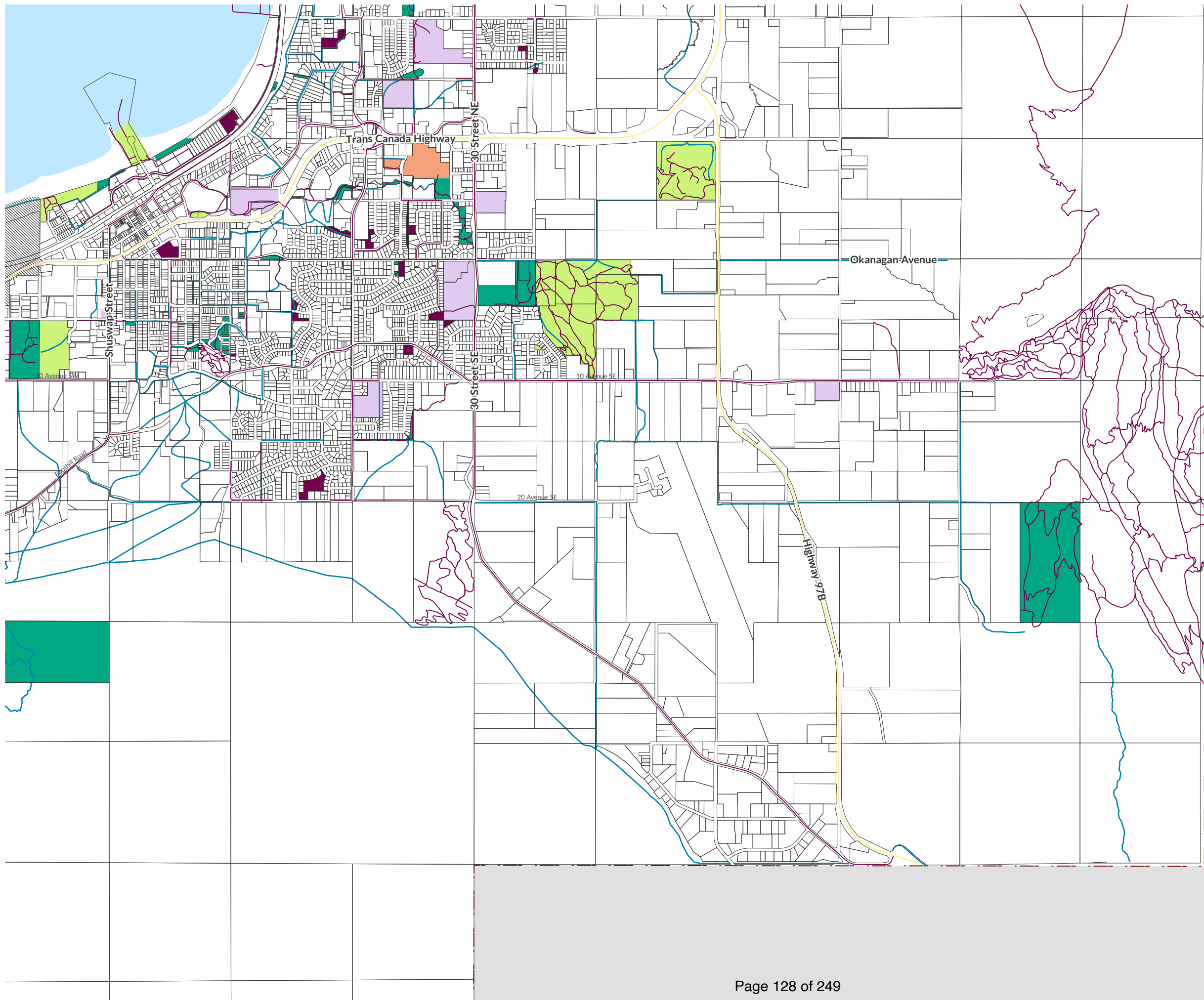
- Existing Greenways
- Proposed Greenways

Parks

- Community Park
- Neighborhood Park
- Open Space
- Recreation Facility
- Schools

Base

- City Boundary
- Parcels
- IR/First Nations Lands
- Highways



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:

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

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 not supported for construction of connecting trails and/or multiuse paths.

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)

Jan 2025 Draft

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 polices, 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 500m² are not supported;
 - Accessory Rural Dwellings greater than 90m² 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.

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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.

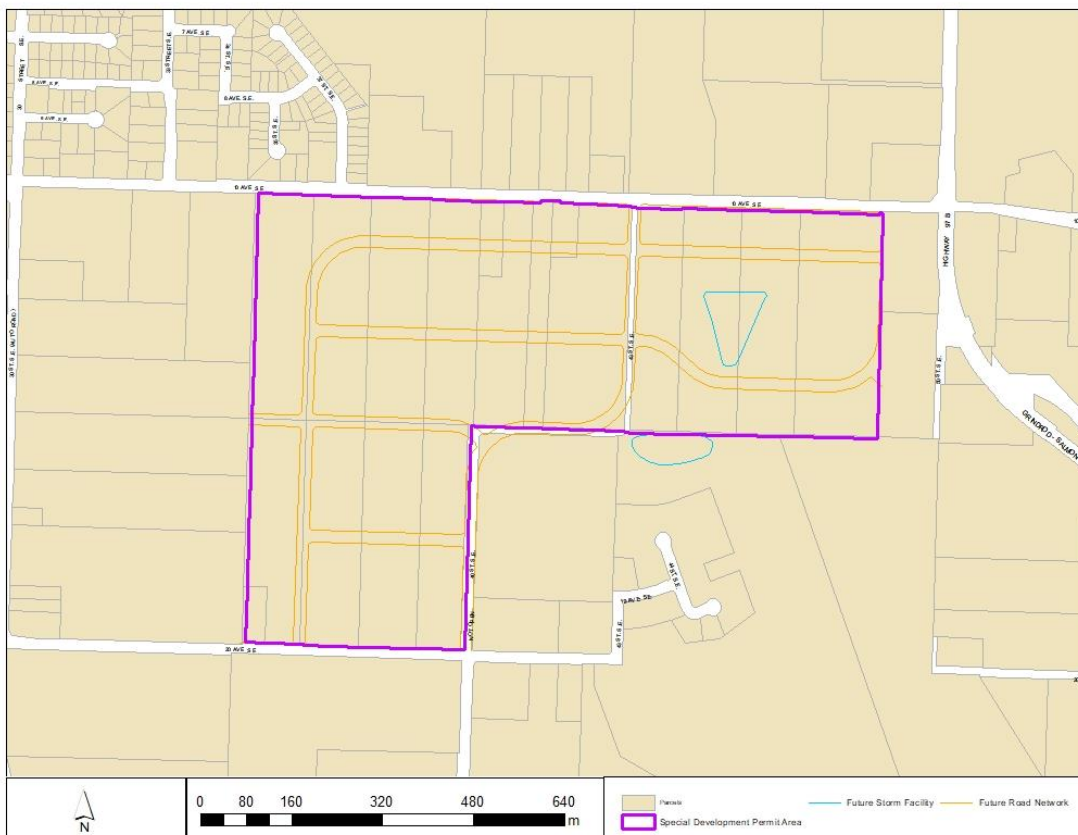


Figure 1: Industrial Special Development Area

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.

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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 CO₂ 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.

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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.

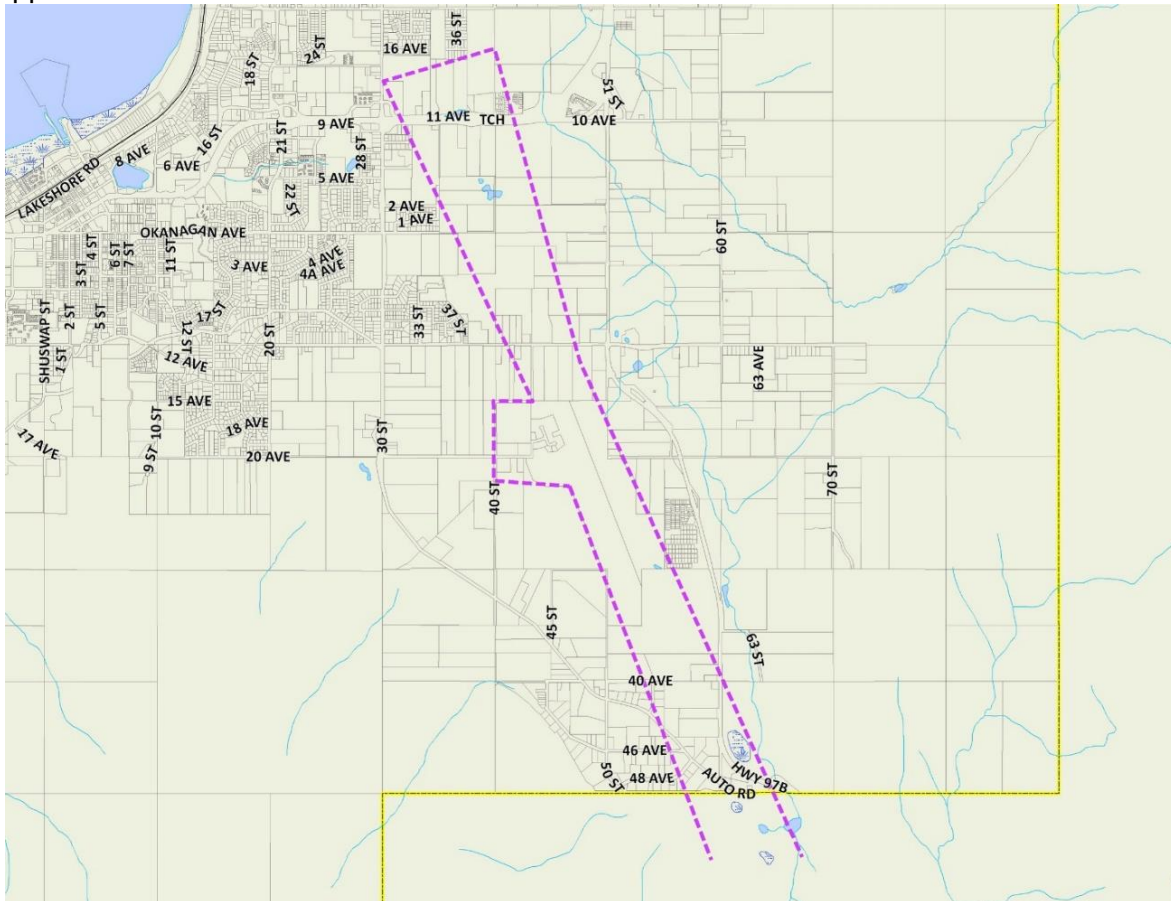


Figure 1: Shuswap Regional Airport (Salmon Arm) Operational Area and Approach Corridor

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.

Project / Initiative	Effort	Impact	Resources	Time	Risk	Contingent	TOTAL
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

Project / Initiative	Effort	Impact	Resources	Time	Risk	Contingent	TOTAL
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:

Project / Initiative	2025	2026	2027	2028	2029
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

Jan 2025 Draft

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

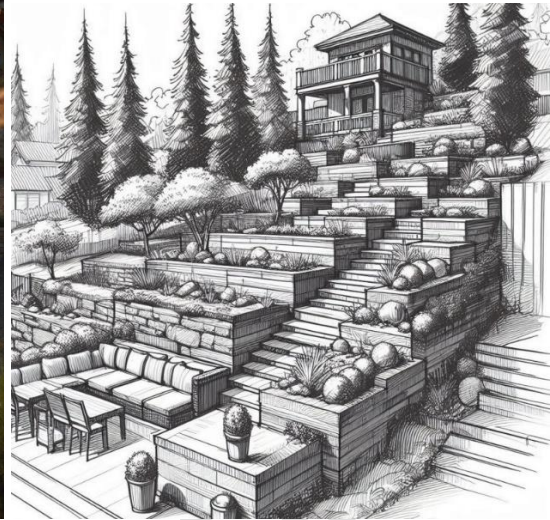
Development Permit application submissions must meet the following minimum requirements:

- 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.

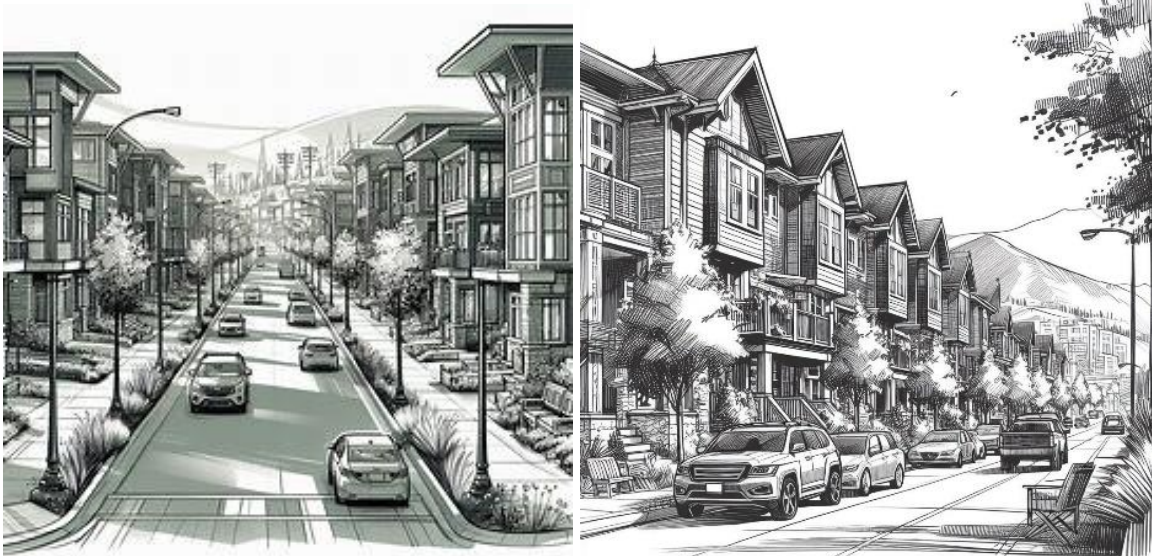


Garages don't dominate the street

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.

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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

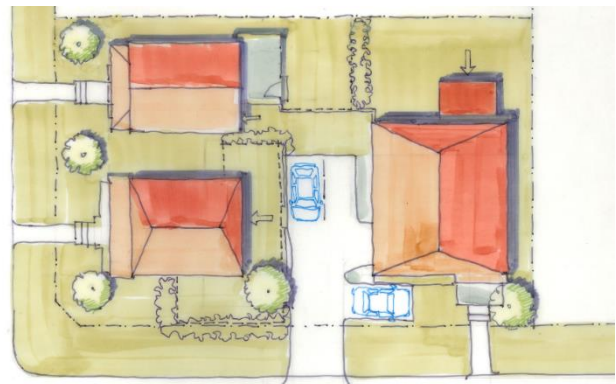
For required drawing submissions, see the requirements of the Multi Family Residential Development Permit Area (DPA) section. This Infill Residential Development Permit Area shall have the same requirements.

Streetscape and Site Concept Guidelines

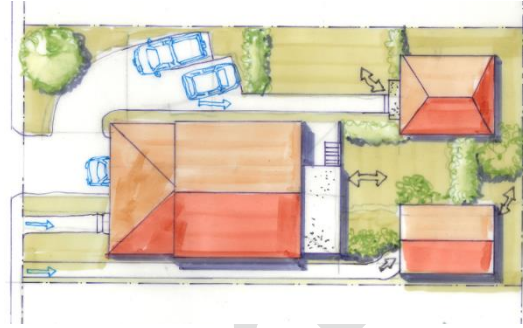
1. Respect and be generally consistent with the area streetscape by considering surrounding building heights, scale, and setbacks - despite build-out limits allowed by zoning. For example, limit significant height differences between proposed and existing development by stepping down dwelling massing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

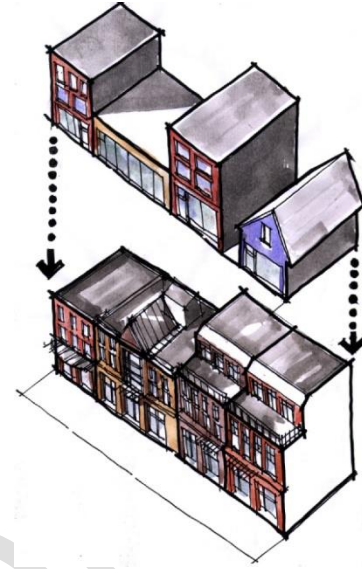
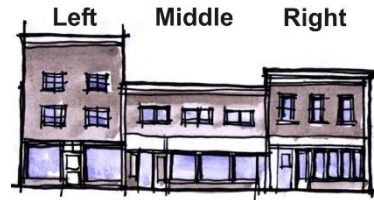


A good example of the use of material – the main entrance is accentuated with stone, the façade is limited to two primary materials, stucco and stone



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.

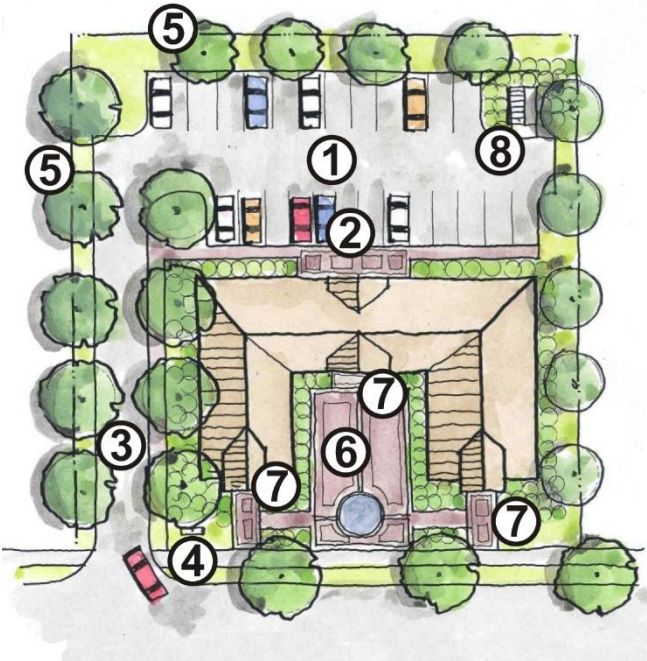


Figure 7: Site Design

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

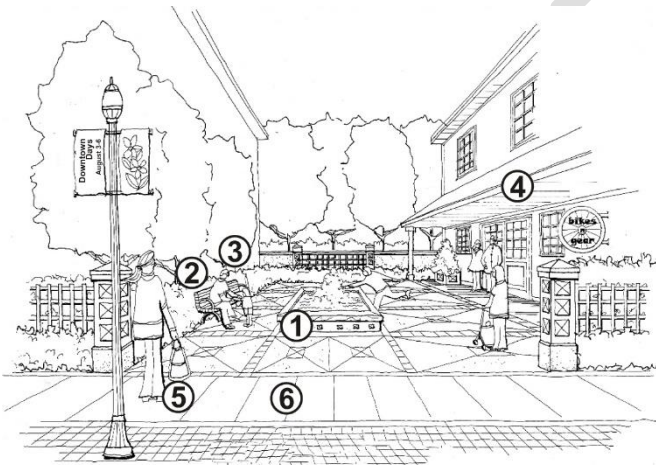


Figure 8: Courtyard Design

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

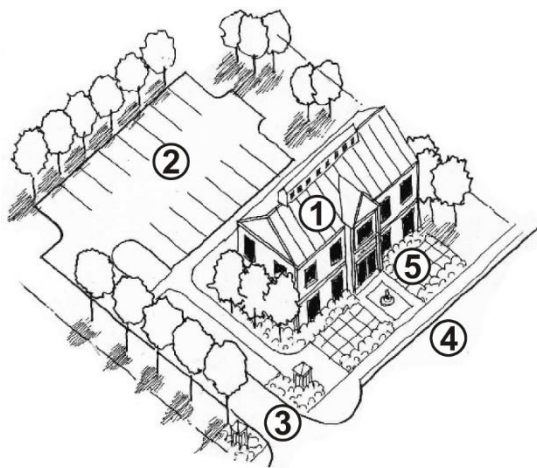
A building setback area can be used to maximize retail space and provide opportunities for landscaping

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.

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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 100m² 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

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