KAMPLAN

City of Kamloops Official Community Plan | 2018

Kamloops
Canada's Tournament Capital

KAMPLAN

CITY OF KAMLOOPS

BYLAW NO.46-1

A BYLAW TO ADOPT AN OFFICIAL COMMUNITY PLAN

WHEREAS, pursuant to Section 472 of the *Local Government Act*, a local government may, by bylaw, adopt an Official Community Plan;

AND WHEREAS Council has prepared a new Official Community Plan covering the entirety of the area within the City of Kamloops municipal boundaries;

AND WHEREAS, pursuant to Section 475 of the *Local Government Act*, Council has considered providing opportunities for consultation, whether consultation should be early and ongoing, and provided the consultation opportunities it considers appropriate;

AND WHEREAS Council has specifically considered whether consultation is required with the persons, organizations, and authorities listed in Section 475(2)(b) of the *Local Government Act;*

AND WHEREAS Council has consulted with the Board of Education of School District No. 73 and has sought its input as to the matters set out in section 476(2) of the *Local Government Act;*

AND WHEREAS, pursuant to Section 477 of the *Local Government* Act and after first reading of the bylaw to adopt the Official Community Plan, Council has, in sequence:

1. considered the proposed Official Community Plan in conjunction with the City's Financial Plan and Liquid Waste Management Plan and the Thompson-Nicola Regional District Solid Waste Management Plan

2. referred the plan to the Agricultural Land Commission for comment

3. held a Public Hearing on the proposed plan in accordance with Part 14, Division 3 of the *Local Government Act*

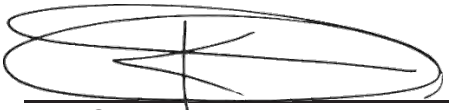
NOW THEREFORE the Municipal Council of the City of Kamloops, in open meeting assembled, enacts as follows:

1. This bylaw may be cited as "Official Community Plan Bylaw No. 46-1, 2017".

2. Official Community Plan Bylaw No. 5-1-2146, 2005, is hereby repealed.

3. The Official Community Plan for the City of Kamloops (KAMPLAN) 2017, is attached as "Schedule A" to this bylaw.

READ A FIRST TIME the	28th	day of	November	2017
READ A SECOND TIME the	28th	day of	November	2017
PUBLIC HEARING HELD the	17th	day of	April	2018
READ A THIRD TIME the	17th	day of	April	2018
ADOPTED by an affirmative vote of the majority of all Council members this	17th	day of	April	2018



MAYOR
K. L. CHRISTIAN

CORPORATE OFFICER
M. MAZZOTTA

DATES OF ADOPTION OF KAMPLAN BYLAW NO. 46-1 AND AMENDMENTS TO TEXT

Bylaw No.	Date of Adoption
46-1	April 17, 2018
46-2	August 14, 2018
46-3	December 18, 2018
46-4	January 29, 2019
46-5	January 29, 2019
46-6	June 2, 2020
46-7	July 14, 2020
46-8	November 17, 2020
46-9	March 30, 2021
46-10	November 2, 2021
46-11	November 2, 2021
46-12	October 19, 2021
46-13	January 25, 2022
46-14	December 14, 2021
46-15	July 19, 2022
46-16	September 20, 2022
46-17	December 13, 2022
46-18	January 31, 2023
46-20	March 12, 2024
46-21	March 12, 2024
46-22	June 11, 2024
46-23	July 16, 2024
46-25	June 11, 2024

Canada's Tournament Capital

Official Community Plan

("Schedule A" to Bylaw No. 46-1)

April 2018

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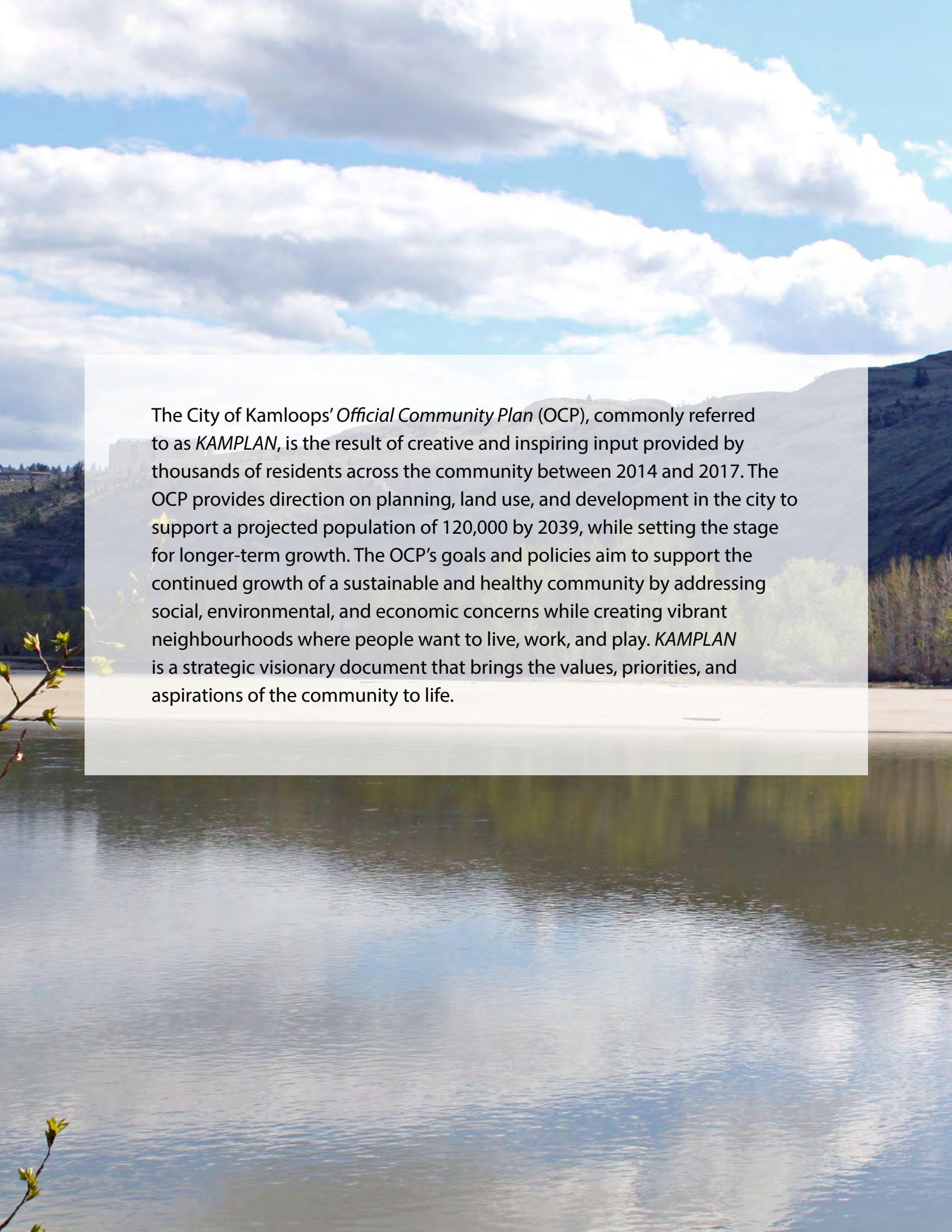
Section A

Vision and Introduction



The City of Kamloops' *Official Community Plan* (OCP), commonly referred to as *KAMPLAN*, is the result of creative and inspiring input provided by thousands of residents across the community between 2014 and 2017. The OCP provides direction on planning, land use, and development in the city to support a projected population of 120,000 by 2039, while setting the stage for longer-term growth. The OCP's goals and policies aim to support the continued growth of a sustainable and healthy community by addressing social, environmental, and economic concerns while creating vibrant neighbourhoods where people want to live, work, and play. *KAMPLAN* is a strategic visionary document that brings the values, priorities, and aspirations of the community to life.

COMMUNITY VISION

Kamloops is a **sustainable**, environmentally friendly community that supports active and **healthy** living and is characterized as **resilient**, **inclusive**, and **vibrant**.

- **Sustainable Community** – Kamloops is an environmental leader, inspiring a culture of sustainability among residents as the city progresses towards greater ecological health, livability, economic vitality, and community resiliency.
- **Healthy People** – Recreational and cultural activities are plentiful, further enhance social networks, and support healthy and active lifestyles.
- **Resilient Economy** – Kamloops' economy is growing and vibrant, with training and education opportunities that help retain and attract new businesses.
- **Inclusive Housing** – Shelter is available and affordable to all residents through a variety of housing types that accommodate changing demographics and population growth.
- **Vibrant Neighbourhoods** – Neighbourhoods are safe, compact, and vibrant places in which to live, work, and play, with diverse housing choices and access to both community amenities and public transit.

The Community Vision and Values provide direction for the OCP's goals and policies and are based on community input received during the KAMPLAN Review and Update public engagement process.

COMMUNITY VALUES

Develop Complete Neighbourhoods

Create safe, accessible, and *inclusive* neighbourhoods that are easy to get around and offer a broad range of housing choices, amenities, and services.

Support Urban Densification

Focus densification in *mixed-use centres* and *neighbourhood centres* to create vibrant, *mixed-use* neighbourhoods.

Support the Availability of Diverse Housing Options

Enable people from all walks and stages of life to locate and secure housing that is safe, affordable, and appropriate.

Improve Transportation and Connectivity

Invest in road infrastructure; public transit; and pedestrian, bicycle, and trail networks in the areas of highest need, and plan for all active forms of transportation. Provide safe and convenient access to neighbourhoods, parks, open spaces, and daily amenities for people travelling from home, work, and other destinations.

Invest in Arts, Culture, Sports, and Recreation

Enhance quality of life, community identity, pride, and social networks by investing in community arts, culture, sports, and recreation. Foster healthy and active living by ensuring that parks, trails, and open spaces are available and accessible to all residents.

Support Local and Regional Food Systems

Support the production of local and regional food through partnerships with all levels of government, agricultural producers, distributors, and retailers to enhance community *food security* and ensure equitable access to healthy food for all residents.

Promote Environmental Stewardship

Reduce the city's environmental footprint; prioritize restoration of the riverfront and riparian areas; protect *environmentally sensitive areas*; promote water and energy conservation; and support best practices for stormwater management, waste reduction, and airshed management.

Promote Economic Resiliency

Support a vibrant and thriving economy that attracts new businesses and provides opportunities for residents to prosper and Kamloops to flourish.

Optimize Existing Municipal Infrastructure

Utilize existing services to ensure the City has the financial resources to meet residents' needs in a cost-effective manner now and in the future.

Build Regional Partnerships

Work co-operatively with Tk'emlúps te Secwépemc, the Thompson-Nicola Regional District, government agencies, and stakeholders to determine and evaluate opportunities for collaboration and planning.

BRINGING THE VISION TO LIFE

The Community Vision will be brought to life through land use regulations and strategic policy directions, as outlined in Sections C and D. The policy directions cover 10 diverse topic areas that provide guidance for managing land use and growth in the community. The 10 topic areas are:

- Land Management and Development
- Environment
- Transportation and Mobility
- Infrastructure
- Housing
- Parks and Recreation
- Arts, Culture, and Heritage
- Health and Safety
- Economic Development
- Community Well-being

PURPOSE AND SCOPE

Planning for the Future of Kamloops

The OCP's purpose is to provide a framework of goals and policies to guide decisions on planning and land management within the boundaries of the city. All bylaws and works undertaken by Council must be consistent with the OCP.

While the scope of the OCP is to manage the city's growth to a population of 120,000 over the next 22 years, the plan is forward looking and considers the long-term sustainability of the community. As such, the OCP aims to:

- ensure that the city has room to grow by setting aside sufficient land for future residential and employment use
- continue to encourage compact urban form and increase density in the city in order to conserve land and minimize the impact of development
- ensure that infrastructure is planned and staged to allow the City to manage costs efficiently over the long term
- plan efficiently so that municipal financial resources are allocated wisely
- continue to co-operate through joint planning initiatives on regional matters, such as the economy and the environment, with surrounding municipalities, the regional district, and First Nations

Legislative Authority and Scope

The provincial *Local Government Act* gives authority to municipalities in British Columbia to adopt an OCP and stipulates what must or may be included in an OCP. The Act also identifies the consultation requirements and adoption procedures to approve the OCP as a bylaw. The OCP has been prepared in compliance with the legislation.

How to Read this Plan

KAMPLAN functions as a road map to guide future growth and development. While it is organized by section and according to specific topic areas, it should be read in its entirety as matters in one section apply to others. Topic areas in Section D are not listed in order of priority. The OCP is divided into the following parts:

- Section A contains the Community Vision and Community Values, which articulate the priorities and aspirations of the community to guide growth and development over the next 22 years.
- Section B provides the historical and regional context, existing demographic conditions, and greenhouse gas (GHG) reduction targets.
- Section C consists of the Growth Plan, which is the City's primary reference tool for guiding future growth and development, as well as descriptions of the OCP's land use designations.
- Section D consists of the 10 topic areas and their corresponding policies to realize the Growth Plan.
- Section E outlines the OCP implementation process and next steps to realize the goals and policies within the plan.
- Section F includes specific guidance for areas and types of development within a *Development Permit Area* (DPA).
- Section G includes maps that illustrate the spatial application of the land use policies.
- Section H contains a glossary that provides definitions for key terms found throughout the document.

Links to Other City Plans

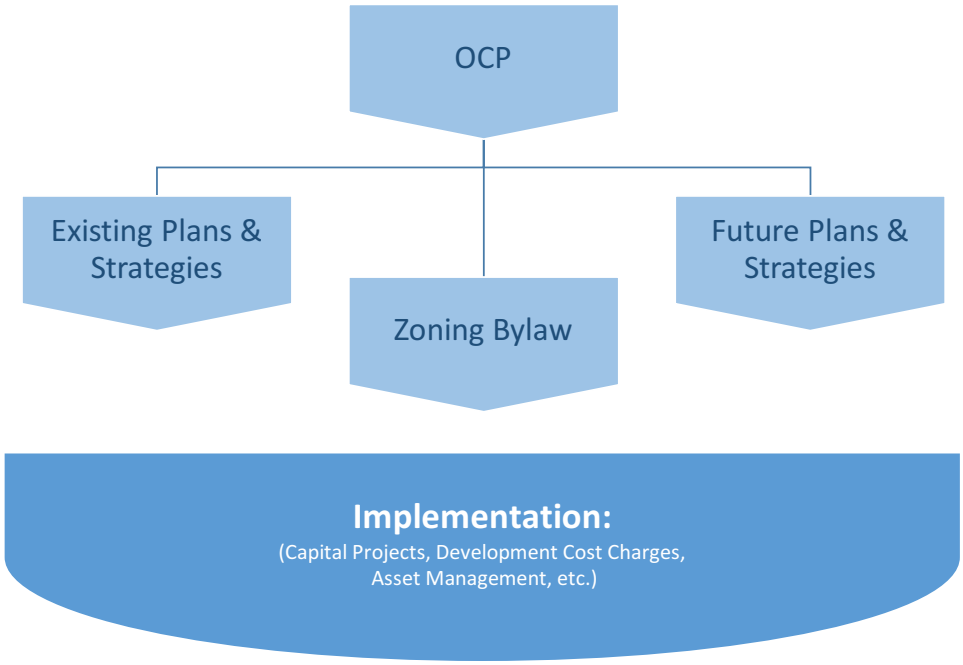
The City has a number of planning policy documents that guide municipal decision-making. The OCP provides the highest level of direction in the hierarchy of City plans and policies. Given the OCP's broad scope, its policies do not provide the same level of detail as neighbourhood plans or plans for specific topics (e.g. *Transportation Master Plan*). All other municipal plans must be consistent with the overall intent and vision of the OCP. Where there is a conflict with other City plans, policies, standards, and bylaws, the OCP will prevail.

Several of these plans include policies that affect the future growth and development of certain areas or aspects of the city. Some of these subsidiary plans will undergo a critical review to ensure consistency with the OCP, but are not intended to become part of or be given the same legal effect as the OCP. A list of subsidiary plans is provided in Section E.

Planning Framework

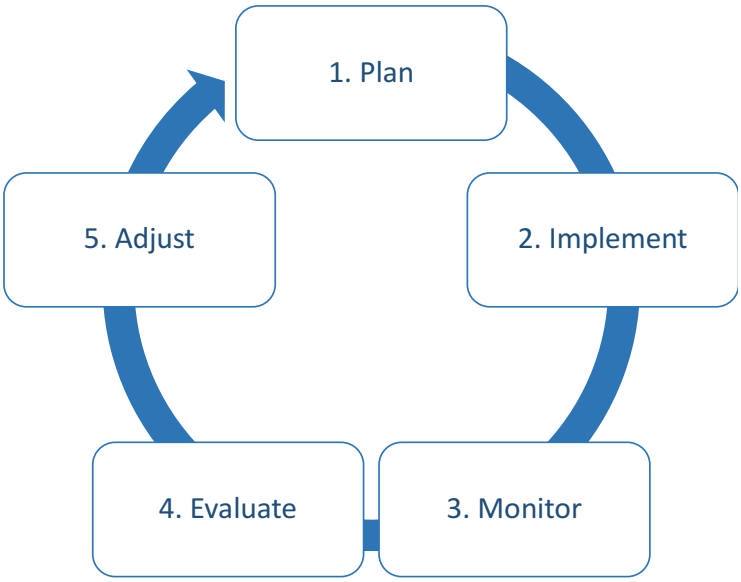
The OCP provides a framework to guide land use and direct development to continue the city's progress towards the long-term vision of Kamloops as a more sustainable community. In 2010, the City developed the *Sustainable Kamloops Plan*: *Foundations for Sustainability* (SKP), an "umbrella" document that provides direction for a coordinated approach to economic, social, and environmental sustainability across all City departments and the community. The SKP's goals and policies were reviewed and considered in the development of the OCP. In addition, available data on community demographics, projected growth patterns, and historical development trends were integrated with public, stakeholder, and First Nations input to develop land use policies that are both evidence based and responsive to community needs.

Figure A1: OCP Planning Framework



The OCP uses an adaptive management framework that involves a cyclical and reflective process of action planning, implementation, monitoring, evaluation, and amendments where necessary. An Implementation Plan associated with the OCP includes action items, indicators, and targets to achieve the OCP's vision and goals. Reliable and relevant data sources are utilized to track and monitor progress towards achieving targets and desired trends associated with the identified indicators. Annual evaluation and reporting include details on proposed adjustments where progress is inadequate or trending in the wrong direction. Section E provides details on the OCP implementation process.

Figure A2: Adaptive Management Framework



KAMPLAN ENGAGEMENT PROCESS

The last major OCP update was in 2004. Continued growth presents new challenges for the long-term sustainability, health, and resiliency of the city. To address these challenges, the City publicly launched the review and update of *KAMPLAN* in 2014 and engaged local residents in conversations on future growth. The engagement process involved extensive public, First Nations, and stakeholder feedback; input from City staff; review by various senior government agencies; and participation by a Council-appointed KAMPLAN Advisory Committee (KAC). Numerous opportunities for public participation using a variety of engagement activities served to reach a broad audience and encourage people to share their thoughts and provide meaningful input on the development of the OCP.

The first phase of the engagement process consisted of identifying the vision, values, goals, and key issues that were most important to residents via a questionnaire, launch events, information booths, and topic-based meetings. In the second phase, two draft land use scenarios and policy directions for each of the 10 topic areas were developed. Feedback was gathered at community roadshow events; stakeholder sessions; and in-depth, self-facilitated group meetings.

The third phase of the process consisted of developing the first draft of the OCP and reviewing it with City staff, First Nations, the KAC, Council, stakeholders, government agencies, and the public via referrals, a questionnaire, focus group meetings, and world cafés. The final phase involved refining the draft based on feedback and presenting the OCP to Council for final approval via first and second readings, referral to government agencies, Public Hearing, and third reading.

Detailed information about the public engagement process is available on the City's website.

Figure A3: KAMPLAN - Official Community Plan Review and Update Schedule

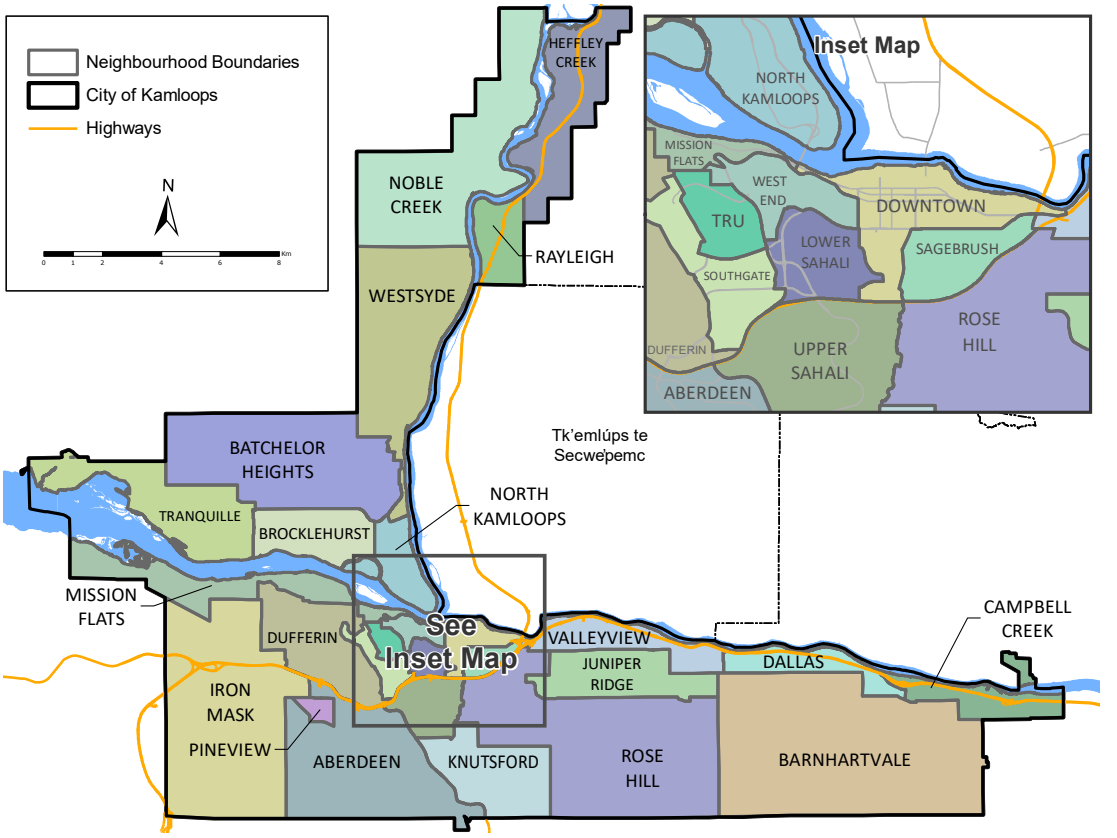
Section B

Context and Existing Conditions

CONTEXT

With a 2016 population of 90,280[1] residents and a land area of approximately 293 km^2, Kamloops is a growing city and the largest community in the Thompson-Nicola Regional District (TNRD). A full range of land uses are represented within municipal boundaries, including residential, commercial, *mixed-use* (residential and commercial), agricultural, industrial, educational, institutional, parks and open space, public service utilities, airport, golf course, and sand and gravel extraction. While the city's footprint is large, land use constraints, including steep slopes, environmentally sensitive and riparian areas, *silt bluffs*, *floodplains*, and provincial Agricultural Land Reserve (ALR) lands, significantly reduce available and developable land area. As the population of Kamloops increases to 120,000 residents over the next 22 years, OCP policies will strive to ensure efficient land use to accommodate the needs of residents within this timeframe and beyond.

Figure B1: Kamloops and Neighbourhoods



[1] *Stats Canada, 2016 Census of Population, 2017.*

This section provides a historical overview of the city's growth; outlines how the City will continue to engage First Nations in future planning and projects; provides information on existing population, employment, and housing conditions; describes how the OCP aligns with the TNRD's *Regional Growth Strategy* (RGS); and includes GHG reduction targets, drawing from the City's sustainability plan.

HISTORY

The first people to arrive in Kamloops were members of the Interior Salish Secwepemc (Shuswap) language group of British Columbia. The Tk'emlúpsemc, "the people of the confluence", now known as Tk'emlúps te Secwépemc, have lived at the confluence of the North and South Thompson Rivers since time immemorial. Their largest settlements were at Tranquille Creek and at the present-day location of the Tk'emlúps te Secwépemc main reserve (Kamloops IR 1).

In 1811, American fur traders arrived in the region, and, by 1821, the Hudson's Bay Company operated a fort north of the Thompson River, which relocated in 1862 to what is now Downtown Kamloops. In the 1850s, the discovery of gold brought a wave of migrants into the British Columbia interior, which led to the development of the first townsite along Victoria Street West and in the current West End neighbourhood.

In 1893, shortly after the completion of the Canadian Pacific Railway, Kamloops was incorporated as a city of 500 residents. With the completion of the Trans Canada Highway in 1962 and the Yellowhead Highway in 1970, Kamloops became a major transportation hub for goods and services, and the city began to experience significant growth. This was further supported by the completion of the Coquihalla Highway in 1987, which established a more direct route to support the movement of goods, services, and people between the city and the Lower Mainland.

Amalgamation of the city with surrounding towns, districts, and other residential areas took place in the 1960s and 1970s. The Town of North Kamloops amalgamated with the City of Kamloops in 1967 and was followed in 1973 by the Town of Valleyview; Districts of Dufferin and Brocklehurst; and unincorporated areas of the TNRD, including Westsyde, Dallas, Rayleigh, Barnhartvale, and Heffley Creek. Several additional neighbourhoods have been built since the era of amalgamation, including Upper Sahali, Juniper Ridge, Aberdeen, Batchelor Heights, and Pineview.

Major industries have historically included forestry, mining, and agriculture. The transportation, construction, and public (health care, education, and government) sectors have also been strong economic drivers. More recently, the local economy has seen growth in the tourism, manufacturing, and high-tech sectors. With its well-established transportation networks, access to markets, growing university district, diversity of recreational amenities, and consistent growth rate, Kamloops is an attractive destination for both business and lifestyle opportunities.

FIRST NATIONS STATEMENT

The City will continue to honour its commitments and partnerships with local and regional First Nations communities. It will strive to collaborate on opportunities that benefit and support the long-term environmental sustainability, social health, and economic prosperity of the region for all peoples. The City recognizes that Kamloops is within the traditional territory of Tk'emlúps te Secwépemc (TteS), whose people have lived here since time immemorial and will continue to assert their cultural heritage through their language, spiritual practices, and traditional ways. TteS is an important neighbour to Kamloops, and the City will continue to commit to relationship-building and meaningful engagement with TteS regarding City plans and projects.

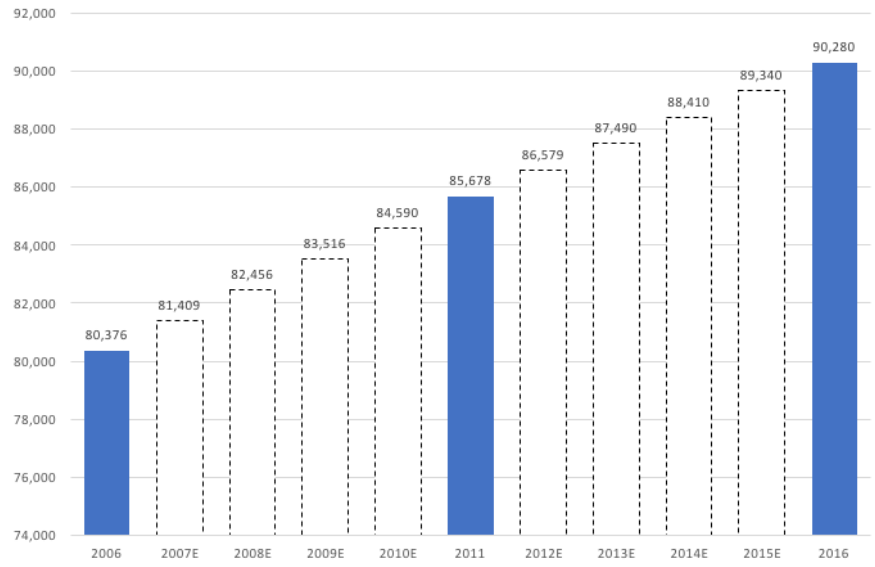
EXISTING CONDITIONS

Population

Kamloops had a population of 80,376 in 2006, 85,678 in 2011, and 90,280 in 2016[2], which represents a 12.3 percent growth over a 10-year period and an annual growth rate of approximately 1.2 percent.

[2] *Stats Canada, 2016 Census of Population, 2017.*

Figure B2: Population (2006 to 2016)

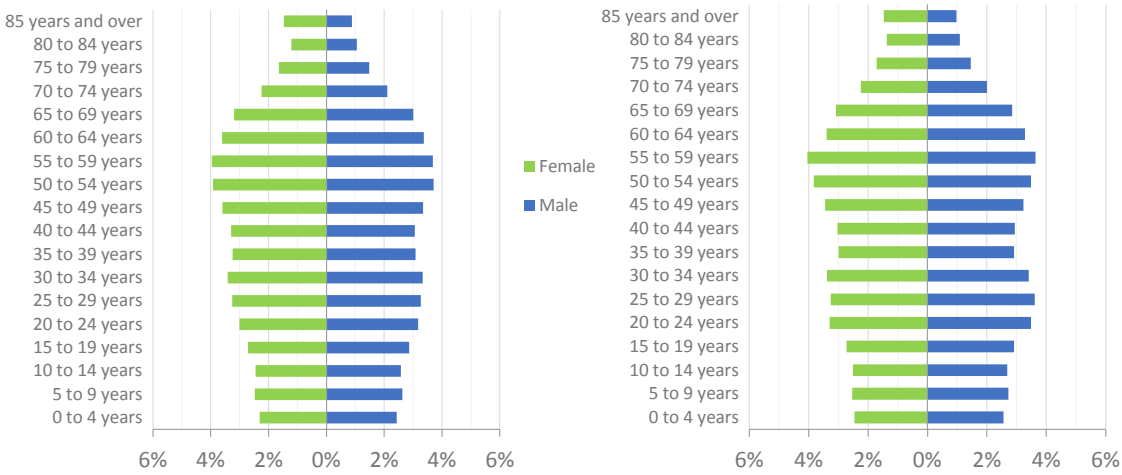


Notes: *E = Estimate. Census data is available for 2006, 2011, and 2016. Average population estimates are provided for all other years based on consistent growth in the interim years between census counts.*

Source: Stats Canada, 2017

As shown in Figure B3, the average age in Kamloops in 2016 was 42, which was the same as the provincial average. The percentage of the population in Kamloops aged 15 to 64 in 2016 was 66 percent, compared to ages 0 to 14 (16 percent) and 65 and over (18 percent).

Figure B3: 2016 Age and Sex Profiles



BRITISH COLUMBIA
Average Age: 42.3
Males per Females: 96.1

KAMLOOPS
Average Age: 41.9
Males per Females: 96.9

Source: Stats Canada, 2017

Existing Employment

In 2016, 47,825 residents were employed in the labour force, and the unemployment rate was 7.5 percent. This was slightly higher than the 2016 provincial average, which was 6.7 percent, but lower than the unemployment rate for the TNRD region, which was 8.4 percent at the time[3].

The most recent census data available lists the top three industries by labour force as health care and social assistance, retail trade, and accommodation and food services. Figure B4 shows the top 11 industries by labour force in 2016[4].

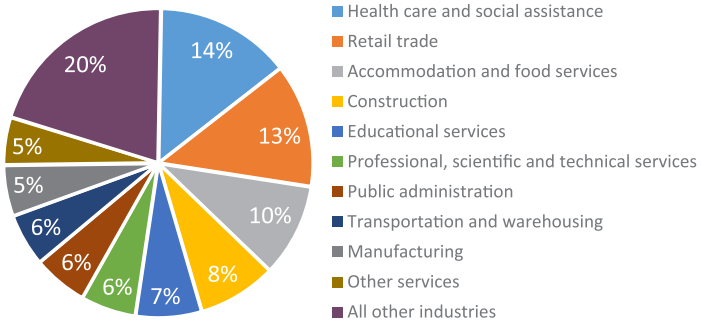
At 20 percent of the labour market, 10 industries constitute the "all other industries" category[5]. Mining, quarrying, and resource extraction comprise 3.4 percent of the labour market, while agriculture and forestry, which are within a category that also includes fishing and hunting, comprise 1.5 percent of the labour force. Kamloops was historically a resource-based city; however, as seen in these statistics, and as noted in a 2014 economic impact study, over 80 percent of the city and region's labour force is now employed in service-producing industries[6].

Median private *household income* increased from $62,598 in 2010 to $73,822 in 2015. This is slightly higher than the 2015 median *household income* of the TNRD ($69,308) and the province ($69,995)[7].

Housing Type, Age, and Cost

In 2016, 72 percent of Kamloops residents lived in homes they owned, which was higher than the provincial average of 68 percent, but lower than the 75 percent homeownership rate in the TNRD region[8]. The average assessed value of a single-family home in Kamloops in 2017 was $408,000, which was the first time the average assessed home value exceeded $400,000[9].

Figure B4: Labour Force by Industry (2016)



Source: Stats Canada, 2017

In 2016, the percentage of households spending 30 percent or more of their total *household income* on shelter costs was 23 percent, which was lower than the provincial average of 28 percent[10]. Kamloops' rental vacancy rate has experienced a downward trend over the last few years. As of October 2017, it was 1.1 percent, unchanged from the year prior, but down from 2.0 percent in October 2015 and 3.8 percent in October 2014[11]. This is consistent with a majority of other urban centres in British Columbia that have recorded historically low vacancy rates since at least 2014.

According to Statistics Canada, 88 percent of all housing in Kamloops was constructed after 1960, with 70 percent built between 1961 and 2000. As shown in Table B1, in 2016, single-family dwellings represented the majority of the existing housing stock at 52 percent, followed by 30 percent for low-density multi-family (e.g. townhouses, duplexes, manufactured homes) and 18 percent for medium- to high-density multi-family (e.g. apartments, *tall buildings*, suites). The average number of persons per household is 2.4[12].

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[3] *Stats Canada, 2016 Census of Population, 2017.*

[4] *Ibid.*

[5] *"All other industries" includes administrative and support, waste management and remediation services (3.9%); mining, quarrying, and oil and gas extraction (3.4%); arts, entertainment and recreation (2.7%); finance and insurance (2.7%); wholesale trade (2.7%); real estate and rental and leasing (1.6%); agriculture, forestry, fishing and hunting (1.5%); information and cultural industries (1.5%); utilities (0.5%); and management of companies and enterprises (0.1%).*

[6] *Venture Kamloops, 2014 Economic Impact Study, 2014.*

[7] *Stats Canada, 2016 Census of Population, 2017.*

[8] *Ibid.*

[9] *BC Assessment, 2017.*

[10] *Stats Canada, 2016 Census of Population, 2017.*

[11] *CMHC, 2017. Rental Market Report. This number includes both private row (townhouse) and apartment vacancy rates.*

[12] *Stats Canada, 2016 Census of Population, 2017.*

Table B1: Quantity of Housing Units by Housing Type in the City of Kamloops (2016)

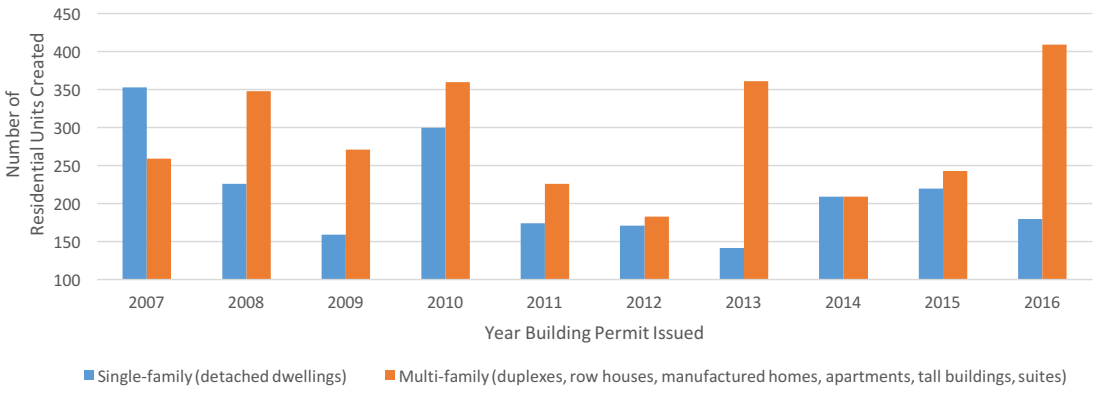
HOUSING TYPE	QUANTITY	%
Single-family	19,100	52%
Low-density multi-family (e.g. townhouses, duplexes, manufactured homes)	11,085	30%
Medium- to high-density multi-family (e.g. apartments, tall buildings, suites)	6,630	18%
TOTAL	**36,815**	**100%**

Source: Stats Canada, 2017

Though the existing stock of residential units still features a majority of single-family dwellings, the trend towards new multi-family development continues to accelerate. In the 10-year period between 2007 and 2016, multi-family development constituted over 57 percent of new residential units constructed[13].

Further analysis better illustrates this progression. In the five-year period between 2007 and 2011, multi-family units accounted for 55 percent of new residential development, while between 2012 and 2016, this percentage rose to 60 percent. In 2016, multi-family development accounted for over 69 percent of all new residential units constructed[14]. Housing unit projections within the OCP's growth management strategy (see Section C) consider these shifting residential development trends in conjunction with other factors.

Figure B5: Residential Housing Starts (2007 to 2016)



Source: City of Kamloops, 2017

[13] *City of Kamloops Building Permit data.*

[14] *Ibid.*

REGIONAL CONTEXT STATEMENT

Kamloops is within the TNRD and is subject to its *Regional Growth Strategy* (RGS) (2013). The RGS is a co-operative strategy for all member municipalities to work towards a sustainable future for the region. The vision in the RGS is

> **To create a balance among goals relating to human settlement, economic development and environmental conservation, to ensure that development actions do not significantly limit the options of future generations.**

The *Local Government Act* requires each municipality to prepare a Regional Context Statement (RCS) as part of its OCP to explain the relationship between the OCP and the RGS. Where there are any inconsistencies, the City is required to indicate how the OCP will be made consistent with the RGS over time.

As shown in Table B2, the growth management strategy and land use policies in the OCP align with the RGS. *KAMPLAN* focuses on compact, complete development, which utilizes existing services. It also aims to reduce energy consumption, protect *environmentally sensitive area*s, and provide sufficient lands for a diversity of economic development opportunities.

Figure B6: Regional Context

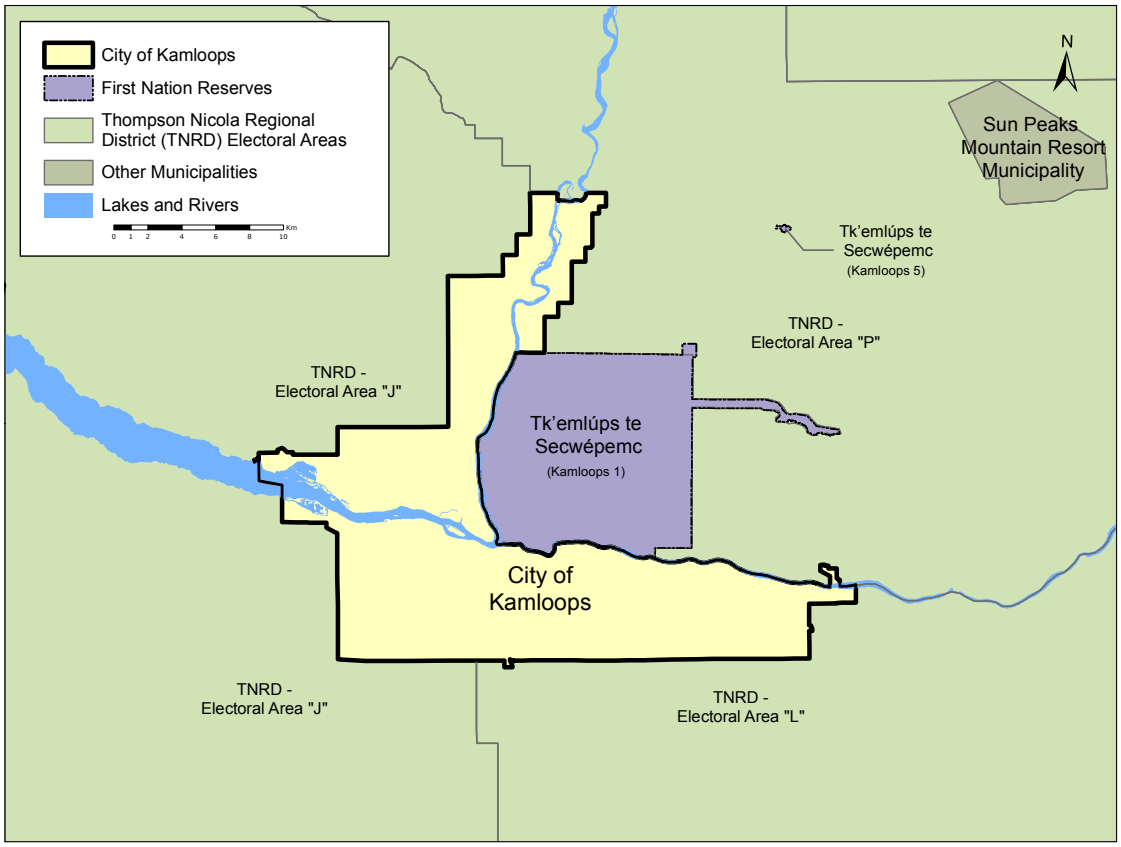


Table B2: KAMPLAN Alignment with the 2013 TNRD Regional Growth Strategy

RGS MANAGEMENT POLICY	*KAMPLAN* ALIGNMENT	OCP SECTION REFERENCE
Human Settlement: Contain urban and rural sprawl by building on the existing network of diverse regional centers. Direct growth into established centres. Promote policies of infill and intensification. Ensure adequate levels of servicing are provided.	The OCP includes policies that support infill development and intensification within mixed-use centres and neighbourhood centres. Major *greenfield* development will only occur where already noted in existing neighbourhood plans, with preference given to areas that can most efficiently utilize existing services and infrastructure. Further greenfield development will be discouraged until existing growth areas are fully built out.	C – Growth Management D1 – Land Management and Development D4 – Infrastructure D5 – Housing
Energy and Transportation: Integrate energy and transportation considerations with land use and settlement planning to achieve conservation, mobility, and efficiency goals.	The OCP includes policies to support a fully integrated transportation network that provides safe, efficient, and sustainable transportation options for all residents.	D2 – Environment D3 – Transportation and Mobility
Economic Development: Broaden the region's economic base through diversification and expansion. Support and encourage existing primary, secondary, and tertiary industries while promoting new economic development opportunities.	OCP policies support the retention or expansion of existing businesses and encourage the development of new businesses in order to develop a sustainable, thriving economy. Collaboration with local businesses, industry, and Venture Kamloops will help promote an investment-friendly business climate, with municipal regulations that are transparent and fair and business-related processes that are efficient and responsive. The OCP also includes policies to support the preservation of existing commercial and industrial lands and identifies Future Industrial Development Areas where future industrial activity may occur.	C – Growth Management D1 – Land Management and Development D9 – Economic Development

Table B2: KAMPLAN Alignment with the 2013 TNRD Regional Growth Strategy (Continued)

RGS MANAGEMENT POLICY	*KAMPLAN* ALIGNMENT	OCP SECTION REFERENCE
Environmental Protection: Protect and enhance the environment through the adoption and co-operative use of stewardship principles.	The OCP includes policies to regulate development in hazard lands and environmentally sensitive areas with the intent of ensuring public safety, protection of private property, and responsible use of the natural environment. It also provides Development Permit Area Guidelines for silt bluffs and riparian areas. Targets, policies, and actions to reduce GHG emissions are also found in the OCP as they relate to transportation, infrastructure, and development.	D2 – Environment F – Development Permit Area Guidelines
Open Space and Cultural Heritage: Protect the archaeological and heritage resources, open space, and rural character of the TNRD.	The OCP includes policies to help strengthen community identity, support local arts and culture, recognize the Aboriginal heritage of the region, protect archaeological sites, preserve open space, maintain the form and character of rural neighbourhoods, strengthen the local agriculture industry, and protect buildings of heritage value.	D1 – Land Management and Development D6 – Parks and Recreation D7 – Arts, Culture, and Heritage
Co-operation and Process: Implement the RGS through the establishment of ongoing co-operative processes.	While there is no one specific section in the OCP that focuses on partnerships and co-operative relationships, it includes policies throughout that support strategic partnerships as they relate to regional economic development, the environment, adaptation to climate change, and other matters.	Alignment with several policy sections of the OCP

SUSTAINABLE KAMLOOPS

In 2007, the City of Kamloops signed on to the *British Columbia Climate Action Charter*—an agreement between the Province, the Union of BC Municipalities (UBCM), and local governments. Signatories to the charter agreed to measure and report on GHG emissions, with the goal to reduce emissions and become carbon neutral by 2012. With the adoption of the *Local Government (Green Communities) Statutes Amendment Act* in 2008, local governments are now required to include targets, policies, and actions to reduce GHG emissions in their OCPs.

In 2010, the City adopted the *Sustainable Kamloops Plan: Foundations for Sustainability (SKP),* which provides direction on how the city can become more environmentally, economically, and socially sustainable. The SKP's policies were reviewed and considered in the development of the OCP. Sustainability, specifically the encouragement of sustainable development and land use, is a key focus of the OCP, as reflected in both the Community Vision within Section A and land use policies throughout Section D.

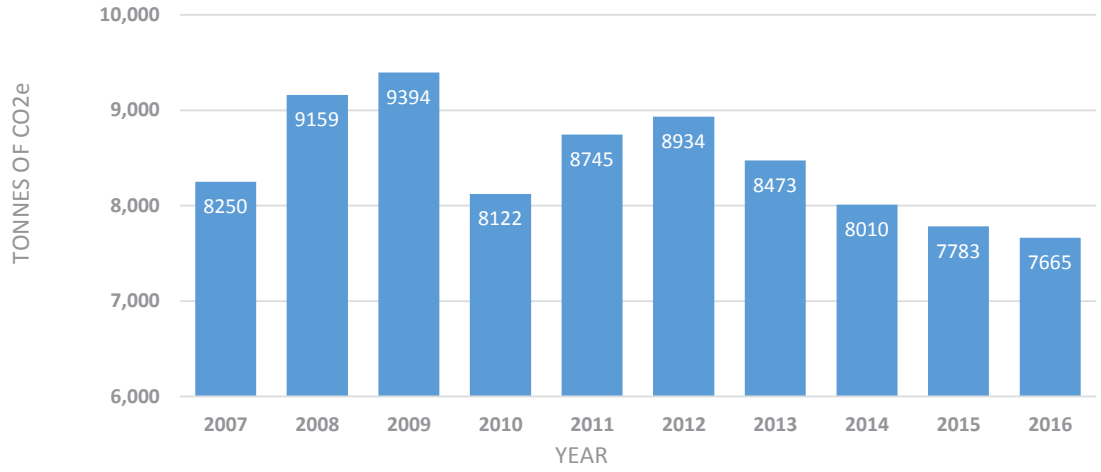
GHG Reduction Targets

In 2010, the City of Kamloops adopted the following GHG reduction targets as part of its sustainability strategy:

- reduce community-wide GHG emissions by 40% below the 2007 level by 2020
- reduce residential-based GHG emissions to 0.9 tonnes/capita by 2020
- reduce transportation-related GHG emissions to 2.4 tonnes/capita by 2020
- increase sustainable transportation to 30% of all trips
- reduce absolute GHG emissions from municipal corporate operations to 4,600 tonnes/year by 2020
- achieve municipal corporate carbon neutrality by 2012

The City actively monitors GHG emissions from municipal corporate operations. In 2016, the City's corporate GHG emissions were 7665 tCO2e , which is 7% below the 2007 levels of 8,250 tCO2e[15]. As shown in Figure B6, since 2012, the City has consistently reduced corporate GHG emissions on an annual basis.

Figure B7: Municipal Corporate GHG Emissions (2007 to 2016)



Source: City of Kamloops, 2017

Implementation of the OCP will involve identifying reliable data sources to track, monitor, and report annually on a range of targets and indicators related to sustainable development. A *Community GHG Action Strategy* will provide policies and actions to further promote sustainable change in the community and continue progress towards the GHG reduction targets noted above.

[15] *These figures exclude contracted emissions.*

Section C

Growth Management

By 2039, the population of Kamloops will be approximately 120,000, based on a projected annual growth rate of 1.25 percent. While growth can provide social and economic benefits, including jobs, tax revenue, and opportunities for revitalization, it can also impact the natural environment and the capacity of municipal services and infrastructure. This section outlines the City's strategy to manage future growth by primarily focusing development in areas that can efficiently absorb growth, which will help reduce environmental impacts, create vibrant urban places, and minimize costs borne by the taxpayer. This strategy is supported by the goals and policies found in Section D of the OCP.

GROWTH PLAN

The growth plan within the OCP considers future growth not just at a city-wide level, but also by sectors, which are geographically oriented groups of neighbourhoods. The city has five sectors – the Core, which is centrally located and supported by residents of all sectors, Southwest, Southeast, Northwest, and Northeast. Future growth for each sector as the city grows to a population of 120,000 is described below.

Core

A key area of focus for future growth in the city will be the Core Sector, as shown in Figure C1. The OCP strongly encourages *mixed-use* and multi-family *infill* development to increase density and continue revitalization of the *mixed-use centres* within the Core (City Centre, Tranquille Market Corridor, and North Shore Town Centre). The Core is projected to absorb 20 percent of the city-wide population growth as the population grows to 120,000.

Southwest

The Southwest Sector will continue to be the largest sector for growth in the city and is expected to absorb approximately 43 percent of the total projected population. Aberdeen will continue to be the largest area for single-family and low-density development in the city, with growth occurring primarily on lands identified in the *Aberdeen Plan* (2008). Generally, *mixed-use* and medium- to high-density multi-family *infill* development in the Southwest Sector will be encouraged in the Sahali Town Centre, in the McGill Corridor, and at Thompson Rivers University (TRU).

Southeast

The Southeast Sector will absorb approximately 19 percent of the total projected population and continue to experience strong growth. The Juniper Ridge neighbourhood will continue to be a major single-family and low-density growth area. *Mixed-use* and multi-family *infill* development will be encouraged in proximity to Valleyview's major neighbourhood centre at Valleyview Square, and the Orchards Walk comprehensive development will see a mix of single-family, low-density multi-family, and medium- to high-density multi-family.

Northwest

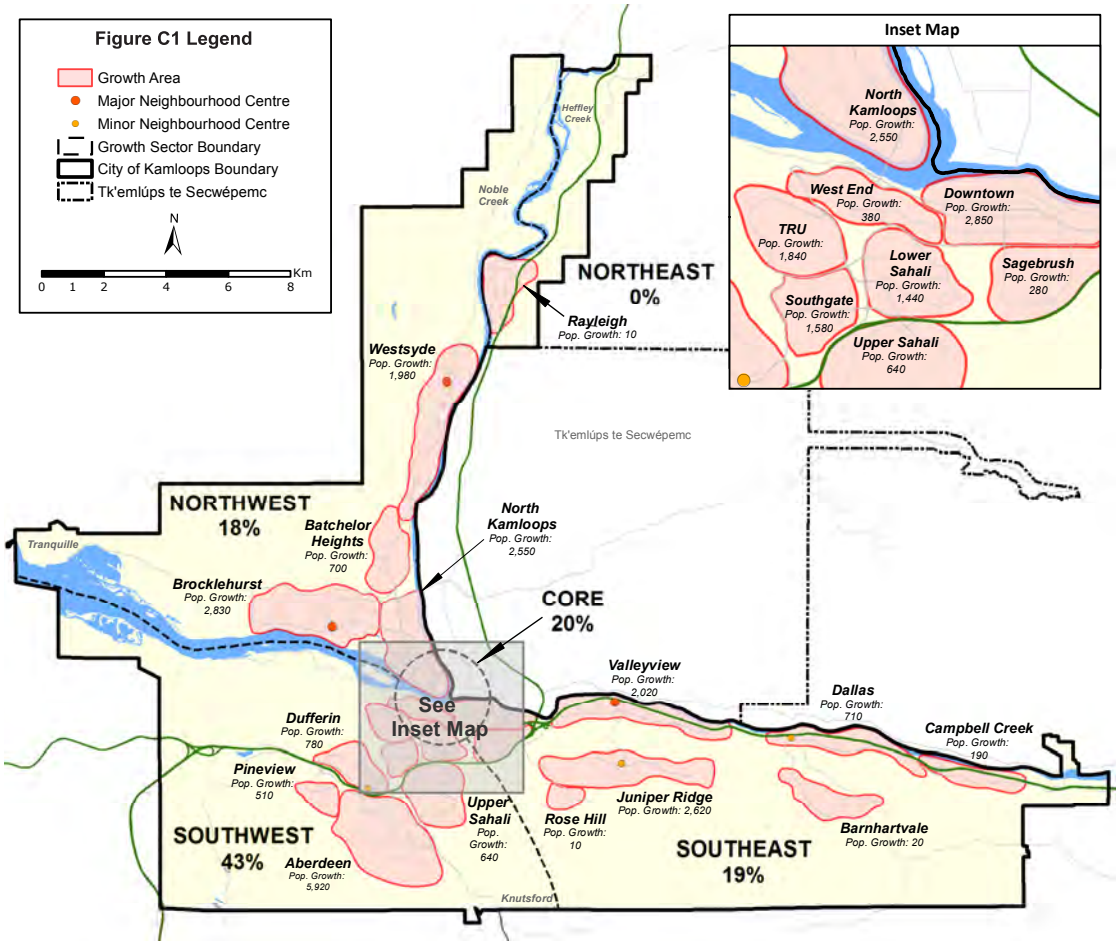
The Northwest Sector is projected to absorb over 18 percent of city-wide population growth. Brocklehurst and Westsyde will experience continued growth, primarily through *infill* development in the form of multi-family housing, *secondary suites*, and single-family dwellings.

While Batchelor Heights experienced significant growth in the past decade, there is limited land available for development due to adjacent *environmentally sensitive areas*. The Northwest Sector may absorb additional growth (1,000 to 2,000 residential units) when the Tranquille on the Lake development[16] moves forward. These additional units are not included in the current population growth projections because the types of housing, number of units, and servicing have yet to be determined.

Northeast

The Northeast Sector comprises the Suburban neighbourhoods of Rayleigh and Heffley Creek and is not projected to experience substantial growth as the city's population grows to 120,000 residents. This is due to the focus on densification within Urban areas of the city in an effort to maximize existing services and infrastructure; promote compact, *complete neighbourhoods*; and revitalize areas within the Core Sector. As a result, future growth within Suburban and Rural neighbourhoods will be limited.

Figure C1: Population Distribution by Neighbourhood (2017 to 2039)



[16] *For more information, please refer to the Tranquille on the Lake Neighbourhood Plan (2012), a secondary plan to the OCP.*

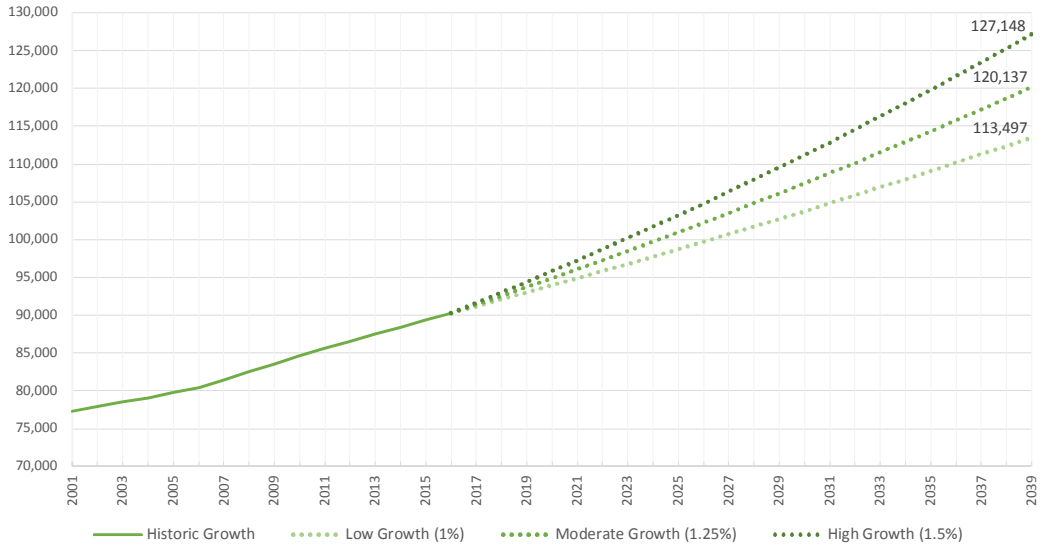
Table C1: Residential Growth Distribution by Sector at 1.25% Annual Growth Rate (2017 to 2039)

SECTOR	% OF TOTAL GROWTH	TOTAL POPULATION GROWTH 2017 - 2039
Core	20%	6,060
Northeast	0%	10
Northwest	18%	5,510
Southeast	19%	5,570
Southwest	43%	12,710
TOTAL	**100%**	**29,860**

Population Growth Projections

The methodology used to determine population projections consists of reviewing historical trends and census data to simulate growth to a population of 120,000. Using the 2016 census population of 90,280 as a starting point, three annual rates of growth were considered: 1 percent (low), 1.25 percent (moderate), and 1.5 percent (high), with 1.25 percent used as a baseline to establish a time frame. As shown in Figure C2, at a 1 percent (or low) annual average growth rate, Kamloops will grow to a population just under 113,500 by 2039. If a 1.25 percent (or moderate) annual growth rate is realized, the city's population will reach 120,000, while a high annual growth rate of 1.5 percent will see the community grow to more than 127,000 residents by 2039.

Figure C2: Annual Population Growth (2001 to 2039)



Housing Unit Projections

Using the population projections in Figure C2 and an average household size of 2.3 people, it is possible to estimate the number of new housing units that will be required to accommodate population growth to 2039. Table C2 shows the potential housing demand for each growth rate over this time period.

Table C2: Housing Demand by Population Growth Rate (2017 to 2039)

TIME PERIOD	1.0% GROWTH		1.25% GROWTH		1.5% GROWTH	
	POP.	HOUSING DEMAND (UNITS)	POP.	HOUSING DEMAND (UNITS)	POP.	HOUSING DEMAND (UNITS)
2017 – 2026	9,440	4,105	11,940	5,190	14,500	6,305
2027 – 2039	13,780	5,990	17,920	7,790	22,370	9,725
TOTAL	**23,220**	**10,095**	**29,860**	**12,980**	**36,870**	**16,030**

Assuming a moderate annual growth rate of 1.25 percent and an average household size of 2.3 people, approximately 12,980 residential units will be needed to accommodate the projected population increase to 120,000 residents. For planning purposes, this population increase is anticipated to require 3,830 single-family, 3,180 low-density multi-family (e.g. duplexes, townhouses, and manufactured homes), and 5,970 medium- to high-density multi-family units (e.g. apartments, suites, and *tall buildings*) (see Table C3).

Table C3: Future Housing Unit Projections (1.25% Growth Annually)

TIME PERIOD	SINGLE-FAMILY	LOW DENSITY MULTI-FAMILY	MEDIUM- TO HIGH-DENSITY MULTI-FAMILY	TOTAL UNITS
2017 – 2021	910	460	1,140	2,510
2022 – 2026	870	560	1,250	2,680
2027 – 2031	840	700	1,310	2,850
2032 – 2036	800	840	1,390	3,030
2037 – 2039	410	620	880	1,910
TOTAL	**3,830**	**3,180**	**5,970**	**12,980**

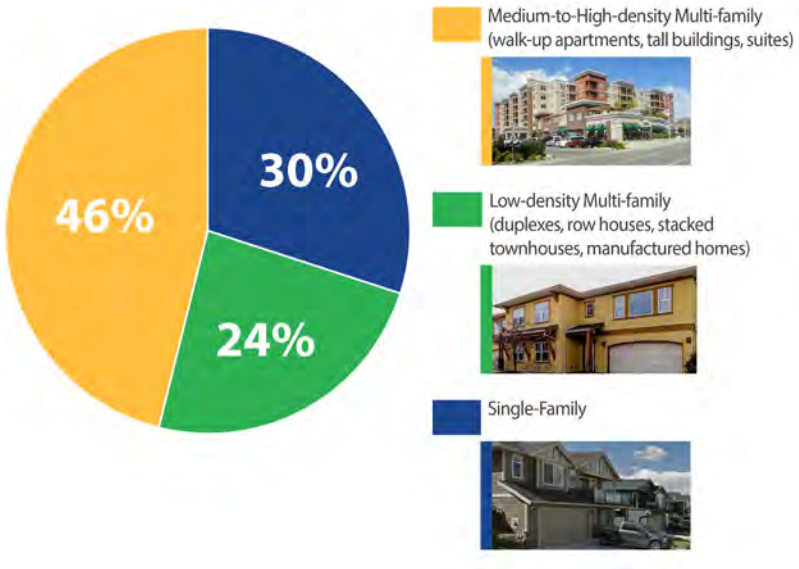
These projections are based on an analysis of several inputs, including:

- Building Permit issuances and residential development trends of the past 30 years
- proposed residential densities (units/ha) in existing neighbourhood plans and on parcels of land zoned for future residential use but not yet developed
- *infill redevelopment* potential[17] on lands deemed to be vacant or underutilized within or adjacent to *mixed-use centres* and *neighbourhood centres*
- remaining developable land area within each neighbourhood
- access to and availability of existing servicing, including water, sewer, and roads

Residential Development Projection

A pattern of housing growth is projected to result in a city-wide distribution of 46 percent medium- to high-density multi-family, 24 percent low-density multi-family, and 30 percent single-family as the city grows to a population of 120,000, as shown in Figure C3.

Figure C3: Housing Distribution by Type (2017 to 2039)



The impacts of future growth on the servicing capacity of municipal water, sanitary sewer, and storm drainage systems were reviewed and considered in the development of this growth strategy. The City's *Five-year Financial Plan* was also reviewed to determine potential financial implications of the growth strategy and policies within Section D of the OCP. Any significant changes to the population projections and housing distribution outlined in this growth strategy may trigger a further review process.

[17] *Housing unit projections on vacant or underutilized sites were calculated using densities permitted in the Zoning Bylaw and through an analysis of existing density of multi-family development in the given area.*

Table C4: New Housing Distribution by Neighbourhood (2017 to 2039)[18]

NEIGHBOURHOOD	SINGLE-FAMILY	MULTI-FAMILY (LOW-DENSITY)	MULTI-FAMILY (MEDIUM- TO HIGH-DENSITY)	SUBTOTAL
Core Total	**40**	**525**	**2,070**	**2,635**
• Downtown	0	60	1,180	1,240
• North Kamloops	0	330	780	1,110
• Sagebrush	10	60	50	120
• West End	30	75	60	165
Northeast Sector Total	**5**	**0**	**0**	**5**
• Rayleigh	5	0	0	5
Northwest Sector Total	**600**	**1,020**	**775**	**2,395**
• Batchelor Heights	180	80	45	305
• Brocklehurst	250	550	430	1,230
• Tranquille	TBD	TBD	TBD	TBD
• Westsyde	170	390	300	860
Southeast Sector Total	**1,065**	**675**	**680**	**2,420**
• Barnhartvale	10	0	0	10
• Campbell Creek	60	20	0	80
• Dallas	190	90	30	310
• Juniper Ridge	680	290	170	1,140
• Rose Hill	5	0	0	5
• Valleyview	120	275	480	875

[18] *The Suburban neighbourhood of Heffley Creek and the Rural neighbourhoods of Noble Creek and Knutsford are not listed. New housing development in these areas is anticipated to be minimal (fewer than five new units per neighbourhood over the projection period). The Tranquille neighbourhood is included without projections as additional units are solely contingent on the Tranquille on the Lake development.*

Table C4: New Housing Distribution by Neighbourhood (2017 to 2039) (Continued)

NEIGHBOURHOOD	SINGLE-FAMILY	MULTI-FAMILY (LOW-DENSITY)	MULTI-FAMILY (MEDIUM- TO HIGH-DENSITY)	SUBTOTAL
Southwest Sector Total	**2,120**	**960**	**2,445**	**5,525**
• Aberdeen	1,800	515	260	2,575
• Dufferin	200	90	50	340
• Lower Sahali	0	95	530	625
• Pineview	110	80	30	220
• Southgate	0	35	650	685
• TRU	0	120	680	800
• Upper Sahali	10	25	245	280
TOTAL	**3,830**	**3,180**	**5,970**	**12,980**

Future Commercial, Industrial, and Educational/Institutional Demand

Continued population growth in Kamloops will require land use policies to manage the supply of lands identified for commercial, industrial, educational, or institutional use. The following section describes the current supply and anticipated future demand for commercial, industrial, educational, and institutional lands in Kamloops, while specific policies pertaining to the Commercial, Industrial, and Educational/Institutional land use designations can be found in Section D1: Land Management and Development.

Commercial

A range of commercial activities occurs within Kamloops. Retail centres are currently located in the neighbourhoods of Lower Sahali, Brocklehurst, Aberdeen, Westsyde, Valleyview, and Dallas. Some of these centres include substantial enclosed retail space in traditional mall formats. Smaller retail establishments exist in other city neighbourhoods. The City Centre, North Shore Town Centre, and Tranquille Market Corridor comprise a broad mix of office and retail uses. The Southgate area in the Southwest Sector also features *office developments*. Highway commercial activities, including tourist accommodations and drive-thru restaurants, are primarily focused on the Trans Canada Highway corridor that traverses the community from east to west. Large footprint, single-operator retail space is primarily located in the Southwest Sector, as well as on Tk'emlúps te Secwépemc lands. Home-based businesses are also a variant of commercial activity and are scattered throughout the city.

The retail inventory has remained consistent, with 5.085 million sq. ft. of retail space as of mid-2016 and 5.087 million sq. ft. as of mid-2017[19]. A recent analysis of local retail demand indicated that Kamloops can support approximately 4.65 million sq. ft. of retail space given the city and surrounding region's current population, which led the analysis to conclude that the city currently has an oversupply of retail space[20]. Discussions with local businesses indicated that a percentage of the oversupply of retail space is perhaps less desirable and may be more effectively utilized through *redevelopment* to *mixed-use* to support both a higher commercial absorption rate and more efficient use of available land.

The office vacancy rate in Kamloops has been in the 1 to 3 percent range in recent years[21]. This low vacancy rate is due to existing vacant space being leased and a lack of new office construction. Discussions with local businesses indicated that, as with retail, rather than supply, the greater challenge may be the suitability of existing available office space for business needs. Recent bylaw amendments that add high-tech to the eligibility criteria for tax exemptions in the *mixed-use centres* within the Core Sector are intended to encourage development of new purpose-built office space to meet these emerging demands.

Nearly 15,000 m^2 of new commercial construction occurred on an average annual basis between 2006 and 2016[22]. Determining an accurate land base projection is challenging given the range of commercial building formats – some are multi-storey with high site coverage and floor area ratios, while others are single-storey with smaller site coverage. It is likely that the full range of commercial activities (retail, office, and highway commercial) will be represented during the projection period to 2039. Lands designated for commercial use will be required in *mixed-use centres*, in *neighbourhood centres*, and along *highway corridor*s. Some developable areas can be acquired through *redevelopment* and *intensification* of existing uses, while other commercial development may require *greenfield* sites. In addition to lands within city boundaries, it is anticipated that further commercial development will take place on adjacent Tk'emlúps te Secwépemc lands.

Industrial

Kamloops has a long history of hosting industrial activities within municipal boundaries. These activities have ranged from heavy manufacturing facilities (including the Lafarge cement operation and the Domtar and Tolko forest product plants) to industrial parks and light industrial use in the Southwest (Southgate, Iron Mask East/Versatile, and Old City Yard), Southeast (Campbell Creek West and Kelly Douglas), and Northwest (Airport). Tk'emlúps te Secwépemc also has industrial activities located on their lands in the Mount Paul Industrial Park.

Building Permit records indicate that the City approved approximately 5,000 m^2 of new industrial building space on an annual basis between 2006 and 2016. At approximately 5 million sq. ft., the industrial inventory remained unchanged in 2016, with no new industrial building construction. Overall, the industrial vacancy rate has been steadily decreasing since 2014 and was 1.3 percent by mid-2017[23].

A 2011 review of industrial land indicated that there are approximately 166 ha of vacant industrial land within municipal boundaries, which would suggest sufficient supply to satisfy demand for many years[24]. However, as stated in the review, only a portion of this inventory is considered prime industrial land that is centrally located and has access to transportation corridors. Since the time of the review, some of this land is now in use and no longer available.

[19] Colliers International, Research and Forecast Report – Thompson-Okanagan Retail, Second Quarter 2017, 2017.

[20] Site Economics Ltd, Real Estate Market Assessment – Kamloops, B.C., 2016.

[21] Colliers International, Research and Forecast Report – Thompson-Okanagan Office, Second Quarter 2017, 2017.

[22] City of Kamloops Building Permit data.

[23] Colliers International, Research and Forecast Report – Thompson-Okanagan Industrial, Second Quarter 2017, 2017.

[24] City of Kamloops, Industrial Land Review 2010-2015, 2011.

The factors described above combined with the low industrial vacancy rate point to the need for more industrial land and buildings over the projection period to 2039. This will require the City to maintain existing industrial areas, explore potential for site *redevelopment/intensification*, encourage industrial building construction, and consider new industrial lands. An update to the City's *Industrial Land Review* is recommended as it will provide a more thorough and current understanding of industrial land supply and demand.

The Iron Mask West Expansion Area and the Iron Mask North Expansion Area (both Future Industrial Development Areas within the OCP) near the city's western highway entrance hold significant potential for industrial development. Iron Mask West and Iron Mask North would each require rezoning, OCP amendments, and a comprehensive development review prior to development approval. A portion of Iron Mask North is within the Agricultural Land Reserve (ALR) and would require the approval of the Agricultural Land Commission (ALC) for ALR exclusion. Regarding timing of development, the Iron Mask West Expansion Area is more likely to be considered in the short term, while the Iron Mask North Expansion Area is currently a medium- to long-term option for industrial expansion, which may occur within the life of this plan.

Educational/Institutional

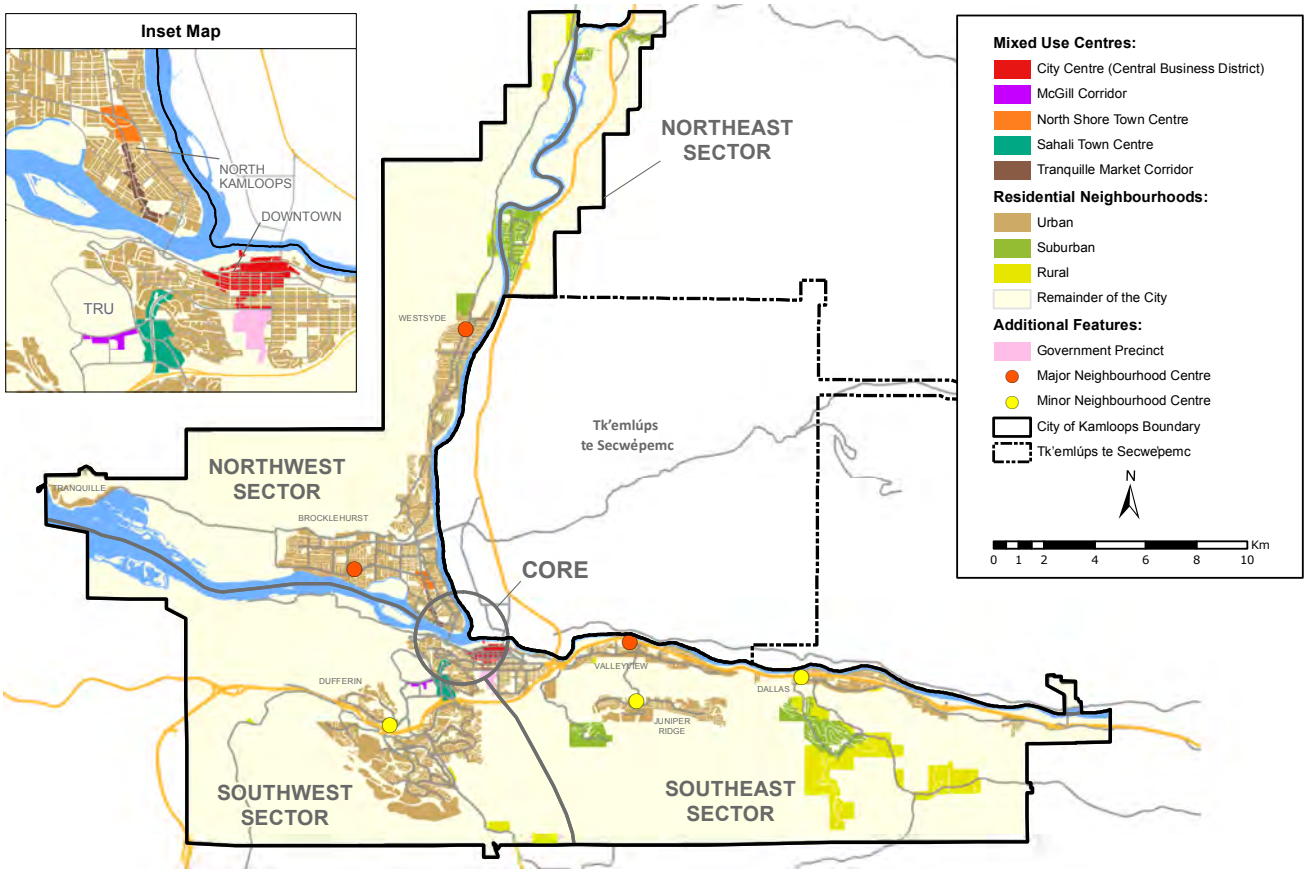
Kamloops is home to a range of educational/institutional land uses that serve the needs of the community and the broader south-central interior of British Columbia. These uses include education, health and community care, various provincial and federal government offices, recreation, culture, and religious assembly.

The educational sector in Kamloops includes learning opportunities for all age ranges and demographics. TRU continues to expand its on-campus educational opportunities and distance education through the Open Learning program. There have been significant additions to the TRU campus in the past decade, including the 580-unit TRU Residence student housing development (2006), the Brown Family House of Learning (2011), and major renovations to the Old Main building (2014). The local school district has also completed facility expansions, principally the NorKam Trades and Technology Centre (2015).

Within the institutional sector, Royal Inland Hospital is the largest health care facility in Kamloops and recently completed expansions to parking, outpatient clinical services, and medical education space. The provincial and federal governments have renovated and expanded local facilities to better serve the needs of the community and the region. Collectively, these institutions have added approximately 4,000 m^2 of new floor space to the city's building footprint on an annual basis between 2006 and 2016.

In the future, there will be a continuing need to increase educational and institutional services as the city grows. TRU envisions developing over 25,000 m^2 of additional buildings for academic and market housing within the next 15 years. The local school district's capital plan prioritizes replacement of aging facilities, additions to existing facilities with capacity issues, development of new schools in major growth areas, and the efficient use and maintenance of current school facilities. Some lands have been set aside for future school development, including a site in the Pineview neighbourhood. Future development at Royal Inland Hospital will include a new nine-storey patient tower and renovations to existing facilities. The adjacent Government Precinct area, identified on Figure C4 and Map 1, Land Use, is owned by the Province and currently includes a mix of government offices and seniors' housing. In the event that government agencies relocate from this area, the City will consider opportunities to redevelop these lands for a mix of commercial and residential uses.

Figure C4: Growth Structure Map



GROWTH STRUCTURE

By encouraging the development of compact, *complete neighbourhoods* close to existing services and community amenities, Kamloops can become a more sustainable city, conserve land for future growth, and preserve and maintain natural and agricultural areas. In order to do this, the City has adopted a growth structure that seeks to concentrate growth in *mixed-use centres*, as seen in Figure C4 and described below. Policies to achieve this growth structure are found in Section D1: Land Management and Development.

City Centre

The City Centre is the heart of Kamloops and is the community's primary civic, cultural, economic, and entertainment district. Medium- to high-density multi-family and *mixed-use infill* development will be encouraged in the City Centre. Future development of major civic and cultural facilities that bring together the broader community will continue to be located in the City Centre.

Tranquille Market Corridor

The Tranquille Market Corridor[25] is the key commercial district of the North Shore and includes a variety of uses, such as retail, office, and *mixed-use*, along a well-defined corridor. Medium- to high-density *mixed-use*, cultural, commercial, and community amenities will be encouraged in the Tranquille Market Corridor.

[25] Previously referred to as the "Tranquille Commercial District" in KAMPLAN 2004, the North Shore Neighbourhood Plan (2008), and various municipal bylaws. The Tranquille Market Corridor also includes portions of the Tranquille South land use designation from KAMPLAN 2004.

McGill Corridor

The McGill Corridor is a gateway to TRU and functions as a connection between the university and other neighbourhoods, as well as a transition between the campus and light industrial uses within the Southgate area to the south. As such, development that complements the vision of TRU's campus master plan is encouraged, including transit-oriented medium- to high-density *multi-family residential* with ground floor commercial to animate the street and create a lively, pedestrian-friendly, *mixed-use* "university district" environment.

Town Centres

Town Centres are commercial and *mixed-use* areas serving both neighbourhood and city-wide residents. The scale of development within each town centre varies and includes *large-format retail*, shopping centres, office space, and tourist accommodation and is intersected by major transportation corridors. *Infill* development in these areas is encouraged to be transit-oriented and to feature medium- to high-density *mixed-use*, compatible commercial uses, and community amenities that serve the neighbourhood. Given the scope and scale of development in these areas, each town centre has its own land use designation, as well as a set of supporting OCP policies in Section D1: Land Management and Development that establish guidelines for appropriate use. There are two *Town Centres*:

- **North Shore Town Centre** – located in North Kamloops within the Core Sector, the North Shore Town Centre comprises an area of commercial, *multi-family residential*, and *mixed-use* development surrounding and in proximity to the intersection of Tranquille Road, Fortune Drive, and 8th Street.
- **Sahali Town Centre** – located in the Southwest Sector, the Sahali Town Centre is adjacent to TRU, the McGill Corridor, the Lower Sahali neighbourhood, and the Southgate industrial area.

Neighbourhood Centres

Neighbourhood centres are secondary to *Town Centres* regarding scale and intensity of development. These areas serve as anchor points for neighbourhoods and feature varying levels of commercial development and community amenities that are in close proximity and accessible via walking, bicycling, or transit. To support walkable neighbourhoods, *infill* development appropriate to the character and scale of the neighbourhood will be encouraged within *neighbourhood centres* and will be considered adjacent to or along arterial and collector roads within a 400 m radius (a 5- to 10-minute walk).

The concept of *neighbourhood centres* supports the OCP's community vision and values by encouraging *complete neighbourhoods* where residents can live, work, and play and reduce their reliance on the private automobile. By regulating land use to support compact development that encourages walkability and other forms of sustainable transportation (e.g. bicycling, transit, carpooling, etc.), residents can play a role in reducing the city's overall GHG emissions and impact on the environment.

There are three "major" *neighbourhood centres*. These areas are located along transit corridors and typically include *large-format retail*, shopping centres, and other major commercial amenities that cater to the needs of residents of the surrounding neighbourhoods. The *major neighbourhood centres* are:

- **Brocklehurst** – Brock Shopping Centre at Tranquille Road and Desmond Street
- **Westsyde** – Westsyde Centre at Westsyde Road and Overlander Drive
- **Valleyview** – Valleyview Square at Trans Canada Highway East Frontage Road and Industrial Drive

"Minor" *neighbourhood centres* feature small-scale, *local-serving commercial* amenities that cater to the needs of the immediate neighbourhood. Common amenities in these areas include cafés, convenience stores, and small grocery stores. These areas serve as pedestrian-friendly nodes and neighbourhood gathering places within existing and developing neighbourhoods. Some *minor neighbourhood centres* exist while others have the potential to emerge as the neighbourhood develops. The *minor neighbourhood centres*[26] are:

- **Juniper Ridge** – Juniper Corner at Qu'Appelle Boulevard and Highland Road
- **Dallas** – commercial area adjacent to roundabout on Dallas Drive
- **Dufferin** – commercial area at northeast corner of Pacific Way and Hillside Drive
- **Batchelor Heights** – not yet developed
- **Valleyview (at Orchards Walk)** – not yet developed; to be located adjacent to Grand Boulevard
- **Aberdeen** – not yet developed
- **Pineview** – not yet developed
- **Upper Sahali** – not yet developed

Residential Neighbourhoods

The growth structure is divided into sectors and includes the Urban residential neighbourhoods surrounding the *mixed-use centres* and *neighbourhood centres*, as well as Suburban and Rural neighbourhoods, as shown in Table C5. Although the *mixed-use centres* and *neighbourhood centres* will see primarily multi-family *infill* development, significant single-family and low-density development will continue to occur within some Urban residential neighbourhoods, including Aberdeen and Juniper Ridge.

Table C5: Sectors and Residential Neighbourhoods

SECTOR	RESIDENTIAL NEIGHBOURHOOD
Core	Downtown, North Kamloops, Sagebrush, West End
Northeast	Heffley Creek, Rayleigh
Northwest	Batchelor Heights, Brocklehurst, Noble Creek, Tranquille, Westsyde
Southeast	Barnhartvale, Campbell Creek, Dallas, Juniper Ridge, Rose Hill, Valleyview
Southwest	Aberdeen, Dufferin, Knutsford, Lower Sahali, Pineview, Southgate[27], TRU[28], Upper Sahali

[26] The large-format retail, tourist accommodation, and highway commercial areas located in the Southwest Sector adjacent to the Trans Canada Highway corridor cater to a regional market and do not reflect the OCP's definition of minor neighbourhood centres given their current form and use.

[27] Though primarily an industrial area, Southgate also includes the medium- to high-density mixed-use McGill Corridor.

[28] The entirety of the TRU lands are a Comprehensive Development Zone within the Zoning Bylaw with a separate set of Development Permit Area Guidelines in the OCP specific to the long-term development plans of the university.

LAND USE PLAN

Land Use Designations

Land use designations are one of the key implementation tools for achieving an OCP's growth strategy and managing development in the city. They establish the general uses that are provided for in each designation, give direction on the appropriate development mix, and identify where land uses should be located (see Map 1, Land Use). The land uses provided for in each designation are generalized, which leaves it to the City's *Zoning Bylaw* to prescribe permitted uses and regulations regarding density, lot coverage, setbacks, and building form and character. The City will consider higher densities beyond the limits stipulated in Table C6, but only subject to certain conditions, such as availability of servicing; compatibility with existing neighbourhood form and character; and proximity to transit, recreation, shopping, and other community amenities.

Table C6 provides a high-level overview of each land use designation, broken into the following three categories:

- **Mixed-use Centres:** City Centre, North Shore Town Centre, Tranquille Market Corridor, Sahali Town Centre, and McGill Corridor
- **Residential Neighbourhoods**: Urban (includes major and *minor neighbourhood centres*), Suburban, and Rural
- **Employment and Supporting Lands**: Commercial, Light Industrial, Medium and Heavy Industrial, Agricultural, Sand/Gravel Extraction, Golf Course, Parks and Open Space, Public Service Utilities, Educational/Institutional, and Airport

OCP policies that provide direction to each land use designation can be found in Section D1: Land Management and Development.

Table C6: Land Use Designations

Mixed-use Centres

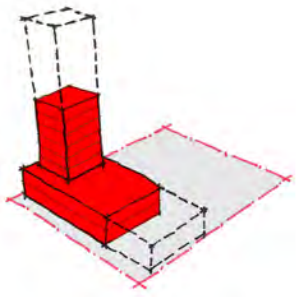
LAND USE	PURPOSE	HOUSING TYPE	DENSITY (APPROX.)
City Centre 	To allow for a mix of medium- to high-density multi-family, commercial, and community uses. Future development in this designation may include commercial (retail and office), mixed-use, with commercial on lower floors and residential above, medium- to high-density multi-family, and major civic and cultural facilities. Development should be pedestrian- and transit-oriented where appropriate while not impeding movement of goods and emergency services along major transportation corridors.	Mid-rise and tall buildings	2.0 to 4.0 Floor Area Ratio (FAR)

Table C6: Land Use Designations (Continued)

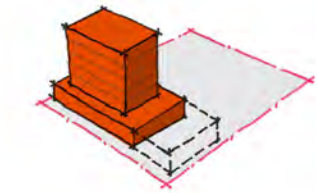
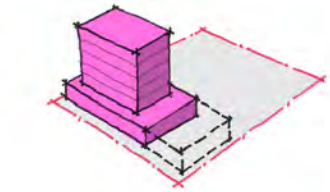
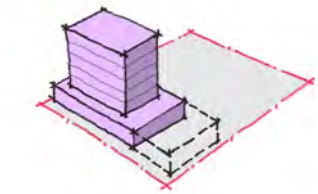
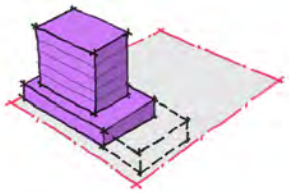
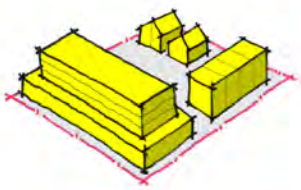
LAND USE	PURPOSE	HOUSING TYPE	DENSITY (APPROX.)
North Shore Town Centre 	To allow for a mix of medium- to high-density multi-family and commercial uses. Future development in this designation may include commercial (retail and office) and mixed-use, with commercial on lower floors and residential above. Development should be pedestrian- and transit-oriented where appropriate while not impeding movement of goods and emergency services along major transportation corridors.	Mid-rise and tall buildings	2.0 to 4.0 FAR
Tranquille Market Corridor 	To allow for a mix of medium- to high-density multi-family, commercial, and community uses. Future development in this designation may include commercial (retail and office) and mixed-use, with commercial on lower floors and residential apartments on upper floors. Development should be pedestrian- and transit-oriented.	Low- and mid-rise buildings	2.0 to 4.0 FAR
McGill Corridor 	To allow for a mix of medium- to high-density multi-family and commercial uses. Future development in this designation may include commercial (retail and office) and mixed-use, with commercial on lower floors and residential apartments on upper floors. Development should be pedestrian- and transit-oriented.	Low-, mid-rise, and tall buildings	2.0 to 4.0 FAR

Table C6: Land Use Designations (Continued)

LAND USE	PURPOSE	HOUSING TYPE	DENSITY (APPROX.)
Sahali Town Centre 	To allow for a mix of medium- to high-density multi-family and commercial uses. Future development in this designation may include commercial (retail and office) and mixed-use, with commercial on lower floors and residential apartments on upper floors. Development should be pedestrian- and transit-oriented where appropriate while not impeding movement of goods and emergency services along major transportation corridors.	Mid-rise and tall buildings	2.0 to 4.0 FAR

Residential Neighbourhoods

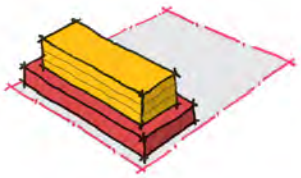
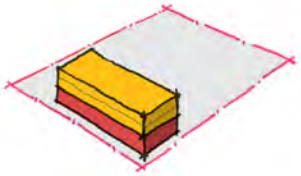
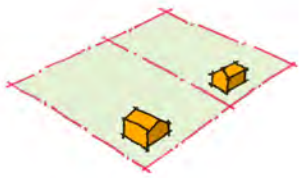
LAND USE	PURPOSE	HOUSING TYPE	DENSITY (APPROX.)
Urban[29] 	To allow for a broad range of housing, including single-family and low-, medium-, and high-density multi-family housing in a variety of forms. Development should be pedestrian- and ground-oriented.	Single-family, secondary suites[30], intensive residential[31], duplexes, row houses, manufactured homes, stacked townhouses, triplexes, fourplexes, walk-up apartments, and other forms.	Up to 125 units/ha

[29] *For all Urban areas, increases in density must be appropriate to the character and scale of the neighbourhood and will be subject to evaluation.*

[30] *Where permitted and subject to individual evaluation. See Section D5: Housing, Housing Affordability, for policies regarding secondary suites.*

[31] *Includes small lot infill development, carriage, and garden suites. Subject to evaluation and to the Intensive Residential Development Permit Area Guidelines within Section F.*

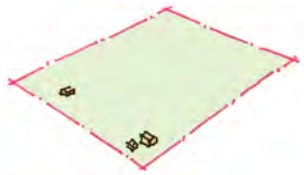
Table C6: Land Use Designations (Continued)

LAND USE	PURPOSE	HOUSING TYPE	DENSITY (APPROX.)
Urban – Major Neighbourhood Centres[32] 	To allow for a mix of medium- to medium/high-density multi-family and mixed-use adjacent to or along arterial and collector roads (see Map 4, Major Road Network) within 400 m of major neighbourhood centres. Development should be pedestrian- and transit-oriented.	Secondary suites and intensive residential (where permitted and subject to individual evaluation), stacked townhouses, triplexes, fourplexes, and walk-up apartments.	Up to 125 units/ha
Urban – Minor Neighbourhood Centres[33] 	To allow for a mix of low- to medium-density multi-family and mixed-use adjacent to or along arterial and collector roads (see Map 4, Major Road Network) within 400 m of minor neighbourhood centres. Development should be pedestrian- and transit-oriented.	Secondary suites and intensive residential (where permitted and subject to individual evaluation), duplexes, row houses, stacked townhouses, triplexes, fourplexes, and walk-up apartments.	Up to 75 units/ha
Suburban 	To allow for single-family residential and accessory uses on suburban residential lots, and manufactured homes on large fee simple lots.	Single-family, secondary suites (where permitted and subject to individual evaluation), and low-density.	Lot area minimum size: 929 m^2 (single-family) and 1,858 m^2 (manufactured homes)

[32] *Major neighbourhood centres are specific areas within and not a separate land use designation from Urban.*

[33] *Minor neighbourhood centres are specific areas within and not a separate land use designation from Urban.*

Table C6: Land Use Designations (Continued)

LAND USE	PURPOSE	HOUSING TYPE	DENSITY (APPROX.)
Rural 	To allow for single-family residential, including manufactured and modular homes, and accessory uses on country residential lots.	Single-family. Suites not permitted.	Lot area minimum size: 0.8 ha

Employment and Supporting Lands

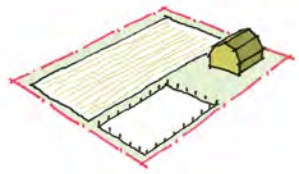
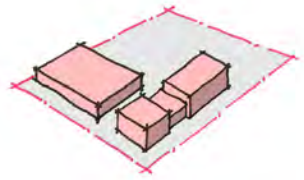
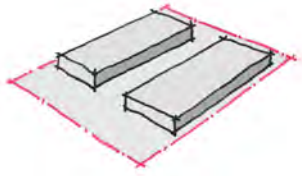
LAND USE	PURPOSE
Agricultural 	To allow for the growing, rearing, producing, harvesting, storage, processing, and sale of agricultural products.
Commercial 	To allow for a wide range of commercial uses including retail, office, goods and services, as well as community amenities. Commercial areas located along or adjacent to highway corridors may support regional travel (e.g. tourist accommodation), small-scale manufacturing, and the movement of goods and services. Other commercial areas may include shopping centres; large-format retail; and, in neighbourhood centres within Urban residential areas, mixed-use and multi-family development that is transit- and pedestrian-oriented.
Light Industrial 	To allow for a mix of trades and technology, research and development, warehousing, wholesale distribution, storage of materials and equipment, and other light industrial activities with compatible commercial uses.

Table C6: Land Use Designations (Continued)

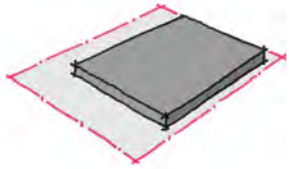
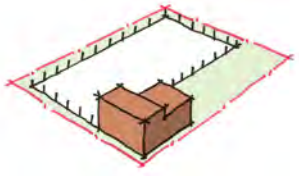
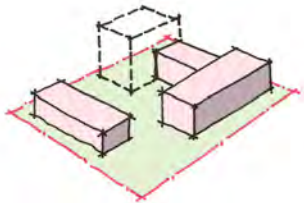
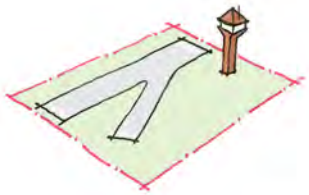
LAND USE	PURPOSE
Medium and Heavy Industrial 	To allow for manufacturing activities that include the storage and processing of raw, bulk, or extracted materials, including wood and forest products, sand and/or gravel, concrete and minerals, metals, and petroleum products.
Sand/Gravel Extraction 	To allow for the extraction and preliminary processing of sand and gravel.
Parks and Open Space 	To protect areas of ecological significance, including wildlife corridors, and to allow for active and passive recreation via various City parks classified as city-wide parks, community parks, neighbourhood parks, tot lots, linear parks, nature parks, open space, and provincial parks. Recreational and other community facilities located within City parks are included in this designation.
Golf Course 	To allow for lands designated as golf course.
Public Service Utilities 	To allow for municipal services and infrastructure essential to the public, including sewage and water treatment plants, sanitary landfills, and the City's Yard.

Table C6: Land Use Designations (Continued)

LAND USE	PURPOSE
Educational/Institutional 	To provide for services to the community, including schools; universities; correctional facilities; hospitals; fire halls; cemeteries; major government, cultural, or recreational facilities; community centres; and places for religious assembly.
Airport 	To allow for airport and aviation industry uses and related commercial services.

TRANSIT-ORIENTED AREAS

46-22

Transit-Oriented Areas are lands that are within 400 m of transit exchanges prescribed by the *Local Government Act* and Local Government Transit-Oriented Areas Regulation as part of the *Housing Statutes (Transit-Oriented Areas) Amendment Act*, 2023. The objective of the provincial legislation is to allow increased density and height of residential and mixed-use residential buildings near transit exchanges and to reduce barriers to achieving these projects.

Transit-Oriented Areas are buffers from transit exchanges identified by the Province within which local governments must not exercise zoning authority to restrict the minimum residential density and dimensions defined in the legislation. Within the City of Kamloops, the designated Transit-Oriented Areas are as follows:

- Lansdowne Transit Exchange
- North Shore Transit Exchange
- Thompson Rivers University Transit Exchange

The minimum permitted building heights and densities (floor areas ratios) under the 2023 legislation are as follows:

- Within 200 m of an exchange: residential buildings of 10 storeys with a floor area ratio of 3.5
- Within 201 m–400 m of an exchange: residential buildings of 6 storeys with a floor area ratio of 2.5

In addition to provincial legislation, development of in the Transit-Oriented Areas shall be consistent with all applicable land use policies.

The Transit-Oriented Areas are shown on Map 13, Transit-Oriented Areas and as follows:

Figure C5: Lansdowne Transit Exchange

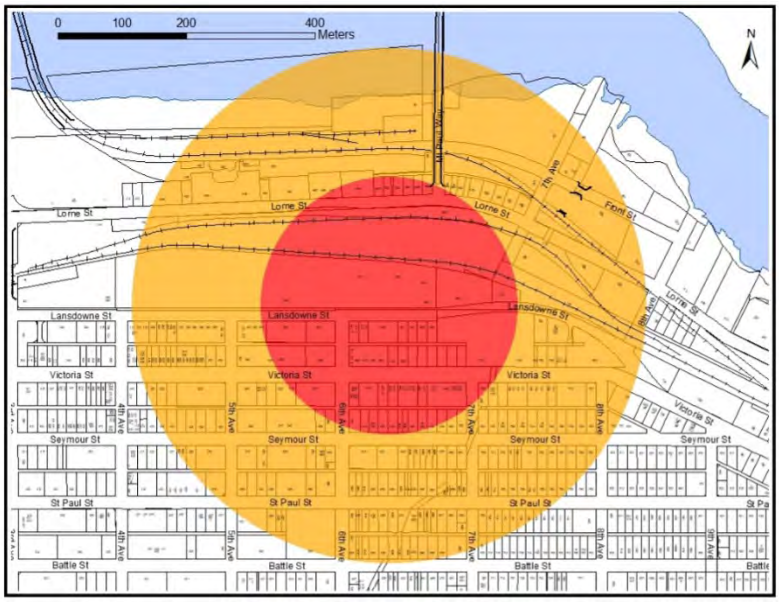


Figure C6: North Shore Transit Exchange

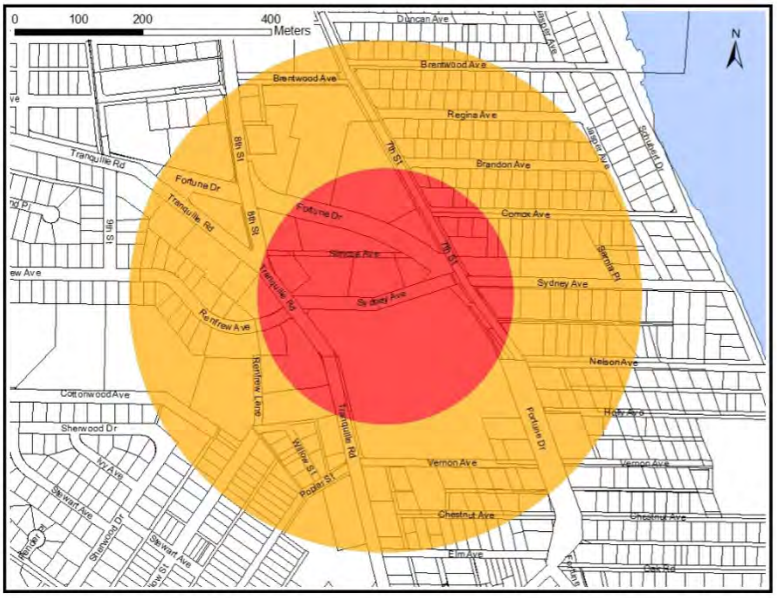


Figure C7: Thompson Rivers University Transit Exchange

Legend - Maximum Allowable Height and Density

Properties Within 0-200 m of a Transit Exchange: 10 Storeys and 3.5 Floor Area Ratio

Properties Within 201-400 m of a Transit Exchange: 6 Storeys and 2.5 Floor Area Ratio

FUTURE DEVELOPMENT AREAS

Future Development Areas (FDAs) are lands that are proposed to be developed at some future date in order to accommodate population growth and that require specialized design and sensitive integration considerations. Some of the lands are zoned to reflect current or historical uses. Others are zoned specifically for future development and are logical extensions of existing subdivisions. Individual land use, servicing, traffic, and design studies will be required as part of the development application review and evaluation process. Additionally, environmental studies to determine the locations of *environmentally sensitive area*s may be required prior to development approval.

The FDAs are shown on Map 1, Land Use. Some of these areas may be considered for development within the term of this plan and will require an OCP amendment prior to designating specific land uses. These areas will be evaluated individually on the basis of consistency with the policies contained in the OCP. Land use compatibility will be important; however, the most significant factor will be the availability of, and potential for, efficient use of servicing. *Development Cost Charges* (*DCCs*) may be used to address costs related to any required service upgrades or extensions. Alternative financing mechanisms may also be utilized in accordance with the *Local Government Act*.

Each of the FDAs has unique development constraints that may affect the timing and scale of development. It is anticipated that the individual evaluations will outline recommended strategies for addressing any development issues.

The following lands are identified as FDAs:

- **Henry Grube Education Centre**
- **Brocklehurst West**
- **The Dunes at Kamloops**
- **Juniper West**
- **Pineridge Golf Course**

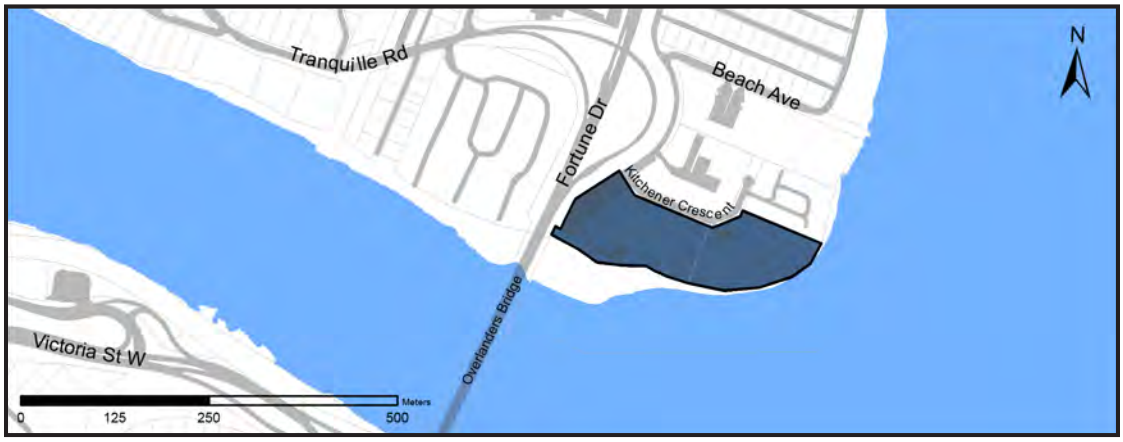
Core

Henry Grube Education Centre

Located at the meeting point of the North and South Thompson Rivers, the Henry Grube Education Centre site is a potential location for *redevelopment* in North Kamloops. Prior to development approvals, a comprehensive development review is required that addresses the following:

- how the waterfront will be preserved for public use and access, including the use of recreational space, integration of a trail staging point on site, and connectivity to the Rivers Trail from the site
- appropriate types of land uses in the area given traffic and circulation constraints, keeping sensitive integration with the existing residential neighbourhood in mind
- a traffic impact assessment

Figure C8: Henry Grube Education Centre FDA Map



Northwest Sector

Brocklehurst West

Located within and adjacent to the *airport entry corridor* and comprising the largest undeveloped *greenfield* site in the Northwest Sector of the city, this location requires a comprehensive development review prior to development approval that addresses the following:

- how the proposed development will incorporate a mix of residential, commercial, light industrial, and airport-oriented uses with any new residential uses being oriented adjacent to the existing residential areas
- incorporation of a minimum 10 m buffer strip or roadway between residential and industrial areas, and a pedestrian buffer strip along the railway spur line
- a road network pattern providing a minimum of two road connections from the existing residential neighbourhood through to Tranquille Road
- a comprehensive servicing plan for water, sanitary, and storm sewer

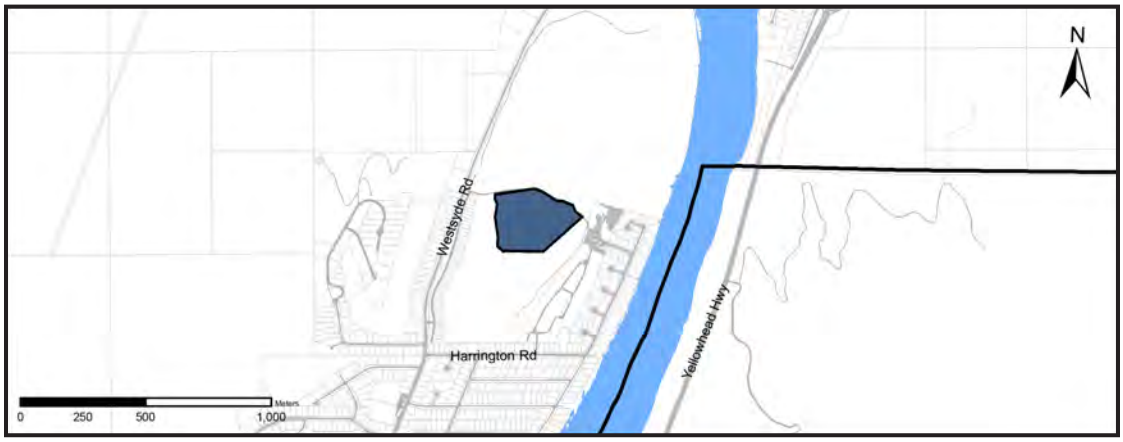
Figure C9: Brocklehurst West FDA Map

The Dunes at Kamloops

Note: *The use of ALR land is subject to the* Agricultural Land Commission Act (ALCA) and Regulation *and any provincial Orders of the ALC. The ALC has not endorsed the re-designation of ALR lands for residential purposes within The Dunes at Kamloops Future Development Area nor does the establishment of this area within the OCP denote ALC support for the non-agricultural use of these lands. The non-agricultural designation of ALR land without endorsement of the ALC is considered to be inconsistent with the* ALCA and Regulation *and is, to the extent of the inconsistency, of no force or effect as per s. 46(4) of the* ALCA.

The Dunes at Kamloops is a golf course, located along Westsyde Road, that is zoned A-1 (Agricultural). The area proposed for ALR exclusion is approximately 6.7 ha and requires approval from the ALC. If successful, the application would facilitate the development of up to 317 housing units. This area is also subject to the Golf Course policies within Section D1: Land Management and Development.

Figure C10: The Dunes at Kamloops FDA Map



Southeast Sector

Juniper West

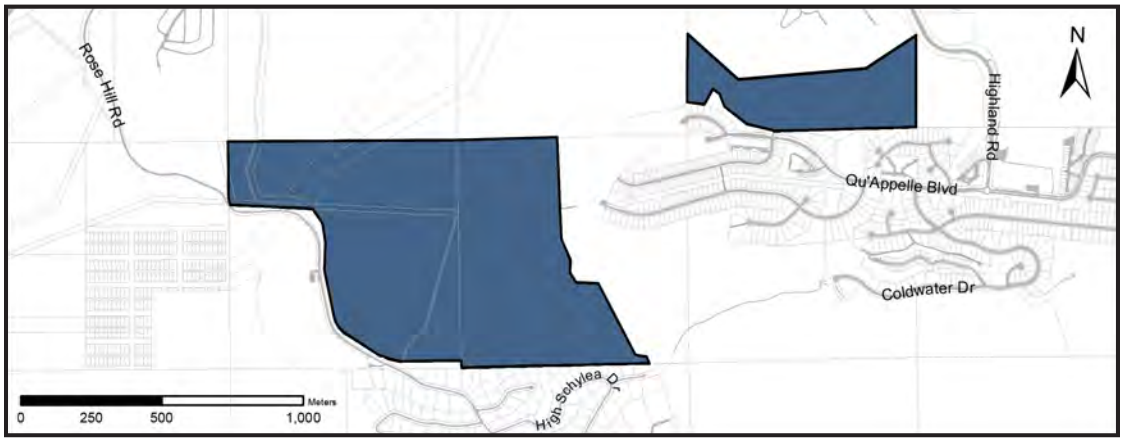
There are two FDAs in Juniper West. The area that is adjacent to Highland Road and north of Qu'Appelle Boulevard consists of primarily steep slopes, open space, and a pipeline right-of-way that transects the parcel. While this area is noted as an FDA in the *Juniper West Plan* (2007), it was not included as part of the phased development plan and, as such, there are no residential units identified for this parcel at this time.

The other FDA, which is adjacent to Rose Hill Road and north of the Rose Hill neighbourhood, is approximately 44.9 ha of undeveloped Crown land. Based on a preliminary geotechnical study prepared for the City, approximately 18.6 ha (41 percent) of the parcel are suitable for residential development. An additional 9.9 ha (22 percent) could be available for development if earthworks and engineering were completed. Approximately 9.2 ha (20 percent) of the parcel are considered unsuitable for development because of steep slopes (slopes greater than 25 percent). In addition, a number of existing easements for utilities cross the parcel, occupying 7.3 ha.

Access will be a major consideration for the future development of this parcel. Prior to any development approvals, a comprehensive development review is required that includes the following:

- a geotechnical study including subsurface investigation and detailed analysis to support detailed geotechnical design recommendations
- a comprehensive servicing plan for water, sanitary, and storm sewer
- details on the type of residential development that can occur on the site

Figure C11: Juniper West FDA Map



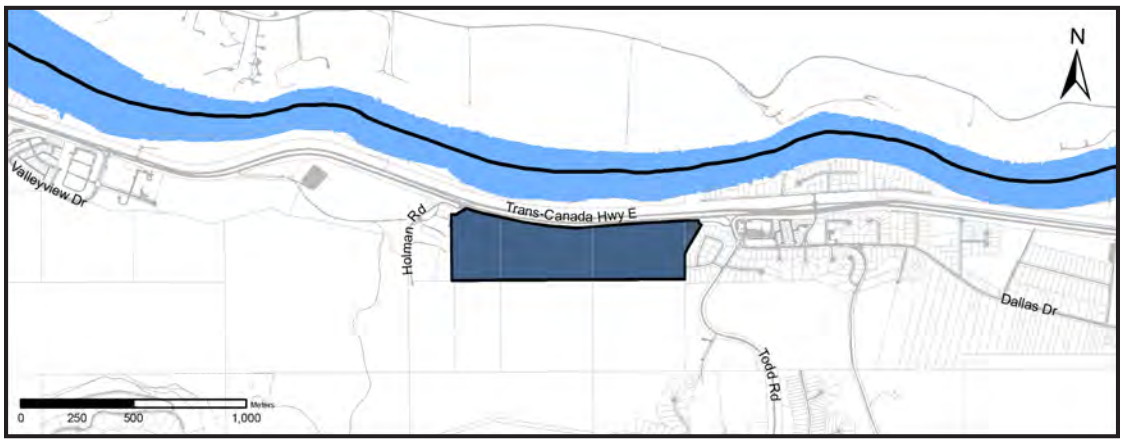
Pineridge Golf Course

Pineridge Golf Course is located west of Dallas and adjacent to the Trans Canada Highway. This area is the subject of developer interest and could potentially accommodate residential growth in accordance with the Golf Course policies found in Section D1: Land Management and Development. Prior to any development approvals, a comprehensive development review would be required that addresses the following:

- a road network plan that identifies access to the Trans Canada Highway from the site (in consultation with the Province) and that provides details on how the site will provide connections via municipal roads to the neighbourhoods of Dallas to the east and Valleyview to the west
- a plan that details how the site will provide connections with existing and identified future pedestrian/bicycle paths and public transit stops in the Dallas and Valleyview neighbourhoods, as per the City's *Bicycle Master Plan* and *Pedestrian Master Plan* and BC Transit's *Transit Future Plan*
- a comprehensive servicing plan for water, sanitary, and storm sewer
- a geotechnical study that considers the presence of *silt bluffs* and steep slopes in identifying areas suitable for development

In addition, as the site includes both identified riparian areas and lands located within the Silt Bluffs Hazard Zone, the respective *Development Permit Area* (DPA) Guidelines within Section F will apply to future development on the site.

Figure C12: Pineridge Golf Course FDA Map



FUTURE INDUSTRIAL DEVELOPMENT AREAS

The City's Industrial Land Review 2010-2015 (2011) determined that, while the city contains vacant industrial land, the existing inventory is fragmented and some of it is not considered to be prime land for industrial development due to location, lack of access to a highway, topographical constraints, tenure issues, and other factors such as inadequate servicing and power supply.

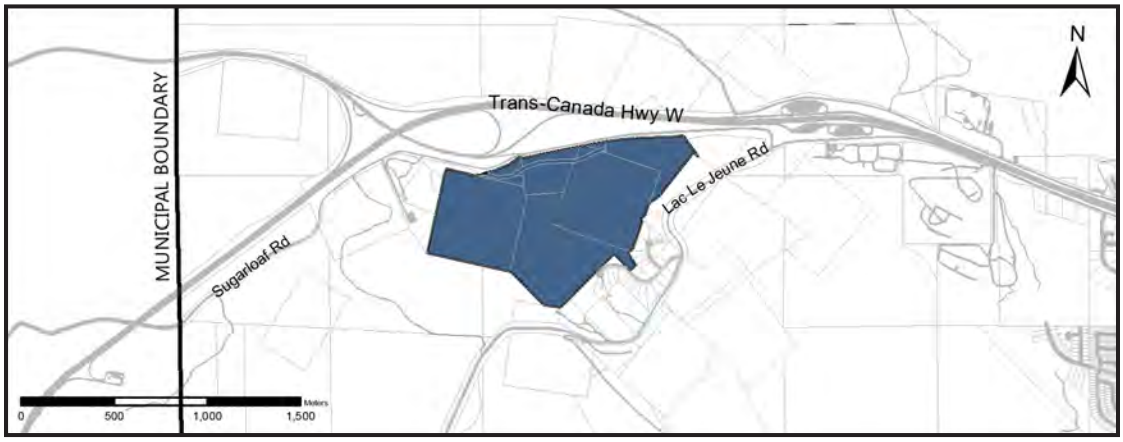
Future Industrial Development Areas (FIDAs) facilitate future industrial growth in the city by reserving lands in various locations that are suitable for development. As these areas are not yet zoned for industrial development, rezonings, OCP amendments, and comprehensive development reviews are required prior to development approvals. These areas will be evaluated individually on the basis of consistency with the policies contained in the OCP. A range of light, medium, and heavy industrial uses may be considered, subject to evaluation.

Where these areas are located within an entrance corridor to the city, careful consideration on the potential impact to visual quality, as well as factors such as noise, dust, and traffic, must be considered. Specific DPA Guidelines may be established to control the form and character of development. The following are identified as FIDAs:

Iron Mask West Expansion Area

The Iron Mask West Expansion Area is located adjacent to the Bowers Place Industrial Area, the existing Iron Mask West Industrial Area, Lac Le Jeune Road, and the Trans Canada Highway, with highway access via Sugarloaf Road and the Trans Canada Highway Frontage Road. Development of this area will need to address environmental constraints, including the presence of two small salt ponds, topographic constraints, and subsurface mineral rights registered against title. The need for improved access to the Trans Canada Highway will require coordination with the Province.

Figure C13: Iron Mask West Expansion Area FIDA Map

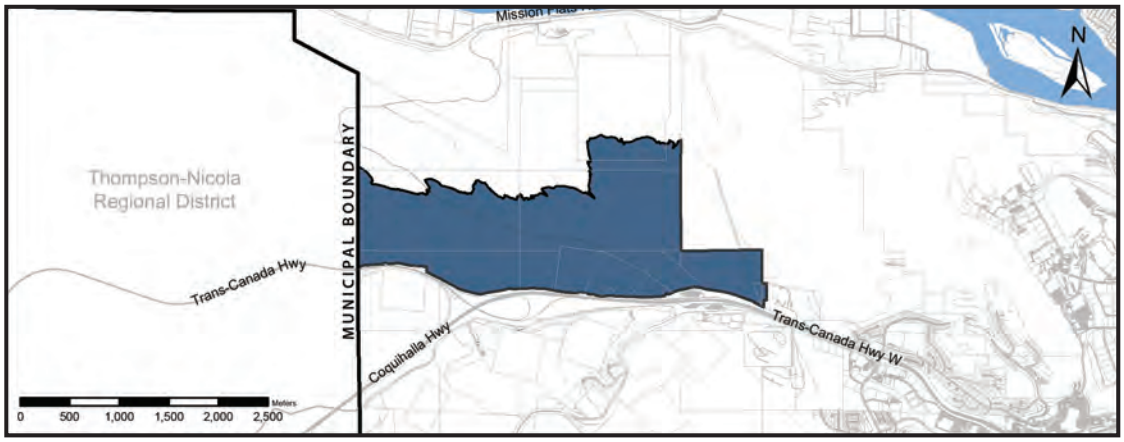


Iron Mask North Expansion Area

Note: *The use of ALR land is subject to the* Agricultural Land Commission Act (ALCA) and Regulation *and any provincial Orders of the ALC. The ALC has not endorsed the re-designation of ALR lands for industrial purposes within Iron Mask North Expansion Area Future Industrial Development Area nor does the establishment of this area within the OCP denote ALC support for the non-agricultural use of these lands. The non-agricultural designation of ALR land without endorsement of the ALC is considered to be inconsistent with the* ALCA and Regulation *and is, to the extent of the inconsistency, of no force or effect as per s. 46(4) of the* ALCA.

The Iron Mask North Expansion Area, located north of the Iron Mask West Expansion Area and south of the City's solid waste landfill and sewage treatment plant along Mission Flats Road, comprises an extensive area abutting the City's westernmost boundary. It is composed of Crown land, privately-held parcels, and land within the ALR. Development of this area must address a number of constraints, including *environmentally sensitive areas*, steep slopes, a lack of City utility services, and an ALR exclusion from the ALC. A rail line to the north and the Trans Canada Highway to the south could facilitate access to transportation corridors; however, improved access will require coordination with the applicable rail company and the Province.

Figure C14: Iron Mask North Expansion Area FIDA Map



Section D

Land Use Policies

D-1

Land Management and Development

This section links to the following Community Values:

- *develop complete neighbourhoods*
- *support urban densification*
- *support the availability of diverse housing options*
- *improve transportation and connectivity*
- *promote economic resiliency*
- *optimize existing municipal infrastructure*
- *support local and regional food systems*

As Kamloops grows to a population of 120,000 over the next 22 years, efficient management and use of land resources will be required to ensure the long-term sustainability of the city's developable land base. Policies supporting compact, complete, *mixed-use* communities that encourage *infill* opportunities and the efficient use of existing services will allow the City to optimize municipal infrastructure, reduce the need to extend services beyond existing built-up areas, and reduce costs. The attractiveness and livability of neighbourhoods will be enhanced through policies focused on providing pedestrian-friendly streets; expanding housing diversity; blending commercial and residential uses where appropriate; and connecting people to pedestrian and cycling routes so that residents can shop, work, and play where they live.

This section provides policy direction for land management and development and establishes a framework for directing future growth. The following policies will guide updates to future neighbourhood and area plans.

GENERAL LAND USE POLICIES

General land use policies provided in this section govern all land uses within the plan, unless otherwise specified.

GOAL: *Encourage the development of compact urban form and walkable neighbourhoods with convenient access to transit and daily needs*

1 Require that new residential development is planned and developed to include the following:

- 1-1 Integration and connectivity with adjacent neighbourhoods and the broader city (e.g. provides connections to and/or extends adjacent *greenways*)
- 1-2 Access to daily lifestyle needs and amenities such as shopping, schools, community amenities, and recreation
- 1-3 Access to parks, nature, and/or open space within a 5- to 10-minute (400 m) walking distance
- 1-4 Convenient access to areas of employment by public transit or *active transportation* linkages
- 1-5 Diverse housing types to support residents of various age groups, family types, lifestyles, and income levels
- 1-6 Transportation design (including streets, pedestrian paths, bicycle routes, and transit linkages) that contributes to a network of fully integrated, safe, and accessible routes to all destinations
- 1-7 Landscaping, parking, and site design standards
- 1-8 Availability of municipal services

2 Encourage developers of new *multi-family residential* development to include a community consultation process that involves the public and relevant stakeholders.

3 Require development that may have a significant impact on the *public realm* (e.g. *multi-family residential*, *large-format retail*, and *intensive residential*) to meet the applicable design guidelines regarding form and character, as outlined in Section F: *Development Permit Area* Guidelines.

4 Encourage the use of existing parking exemptions within the *Zoning Bylaw*, and consider reduced parking requirements for *multi-family residential* in *mixed-use centres* to encourage *infill* development and reduce reliance on private automobiles.

5 Consider site-specific zoning amendments and variances that are consistent with the intent of the land use designations and support the goals and policies of the OCP, as appropriate to the site context.

6 Continue to support neighbourhood-serving land uses, such as community centres, places of worship, *local-serving commercial*, and child and community care facilities, within residential and Commercial-designated areas of the city, subject to zoning and individual evaluation.

7 Continue to support home-based businesses within areas permitted by the *Zoning Bylaw* and review the existing regulations to consider the following:

- 7-1 Increasing the range of uses or personal services that may be permitted
- 7-2 Permitting limited client or customer access to receive a personal service
- 7-3 Permitting limited client or customer access on Suburban and Rural lots to purchase fruits and vegetables grown and produced on the premises

8 Consider a manufactured home for use by a farm employee or by a member of the owner's immediate family on Rural- and Agricultural-designated parcels greater than 8 ha that are classified as a farm under the *Assessment Act*. Each application will be subject to a site-specific evaluation as part of a rezoning process, which may include a *housing agreement* and may be referred to the Agricultural Land Commission (ALC) and relevant provincial ministry for review and comment.

9 Explore opportunities for increased public ownership and access along the waterfront where possible.

10 Support the role and function of the City Centre, Sahali and North Shore *Town Centres*, Tranquille Market Corridor, and McGill Corridor as the primary *mixed-use* areas of the city.

11 Support the development of land previously used for industrial or commercial use with known or suspected contamination (i.e. brownfield sites). Require as part of the development process a contaminated site clean-up plan that incorporates sustainable methods of demolition and clean-up, including natural and ecological forms of remediation and the reuse of building materials where possible as per the direction of the Province and in accordance with the *Environmental Management Act*.

12 Continue to provide lower transportation *DCCs* for *multi-family residential* development in the following key growth areas, as per the *DCC Bylaw*:

- 12-1 the Core Sector
- *12-2* *mixed-use centres* outside the Core
- 12-3 Lower Sahali
- 12-4 TRU

TRANSIT-ORIENTED AREAS

46-22

GOAL: *Support the development of Transit-Oriented Areas as vibrant, livable, pedestrian-oriented community hubs.*

1 Applications to rezone properties in the Transit-Oriented Areas to permit legislated density (floor area ratio) and height will be evaluated individually based on:

- 1-1 Consistency with the legislation and applicable municipal land use policies and bylaws
- 1-2 Review of servicing constraints
- 1-3 Consolidation of individual lots into larger development parcels (minimum 1,000 m^2 per parcel) to provide adequate open areas for landscaping, amenity space, stormwater retention, and setbacks between taller buildings and neighbouring properties
- 1-4 Connectivity to the transit exchanges via active transportation infrastructure (e.g. sidewalks or multi-use pathways) and contribution to the public realm through trees and other streetscape improvements
- 1-5 Compliance with the Multi-Family Development Permit Area Guidelines
- 1-6 Limiting vehicular access to the lane where available
- 1-7 Review of protected heritage sites in accordance *BC Heritage Conservation Act*

2 Off-street parking for vehicles is not required for residential units. Accessible parking, bicycle parking, and standards for any vehicular parking that is provided shall be in accordance with zoning regulations.

AREA-SPECIFIC LAND USE POLICIES

The following policies correspond to the land use designations in Section C and are shown on Map 1, Land Use.

City Centre

***GOAL:** Maintain and enhance the City Centre as a vibrant mixed-use environment and the primary civic, entertainment, and cultural hub of Kamloops*

1 Invest in public spaces, cultural facilities, and amenities, including pedestrian-friendly streets and public gathering places.

2 Support the development of a *mixed-use* environment that emphasizes quality public space while allowing for neighbourhood densification, including stand-alone commercial, *multi-family residential*, and *mixed-use*.

3 Support the range of densities allowed in the City's *Zoning Bylaw* while respecting the unique neighbourhood characteristics of the City Centre through sensitive integration with the surrounding built form.

4 Encourage tourist accommodation, new multi-family, and *public realm* improvements in commercial areas through tax exemptions, as per the *City Centre Revitalization Tax Exemption Bylaw*.

5 Explore opportunities to develop vacant or underused lands to support revitalization of the City Centre.

6 Maintain the City Centre as the primary location for *office development* in the city, including major financial institutions.

North Shore Town Centre

***GOAL:** Support development of the North Shore Town Centre as a pedestrian- and transit-oriented mixed-use centre*

1 Support commercial-oriented uses that cater to local residents and tourists (e.g. tourist accommodation).

2 Encourage *mixed-use*, transit-oriented development that combines multi-family and ground floor commercial-oriented uses, as well as public gathering spaces and public art that enhance the identity of the North Shore.

3 Encourage land use that supports walkability and transit use and enhances pedestrian connectivity within the North Shore Town Centre and to the adjacent Tranquille Market Corridor.

4 Support urban revitalization across the broader North Shore area through tax exemptions, as per the *North Shore Revitalization Tax Exemption Bylaw*.

Tranquille Market Corridor

***GOAL:** Maintain and enhance the Tranquille Market Corridor as the North Shore's primary commercial, cultural, and economic hub*

1 Encourage new *office development* on the North Shore to locate within the Tranquille Market Corridor, except for major financial institutions with a floor area of 1,200 m^2 or greater, which are to be located in the *Central Business District* of the City Centre, as described in the *Zoning Bylaw*.

2 Stimulate new private investment in the Tranquille Market Corridor through tax exemptions for qualified development and other potential incentive programs.

3 Encourage *mixed-use*, transit-oriented development along the Tranquille Market Corridor that provides a pedestrian-focused environment and supports its function as both a destination and a link between the North Shore and the City Centre.

4 Support a North Shore revitalization strategy consistent with the City's updated *North Shore Neighbourhood Plan*, which focuses on streetscape improvements, beautification, and increased pedestrian and bicycle access.

Sahali Town Centre

***GOAL:** Support development of the Sahali Town Centre as a pedestrian- and transit-oriented mixed-use environment and as a gateway to the City Centre*

1 Support the Sahali Town Centre as a commercial-oriented, *mixed-use* environment that incorporates medium- to high-density residential with *active transportation* corridors and functions as both a gateway to the City Centre and a key destination for residents and tourists.

2 Support development that clearly identifies access to the existing road network through site planning that demonstrates shared entry points between adjacent properties to ensure the transportation network functions efficiently.

3 Balance traffic flow and reduce congestion between the Sahali Town Centre, TRU, and the City Centre through public and private investments that improve transit and *active transportation* connections.

McGill Corridor

***GOAL:** Create a vibrant, mixed-use, pedestrian- and transit-oriented "university district" destination*

1 Support *mixed-use* development along McGill Road between Summit Drive and University Drive to facilitate the development of a lively urban destination with a combination of commercial, residential, and limited office uses.

2 Enhance the pedestrian environment through well-designed landscaping, canopies for weather protection, outdoor seating for restaurants and cafés, and wider and/or separated sidewalks.

3 Locate landmarks and gateway features at entries (e.g. the intersection of Summit Drive and McGill Road) through well-designed landscaping and prominent architectural elements that serve as a lively pedestrian entryway to the TRU campus.

4 Encourage *affordable housing* units within new *multi-family residential* along McGill Corridor to support students attending TRU.

5 Implement landscape buffering, increased setbacks, and sound attenuation barriers to ensure that the residential and commercial uses on McGill Corridor are not impacted by activities within the Southgate industrial area.

Urban

***GOAL:** Focus development within existing urban areas and support a diversity of housing types to meet people's needs*

1 Support diverse housing types for a variety of household sizes, incomes, tenures, and preferences where appropriate to the existing form and character of the neighbourhood.

2 Support *infill* development proposals, compatible with existing land uses, within Urban-designated areas to efficiently use existing municipal services and infrastructure.

3 Encourage *multi-family residential* in Urban-designated areas that is appropriately designed and sited to reduce potential impacts of concentrating higher-density housing. Where new multi-family development is located in close proximity to existing multi-family, it should use differing building form, treatment, density, and/or tenure to encourage a greater diversity of housing options.

4 Encourage appropriate *mixed-use* and multi-family development within, adjacent to, or along arterial and collector roads within a 400 m radius of *neighbourhood centres* as per Map 4, Major Road Network, and retain existing commercial zoning in neighbourhoods where possible.

5 Support secondary, garden, and *carriage suites* in Urban-designated areas subject to the policies in Section D5: Housing, the guidelines in Section F: Intensive Residential *Development Permit Area*, and the permitted uses and regulations in the *Zoning Bylaw*.

6 Encourage, as a general guideline, average densities within Urban-designated areas, as per the Land Use Plan within Section C: Growth Management.

Suburban

***GOAL:** Maintain suburban neighbourhoods as low-density, single-family residential development*

1 Support development in Suburban neighbourhoods as shown on Map 1, Land Use, as single-family and low-density residential that is consistent with the existing scale and character of the neighbourhood.

2 Limit additional subdivision in Suburban areas subject to current zoning, existing servicing, and area-specific constraints (e.g. topography, access, soils, etc.).

3 Support secondary, garden, and *carriage suites* in Suburban areas subject to the availability and standard of municipal services and infrastructure, access to public transportation, pedestrian and bicycles linkages, consideration of criteria identified in Section D5: Housing, the guidelines in Section F: Intensive Residential *Development Permit Area*, and the permitted uses and regulations in the *Zoning Bylaw*.

Rural

***GOAL:** Maintain neighbourhoods as primarily large lot, single-family residential development*

1 Support development in Rural neighbourhoods, as shown on Map 1, Land Use, as low-density residential that is consistent with the existing scale and character of the neighbourhood.

2 Support the retention of large farms and/or ranches in areas designated as Rural in order to ensure the continued economic viability of the farm or ranch. The City may support additional Rural residential development proposals that result in the creation of parcels smaller than 8 ha in size when consistent with adjacent development, subject to availability of municipal services.

3 Discourage the further subdivision and development of Rural residential areas using private water systems that are external to the municipal water supply.

4 Discourage secondary, garden, and *carriage suites* in Rural areas.

Agricultural

***GOAL:** Protect, promote, and enhance local agriculture*

1 Continue to work with the ALC to ensure that agriculture-related activities are the primary use within the Agricultural Land Reserve (ALR) in the city and that all existing and proposed compatible non-farm uses of ALR land be reviewed and considered for their impact on and ability to contribute net benefits that enhance local agriculture.

2 Support the agricultural sector by preserving the agricultural land base through local and regional initiatives that protect and further develop the local food industry, as identified in the City's *Agriculture Area Plan* (2013).

3 Support *agri-tourism* activities that promote or market farm products produced on ALR and Agricultural-designated lands subject to the provisions and permitted activities allowed in the *Zoning Bylaw* and regulations established by the Province.

4 Consider a buffer area to minimize conflicts between agricultural and other land uses (e.g. residential/commercial) through mitigation measures such as:

- 4-1 Access restrictions, where appropriate
- 4-2 Minimum distance setbacks for intensive agricultural operations
- 4-3 Fencing requirements and landscape buffers consistent with provincial guidelines for residential developments adjacent to agricultural operations
- 4-4 Restriction of further residential development in outlying areas
- 4-5 Continued liaison with the provincial ministries and Crown agencies in the planning, disposition, and management of Crown lands

5 Discourage subdivision of lands within the ALR and/or Agricultural-designated areas. City utilities and services generally will not be provided to these lands. Where water extensions have been approved, they will be limited to domestic supply only on the basis of one connection per existing lot.

6 Consider utility corridors within an existing right-of-way that have a low impact on the land base, which may be subject to conditions, thresholds, or other requirements as determined by the City and the ALC.

7 Consider biodiversity conservation, *passive recreation* (e.g. hiking), heritage, and wildlife or scenery viewing purposes on ALR lands if the area occupied by any associated buildings and structures does not exceed 100 m^2 for each parcel and the purpose does not include the creation of wetland intended to manage urban runoff or waste.

Commercial

***GOAL:** Establish a strong, diversified commercial base to provide employment and a high-level of service to residents and visitors*

1 Encourage the development of commercial nodes within *neighbourhood centres* using building forms and densities that are appropriate to the character and scale of the area. In addition, concentrate retail and personal services near the intersection of major arterials and collector streets so as to prevent linear or "strip" development, which can disrupt traffic flow and detract from a community's character.

2 Encourage *large-format retail* in the Southwest Sector Commercial area that caters to a regional market to locate adjacent to *highway corridor*s, where the road network is able to handle the anticipated traffic demands.

3 Encourage commercial activity adjacent to existing shopping centres to develop in clusters and nodes and integrate with existing development, where viable, through the use of shared entry points and sensitive integration with the development site.

4 Encourage *mixed-use* and *multi-family residential* development within a neighbourhood centre where there is a strong commercial component.

5 Support the *redevelopment* of existing underused commercial space, which may include a residential component.

6 Permit stand-alone *multi-family residential* development in Commercial-designated areas, subject to individual evaluation.

7 Require auto-oriented enterprises or businesses that rely on highway exposure (e.g. strip commercial development, automobile sales and service, and drive-thrus) to develop adjacent to *highway corridors*, where the road network is able to handle traffic demands. Auto-oriented commercial development will be discouraged in peripheral areas such as Campbell Creek, Rayleigh, and Heffley Creek.

8 Discourage drive-thrus from locating within the City Centre, the North Shore Town Centre, and the Tranquille Market Corridor.

9 Restrict kennels, in any form, from locating within the city. Kennels may be considered upon receipt of an application for rezoning, subject to a parcel-specific evaluation. The evaluation may take the following criteria into consideration:

- 9-1 The size of the facility including the maximum number of dogs to be housed
- 9-2 The facility's distance from proposed property boundaries
- 9-3 Adjacent land uses
- 9-4 Screening requirements as found within the implementing bylaws
- 9-5 Other matters the City considers relevant including possible sound attenuation measures and neighbourhood consultation

10 Discourage clustering of pawnshops in Commercial-designated areas. The City will consider site-specific rezoning applications for pawnshops, subject to the following criteria:

- 10-1 The scale of the establishment relative to the development site and adjacent properties
- 10-2 Proximity to existing pawnshops
- 10-3 Compatibility with adjacent land uses
- 10-4 Visibility of the establishment from the street
- 10-5 Consultation from relevant business improvement area associations

11 Retain and encourage the enhancement of *local-serving commercial* within existing neighbourhoods in order to provide amenities and daily needs within walking distance for residents.

12 Limit *office development* to the *mixed-use centres* and *major neighbourhood centres*, as per Section C, Figure C4: Growth Structure Map.

Industrial

***GOAL:** Provide an adequate supply of serviced industrial land to maintain a diverse range of development opportunities*

1 Require new industries that may affect air quality beyond the thresholds established by the Province to locate out of the Thompson Valley and implement mitigation measures as determined by the relevant provincial ministry. Regarding existing Industrial-zoned land, work with industries to implement appropriate mitigation measures and best practices to reduce air quality impacts.

2 Encourage medium and heavy industrial development to operate in such a way as to mitigate potential conflict with adjacent land uses through means such as sound attenuation barriers and landscape buffers. For further guidelines, see Section F: Industrial *Development Permit Area*.

3 Require that development proponents prepare a comprehensive development plan where large areas of land are designated for industrial purposes to address land use and servicing concerns as part of the project application evaluation process.

4 Consider light industrial development as part of commercial uses, providing that:

- 4-1 The proposed development is compatible with adjacent land uses; and
- 4-2 The form and character compliments existing development on adjacent properties, and balances traffic flow with the aim of creating a more pedestrian-friendly environment.

5 Ensure that an adequate supply of Industrial lands exists to meet anticipated future needs, as described in the Growth Plan within Section C: Growth Management. Where Industrial-designated properties are rezoned to non-industrial land uses that may be used to accommodate future growth or for the revitalization of a neighbourhood, the City shall review the existing inventory of industrial lands and offset a potential net loss through the identification of future industrial land areas.

6 Restrict sand and gravel excavation, screening, and materials storage to the areas designated as Sand/Gravel Extraction on Map 1, Land Use, except for:

- 6-1 Non-commercial operations involving the excavation or deposit of material for limited construction purposes, which may be permitted where necessary, subject to the *Earthwork Control Bylaw*

7 Restrict additional processing of any kind, including crushing or the manufacturing of asphalt, concrete, or other materials. Such activities are permitted only in Heavy Industrial areas or where permitted by Temporary Industrial Use Permits under conditions imposed by City Council.

8 Require sand and gravel extraction to be conducted in a manner that limits the impact on neighbouring properties, including control of hours of operation, dust control, screening, access, traffic circulation, and site reclamation.

Golf Course

***GOAL:** Promote environmental stewardship in the redevelopment and maintenance of golf courses within the city*

1 Conduct consultation with the ALC regarding any new golf courses within the ALR, which are subject to the approval of the ALC.

2 Prohibit the use of municipal potable water sources for irrigation purposes.

3 Support accessory commercial uses (e.g. restaurants; concessions; the sale, rental, and repair of sporting equipment; and banquet/meeting spaces).

4 Support additional accessory uses that may be considered appropriate subject to a site-specific evaluation and public consultation and may include:

4-1 Single-family, two-family, and *multi-family residential* development where:

4-1-1 The lands are designated Urban

4-1-2 Support from the ALC is obtained for the development of lands within the ALR

4-1-3 Compatible with adjacent land uses and the density does not exceed 25 units/ha; the City may consider low- and medium-density, *multi-family residential* development to a maximum density of 75 units/ha as a means to protect identified environmentally sensitive lands, provide larger buffers between adjoining properties, and reduce the developable footprint to ensure large tracts of land remain viable for agricultural purposes

4-1-4 Public transit is within close proximity

4-1-5 Amenities such as shopping, community facilities, parks, leisure services, and schools are available and can service the residential development

4-1-6 The scale and intensity of the development respects the existing neighbourhood

4-1-7 Landscaping, parking, and siting are maintained

4-1-8 The proposed development can be fully serviced without requiring extension of municipal infrastructure

4-1-9 The development generally complies with all other components of the OCP

4-2 A hotel, motel, or bed-and-breakfast facility where:

4-2-1 Tourist traffic can be directed away from local roads, preferably to arterial routes

4-2-2 The proposal can be *sensitively integrated* and is demonstrated to have limited impact on adjacent properties

4-2-3 The building height recognizes existing built form, does not compromise privacy, and is positioned in such a manner as to preserve viewscapes to the extent possible

4-3 A spa and/or health facility where developed strictly in conjunction with a hotel/motel

Educational/Institutional

***GOAL:** Support the development of educational and institutional facilities to meet the needs of residents*

1 Work with the local school district to identify appropriate locations for schools based on the size and composition of the projected school age population as new neighbourhoods develop, existing neighbourhoods evolve, and demographics shift.

2 Encourage joint use of school facilities and community facilities.

3 Support the extension of health care services and appropriate building expansion of Royal Inland Hospital and other healthcare facilities, as per Map 1, Land Use. The form and character of future expansions should be compatible with the surrounding neighbourhood context.

4 Encourage provincial, federal, and municipal governments to locate their primary offices and service facilities within the City Centre as a preferred destination.

5 Support TRU's vision of a campus that is a complete urban village, characterized by *mixed-use*, *multi-family residential*, commercial retail, academic and institutional space, amenities, and *greenspace*. This vision seeks to encourage a walkable, pedestrian-oriented environment that is interesting and lively and meets the needs of students, staff, campus residents, and visitors.

Airport

***GOAL:** Promote the importance of the airport for the future economic development of Kamloops and the region*

1 Support development of Airport lands zoned T-2 with the intent of providing additional employment generating activities for the North Shore.

2 Provide commercial and community amenities by the airport to meet the needs of existing businesses and residents.


Culinary Arts
Gymnasium
ces/Health Sciences
Student Housing
Aquatic Centre
Clock Tower
ASSEMBLY
AREA
3

D-2

This section links to the following Community Values:

- *promote environmental stewardship*
- *optimize existing municipal infrastructure*

Environment

Kamloops has a total land area of approximately 29,300 ha, of which approximately 15 percent is designated for residential, commercial, or *mixed-use*s and approximately 50 percent is designated as Agricultural. Elevations range from approximately 300 m to over 1,100 m, which results in diverse ecosystems, including some of the rarest in the province. City boundaries include grassland, ponderosa pine, Douglas fir, and cottonwood ecosystems, all of which are home to various species at risk. Wildlife species at risk within the city include Lewis's Woodpecker, Western Screech Owl, Great Blue Heron, Western Rattlesnake, Gopher Snake, and Great Basin Spadefoot.

As growth continues, land use policies that regulate development will help protect environmentally sensitive riparian or critical habitat areas including watercourses, water bodies, grasslands, tree stands, and wildlife corridors. Development in areas with *silt bluffs*, steep slopes, high wildfire risk, or surface and groundwater issues will require policies to mitigate risks to property and residents.

As a signatory of the *British Columbia Climate Action Charter*, the City has made a commitment to reduce both corporate and community-wide GHG emissions with a goal to become carbon-neutral and create a complete, compact, more energy-efficient community. The policies in this section are intended to help balance continued growth with environmental protection and sustainability.

Natural Environment

***GOAL:** Maintain, restore, and enhance the city's natural environment and biodiversity*

1 Protect riverfront lands from further riverbank erosion by undertaking the following:

- 1-1 Maintain natural vegetation, but control erosion where necessary
- 1-2 Enforce Section F: Riparian Areas Regulation *Development Permit Area* for all activity defined as development under the provincial *Riparian Areas Regulation* (as amended) that is located within 30 m of the high watermark or the top of a stream's ravine bank
- 1-3 Work with senior levels of government to monitor and mitigate, where necessary, riverbank erosion on City property

2 Work with the TNRD and the Province to reduce or mitigate the amount of silt associated with development activity entering the North and South Thompson Rivers to prevent further degradation of the rivers.

3 Connect neighbourhoods, where possible, with new and existing multi-use pathways and trails that provide linkages to *mixed-use centres*, *neighbourhood centres*, and parks and recreation areas via a *greenways* network, which can help preserve natural biodiversity and facilitate the safe movement of wildlife.

4 Expand and enhance the city's tree canopy, as per the City's *Urban Forest Management Strategy*, to improve air quality, capture carbon dioxide, reduce *heat island* effects, support public health, and beautify the community.

5 Promote strategies that reduce local air pollution and people's exposure to air pollutants, including a periodic review and update of the City's *Airshed Management Plan*.

Hazard Lands

***GOAL:** Discourage land uses and land disturbance in areas that could risk public safety or cause property damage*

1 Identify hazardous or potentially hazardous areas and establish appropriate guidelines for development including mitigation measures or restrictions. Currently, hazard lands include *floodplain*s, steep slopes (>25 percent), and the wildland/urban interface (wildfire risk areas). These areas are shown on Map 5, Hazard Lands, as approximate and may be revised with additional study or as development proceeds.

2 Encourage safe development in areas identified as *silt bluffs* on Map 12, *Development Permit Area*: Silt Bluffs Hazard Zone, by administering the *Development Permit Area* Guidelines outlined in Section F: Silt Bluffs Hazard Zone *Development Permit Area*.

3 Consider slopes steeper than 35 percent as unsuitable for development and designate as Parks and Open Space. Control development in areas with steep slopes between 25 and 35 percent in grade through the designation of a *Development Permit Area*, as per Section 488 (1)(b) of the *Local Government Act*.

4 Require an assessment of the geographical features of the lands intended for development, in consultation with the Province, to address the potential for wildland/urban interface hazards and to determine the suitability of proposed development to the land.

5 Require registration of a Wildland-Urban Interface (WUI) covenant for all new developments in high wildfire risk areas, as outlined in Map 5, Hazard Lands, prior to issuance of a subdivision development or Building Permit.

6 Continue to require restrictive covenants prohibiting habitable space below the 200-year *floodplain* elevation as a condition of subdivision or rezoning approval.

7 Work with senior levels of government to assess the projected impact on dikes and stormwater infrastructure and respond to changing conditions by reviewing existing and adopting new flood control measures where necessary.

46-11

8 Encourage safety and residential livability adjacent to railways by use of the Guidelines for New Development in Proximity to Railway Operations, prepared for the Federation of Canadian Municipalities and the Railway Association of Canada, during the rezoning and development permit application review process for new multi-family development. As per the guidelines, new multi-family development adjacent to rail lines should incorporate increased setbacks for residential buildings; site and building design that mitigates noise and vibration impacts; sound attenuation fencing; safety barriers such as berms, crash walls, and crash berms; and security fencing. Noise impact studies may be required through a rezoning application process.

Environmentally Sensitive Areas

***GOAL:** Protect environmentally sensitive areas from development and human activity*

1 Protect *environmentally sensitive area*s (ESAs) shown on Map 10, Environmentally Sensitive Areas, from development and human activity by using one or more of the following mechanisms:

1-1 Designation of a *Development Permit Area*, as per Section 488 (1)(a) of the *Local Government Act*

1-2 Environmental protection bylaws such as the *Tree Protection Bylaw, Earthwork Control Bylaw*, and *Watercourses Regulations Bylaw*

1-3 Designation of ESAs as Parks and Open Space where the area involves wildlife corridors to reduce human-wildlife conflict

1-4 Identification of strips or buffer areas as determined by a registered professional biologist around wildlife habitat and sensitive ecosystems

1-5 Density bonusing provisions or cluster development

1-6 Conservation covenants

2 Work co-operatively with senior levels of government and other stakeholders to inventory and identify new ESAs and ensure conservation through the City's bylaws and/or additional means where appropriate.

3 Partner with the Province to further study grasslands identified on Map 10, Environmentally Sensitive Areas, evaluate their ESA potential, inventory and map ESAs, and identify approaches to conservation that reduce or avoid impact from development.

4 Require the preparation of environmental studies by a registered professional biologist or other appropriate professional approved by the City when additional means of protecting ESAs are required to assist the City in determining location and extent of the environmental characteristics of an area and to recommend any development monitoring and mitigation measures.

5 Protect the ecosystem and the environment by directing urban growth to primary growth areas identified in Figure C1, Section C, and incorporate ESA planning in future neighbourhood-planning exercises.

6 Protect and restore wetlands, riparian areas, and streams, including the potential for *daylighting* some streams, in the urban environment.

7 Review and periodically update the *Riparian Areas Regulation Development Permit Area Bylaw* and guidelines outlined in Section F: Riparian Areas Regulation *Development*

Permit Area to ensure that municipal bylaws and permitting processes provide comparable protection to riparian areas and remain in accordance with the provincial *Riparian Areas Regulation* (as amended).

8 Protect fish-bearing watercourses and water bodies from encroaching development by applying the City's *Watercourses Regulations Bylaw* and by requiring developers to consult relevant government agencies and understand their obligations under the *Water Sustainability Act* and other applicable provincial or federal legislation.

9 Reduce the potential for human-wildlife conflict through habitat protection and other mitigation strategies in areas where a registered professional biologist has observed species-at-risk and vulnerable wildlife populations.

10 Enhance public awareness of *environmentally sensitive area*s, including grasslands, through community education initiatives, promotional materials, and informational signage, in collaboration with community agencies and other stakeholders.

Climate Change

***GOAL:** Develop adaptive strategies and minimize Kamloops' contributions to climate change.*

1 Continue to meet the City's commitments to the *British Columbia Climate Action Charter* by measuring and reducing corporate and community-wide GHG emissions and investing in local climate action projects that reduce emissions and build adaptive capacity in Kamloops.

2 Improve efficiency and reduce GHGs in the heating of civic buildings and facilities, as per the City's *Corporate Energy and Emissions Plan*.

3 Consider incentives to encourage energy efficiency in the design and retrofitting of commercial and residential buildings.

4 Consider creating new *Development Permit Area* Guidelines and zoning regulations to reduce GHGs and encourage energy efficient buildings.

5 Ensure that climate change impacts and adaptation measures are factored into decision-making regarding development and long-term planning initiatives for natural events such as storms, droughts, flooding, and wildfires.

6 Work with the TNRD, provincial agencies, local businesses, other stakeholders, and the public to identify and implement regional initiatives to adapt to climate change through education, promotion, leadership, and key partnerships.

7 Consider using sources of renewable energy (e.g. wind turbines, solar, biomass, etc.) to reduce GHGs, ecological impacts, and air quality issues associated with fossil fuels.

D-3

Transportation and Mobility

This section links to the following Community Values:

- *improve transportation and connectivity*
- *optimize existing municipal infrastructure*
- *promote environmental stewardship*
- *support urban densification*

The way people move around Kamloops and the movement of goods and emergency services contribute greatly to how the city grows and how residents connect to the community. A well-functioning transportation network accommodates daily commuting and lifestyle needs by providing a range of safe, efficient, affordable, and accessible transportation options for people of all ages and abilities. It also allows for efficient movement of goods and emergency services that support the social and economic well-being of the community.

Transportation can have a significant impact on the environment through the consumption of land for roads, air pollution, and GHGs from vehicle emissions. Mobility patterns will evolve with changes in demographics as Kamloops residents adapt to growth, respond to traffic congestion, and aim to reduce GHG emissions.

Adapting to growth will require increased emphasis on more sustainable forms of mobility such as walking, bicycling, transit, and carpooling; supportive infrastructure such as sidewalks and bike lanes; and policies that prioritize *complete streets* and *complete neighbourhoods*. Land use and transportation are integrally connected, and the key to a well-functioning transportation network is providing residents with a variety of transportation options.

The transportation policies in the OCP are consistent with the underlying principles and directions in the *Transportation Master Plan*, which is the City's guiding document for planning and implementing transportation improvements over the next 20 years.

Sustainable Transportation

***GOAL:** Create an environmentally, socially, culturally, and economically sustainable transportation system*

1 Manage transportation infrastructure to meet the needs of users according to the following hierarchy:

- 1-1 Walking
- 1-2 Bicycling
- 1-3 Transit
- 1-4 Movement of goods and emergency services
- 1-5 Multiple-occupant vehicles
- 1-6 Single-occupant vehicles

2 Adopt a *complete streets* approach where appropriate to adjacent land uses that provides users of all ages and abilities (including pedestrians, bicyclists, public transit passengers, drivers of private automobiles, and operators of commercial vehicles) with safe and comfortable access, movement, and crossing.

3 Accept that traffic congestion will occur as a result of urban growth and offset the congestion by providing sustainable transportation options for residents to adopt as part of their daily commute.

4 Consider opportunities to encourage electric vehicle charge stations in new *multi-family residential*, commercial office, and *mixed-use* developments via parking variances or other development incentives.

5 Encourage retrofitting of existing buildings to include electric vehicle charging infrastructure, which may be funded through provincial incentive programs and rebates from manufacturers.

6 Continue the use of payment-in-lieu of parking for every approved parking stall reduction. Funds collected will be assigned to and used for projects related to the Public Transportation and Pedestrian Upgrade Reserve Fund.

7 Consider parking variances when sustainable transportation options and incentives such as carshare programs are provided, when the proposed development includes affordable rental housing or is in proximity to frequent transit, or when there is a surplus of on-street parking.

8 Explore the potential for residential on-street parking permits to be considered towards meeting off-street parking requirements in the *Zoning Bylaw*.

9 Consider using alternative street standards in new development areas, in conjunction with an overall development plan, to encourage a reduction in the impact of automobile traffic on neighbourhood livability. Traffic-calming measures may be implemented in existing developed areas.

10 Require developments and subdivisions to provide, at the developer's cost, pedestrian and bicycling infrastructure within the development site and to connect this infrastructure with surrounding sustainable transportation networks.

11 Improve the walking and bicycling experience through the use of *wayfinding* features that help *active transportation* users navigate through the community, and limit pedestrian and bicyclist exposure to high traffic areas.

Walking

***GOAL:** Be a pedestrian-friendly community with networks that integrate with transit, neighbourhood amenities, parks, open space, and schools*

1 Increase the safety and *accessibility* of sidewalks and pathways by improving the design of new streets and retrofitting existing streets as they are replaced or upgraded.

2 Encourage walking by planning complementary land uses closer together and creating direct pedestrian connections to key destinations (e.g. major employment, schools, commercial and daily amenities) – especially in *mixed-use centres* and *neighbourhood centres*. This includes building connections with more compact *mixed-use* developments, multiple direct route options, and reduced block sizes.

3 Improve neighbourhood connectivity through the implementation of relevant policies within the city's transportation plans.

4 Require commercial centres to design parking facilities to meet pedestrian needs. This includes the safe design of internal pedestrian walkways and crosswalks connecting parking aisles to entrance points as well as connecting internal walkways to City sidewalks and transit stops.

5 Require all new residential and other development that generates pedestrian activity to provide sidewalks on adjacent City roadways.

Bicycling

***GOAL:** Provide safe and convenient bicycle routes suitable for commuting, recreating, and other daily trips*

1 Create a continuous network of safe and direct bicycling routes to encourage commuting and other daily trips that connect residents to major employment, schools, and amenities in the *mixed-use centres* and *neighbourhood centres* with dedicated bicycle lanes, shared routes, or multi-use pathways.

2 Explore options to create grade-separated bicycle lanes for routes that are adjacent to high-volume motor vehicle traffic corridors, including truck routes.

3 Support improvements that raise awareness among vehicular traffic and increase safety for and visibility of bicyclists.

4 Provide end-of-trip amenities on public lands and at civic facilities.

5 Encourage end-of-trip amenities on private lands where such amenities would encourage increased bicycle usage, such as in new multi-family, *mixed-use*, commercial, and institutional development, and at major employment and major transit locations.

6 Explore and seek co-operation for the use of utility right-of-way corridors as multi-use pathways for bicyclists and pedestrians.

7 Improve safety and encourage bicycling among all residents and visitors by continuing to implement the City's *Bicycle Master Plan*.

Transit

***GOAL:** Foster an efficient, affordable, safe, and accessible transit system that is an attractive alternative to the private vehicle and integrates with other transportation modes*

1 Support more direct and higher frequency public transit service in areas where the City aims to achieve higher density (e.g. *mixed-use centres* and *neighbourhood centres*).

2 Explore options to improve transit service in existing and future neighbourhood developments based on user demand and anticipated population growth.

3 Encourage use of the ProPASS program and other transit initiatives to reduce rush hour congestion and vehicle emissions.

4 Work with BC Transit and other stakeholders to explore options for Park and Ride facilities at key locations around the city.

5 Ensure the Kamloops Transit System maintains a high cost recovery ratio to provide good return on investment for Kamloops taxpayers.

6 Improve bus stop *accessibility* and safety to encourage transit use by implementing the transit objectives within the City's *Transportation Master Plan*.

Movement of Goods and Emergency Services

***GOAL:** Maintain and enhance the efficient movement of goods and emergency services*

1 Maintain, protect, and enhance the existing goods movement network to support economic development in the city and the region.

2 Provide a truck route network for the transportation of heavy, over-sized, and dangerous goods, restricted to designated arterials and appropriate industrial collectors to avoid truck traffic through high-density residential areas and areas designated for *mixed-use*, pedestrian- and transit-oriented development (e.g. *mixed-use centres* and *neighbourhood centres*).

3 Maximize the efficiency of the existing goods movement network by regulating on-street and off-street loading, as outlined in the *Zoning Bylaw*.

4 Locate transportation-dependent industries and businesses close to network access points and key goods movement corridors with minimum intrusion on other land uses.

5 Work with the goods movement industry and other stakeholders to address the efficient, safe, and timely movement of goods to and throughout Kamloops and the region.

6 Provide sufficient access for evacuation and fire control, including emergency response vehicles, within the transportation network.

Integrated Transportation System

***GOAL:** Sustain the responsible planning and development of roads and transportation connections to facilitate the efficient movement of people*

1 Require that active modes of transportation (e.g. walking, bicycling) integrate into the public transit system via key connections to contribute to a fully integrated transit system.

2 Support local and regional mobility by continuing to maintain the integrity of local road connections with the provincial highway network, in particular for commercial, industrial, and goods movement. Map 4, Major Road Network, shows future potential projects under consideration. While no time frame has been identified for these projects, they may be triggered prior to reaching a population of 120,000. These projects may include:

   2-1 Valleyview bypass, as identified by the Province, on the benchlands between Valleyview and Juniper Ridge. The City will continue to work with the Province to understand the need for additional capacity improvements throughout the Southeast Sector.

   2-2 Secondary bridge crossing the Thompson River. No additional river crossings are anticipated within the term of this plan, although upgrading and rehabilitation of existing bridges may be required. The City will protect an additional corridor across the Thompson River for growth beyond the 120,000 population. During the term of this plan the City will undertake studies to confirm the location of the preferred crossing.

3 Connect gaps in the road network as development allows and where new connections provide multiple benefits to the community, including access for all modes of transportation, as deemed appropriate.

4 Reduce the number of collisions causing fatalities or serious injuries to zero through initiatives identified in the City's *Transportation Master Plan*, including those designed to increase road safety and improve public awareness.

D-4

This section links to the following Community Values:

- *optimize existing municipal infrastructure*
- *promote environmental stewardship*
- *support urban densification*

Infrastructure

City infrastructure refers to the assets used to provide water, manage stormwater, collect and manage solid waste, and collect and treat wastewater. Infrastructure also includes City roads and the transportation network, which is discussed in Section D3: Transportation and Mobility. Regulatory requirements help ensure the health and safety of the public, while the City strives to deliver services in an environmentally and economically sustainable manner.

While some infrastructure upgrades will be required as the city grows to a population of 120,000, the strategic focus is on compact urban development to minimize the need for new infrastructure and ensure fiscal responsibility.

Efficient and Cost-effective Servicing

***GOAL**: Provide services in a cost-effective and efficient manner, balancing demands with affordability*

1 Encourage *infill* over peripheral development and utilize existing municipal services to reduce the overall infrastructure costs to the municipality and taxpayers.

2 Encourage the development of a more compact and efficient land use and servicing system that emphasizes higher densities, energy conservation, environmental sustainability, and fiscal responsibility.

3 Utilize *DCCs* to offset costs arising from new growth and expansion of municipal services and infrastructure. In cases where infrastructure upgrade costs are not recovered through *DCCs*, applicants may be required to pay for infrastructure servicing.

4 Manage the City's capital assets (roads, water, sewer, civic facilities, and other municipal infrastructure) using an asset management approach to track and manage the maintenance and replacement of City infrastructure to maximize value to the community.

Water Network

***GOAL**: Provide clean, safe, and reliable drinking water and encourage water conservation*

1 Continue to manage drinking water supply and distribution through conservation measures to provide an adequate supply for a growing population beyond the life of the OCP.

2 Collaborate with the TNRD and the Province on initiatives to protect the South Thompson River watershed, which is the city's main water source.

3 Monitor demand and implement water conservation strategies to reduce per capita consumption through public awareness, education, drought-resistant landscaping, and initiatives to encourage lower water usage.

Storm Drainage

***GOAL**: Encourage the use of integrated stormwater management techniques*

1 Support an integrated stormwater management approach that addresses surface water, stormwater, and groundwater and mitigates development impacts in order to help preserve watercourse health and habitat and protect life and property.

2 Continue to implement the policy recommendations within the City's *Integrated Stormwater Management Plan* (2009) and continue to monitor and periodically update the City's *Master Watershed Plans*.

3 Encourage the use of adaptive planning and *low-impact development* techniques (e.g. swales, rainwater harvesting, amended topsoil) to manage stormwater on site and minimize runoff, subject to suitable site conditions.

4 Protect, enhance, and use existing natural drainage patterns as the primary storm drainage system. The City will continue to use stormwater detention and retention as its principal means of managing stormwater with greater emphasis on overland flow routing.

5 Protect watercourses from encroaching development by applying the City's *Watercourses Regulations Bylaw* and by requiring developers to consult relevant government agencies and understand their obligations under the *Water Sustainability Act* and other applicable provincial and federal legislation.

Solid Waste

***GOAL**: Reduce solid waste disposal by adopting a zero waste philosophy and implementing diversion programs*

1 Support ongoing initiatives, policies, and services for solid waste management of recyclables, compostables, and garbage, and ensure alignment with the TNRD's *Solid Waste Management Plan* (as amended), where appropriate.

2 Continue to emphasize the four Rs of waste management (Reduce, Reuse, Recycle, and Recover) through community education and awareness about waste reduction, recycling, and composting options.

3 Show leadership in recycling, composting, diversion, and waste management by implementing the City's Zero Waste program in civic facilities, and provide regular and consistent progress updates to the public.

4 Extend the potential service life of the Mission Flats Landfill to 2090, assuming that no demolition, land clearing, and construction waste is re-directed to this facility from the Resource Recovery Centre on Owl Road.

Sanitary Sewer

***GOAL**: Manage wastewater to safeguard public health and protect the environment*

1 Continue to meet or exceed provincial and federal wastewater treatment regulations to safeguard public health and protect the environment, using the Kamloops Sewage Treatment Center on Mission Flats Road as the primary means of wastewater treatment within the city.

2 Continue to implement, monitor, and update, where necessary, the policies and guidelines identified in the City's *Liquid Waste Management Plan Review* (2009) and *Sanitary Sewer Bylaw*.

3 Continue to pursue innovative effluent treatment, disposal, reuse, and discharge methods including, but not limited to, biological nutrient removal and spray irrigation.

4 Continue to explore opportunities to manage *biosolids* in conjunction with other city-generated waste.

D-5

This section links to the following Community Values:

- *develop complete neighbourhoods*
- *support urban densification*
- *support the availability of diverse housing options*

Housing

As the population of Kamloops grows to 120,000 over the next 22 years, limited available and developable land will require innovative forms of *infill* development. *Mixed-use* and *multi-family residential* development within and adjacent to *mixed-use centres* and *neighbourhood centres* will help support the live, work, and play concept of complete, vibrant neighbourhoods found in the OCP's vision. Carriage and *garden suites*, *row houses*, *stacked townhouses*, and other residential forms will provide a range of housing and tenure types, including market and rental, to meet the diverse needs of the community while sensitively integrating new residents into existing neighbourhoods.

Resilient communities strive to provide housing that is affordable, safe, and appropriate for all residents. Regarding *affordable housing* and *supportive housing*, federal and provincial governments will continue to provide housing subsidies and capital investments, while the City will explore opportunities to provide land and funding assistance to help increase supply.

The City will work closely with private developers, builders, *affordable housing* providers, and all levels of government to implement the following policies and encourage a diversity of housing types to meet the needs of all residents.

Housing Affordability

GOAL: *Ensure there is an adequate supply of housing to meet population growth and improve affordability across the housing continuum*

1 Consider the use of land leases, *life leases*, strata conversion policies, density bonuses, funds from the City's Affordable Housing Reserve, and other tools to preserve existing and develop new *affordable housing*. Secure affordable units in market and not-for-profit housing projects through the use of *housing agreement* provisions.

2 Enhance community capacity in the *affordable housing* sector by:

- 2-1 Encouraging partnerships between not-for-profit organizations and the development community
- 2-2 Prioritizing development applications where the project includes *affordable housing*
- 2-3 Providing applicants with guidance for projects
- 2-4 Encouraging public engagement prior to development
- 2-5 Exempting the requirement to pay *DCCs* for not-for-profit rental and affordable market rental housing as provided in Section 563 (1) of the *Local Government Act*

3 Encourage affordable market rental housing by supporting secondary, garden, and *carriage suites* subject to the criteria below and as permitted in the *Zoning Bylaw*:

- 3-1 Availability and capacity of existing municipal servicing (e.g. water and sewer capacity, fire servicing)
- 3-2 Availability and *accessibility* of public transit
- 3-3 Properties located on corner lots and lots with lanes
- 3-4 Properties that do not have on-street parking restrictions or physical barriers such as fire hydrants, crosswalks, community mailboxes, or other similar features
- 3-5 Provision of additional landscaping on site or other applicable measures to minimize noise and visual impact associated with the suite
- 3-6 Ability of the suite to be *sensitively integrated* with the surrounding neighbourhood by addressing such issues as height, footprint, massing, scale, and setbacks

4 Discourage secondary, garden, and *carriage suites* on properties with reduced frontage, including panhandle lots and lots fronting a cul-de-sac, subject to individual evaluation.

5 Discourage *garden suites* and below-grade *secondary suites* in the *floodplain* and discourage all secondary, garden, and *carriage suites* on properties located in other *hazard areas*, including steep slopes and high wildfire risk areas, as per Map 5, Hazard Lands, and in the *silt bluffs*, as per Map 12 *Development Permit Area*: Silt Bluffs Hazard Zone, subject to individual evaluation.

Housing Diversity

GOAL: *Increase the diversity of housing types to create inclusive and complete neighbourhoods*

1 Encourage development that supports a greater mix of housing types and uses to accommodate varying income levels, age groups, family types, and lifestyles, including, but not limited to, suites on single-family lots (where permitted through zoning), *mixed-use* developments, *micro-suites*, *row houses*, and *stacked townhouses*.

2 In the event that government offices relocate from the Government Precinct lands (see Map 1, Land Use), consider opportunities for commercial, residential, and *mixed-use redevelopment* of the area.

3 Encourage multi-family and *mixed-use* development through *land assembly* or *infill* development on vacant and underutilized lots in *mixed-use centres* and *neighbourhood centres* to create walkable, vibrant neighbourhoods.

4 Encourage innovative forms of *ground-oriented multi-family residential* housing (e.g. non-strata *row houses*, *stacked townhouses*) within walking distance of parks and schools to attract a mix of residents, including households with children.

5 Encourage creative forms of residential *infill* development on Urban residential lots (e.g. carriage and *garden suites*, small-lot residential) while ensuring development is *sensitively integrated*, in accordance with Section F: Intensive Residential *Development Permit Area*.

6 Ensure that multi-family and *mixed-use* developments provide amenity areas for the recreational and social use of their residents, as required under the *Zoning Bylaw* and in accordance with Section F: Multi-Family Residential *Development Permit Area*.

Housing for Vulnerable Populations

***GOAL**: Provide a range of housing options for persons with disabilities, seniors, low-income individuals and families, and those who require ongoing supports*

1 Encourage housing options that incorporate *universal design* features and provide ease of access and mobility for seniors and persons with disabilities.

2 Ensure that *supportive housing*, subsidized housing, and community care facilities are located within the Core Sector or within, or adjacent to, the *major neighbourhood centres* to (a) enable access to services and facilities required for daily living, and (b) allow for individuals and families that require supports to be integrated into the social fabric of the community.

3 Require *adaptable design* of all ground-level, single-storey units with an accessible path of travel in new *multi-family residential* housing units, as per the adaptable housing provisions within the *BC Building Code*.

D-6

This section links to the following Community Values:

- *invest in arts, culture, sports, and recreation*
- *develop complete neighbourhoods*
- *improve transportation and connectivity*

Parks and Recreation

Parks, open space, and recreational facilities contribute to the health and wellness of residents and visitors by providing a diversity of lifestyle choices and opportunities. Kamloops' extensive networks of parks and recreational facilities provide health benefits through active and *passive recreation* opportunities and strengthen social networks by serving as key community gathering places. In addition, the City continues to invest in sports tourism through its *Tournament Capital Program*, which attracts a diversity of sporting and recreation events to Kamloops' world-class recreation facilities.

Kamloops has more than 100 municipal parks, which cover over 1,500 ha[1]. These parks range from city-wide parks, such as Riverside Park, to community parks, neighbourhoods parks, and tot lots. The distribution of these parks throughout the city, in combination with linear parks and the City's trail system, provides accessible opportunities for active living as well as recreational linkages between neighbourhoods and key destinations. The City will work to enhance its parks and trails system through implementation of the *Parks Master Plan* (2013) and *Trails Master Plan* (2013).

[1] *This total includes City-owned and operated city-wide, community, linear, nature, and neighbourhood parks; tot lots; and open space. Privately- and provincially-operated parks; and provincial parks within City boundaries are not included.*

Parks, Programming, and Facilities

***GOAL:** Ensure access to parks, recreation programming, and facilities for residents and visitors*

1 Continue to implement the recommendations of the City's *Parks Master Plan* (2013) for decisions related to parkland acquisition, parks planning and capital development, outdoor recreation, parks operations, and park management.

2 Provide access to a variety of recreation programs, facilities, and services in neighbourhoods.

3 Provide and distribute neighbourhood parks in areas identified for future growth, in areas of substantial anticipated *infill* development, and in areas deficient in park space.

4 Engage neighbourhood residents and potential user groups in the planning and design of major park improvements and new park development to ensure community needs and perspectives are adequately addressed.

5 Connect neighbourhoods, where possible, by linking the city's parkland through a continuous, multi-use trail system using linear parks, open space, natural corridors, and walkways to access services and amenities, such as shopping, areas of employment, parks, civic facilities, and schools, as per the City's *Trails Master Plan* (2013).

6 Continue to support City utilities within the Parks and Open Space land use designation where the utilities function as *greenspace* used for *passive recreation* purposes by area residents.

7 Consider a range of complementary and supporting land uses at the Tournament Capital Ranch lands located north of Rayleigh and adjacent to the North Thompson River.

Parkland and Open Space

***GOAL**: Provide funding for the maintenance, enhancement, acquisition, and preservation of parks, open space, and trail networks*

1 Acquire new parkland through dedication associated with development projects in accordance with the parkland acquisition standards and criteria (for developing and developed areas) as recommended within the City's *Parks Master Plan* (2013).

2 Explore the option for future park development at the time of subdivision when the City may take five percent of the subdivided land or take the cash equivalent of the five percent parkland dedication in accordance with the *Local Government Act*. The following will not be considered in fulfillment of parkland dedication:

2-1 Parcels less than 0.4 ha, unless the land will form an integral part of a designated park

2-2 Slopes steeper than 35 percent, though these areas may be used to provide *passive recreation* opportunities, preserve natural features, and protect wildlife corridors (see Section D2: Environment, Hazard Lands for further policy direction regarding steep slopes).

D-7

Kamloops Museum & Archives presents the exhibition *Housework: The Bungalow Style in Kamloops*, 2017 | Photo: Kelly Funk

Arts, Culture, and Heritage

This section links to the following Community Values:

- *invest in arts, culture, sports, and recreation*
- *build regional partnerships*

Arts, culture, and heritage facilitate social interaction, contribute to community and economic development, and are an important part of a community's identity. A thriving arts and culture sector provides opportunities for residents to celebrate cultural diversity and raises awareness of *heritage resources* that need to be preserved and protected.

The City uses policies, plans, and Council committees to help promote, support, and preserve arts, culture, and heritage. These include the *Cultural Strategic Plan* (2003), the Heritage Resources Tax Incentive Program, the *Heritage Register*, the Arts Commission, and the Heritage Commission. This section supports the continuation of programming and facilities for the arts, the creation of public art in urban areas, and the preservation and protection of cultural and *heritage resources*, including archaeological sites.

Cultural Heritage and the Arts

***GOAL:** Enhance the quality of life of residents and strengthen community identity by supporting cultural heritage and the arts*

1 Provide culturally relevant and *inclusive* programs, services, and facilities that reflect the diversity of the community.

2 Enhance the City's cultural image for both residents and visitors through events, public art, and the preservation of *heritage resources*.

3 Engage local artists and the City's Arts Commission to integrate public art into public and private development projects that relate to the city's natural, social, and built environment.

4 Use public art as a *wayfinding* function to guide pedestrians to key community gathering places, heritage monuments, natural features, and nodes.

5 Engage and collaborate with Tk'emlúps te Secwépemc and other area First Nations to support First Nations culture and heritage in Kamloops.

Heritage Resources

***GOAL**: Identify and preserve heritage resources*

1 Identify and, where possible, preserve *heritage resources* in Kamloops through a variety of mechanisms including *heritage designation*s, centennial and heritage recognition plaques, Heritage Revitalization Agreements, and the City's *Heritage Register*.

2 Provide incentives to preserve, restore, and rehabilitate heritage buildings, as per the City's Heritage Resources Tax Incentive Program, and use promotional and educational materials to enhance public awareness of the city's cultural and architectural history.

3 Support the preservation of heritage buildings, wherever possible, in their original location. Where this is not possible, and as a last resort, the City will encourage relocation and restoration in an appropriate alternative site.

4 Encourage adaptive re-use of heritage buildings appropriate with future land use designations, provided that a Heritage Revitalization Agreement is negotiated with the City and the use is permitted under the *Zoning Bylaw*.

Archaeology Resource Management

***GOAL**: Avoid unauthorized damage to protected archaeological sites.*

1 Avoid development-related damage to archaeological sites in accordance with the provincial *Heritage Conservation Act* via the following process:

1-1 Review the provincial archaeological site inventory for overlaps with protected archaeological sites upon receipt of development applications

1-2 Notify applicants of identified overlaps with archaeological sites or areas of archaeological potential, and direct applicants to contact a qualified consulting archaeologist or the BC Archaeology Branch for further direction

1-3 Require completion of an archaeological impact assessment prior to development approval, if requested by the Province

1-4 Require applicants with knowledge of an archaeological site in the proposed development area to include in their application written assurance from a qualified consulting archaeologist or the BC Archaeology Branch that all archaeological requirements have been addressed

1-5 Follow any subsequent protocols, processes or Memorandums of Understanding (MOUs) as developed between the City and local First Nations

D-8

This section links to the following Community Values:

- *develop complete neighbourhoods*
- *promote environmental stewardship*

Health and Safety

Planning and land use decisions have a direct impact on the health and safety of a community. By building and designing communities where health and safety considerations are fully integrated into the development process, a community can become more resilient. This includes providing emergency services to respond to the growing and changing needs of the community, incorporating specific design features into neighbourhoods to help prevent crime, providing measures for wildfire protection, and designating adjacent land uses that are compatible and serve to enhance the health and safety of the community.

The management and delivery of health and safety services in Kamloops includes the coordination of many organizations, including regional health services, fire and rescue, RCMP, and various City departments. Together, they ensure that the residents of Kamloops remain safe at home, work, and play and that they can safely use the infrastructure and services the city offers. The following policies support efforts to ensure Kamloops continues to be a safe and healthy community through urban planning and design, management of development impacts, and the provision of community and emergency services.

Health and Safety in Urban Planning

***GOAL**: Improve the health and safety of the public through urban planning*

1 Incorporate principles of Crime Prevention through Environmental Design (*CPTED*) in the planning and design of parks, trails, recreational facilities, *active transportation* corridors, and community gathering places to create safer neighbourhoods.

2 Consult the regional health authority's *Healthy Built Environment Linkages Toolkit* and other best practices as a framework to guide the review of development applications that have the potential to affect community health, as well as assist in the preparation of long-range plans and strategies (e.g. OCP, neighbourhood plans, and parks and transportation plans).

3 Continue to review improvements to building requirements and development standards, where legislation allows, with the goal of improving fire protection.

4 Consider appropriate fire prevention and emergency access in planning and development standards for all development applications.

Police and Fire Protection

***GOAL**: Provide police and fire protection service levels appropriate for the growing and changing needs of the community*

1 Continue to improve community safety by providing police, fire, and emergency services at service levels that adapt to population growth and the changing needs of the community.

2 Identify current policing and crime issues and potential strategies to address them.

3 Support the continued use of the City's Community Safety crime prevention program, as well as fire education and prevention initiatives in collaboration with Kamloops Fire Rescue, community agencies, and other stakeholders.

Emergency Preparedness

***GOAL**: Minimize risks to public health, safety, property, and the environment*

1 Manage coordination and delivery of emergency services in response to natural and human-induced hazards by maintaining and periodically updating the City's *Emergency Response Plan* (2012).

2 Collaborate and coordinate with all levels of government, the RCMP, and other emergency service providers to plan, prepare, and respond to major emergencies, disaster events, and recovery efforts, as per the Kamloops Emergency Program.

3 Enhance public safety and mitigate risk from wildfire to property and community infrastructure, as per the recommendations within the City's *Community Wildfire Protection Plan*.

D-9

This section links to the following Community Values:

- *invest in arts, culture, sports, and recreation*
- *develop complete neighbourhoods*
- *improve transportation and connectivity*
- *promote economic resiliency*

Economic Development

A thriving economy is fundamental to the well-being of the city's residents. It is essential for stimulating new growth, attracting business investment, and providing quality employment opportunities. Historically, Kamloops was a meeting place of people that facilitated trade in goods and services, knowledge, and culture. In the last half of the 20th century, industrial activities, such as forestry, agriculture, and mining, generated investment in the local and regional economy, while growth was experienced in the transportation and construction sectors. Over the same period, Kamloops became a regional centre for the public sector areas of health care, education, and government. In recent years, tourism and manufacturing have become significant economic drivers, while technology-based companies have provided increasing benefits to the vitality of all industries. Serviced by two international rail companies and located within a four-hour drive of Canada's largest port, Kamloops is naturally sited to function as a core service centre for the interior of BC and for businesses looking to expand into western Canada and international markets.

To support continued economic growth, the City needs to maintain regional partnerships and collaborate with local economic development organizations, including Venture Kamloops (the economic arm of the City), Tourism Kamloops, the Chamber of Commerce, and the respective local area business improvement associations. This section identifies policies that will help build on existing capacity to support a sustainable and vibrant economy in Kamloops.

Community Economic Development

***GOAL:** Support a thriving local economy that generates business opportunities and fosters entrepreneurism*

1 Continue to implement the North Shore and City Centre revitalization tax exemption programs and explore opportunities to use other funding mechanisms (e.g. *tax increment financing*) to support growth and *infill* development within the Core Sector.

2 Continue to support the work of the local area business improvement associations and the Chamber of Commerce to revitalize commercial areas, retain and enhance existing businesses, and attract new businesses to the city.

3 Identify opportunities to support and leverage business clusters that result in economic benefits within the community including business specialization, shared knowledge, development of social capital, and increased innovation.

Investment-friendly Business Climate

***GOAL**: Provide a favourable environment and support local economic development initiatives to retain, expand, and attract business investment in the community*

1 Support efforts by Venture Kamloops to promote the City as an attractive destination for new business investment, with a focus on attracting sustainable growth in strategic sectors that can support a skilled local workforce.

2 Support retention and growth of existing businesses by working with Venture Kamloops, business owners, and stakeholders to develop strategies that help businesses to remain competitive, stay in the community, thrive, and expand.

3 Foster a supportive municipal regulatory environment that maximizes efficiencies in the City's permitting and licensing processes, simplifies steps for applicants, and reduces wait times.

Strategic Partnerships

***GOAL**: Strengthen strategic partnerships for the mutual economic benefit of the region.*

1 Work collaboratively with the TNRD, the Chamber of Commerce, Community Futures Thompson Country, Tourism Kamloops, TRU, the Kamloops Airport Authority, local area business improvement associations, and local businesses to promote and establish the city as a premier location for business and tourism, leading to a more diversified and healthy economy.

2 Continue to foster a strong, co-operative relationship with Tk'emlúps te Secwépemc to address matters of mutual concern including, but not limited to, economic development. The City supports Tk'emlúps te Secwépemc in its endeavour to become economically self-sufficient.

3 Explore opportunities to collect and share business and economic data that can be used as a tool to enhance local understanding of key trends and indicators and better inform policy and investment decisions.

Tourism

***GOAL**: Support tourism opportunities that increase community vibrancy and contribute to a thriving economy*

1 Support Tourism Kamloops in its endeavour to develop a local brand, a marketable community identity, and tourism opportunities that attract a global audience.

2 Promote Kamloops through initiatives such as the *Tournament Capital Program* and those that highlight the region's First Nations culture, ethnic diversity, *heritage resources*, and the arts.

3 Encourage *mixed-use* and *multi-family residential* development, cultural facilities, and tourist accommodation in the City Centre to increase vibrancy and to support amenities, events, and activities for residents and visitors.

D-10

This section links to the following Community Values:

- *invest in arts, culture, sport, and recreation*
- *support local and regional food systems*
- *build regional partnerships*
- *support the availability of diverse housing options*
- *improve transportation and connectivity*

Community Well-being

The City fosters a culture of health and well-being in the community through investment in arts, culture, sport, recreation, and social development. The City offers a wide array of programs and services for people of all ages and abilities, including initiatives such as the Strategic Health Alliance, which provides clinician-supported exercises for individuals living with chronic conditions in partnership with the regional health authority, and the Affordable Recreation for Community Health (ARCH) program, which provides recreation subsidies for low-income individuals and families. Participation in civic life is encouraged through community development work with neighbourhood associations; public participation on Council committees; and opportunities for engagement in the development of municipal plans, budgets, and major projects.

Through the implementation of the *Social Plan* (2009), the City has been able to encourage multi-sector partnerships to address issues related to *affordable housing*, homelessness, *food security*, and mental health and addictions, with a focus on specific demographic groups including children and youth, seniors, off- and on-reserve Aboriginal communities, and persons with disabilities. Policies in the City's *Agriculture Area Plan* (2013) and *Food and Urban Agriculture Plan* (2015) provide direction to enhance the sustainability of the local agriculture sector and the local *food system*.

In partnership with the regional health authority, the City will provide the necessary services, infrastructure, and programs to support community health and wellness. The policies in this section support a socially equitable, accessible and *inclusive* community, with improved quality of life and well-being for all residents.

Social Planning

***GOAL**: Support the development of partnerships, policies, and programs that strengthen and enhance the well-being of local residents*

1 Encourage and pursue multi-sector partnerships with the regional health authority, the local school district, Aboriginal peoples, social service agencies, and community associations to support community well-being by addressing the *social determinants of health*.

2 Continue to help promote and support social programs and initiatives based on evolving needs that build capacity within the community, as per the policies and actions within the City's *Social Plan*.

3 Partner with the local school district to ensure closed school sites remain available to support community needs. *Multi-Family residential* housing; community services; educational institutions; and recreational, cultural, or heritage facilities may be considered appropriate uses for former school facilities.

Accessibility and Social Inclusion

***GOAL**: Ensure that amenities, services, and recreational opportunities are available and accessible to all residents*

1 Encourage social interaction between all residents through the design, provision, and programming of public spaces and civic facilities.

2 Ensure that key community amenities and services continue to be located within the *mixed-use centres* as identified on Map 1, Land Use, and are accessible to all residents through public transit and *active transportation* routes.

3 Incorporate *universal design* principles when constructing or making improvements to existing streets, parks, and civic facilities.

4 Provide opportunities for seniors to stay socially connected and active through access to recreation facilities and programs that support active aging and by promoting services that facilitate aging in place.

5 Continue to work with community associations and residents to enhance neighbourhood *sense of place* through the neighbourhood planning process and by collaborating with residents on neighbourhood improvement initiatives.

Food Security

***GOAL**: Support local agriculture and strengthen the local food system to increase access to nutritious food for all residents*

1 Preserve, enhance, and promote local agriculture through land use planning and policies, collaborating with regional partners and senior levels of government, and pursuing relevant funding opportunities, as per the policies and actions within the City's *Agriculture Area Plan* (2013).

2 Support a sustainable local *food system* in urban and suburban areas through implementation of the City's *Food and Urban Agriculture Plan* (2015) as follows:

2-1 Review zoning and other relevant regulations and use existing land and infrastructure, where appropriate, to increase local food access and production

2-2 Encourage the use of urban agriculture as a means of place-making and revitalizing vacant and underutilized lots, remediated brownfield sites, and key public spaces within or adjacent to *mixed-use centres* and *neighbourhood centres*

2-3 Use school facilities and City parks, where appropriate, as educational sites for urban agriculture

2-4 Continue to support a farmers' market in the City Centre to strengthen the local agricultural presence in the city

3 Continue to support community food action programs, including, but not limited to, *community gardens*, gleaning, community kitchens, and public produce, in partnership with local agencies.

4 Encourage and establish *community gardens* or edible landscapes where viable and appropriate in parks; rights-of-way; boulevards; around civic facilities; and in multi-family, commercial, and *mixed-use* developments.

Public Engagement

***GOAL:** Provide opportunities for all residents to participate in civic affairs*

1 Foster community participation by providing public engagement opportunities during the planning process for municipal plans and strategies and for major capital projects.

2 Evaluate engagement activities for effectiveness and adjust as necessary to encourage meaningful participation and obtain valuable contributions from the public.

3 Encourage developers, businesses, and other community organizations to communicate early and often with the public on proposed developments and land use changes.

Section E

Implementation

KAMPLAN, the Official Community Plan (OCP) for the City of Kamloops, provides a growth plan, goals, and policies to guide decisions on planning and land use management within the City's jurisdiction. The OCP addresses core aspects of community planning, including:

- future growth and development
- coordination of land use, future growth patterns, and infrastructure
- building and landscape design guidelines
- anticipated housing needs and proposed densities
- provision of municipal services, parks, and public facilities
- reduction of GHG emissions
- protection of *environmentally sensitive area*s

The OCP provides a strategy for land use planning and future growth over the next 22 years to an estimated population of 120,000. Implementing the goals and policies in the OCP will help achieve a vision of Kamloops as a more sustainable, healthy, vibrant, and thriving community.

IMPLEMENTATION PLAN

The OCP will be implemented in coordination with all City departments. Implementation will require a combined corporate, community, and private sector effort to achieve the OCP's goals. In accordance with the *Local Government Act*, Council will not adopt bylaws or authorize works to be undertaken unless those bylaws and works are consistent with the OCP. Council will be guided by the OCP in all of its decisions, and City staff members are directed to consider the OCP in all of their work.

The *Zoning Bylaw* is one of the primary tools used to implement the OCP. Some amendments to the *Zoning Bylaw* will be necessary to bring it into conformity with OCP policies regarding land use, density, building height, and form and character. Such amendments will be considered as part of the *Zoning Bylaw* review and update process during the implementation of the OCP.

Community and stakeholder involvement in neighbourhood planning exercises will be encouraged as the OCP is implemented. This involvement will be supported by the City's public engagement process in accordance with the guiding principles in the *Public Engagement Handbook*.

The implementation plan will:

- identify short-, medium-, and long-term actions required to implement the OCP
- identify City departmental and external agency responsibilities regarding primary and supporting roles for each action item
- include a timeline to complete action items
- contain measurements of success to quantify progress

MONITORING AND EVALUATION

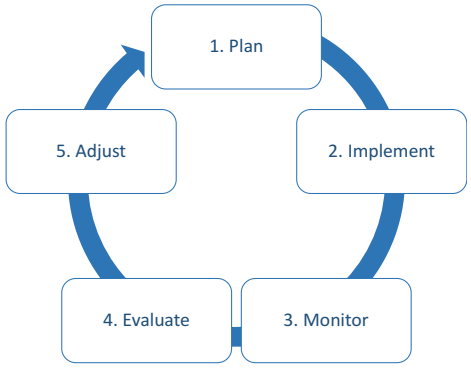
Monitoring and evaluation by staff will occur annually to assess how well the City is doing in achieving the OCP's goals. Monitoring can show which areas of the OCP are being addressed and performing well and which areas require further attention. Evaluation will consist of reviewing whether current goals and policies remain valid in light of ongoing learning and unanticipated changes in the community. The City will adopt an adaptive management framework for this process, as shown in Figure E1, which will consist of:

- designing an implementation plan with actions and timelines for completion
- implementing the actions within the plan
- monitoring outcomes by establishing targets and measurable indicators and using reliable and relevant data sources to track progress
- evaluating and reporting on indicators and progress towards targets and trends annually
- adjusting and amending City plans, policies, and operations where necessary to achieve success

SUBSIDIARY PLANS

The City develops and periodically updates subsidiary plans, policies, and guidelines, some of which complement and overlap with the OCP. Existing subsidiary plans include, but are not limited to, neighbourhood and local area plans, master plans, and strategies.

Figure E1: Adaptive Management Framework



In addition to the OCP, City planning, operations, and decision-making will continue to be informed by these subsidiary plans, policies, and guidelines; however, they are not part of the OCP and are not intended to be given the same legal effect as the OCP.

The City may also review and update the *Zoning Bylaw* and other bylaws to ensure consistency with the OCP.

During the development of new neighbourhood plans, or the revision of existing plans, the following factors will be addressed:

- how the neighbourhood plan is contributing to the achievement of the goals and policies of the OCP
- how the neighbourhood plan intends to achieve the OCP's growth plan, housing objectives, and density targets
- how the neighbourhood plan supports a shift to walking, bicycling, and transit through land use and urban design considerations
- the location of various land uses and a servicing plan for infrastructure and transportation improvements (including *active transportation*)
- social, economic, environmental, and cultural issues as required
- an engagement strategy to obtain input from residents in the development of the plan
- other requirements deemed appropriate by the City

DEVELOPMENT ALIGNMENT

All development applications submitted to the City will be assessed for consistency with the OCP, as well as any relevant subsidiary plans, policies, and guidelines. Project proponents must consider the complete plan and its overall goals and demonstrate how their proposals are consistent with the vision and intent of the OCP.

DEVELOPMENT PERMIT AREAS

Development Permits are required for areas designated in the OCP and identified in Section F. *Development Permit Area* Guidelines are governed by a set of development policies and guidelines pertaining to specific areas in the OCP. In general, for properties located within a *Development Permit Area* (DPA), a Development Permit must be obtained prior to applying for a Building Permit, subdividing land, or engaging in land-altering activities. A DPA helps guide property owners and assists the City in addressing particular types of development, including *intensive residential* (e.g. small lots and garden and *carriage suites*), multi-family (residential and *mixed-use*), commercial, and industrial. DPA guidelines also help protect environmentally sensitive and critical habitat areas while restricting development in areas with hazardous conditions such as steep slopes and *silt bluffs*.

DEVELOPMENT COST CHARGES

Development Cost Charges (*DCCs*) are one-time charges that municipalities can levy on most new subdivisions and buildings at the time of approval. *DCCs* shift the financial responsibility from the taxpayers to the developers for providing capital costs for off-site infrastructure resulting from new growth, including sanitary sewer, water, storm drainage, roads, and parkland. As such, *DCCs* are a useful tool for implementing new infrastructure to support growth.

The City will periodically review and update its *Development Cost Charges Bylaw* and capital budget approach to align more closely with full-cost and life cycle accounting of various types of growth in different locations with the intention of addressing costs, achieving better return on investment, and supporting sustainable development as outlined in the OCP.

DENSITY BONUSING PROGRAM

Density bonuses offer developers the opportunity to create a level of density that surpasses the allowable floor area ratio (FAR) permitted in the *Zoning Bylaw* in exchange for community amenities such as parks or *affordable housing*. This means that a developer can build to a higher density if an amenity contribution is provided to the municipality. The density bonus sets out the type and value of amenities expected in return for the bonus density. Typically, density bonuses are used in designated zones where higher density is desired. Landowners and developers of sites with density bonus zoning have the choice to make no amenity contribution and develop at the base density or make the required contribution and develop at the higher bonus density. As part of the OCP's implementation plan, the City will explore a density bonusing program that includes the type of public benefits that qualify for a density bonus, defines areas of the city where the bonus applies, and provides a formula explaining how bonuses are calculated.

BUDGET

A key component of implementing the OCP is ensuring consistency with the City's *Five-year Financial Plan*. Proposed operational and capital expenditures that help achieve the OCP's goals and policies will be reviewed each year as part of the City's annual budget process.

OCP AMENDMENTS

There may be certain situations where there is a need for a site- or policy-specific OCP amendment such as the adoption of a local area, neighbourhood, or comprehensive development plan. Such amendments bring added provisions or clarifications for specific areas or topics but must not conflict with the OCP's vision and goals. When an owner-initiated OCP amendment is considered by Council, the following shall be considered as part of the decision:

- the impact of the proposed change on the achievement of the OCP's vision and goals
- the appropriateness of the proposed change
- compatibility with adjacent land uses

- proposed amenities that provide community benefits
- the degree to which the proposal enhances the natural environment or ecological systems of the site or surrounding area
- implications for municipal infrastructure, including roads, water, sanitary and storm sewer, parks, and public facilities

TEMPORARY USE PERMITS

Pursuant to Section 492 of the *Local Government Act*, the entire city is designated as an area where temporary uses may be allowed. A temporary use designation allows a use of land, on a temporary basis, that is not otherwise permitted in the *Zoning Bylaw*. Council may issue a Temporary Use Permit for a period up to three years, renewable only once, subject to the conditions below. Upon expiration of a Temporary Use Permit, the permitted uses revert to those outlined in the *Zoning Bylaw*.

Temporary uses granted through a Temporary Use Permit must:

- not be noxious or undesirable because of smoke, noise, vibration, dirt, glare, odour, radiation, electrical interference
- not be either a health hazard or health impediment within the meaning of the *Public Health Act*, as amended from time to time
- not have a negative impact on adjacent lands
- not create a significant increase in the level or demand for services
- not permanently alter the site upon which it is located
- be compatible with the property's land use designation

Before issuing a Temporary Use Permit, Council may specify further conditions to be binding on the holder of the permit.

Section F

Development Permit Area Guidelines

Introduction

Development Permit Areas (DPAs) are designated for the following purposes. Prior to alteration of land or construction of buildings and structures, an owner of property within a DPA shall apply to the City for a Development Permit.

46-6

Table F1: Local Government Act Section 488(1) Designation of Development Permit Areas

DEVELOPMENT PERMIT AREA	LGA SECTION 488 (1)	PURPOSE
Downtown	f	The establishment of objectives for the form and character of commercial, industrial, and multi-family residential development
North Shore	f	The establishment of objectives for the form and character of commercial, industrial, and multi-family residential development
Multi-Family Residential	f	The establishment of objectives for the form and character of multi-family residential development
Intensive Residential	e	The establishment of objectives for the form and character of intensive residential development
Commercial	d, f	The revitalization of an area in which commercial use is permitted and the establishment of objectives for the form and character of commercial development
Industrial	f	The establishment of objectives for the form and character of industrial development
Riparian Areas Regulation	a	The protection of the natural environment, its ecosystems, and biological diversity

Table F1: Local Government Act Section 488(1) Designation of Development Permit Areas (Continued)

DEVELOPMENT PERMIT AREA	LGA SECTION 488 (1)	PURPOSE
Silt Bluffs Hazard Zone	b	The protection of development from hazardous conditions
Thompson Rivers University	a, e, f	The protection of the natural environment, its ecosystems and biological diversity; the establishment of objectives for the form and character of commercial, industrial, and multi-family; and the establishment of objectives for the form and character of intensive residential development
Orchards Walk	e	The establishment of objectives for the form and character of intensive residential development

While some *Development Permit Area*s (DPAs) apply city-wide, others are for specific areas and maps have been provided for reference. Where land is subject to more than one DPA designation, one Development Permit is required; however, the application will be subject to the requirements of all applicable DPAs and associated guidelines. Regarding development in the *floodplain*, a restrictive covenant may be required prohibiting habitable space below the 200-year *floodplain* elevation as a condition of subdivision or rezoning approval.

A Development Permit is required prior to the commencement of the following activities:

- subdivision of land in Riparian Areas Regulation and Silt Bluffs Hazard Zone DPAs
- construction of, addition to, or alteration of a building or other structure in all DPAs
- alteration of land or removal, alteration, disruption, or destruction of vegetation or disturbance of soils in Riparian Areas Regulation and Silt Bluffs Hazard Zone DPAs

Zoning Bylaw variances may be considered through issuance of a Development Permit:

- if they do not affect use or density
- if the variance complies with the intent of the DPA Guidelines
- if the variance enhances the proposed development
- if the variance is necessary to avoid a physical constraint
- if the variance does not adversely impact adjacent land

In accordance with *Bylaw No. 5-1-2277*, delegated authority to issue a Development Permit can fall to the Development, Engineering, and Sustainability Department for applications with a construction value of $250,000 or less, multi-family development of eight units or less, where variances to zoning regulations are not requested, where Development Permits only pertain to site planning or landscaping, and/or where existing Development Permits are being amended. Any Development Permit applications that fall outside of these parameters will require the approval of City Council.

LANGUAGE OF THE GUIDELINES

The specific level of requirement associated with individual guidelines is determined by the following words:

"The City" is used to describe The City of Kamloops as a local government, or corporation, whereas, "the city" and "Kamloops" are used to describe the physical area of the municipality.

"Shall", "must", "will" and/or the use of the adjective "required" means that the definition and/or guideline is required.

"Shall not", "must not", "will not" and/or the use of the adjective "prohibited" means that the definition and/or guideline is prohibited.

"Should" and/or the use of the adjectives "recommended" and/or "encouraged" reflects a strong positive preference for the guideline. In particular circumstances, there may exist valid reasons to not apply a particular guideline, but any approval will require demonstration that an alternative solution is consistent with the overall intent of the guideline and be approved by designated City administration.

"Should not" and/or the use of the adjectives "not recommended" and/or "discouraged" reflects a strong negative preference of the guideline. In particular circumstances, there may exist valid reasons to apply an alternate solution; however, it must be demonstrated that the alternative meets the overall intent of the guideline and be approved by designated City administration.

"May" and/or use of the term "optional" means that the guideline is discretionary.

*Development Permit Area*s (DPAs) are designated for the following purposes. Prior to alteration of land or construction of buildings and structures, an owner of property within a DPA shall apply to the City for a Development Permit.

Downtown Development Permit Area

PURPOSE

The purpose of the Downtown Development Permit Area (DPA) is to establish objectives and provide guidelines for the form and character of development in Downtown Kamloops. These guidelines ensure that all development within Downtown advances the vision articulated within the Downtown Plan.

Development Permit applications shall detail pedestrian and vehicular access and circulation, landscaping, building elevations, site layout, and street enhancements. Submissions should show adjacent sites (including opposite street fronts) and must show design details within the adjacent *public realm* (e.g. street frontage), including *transition*, *pedestrian clear*, and *furnishing* zones, as described in Section 5: Streetscapes. Site plans should also include an *accessibility* overlay, that identifies *accessible* pathways, parking, entrances, and other features.

AREA

The Downtown Development Permit Area applies to the Downtown Core, Waterfront District, East and West Entry Corridors, and Columbia Precinct, as shown in Figure F1. Largely form-based, the Downtown DPA Guidelines should be used in conjunction with the City's use-specific *Development Permit Area* guidelines, depending on the Development Permit Application's proposed uses.

EXEMPTIONS

Applications for the following shall not be required to apply for Development Permits:

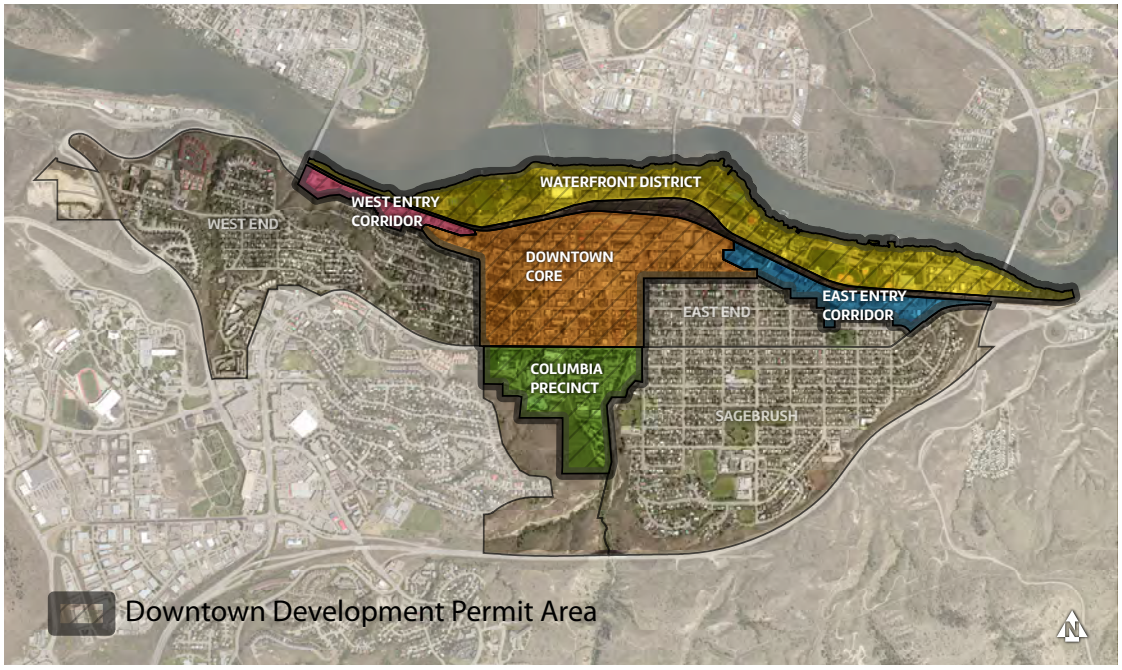
- internal renovations
- external renovations that do not require a Building Permit and do not affect the form and character of the building or site (to be determined by the Development, Engineering, and Sustainability Department)
- single- or two-family dwellings

OBJECTIVES

The objectives of the Downtown DPA Guidelines are to:

- align development with the vision of the Downtown Plan
- integrate new development into neighbourhoods in a manner that reduces environmental impact
- maintain and enhance desirable characteristics found in existing neighbourhoods
- encourage healthy lifestyles and sustainable local growth through well-designed, durable buildings, landscapes, and public spaces
- animate the *public realm* to enrich the *sense of place*
- accommodate *active transportation* modes and transit usage
- ensure that new development is compatible with the form and character of existing development and mitigate potential impacts on adjacent uses
- support sustainable water and energy management through site and landscape design

Figure F1: Downtown Development Permit Area Map



DOWNTOWN PLAN VISION & PRINCIPLES

VIBRANT. Downtown is lively and eclectic with a thriving arts and entertainment district that celebrates and supports local businesses, restaurants, and cultural events and attracts residents and visitors of all lifestyles, ages, and abilities.

- Compact Mix of Land Uses:
  A place where people can live, work, and play
- Focused Commercial Activity:
  A destination for shopping, dining, and employment
- Housing Diversity:
  Homes for people of all walks and stages of life

CONNECTED. With its network of green streets, public gathering places, and *active transportation* corridors, Downtown offers a walkable, bikeable, and *accessible public realm* that promotes sustainable and healthy living and conveniently links residents with surrounding neighbourhoods.

- Pedestrian First:
  A walkable community heart that is accessible, safe, convenient, and active
- Neighbourhood Connectivity:
  Key amenities and experiences are connected
- Public Gathering Spaces:
  Places for markets, festivals, sitting, and socializing

WELCOMING. *Accessible*, safe, attractive, and affordable, Downtown provides a diversity of housing types and public amenities that foster social interaction, inclusivity, and an enduring sense of community.

- Attractive Surroundings:
  Full of greenery, public art, heritage, and character
- Make Downtown Memorable:
  Downtown's unique character, culture, arts, food, and events are highlighted as key attractions for residents and tourists

'LETTER OF INTENT' OUTLINE

The following list of key questions provides an outline to guide applicants in writing their letter of intent as part of the Development Permit application. Applicants must demonstrate how their project addresses each of the following questions with specific reference to site plans, sections, renderings, and other materials included with the application package. Each section of these guidelines (e.g. Site Planning, Building Design) begins with an example of the language that may be used to describe applications and how they address the guidelines.

A VIBRANT DOWNTOWN

How does the proposal effectively integrate complimentary uses within Downtown (e.g. through the use of sensitive and/or interesting transitions in building form and character)?

Refer to guidelines: (1) d.iv, d.v, e.i, g.iii, h; (3) a.ii, a.iv; (4) b.v

How does the proposal effectively utilize building (modulation, articulation) and/or landscape design (variety, texture) to enhance and/or create visual interest on the street?

Refer to guidelines: (2) c, d, i, j; (3) b, e; (4) e

How does the proposal incorporate principles of *universal design*?

Refer to guidelines: (1) e.i, h; (2) a.iv, l.ii; (3) a.ii

A CONNECTED DOWNTOWN

How does the proposal contribute to improved pedestrian safety, *accessibility*, comfort, and enjoyment?

Refer to guidelines: (1) b, d, e, g, i; (2) a-e, g, i, j, l; (3) b, d, e; (4) a-e, g; (5)

How does the proposal enhance neighbourhood connectivity?

Refer to guidelines: (1) b.ii; (5) b

How does the proposal incorporate places to gather, socialize, or sit?

Refer to guidelines: (1) e; (5) c, d

A WELCOMING DOWNTOWN

How does the proposal celebrate Downtown (e.g. art and/or interpretive signage)?

Refer to guidelines: (1) i; (4) b, e, f

How does the proposal contribute to Kamloops' sense of identity (e.g. heritage preservation, artistic space, and/or cultural interpretation)?

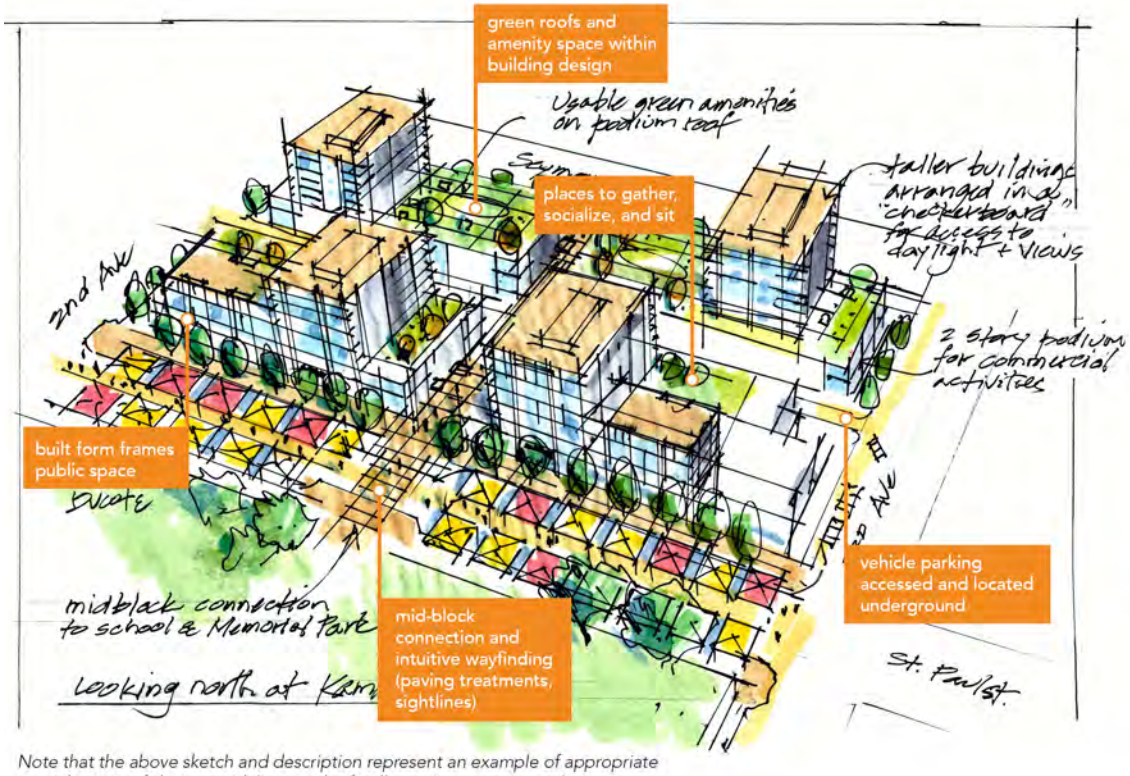
Refer to guidelines: (1) a, i; (4) b, e

How does the proposal include *greenspace* that is appropriate for Kamloops' climate and character?

Refer to guidelines: (1) c; (3) b-e; (5) e

GUIDELINES

1. SITE PLANNING



Note that the above sketch and description represent an example of appropriate consideration of design guidelines and is for illustration purposes only.

Part of the Whole

These guidelines prescribe attention to context, such as neighbouring buildings and site conditions, to help achieve the vision for Downtown.

a. **Be a building block for a cohesive Downtown**

i. Site design must account for the relationship to existing opportunities and constraints within the surrounding context and **demonstrate (through annotation of site plans and elevations) that the improvements are thoughtfully integrated** with its context and neighbours.

ii. **Site design must demonstrate integration of architecture and landscape architecture** - utilize a landscape architect's expertise in integrating vegetation and green infrastructure within site designs.

iii. **Site design should identify, reflect and enhance unique site attributes** (e.g. irregularly shaped lot, notable landscape features) where they exist.

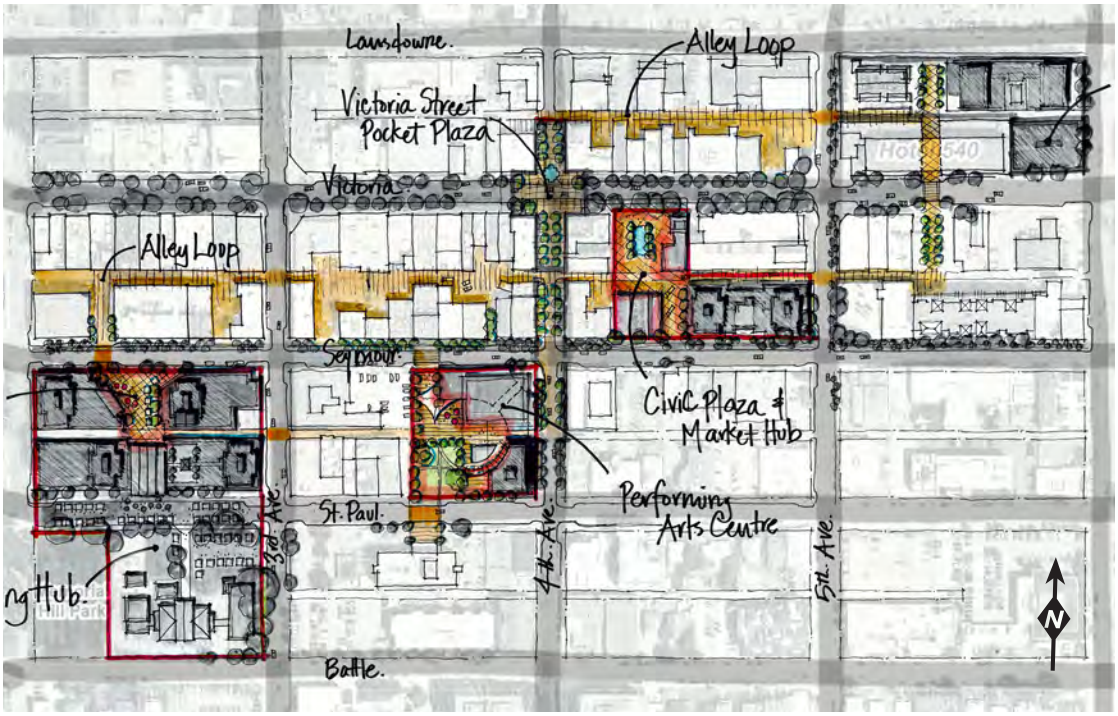
b. **Refine, repair, and/or enhance Downtown's urban fabric**

i. **Site designs should contribute to a finer-grained network of pedestrian pathways** that allow people to safely navigate a site and connect to public streets/lanes and nearby amenities (e.g. businesses, transit exchanges, bicycle routes, parks, and recreation facilities). This is of particular importance for consolidated sites that may require large buildings to be broken up into smaller ones to allow for pedestrian permeability. **Locating pathways and crosswalks mid-block or along desire lines (connecting key destinations) is strongly encouraged.** An example would be to build crosswalks across streets completing the "Alley Loop" identified in the Downtown Plan.

ii. **Design sites to promote intuitive *wayfinding*** through pathways, sightlines, and signage. Provide direct access and clear sightlines to bus stops and shelters. Art and ornamental features (e.g. fountains and sculptures) are also encouraged to contribute to pedestrian *wayfinding* and enjoyment.

iii. **Where large/consolidated sites contribute public and semi-public amenity space** at ground level, it should be easily accessed from adjoining streets and visible from the *public realm*/sidewalk wherever possible to promote intuitive *wayfinding*. Examples of outdoor amenity areas include landscaped and trellised seating areas, plazas, playgrounds and/or gardens (e.g. ornamental and/or community).

Figure F2: Concept Plan from the Downtown Design Charrette showing the "Alley Loop" (highlighted in colour)—mid-block crosswalks and large sites with plaza spaces increase mid-block pedestrian permeability and expand the public realm



c. **Demonstrate awareness of semi-arid landscape and natural systems context**

i. **On-site stormwater management should be incorporated** in landscape design (e.g. bioswales and rain gardens). It is encouraged to make these landscapes visually interesting and a visible feature of the design.

ii. **Designs on sloping sites should work with natural topography.** Step buildings along the length of a sloping site (10% or greater) to integrate the building into the slope.

iii. **Where necessary, retaining walls with an exposed face of 3 m or greater in height should include terracing and/or articulation.** Terraces should be designed to accommodate landscape areas that soften the wall's appearance and should be *accessible* for maintenance. Where walls exceed 1.5 m in height, landscape features, such as trees, shrubs, or vines, should be provided adjacent to the wall. Lock-block retaining walls are not supported.

Designs on sloping sites reflect natural topography

Framing Public Space

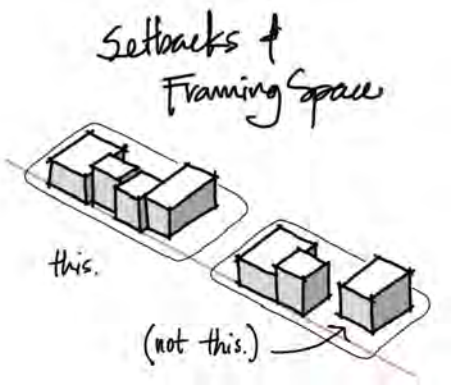
Improvements should actively contribute to public life. In downtowns this happens in the way buildings address the *public realm* to either frame it or expand it. The following guidelines outline the role development proposals should play in shaping Downtown's public "rooms" of streets and plazas.

d. **Use built form and landscape to frame public and semi-public spaces**

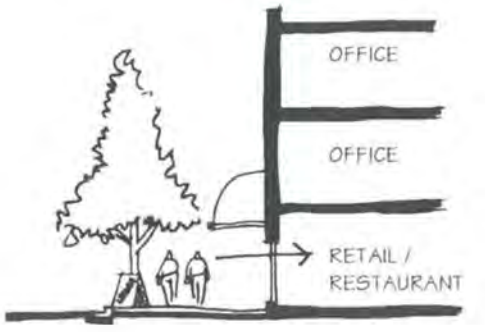
i. **The siting of new buildings should define the street wall by fronting directly onto the street or be set back to allow for plaza space** (not parking) and indoor/outdoor function of the building as an extension of an activated *public realm*. In cases where a building cannot provide that definition, street edge continuity should be achieved through landscape elements such as trees, fencing, or hedging.

ii. **The base of a building should be substantially broken up at least every 45 m** to vary the spatial experience for pedestrians.

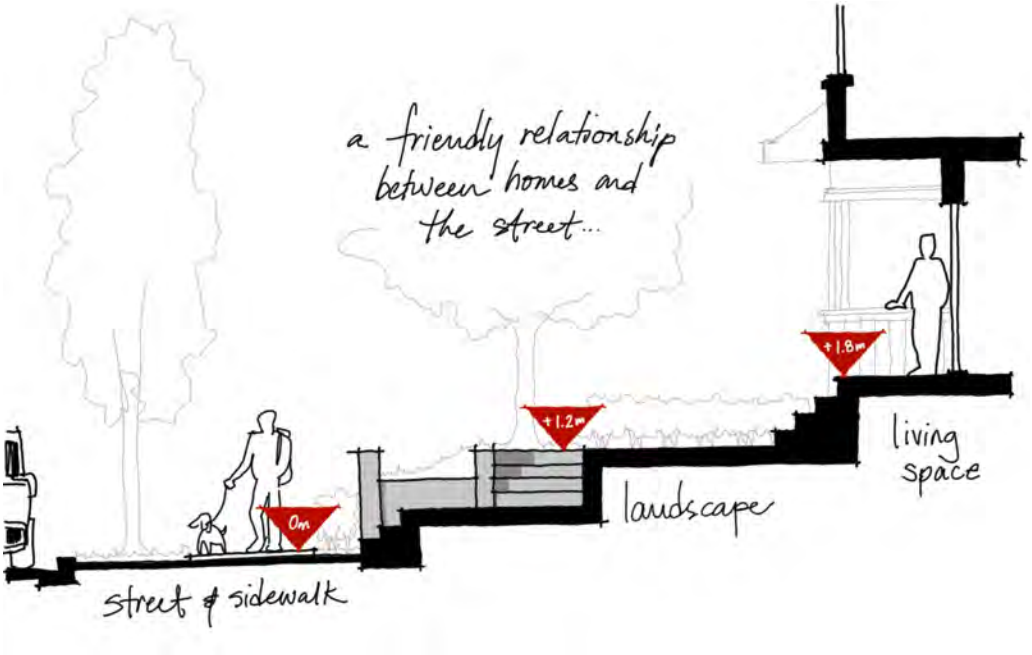
iii. **Orient buildings to primary frontages.** The building design and use should acknowledge the use of the primary frontage to enhance street character
(e.g. ground-level retail; ground-level access; and the use of different textures, scale, or materials on ground level).



Buildings define the street wall by fronting directly onto the street and should be broken up at least every 45 m.



Direct views and access to ground-level commercial storefronts



A friendly relationship between homes and the street

iv. **Design building frontages to reflect their uses.** In a commercial setting with ground-level commercial retail units (CRUs), this means providing lively pedestrian environments (e.g. with outdoor furnishings). In a residential setting with ground-level residential units, this means using layering of elements, including, but not limited to, street-facing stairs, porches, patios, and landscape elements (plantings, pathways, screen walls, etc.) to transition between the public and private realm.

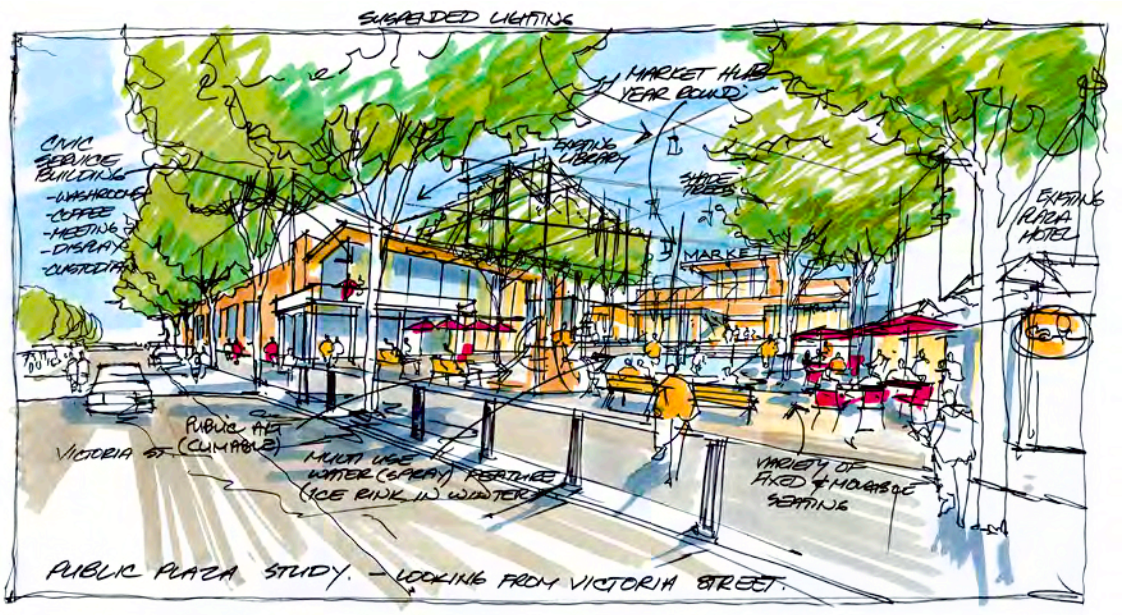
v. **Support safety through the concept of "eyes on the street"** by ensuring residential units, offices, and other upper floor uses overlook public and semi-private spaces and connections such as sidewalks, walkways, plazas, gardens, parkland, and strata roads to provide views and surveillance of activity areas.

A Place of Belonging

Safe, comfortable, *accessible*, and enjoyable pedestrian environments should be prioritized.

e. **Create pedestrian-friendly environments**

i. **Places to gather, socialize, and sit are strongly encouraged.** Integrate usable, well-framed public and private open spaces, including squares, plazas, and roof-top gardens. Public and semi-public spaces should be centrally located, adjacent to sidewalks and active uses (cafés, shops, small businesses, etc.) in highly visible areas, and *accessible* without vehicular traffic interference. They should be oriented to receive sunlight, with trees and landscape to provide weather protection.



A well-framed public plaza adjacent to a sidewalk, café, and market

ii. In some cases, public streets become an extension of private commercial spaces. In others, private plazas extend from the sidewalk for public use. **Define and transition private and semi-private spaces** with elements such as patios, paving treatments, grade changes, and vegetation to transition spaces as appropriate.

iii. **Provide benches, shelters, and other amenities near main entrances.**

iv. The Victoria Street and Seymour Street pedestrian realms are of priority importance within Downtown. *Redevelopment* along the south side of these streets should **utilize architectural strategies (e.g. setbacks/stepbacks) to avoid shadow impacts on the north sidewalk**.

f. **Accommodate cyclists**

i. **Short-term bicycle parking** should be located near building entrances in highly visible locations, preferably covered.

ii. **Long-term bicycle parking** shall be secured and weather-protected (e.g. in a locked room or secondary shelter/building) and located near building entrances and lobbies at ground level or underground.

g. **Minimize car- and parking-related impacts to the *public realm***

i. **Vehicular access and off-street vehicle parking should be accessed from the alley.** Vehicle parking lots and parkades located in front of buildings (adjacent to the primary street) or facing an intersection are not permitted. Where driveways must cross sidewalks, sidewalks should be continuous and level through the conflict zone. Where appropriate, it is encouraged that safety and/or traffic-calming measures be installed to ensure cars slow down and respect pedestrian priority.

Surface vehicle parking for commercial uses and residential visitors is located at the back of the building and accessed from the alley

ii. **The majority of required off-street parking should be provided underground.**

iii. **Underground parking should not exceed the level of natural grade.** Where underground parking must be partially above grade, this may only happen along rear and secondary frontages. Limit it to 1 m above grade and use attractive, high-quality materials on the exposed structure and/or screen with landscape.

iv. **Where above-ground structured parking is required, wrap primary frontages with active uses** (e.g. CRUs) and explore opportunities to screen upper floors/blank parkade walls.

Structured parking is screened by public art (work by Bill Frymire)

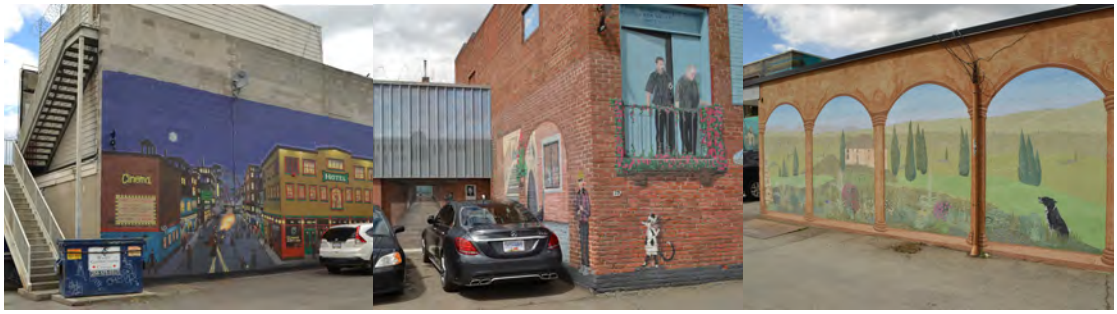
h. **Design universally *accessible* places**

i. **Universally *accessible* pedestrian walkways to primary building entrances must be provided from public sidewalks, parking areas, garbage and storage areas.** Fulfilling *accessibility* requirements through secondary entrances and pathways is discouraged. Pathways should be a minimum of 1.5 m wide.

ii. **Site design must consider safe and convenient access for people with diverse mobility needs** by minimizing curb cuts, grading sites to achieve gentle inclines, and providing tactile *wayfinding* surfaces. Where grade changes are unavoidable, provide ramps and steps with railings.

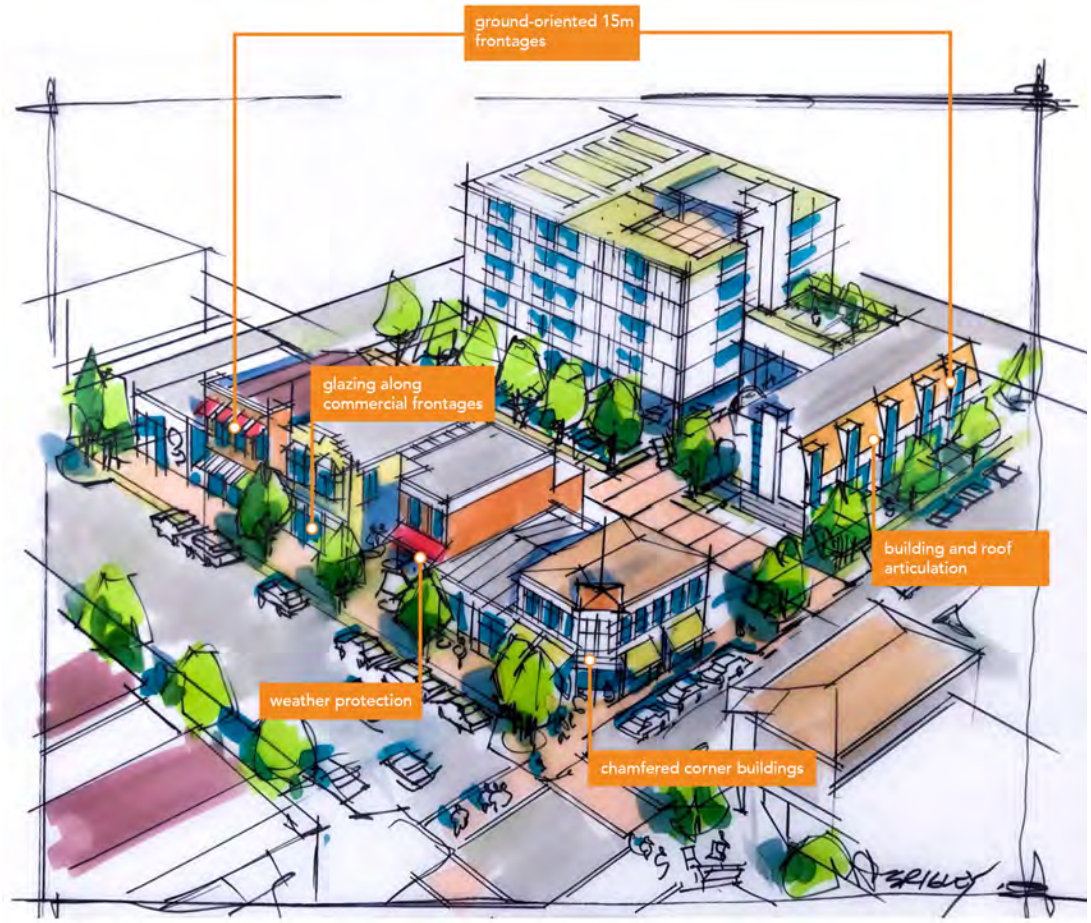
i. **Use art and interpretation to reinforce Downtown's identity**

   i. Public art and interpretive signage provide opportunities to celebrate public space and create a *sense of place*. **Public art and interpretive signage are encouraged in public and semi-public open spaces,** especially plazas.



Improvements adjacent to the "Alley Loop" are encouraged to paint alley-facing walls of buildings with murals, contributing to the already flourishing 'mural-scape'. Murals are encouraged to enliven and visually expand the alley's space.

2. BUILDING DESIGN



Note that the above sketch and description represent an example of appropriate consideration of design guidelines and is for illustration purposes only.

Presenting a Friendly Face

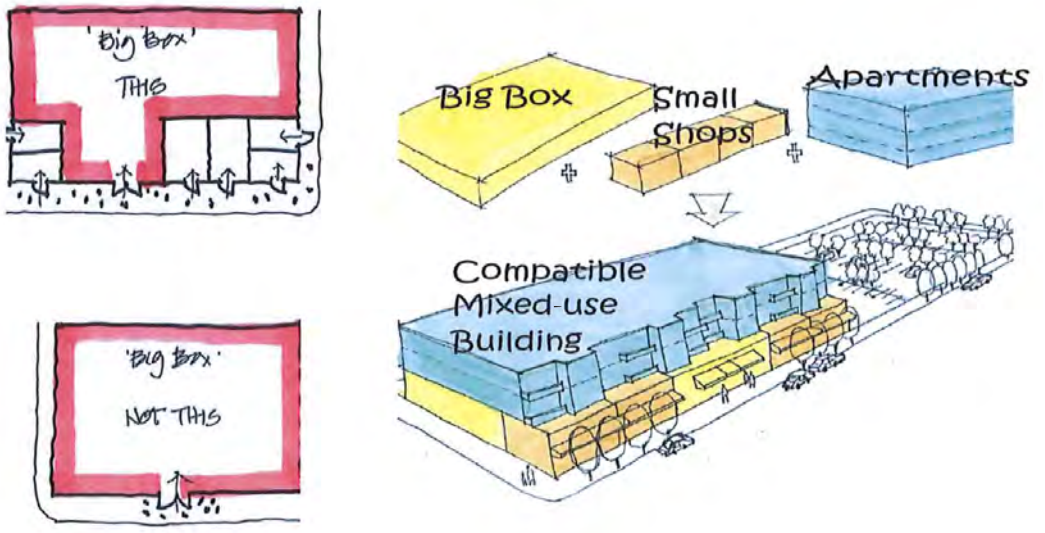
Not only do buildings frame public space, they also interact with it and its occupants. Building design can be welcoming and comforting. Rather than turning its back on the street, a building should present a "friendly face".

a. **Maximize street presence and ground orientation**

   i. **The lower floors of buildings should be designed with *ground-oriented* units** that are 15 m wide at most. At ground level, circulation should be externalized to create direct street access to all parts of the building (rather than a single entry) in order to maximize integration between street and building.

Buildings should have ground-oriented units on lower floors

   ii. **A larger retailer should articulate external units but may combine units internally.**



External unit articulation should be maintained for larger commercial buildings

   iii. **Visual connection to commercial store interiors must be maintained through at least 75% glazing** along the primary store frontage. Windows shall be transparent and clear of obstructions (e.g. posters, decorative decals).

   iv. **Orient primary building entrances to the sidewalk** on which the building fronts. Primary building entrances **must be universally *accessible*** and should be well-lit and visually prominent.

v. **Blank walls should not be placed along or easily viewed from pedestrian-oriented streets and arterial roads.** Blank walls visible from the road right-of-way should be treated with landscaping, architectural feature(s), and/or artwork so as to cover at least 50% of the blank wall surface.

b. **Frame intersections**

i. **Buildings on corner sites should front both streets**, with primary entrances on the chamfered (beveled) corner. If the building's corner is not chamfered, an entrance on each street should be provided.

ii. **Buildings with corner cuts should be carefully designed** to maintain through movement across corners, particularly where grade transitions need to be addressed.

iii. **If upper floors cover the corner cut, they should be cantilevered.** Ensure a minimum 4 m clearance (equivalent to an over-height storey) between ground and overhang/ cantilever. Where necessary, support beams should be sized appropriately and minimized so as to reduce visual and physical obstruction.

iv. **Pedestrian-oriented features should be incorporated at corners**, either as part of the building (e.g. balcony or canopy) or within the ground level public space. These may include windows and decorative details.

Buildings on corner sites provide unique urban design opportunities within Downtown

c. **Design human-scaled buildings for comfort and enjoyment**

i. **A minimum street wall** of 8 m (two storeys) should be maintained along pedestrian-oriented routes.

ii. **Buildings above three storeys may require stepbacks** to minimize shadowing impacts on priority *public realm* (e.g. Victoria and Seymour Streets).

iii. **Vary building massing with architectural features (e.g. balconies) or small stepbacks to create depth and shadow patterns** to avoid the appearance of large, homogeneous façades and to reduce apparent building mass.

iv. **Articulate building façades** (particularly primary façades) with architectural features, varied materials, and subtle horizontal recesses to create variety and interest along the street.

v. **Roof design should include articulation to provide visual interest.** A variety of roof forms (e.g. gabled, mansard, shed, etc.) are encouraged to create visual interest. Roof designs shall reflect an honest expression of interesting building design (e.g. as a result of building façade and/or volumetric articulation to break up large contiguous/continuous surfaces) and be well-proportioned. Ornamental/faux roof elements (e.g. "hats") are discouraged.

vi. **Roof designs on sloping sites** should reflect stepped building massing and follow the slope of the site.

Building massing creates depth and patterns

Fine-grained features create variety and interest

This

Not this

Building roofline reflects individual units

vii. **Green roofs are encouraged** where feasible.

viii. **Roof forms of tall and/or significant (e.g. cultural) buildings may be given special design consideration** to achieve positive recognition and landmark status.

ix. **Rooftop mechanical equipment should be screened from view** (i.e. through the design of rooflines and parapets). Screening enclosures should be of similar materials as the building.

Proposed Centre for the Arts design concept

d. **Material selection should emphasize durability and reflect an honest expression of building architecture**

i. **Durable building materials**, particularly along primary façades, should be selected for their quality and durability. They should weather well over time and contribute to an appearance of quality construction that evokes a sense of permanence. Products such as stone, brick, metal, textured concrete, and/or treated wood should be used on a building façade that faces a public street.

Materials emphasize durability

ii. **The use of multiple material types is encouraged** to provide visual interest and emphasize variety in built form (façade and/or volumetric articulation).

iii. **Materials selection and application** should be logical/integral to building and construction techniques. If stone or masonry brick façades are to be used, traditional placement of building materials should be considered (e.g. placing stone above large windows or voids would look out of place). Similarly, masonry brick or stone at a higher elevation (e.g. higher than the sixth floor) would also look unnatural.

iv. **Materials should wrap from front elevation to side elevation** to avoid the appearance of thin/veneer façade treatments.

v. **Special window and balcony treatments** (e.g. fritting and/or frosting) should be considered to mitigate bird collisions in the case of *tall building* designs.

e. **Colour selection should complement and reflect authenticity of selected materials**

i. **A building's colour palette** should complement the site context and natural setting. Earth tones and natural hues are preferred as the dominant building colour. The use of bright/contrasting colours should be generally limited to trim, architectural details, signage, and other minor building elements.

ii. **Colour selection should complement material selection** by emphasizing the authentic use of materials and their natural expression (e.g. stained and/or painted wood siding, natural stone, black iron, and corten steel).

iii. **Significant and/or bold architectural expressions** may depart from colour guidelines in unique sites/circumstances.

Nod to the Neighbours

Building design should address privacy, strengthen neighbourhood and street identity, and recognize the role of each building's façade design and ability to contribute to a larger pattern of building forms and open space that define the pedestrian experience.

f. **Respect privacy**

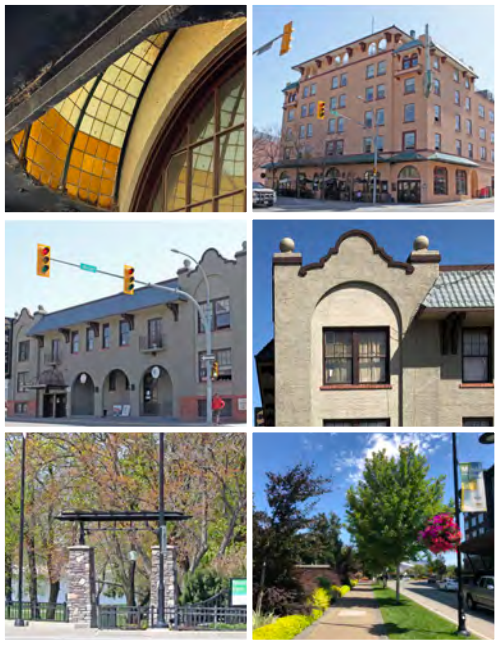
   i. **Offset window placements between buildings that face each other** in close proximity in order to maintain privacy in residential units.

g. **Reinforce and enhance neighbourhood character**

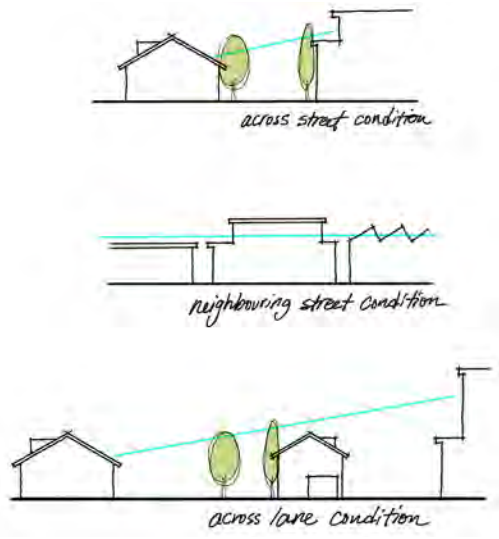
   i. **Designs should enhance the character of their neighbourhoods, as described in the Downtown Plan** (e.g. Waterfront District, Downtown Core).

   ii. **Reflect, complement, or enhance established neighbourhood forms and design features** that contribute to neighbourhood character, including roof forms and consistent window spacing. Complement or enhance the character of surrounding buildings with *heritage value*.

   iii. **Proposed buildings should relate to adjacent heights.** Where a building is introduced that is taller than its neighbours, it should incorporate complementary building forms and transitional building heights to bridge the height and scale of adjacent buildings, especially when next to lower-density residential uses. If this is not possible, design features that relate to the scale of adjacent buildings may be used (e.g. continuing a horizontal design feature, such as a cornice line, can help connect adjacent buildings).



Reflect, complement, or enhance established neighbourhood forms and design features



Transition building heights to harmonize with adjacent buildings

h. **Demonstrate clear transitions and distinctions between uses**

   i. **Separate and articulate distinct ground-floor entrances of different uses** through the use of signage, glazing, indoor-outdoor relationships and transitions, and over-height volumes.

The street level encourages pedestrian activity with prominent entry features and ground-oriented units

Mid-rise and Tall Buildings as Friendly Giants

Tall buildings can have a significant impact on the form and character of communities. A well-designed and thoughtfully detailed building can reinforce human scale, enhance pedestrian environments, and accommodate residential and/or commercial densities to support a vibrant Downtown.

i. **Create elegant forms**

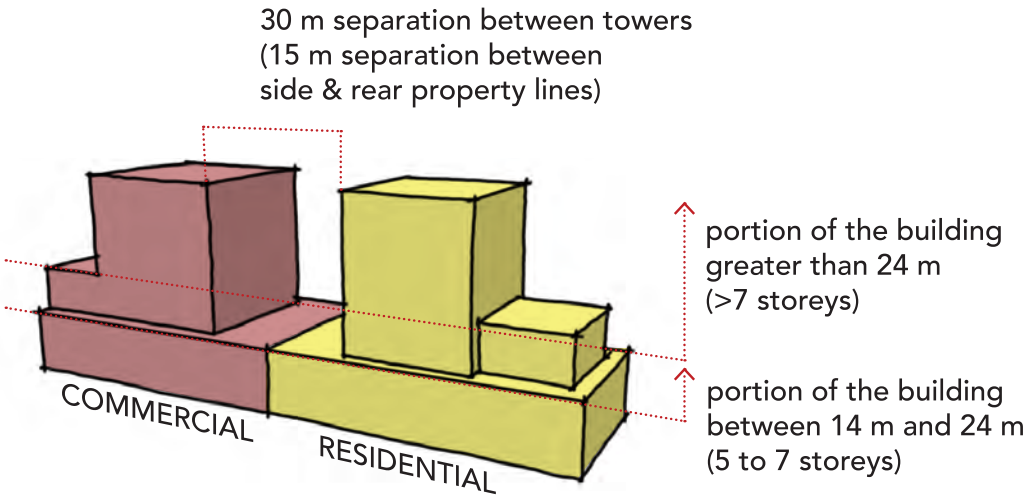
Impacts of *tall buildings* can be mitigated through building detailing at the pedestrian level, enhancing building entrances and entry features, limiting floor plate sizes, and striving for less bulky, more elegant vertical elements.

The design of lower floors (e.g. the building base) of *tall buildings*—beyond their impact on block scale and permeability—should accommodate design flexibility and encourage continuous street wall conditions at the pedestrian level (e.g. street interface).

   i. The following guidelines for **maximum floorplate sizes** are recommended (based on typical building/slab dimensions):

Table F2: Floor Plate Size Guidelines

HEIGHT	FLOOR PLATE SIZE GUIDELINE
Portion of building between 14 m and 24 m (5 to 7 storeys)	• Residential floors should not exceed 900 m^2 gross area (based on a typical ~20 m x 45 m dimension). • Commercial floors should not exceed 1,350 m^2 gross area (based on a typical ~30 m x 45 m dimension).
Portion of building greater than 24 m (> 7 storeys)	• Residential floors should not exceed 625 m^2 gross area (based on a typical ~25 m x 25 m dimension). • Commercial floors shall not exceed 900 m^2 gross area (based on a typical ~30 m x 30 m dimension).



Example of separation and floor plate guidelines for tall buildings

j. **Provide separation for livability and neighbourliness**

i. ***Tall buildings* should be oriented north-south** with a maximum of two *tall buildings* per block face to ensure privacy, access to sunlight, air flow, and views.

ii. **Separation between *tall building* towers** should be **15 m or greater from the side and rear** property lines. Separation distance between **towers on the same parcel should be 30 m or greater**.

iii. **Articulate façades of *mid-rise* and *tall buildings* at the two to three storey level** to create human scale building features and contribute to a comfortable pedestrian environment.

iv. **Clearly identify the primary building entrances of *tall buildings*** with feature elements including building and/or landscape design features (e.g. oversized entries, climate protection, building wall recesses, trellis structures, etc.).

v. **Proposed buildings taller than six storeys shall demonstrate** how the proposed building and site design:

- **protects and frames significant public views** to important landscape features (e.g. the river valley, prominent mountain peaks) seen from public spaces/streets through building siting and massing
- **minimizes shadowing** impacts and ensures sunshine reaches public spaces and streets (shadow study). Buildings should be designed to prevent overshadowing on parks and public open spaces and to minimize overshadowing on Victoria Street, Seymour Street, and, if possible, semi-private open spaces
- **complements or enhances the character of surrounding buildings**, particularly if surrounding buildings have *heritage value*
- **uses elements such as façade articulation and podiums/stepbacks** to achieve building designs that are scaled to people/pedestrians adjacent to the *public realm*, streets and semi-public spaces
- **reduces impact of wind** at ground level

Respond to Climate and Context

Deeper façades (recessed balconies) and window screens (louvres) along south- and west-facing building aspects protect residents from summer heat

k. **Design sustainable buildings**

i. Building form, orientation and thermal mass should **optimize solar radiation, natural ventilation, and daylighting**. Innovation related to sustainability is encouraged in the choice of glass and window products.

ii. Where possible, **residential buildings should receive daylight and natural ventilation from at least two sides of the building** or from one side and a roof. Where possible, dwelling units should have a choice of aspect—front and back, or on two sides (for corner units).

iii. Designs of new buildings should incorporate floor-to-ceiling heights that **increase the amount of interior space that can receive natural light**.

iv. **Buildings with double-loaded corridors should be oriented north-south** so that all units receive direct sunlight at some point during the day throughout the seasons.

v. **Solar shades and/or deeper balconies/overhangs are encouraged** along south- and west-facing building façades.

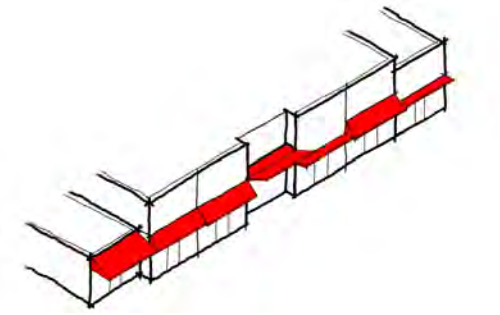
vi. **Durable, thermally efficient roofs** that reduce heating and cooling and enhance thermal comfort are strongly recommended. Landscaped roofs are encouraged to reduce the *heat island* effect.

vii. **Roof drainage systems should mitigate stormwater runoff effects** by diverting storm events to infiltration galleries or other appropriate green infrastructure.

l. **Incorporate indoor-outdoor spaces and sheltering elements in building design**

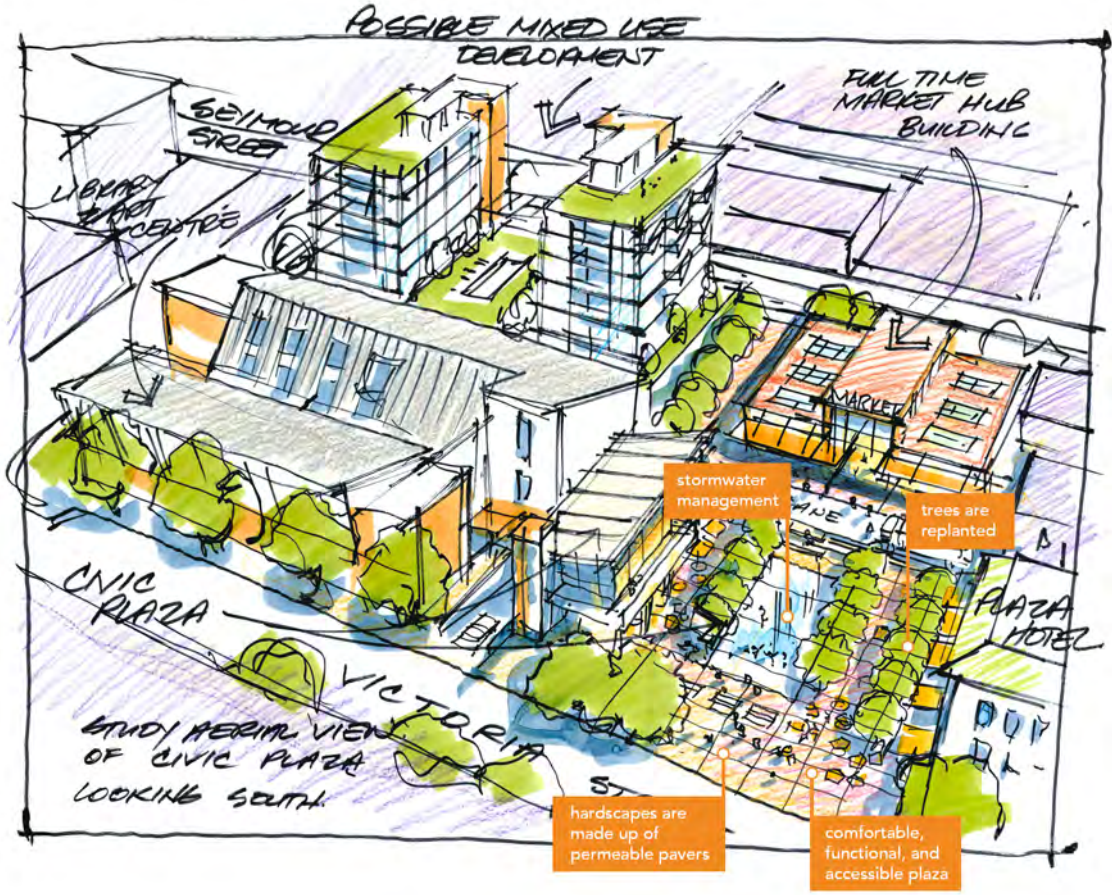
i. **Weather protection** at entrances and along commercial and public/active frontages is encouraged to cover sidewalks to a minimum depth of 1.5 m. This may be provided in the form of canopies or within the building design (e.g. colonnades), ensuring visibility from the *public realm*/street is maintained for safety.

ii. **Transitional indoor-outdoor spaces, such as sidewalk patios, balconies, and rooftops are encouraged.** They should be made *accessible* to building users as usable common/private outdoor space.



Weather protection at entrances and along commercial frontages is encouraged

3. LANDSCAPE DESIGN



Healthy Habitats for People and More

Landscape design helps to create healthy communities for people and can provide habitat for other living creatures.

a. **Design with excellence**

i. **All landscape work should be of a high quality and meet the Canadian Landscape Standard** by the Canadian Society of Landscape Architects and Canadian Nursery Landscape Association.

ii. **Landscape design should prioritize comfortable, multi-functional, and *accessible* spaces** for various users and uses throughout the changing seasons. Usable and landscaped rooftops are encouraged.

Usable and landscaped rooftops are encouraged

iii. **Site and landscape designs should be cohesive and consistent across property lines (including boulevards within the right-of-way).** Boulevard landscapes should be consistent along the street frontage and a logical extension of the landscape on the adjoining property or adjoining boulevards. Loose landscape materials (such as gravel and rocks) should not be placed adjacent to or in the boulevard unless adequately contained.

iv. **Landscape designs should reflect transitions between programs and uses.** Layering of multiple landscape elements (e.g. planters, trellises, and other forms of hard and soft landscape) is encouraged and can enhance the usability of outdoor amenity spaces.

v. **Primary building entrances should accommodate feature landscape designs**, including, but not limited to, signage and landscape structures, feature paving, and planters.

b. **Enhance the urban forest**

i. **Preserve mature trees** and integrate their necessary soil volumes within new landscape and building designs where possible.

ii. **Compensate for the loss of existing trees/landscape** by replacing (2:1) with new plant material of comparable benefit. Trees in Downtown should not be removed as part of any improvement without City approval.

iii. **Ensure tree plantings match site conditions.** Consider soil volume, tree siting, and mature tree size and plant appropriate tree species that align with the conditions and design intent. Where trees are planted in boulevards, trees should share a trench where possible. Where trees cannot be in a trench, each tree should have a minimum of 5 m^3 of topsoil. Refer to the City's Landscape Guidelines for a list of climate-adapted tree species.

iv. **Landscape design and materials should provide for and/or enhance habitat value** (e.g. birds, pollinators, etc.).

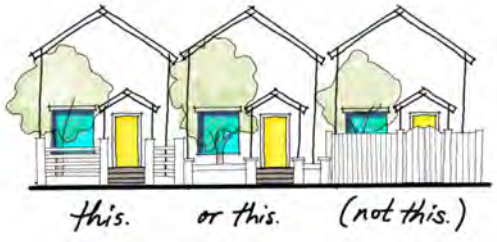
v. **Where sightlines are required**, use tree species that allow for a minimum branching height of at least 2 m.

c. **Good fences make good neighbours**

i. **Fence height or landscape (e.g. hedges) should not obstruct visibility** for vehicles or pedestrians. Standards for fence heights or screens are provided in the Zoning Bylaw.

ii. **Fencing materials should complement building design** and materials.

iii. **Chain-link fences are strongly discouraged.** If chain-link fencing is unavoidable, fencing, posts, and all hardware should be black vinyl and should not be visible from the *public realm*.



Fences should not obstruct visibility

iv. **On-site service areas and waste collection bins (garbage and recycling) should be secured and screened from view** to the street through enclosures, landscape, and walls that reflect the site architecture. Garbage bins must be screened by enclosures (landscape is not sufficient).

Curb the Heat Island Effect

Landscape design plays a vital role in mitigating the *heat island* effect in urban environments. Shading of hardscapes and minimizing impervious surfaces can help mitigate an increase in temperature due to urban development.

d. **Minimize impervious surfaces**

i. **All areas not covered by buildings and/or pedestrian facilities should be landscaped with priority given to permeable surfaces**, including boulevards and front and rear yards.

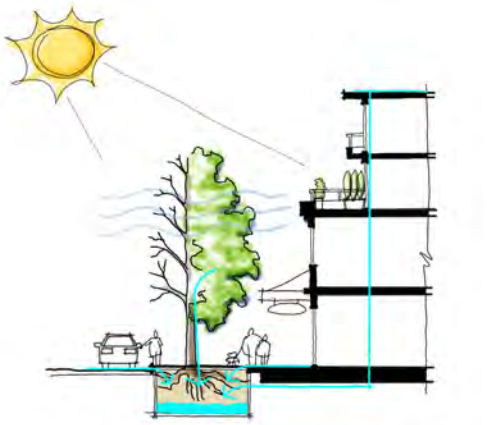
ii. Where feasible, **permeable hardscapes are encouraged** to mitigate stormwater runoff. They may be porous asphalt, porous concrete, permeable pavers, or concrete-glass-block grid.

iii. **Hard surfacing is not permitted as a complete substitute for softscape** in front yards (over 30% of area).

iv. **Creative ways to incorporate greenery** are encouraged (e.g. structured soils, silva cells, green roofs, vertical gardens/walls, planters, etc.), particularly on constrained/high-coverage sites.

v. **Landscape design integrated with surface parking lots is essential** in reducing impermeable surfaces and curbing climatic impacts. Trees and shrubs help to protect from wind and reduce excessive heat. Landscape islands that screen parking areas are to be a minimum of 1.5 m in width. Where trees are provided, they are to be a minimum 3" caliper when installed. A minimum of one tree per 95 m^2 of surface parking area (including circulation and drive aisles) should be planted. All parking lot edges along the street should include a 1 m wide landscape strip.

vi. **Landscape design should consider green infrastructure services, including shading, windbreaks, and stormwater management.** Deciduous plantings provide shade in the hot summer months while allowing for increased solar gain and providing windbreaks to reduce heat loss in winter months.



Deciduous trees provide shade in summer and let sunlight through in the winter

e. **Material selection - hardscapes and softscapes**

Materials should be selected with use in mind to determine level of durability and maintenance required.

i. **Public and semi-public spaces should be built with high-quality durable materials** that allow for *active* or *passive recreational* activities.

ii. **Pathway paving materials should be robust, durable, and easily maintained.** They should be light in colour to help curb the *heat island* effect.

iii. **Plants should be native and/or similarly hardy (adapted).** Xeriscaping is encouraged as an important means of conserving water.

iv. **Noxious or invasive plants** are prohibited.

v. **Landscape designs should consider planting palettes that provide seasonal interest**, including but not limited to fall colour, spring blooms, leaf and bark textures (e.g. compound leaves and exfoliating bark), and fragrances.

vi. **Use of edible landscape** in the form of fruit trees, nut trees, and edible ground cover is encouraged, provided such plantings are properly maintained to reduce attractants for wildlife predators and pests.

vii. **Landscape improvements should be maintained** with sub-surface, high efficiency irrigation (e.g. drip).

4. SPECIAL CONSIDERATIONS

a. **Select and design well-integrated security treatments**

i. **Site and building design should consider principles of *Crime Prevention Through Environmental Design* (CPTED).**

ii. **Security treatments should complement the character of the street/building interface** and utilize discrete colours and materials and/or ornamental elements.

iii. **Security gates—where necessary—must maintain transparency** of windows and doors. High quality, durable materials (e.g. metals) are strongly encouraged, with colours that complements site and architectural design.

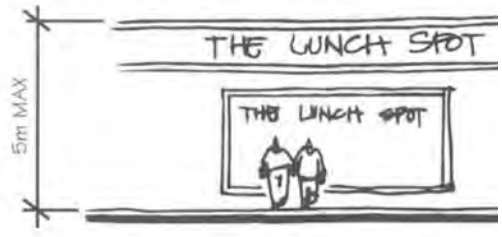
Security gates must maintain transparency and complement site and architectural design

b. **Design signage for people and incorporate *wayfinding***

i. **Sign types, styles, and locations should be shown on building elevations.** Signage should reflect or complement—and be integrated with—the site's architectural character. Limit signage in number, location, and size to reduce visual clutter and make individual signs easier to see. Street address numbers should be clearly identified on buildings or units.

ii. **Signage throughout Downtown should be pedestrian oriented with respect to location, orientation, and scale.** Pedestrian-oriented signage should be within 5 metres of the ground plane and graphically designed to be readable by pedestrians on the sidewalk.

iii. **All signs should be building mounted** and integrated with a building's architecture (e.g. incorporated with canopies) or placed within the Furnishing Zone (refer to Section ST: Streetscape Guidelines).



Pedestrian-oriented signage ensures wayfinding targets people on sidewalks rather than in cars

iv. **Neon signs, sculptural signs, and artwork are encouraged.** Rooftop and billboard signs shall not be permitted, and internally-lit plastic box signs are strongly discouraged in new development. Freestanding signs are strongly discouraged in the Downtown Core and Columbia Precinct.

v. **Signage on commercial buildings should clearly identify uses and business names.**

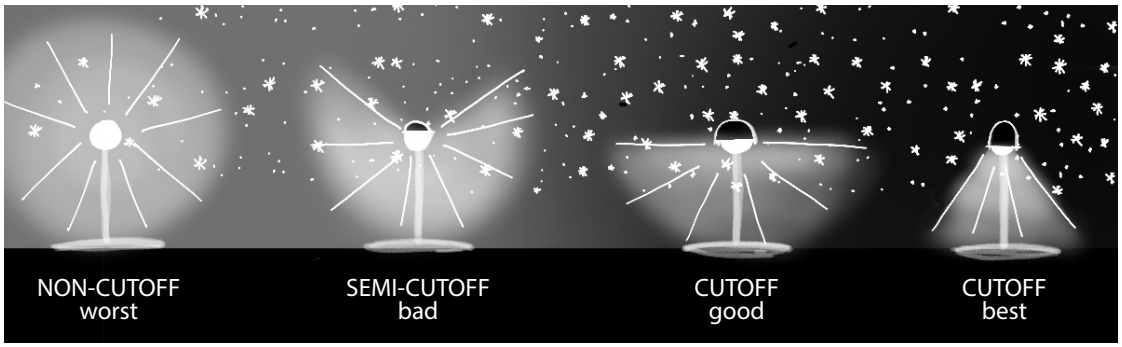
Sculptural signs are encouraged, and internally-lit plastic box signs are strongly discouraged

vi. ***Wayfinding* signage within Downtown should inform users of distances to and from key destinations** (e.g. trailheads, landmarks, and safe routes).

vii. **Interpretive signage should showcase the context and history of the region, Kamloops, and Downtown** by describing climate and geological processes/origins; identifying significant views and landscape features; and revealing the stories behind place names, including streets, parks, buildings and other sites of historical importance.

c. **Mitigate light pollution**

i. **Avoid light pollution by avoiding light reflectance, directing lighting downwards, and using full cut off fixtures** with horizontal aligned flush-mounted (non-protruding) lenses. Exceptions may be made for signage and architectural lighting.



Full cut-off fixtures should be used to mitigate light pollution

d. **Install lighting for safety**

i. On-site lighting should be sufficient to provide clear orientation and personal safety and site security. **Ensure continuous lighting along mandatory connections**, between parking, entrances, and public sidewalks and clearly identify their termini (entrances, parking and loading areas, etc.).

ii. Do not light areas that are not intended for nighttime use. **Focus lighting on priority pathways** that provide connection between key destinations that people use at night.

e. **Design lighting to create and/or enhance character**

i. **Create an even wash of light across surfaces** desired to be lit.

ii. **Place lighting fixtures no higher than 6.0 m** from the ground.

iii. **Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered** to ensure integration with building and landscape design.

iv. **Light sources should emit a warm tone of light**, at a maximum of 3000 Kelvin (K).

v. **Use up-lighting sparingly and only for accenting** architectural elements of landscape features.

f. **Design gateway sites to announce transitions in key locations throughout Downtown**

Landmark architectural elements (e.g. tall vertical elements and bold orientation) are encouraged to differentiate these sites where identified.

i. Buildings located on gateway sites should **incorporate special design features at corners** to announce entry into Downtown.

ii. **Site architecturally significant buildings and provide strong massing** where visible at the terminus of a street or walkway or at a gateway location.

g. **Address and integrate railscapes**

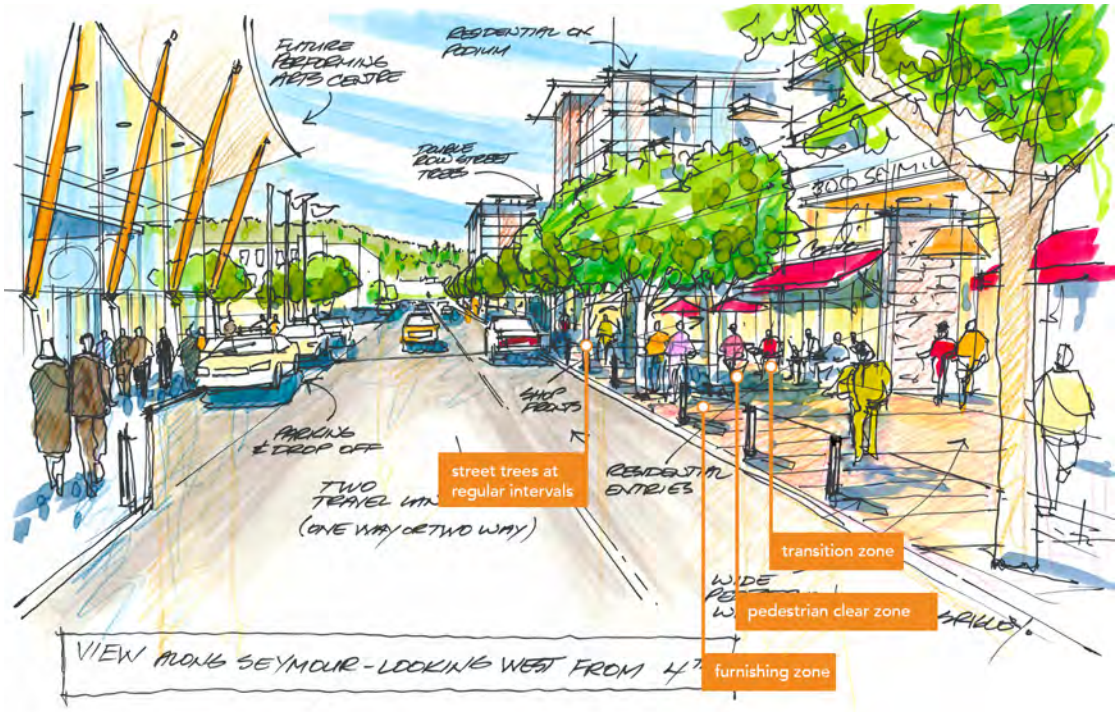
i. **Incorporate greening and beautification** adjacent to Canadian National and Canadian Pacific Railway rights-of-ways.

ii. **Maintain visual connection** to the other side of the railway as much as possible to support *wayfinding* and orientation.

Figure F3: Gateway Locations

A clock tower creates strong definition at the street corner

5. STREETSCAPES

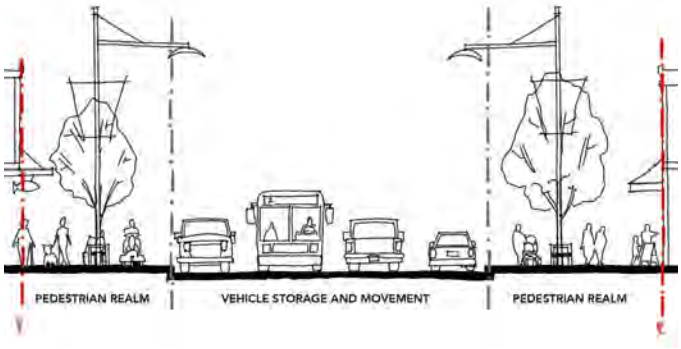


Functional Streets for People

Streets are a fundamentally important place where citizens and visitors engage in shared civic life. The following guidelines prioritize strategies toward comfort, health and safety, *accessibility*, visual appeal, and spaces of gathering and enjoyment for pedestrians while ensuring functional movement of people, goods, and services; operations; and maintenance (e.g. for snow clearing).

a. **Consider the needs of all users**

Pedestrians and all of their various needs, cyclists, roller-bladers and skaters, electric vehicle and scooter users, and lastly, motor vehicles (cars and trucks).



The street's many users should find a comfortable place in the space of the cross-section

b. **Find a home for the sidewalk's many functions and parts**

The sidewalk should be designed to ensure a logical, functional, and well-maintained appearance that is aesthetically pleasing and provides a unifying experience throughout Downtown. To do this we allocate space for the sidewalk's different functions. Sidewalks should clearly allocate sufficient space for the following (refer to *Transportation Association of Canada Geometric Design Guide for Canadian Roads*):

i. **The Transition Zone** – Street designs (and building interfaces) must consider the transitions between public and private space, from building façades and 'front doors' to the sidewalk. The Transition Zone allocates space to accommodate these spatial requirements, grade transitions, and temporary programs (e.g. displays, container plantings, etc.).

ii. **The Pedestrian Clear Zone** - ensures the safe and unhindered movement of pedestrians (and snow clearing equipment) with a minimum dimension of 2.5 m.

iii. **The Furnishing Zone** - Landscape elements, *wayfinding* signage, and furnishings on sidewalks should be grouped in a dedicated corridor (called the 'Furnishing Zone') in order to retain maximum clearance for Pedestrian Clear Zones and create a buffer between cars and pedestrians. The size of the zone will vary to accommodate the desired elements, with a minimum dimension of 1.2 m to accommodate tree wells. Furnishings should be designed to meet the needs of a wide range of users, including children, seniors, and persons with disabilities, and may include lighting, bike racks, parking kiosks, sandwich boards, and utility boxes.

Sidewalk space is organized to accommodate its many functions in the most efficient way

c. **Incorporate functional street furnishings that welcome human activity**

i. **Seating should be provided** on retail and significant streets and in bulb-out areas, located with a "quiet back" and oriented to create and engage with social spaces. Additionally, seating should be located along steep streets and paths to provide a place to rest. Where feasible, street furniture should be movable.

ii. **Waste / recycling / other receptacles** should be provided on retail streets, at bus stops, near seating, or on bulb-outs near the street corner.

d. **Utilize high quality, durable, and easily maintained materials in the design of streetscapes**

i. **Streetscape design along major streets of the Downtown Core (e.g. Victoria Street, Seymour Street) should be designed to a higher standard** in light of high pedestrian volumes and defined by durable materials such as unit pavers and/or extensive hardscapes (with planters or tree grates).

ii. **Use tree grates (rather than a landscape strip) where pedestrian traffic is high** and where sidewalk space is limited. Tree grate designs should be multi-functional to provide additional utility within the pedestrian realm.

iii. **Varied hardscaping materials may be used to delineate different pedestrian realm zones.** Material durability and suitability will vary according to the zone's uses.

e. **Prioritize street trees and boulevards as vital to the health and order of the streetscape**

i. **Cross sectional designs should accommodate sufficient boulevard widths and soil volumes** to support street trees and optimize benefits of a mature and well established urban forest.

ii. **Location of utilities within cross sectional designs should minimize** conflict with rooting depth and spread of street trees.

iii. **Tree selection should follow the "right tree right place" principle.** Different varieties of trees on different streets can add interest and increase comfort, promote biodiversity, and assist in *wayfinding* by helping to distinguish one street from another. Refer to the City's Landscape Guidelines for a list of climate-adapted tree species.

iv. **The irrigation systems for City street trees and landscape in boulevards shall be provided and separate from those of private property.** Access to irrigation for street trees and landscape in boulevards shall be provided from the City right-of-way.

North Shore Development Permit Area

PURPOSE

The purpose of the North Shore Development Permit Area is to establish objectives and provide guidelines for the form and character of development in the North Shore Town Centre and Tranquille Market Corridor. These guidelines ensure that all development within these areas advances the vision articulated within the North Shore Neighbourhood Plan.

Development permit applications shall detail pedestrian and vehicular access and circulation, landscaping, building elevations, site layout, and street enhancements. Submissions should show adjacent sites (including opposite street fronts) and must show design details within the adjacent public realm (e.g. street frontage), including transition, pedestrian clear, and furnishing zones, as described in Section 5: Streetscapes. Site plans should also include an accessibility overlay, that identifies accessible pathways, parking, entrances, and other features.

AREA

The North Shore Development Permit Area applies to the North Shore Town Centre and Tranquille Market Corridor, as shown in Figure F4. Largely form-based, the North Shore Development Permit Area Guidelines should be used in conjunction with the City's use-specific development permit area guidelines, depending on the development permit application's proposed uses.

EXEMPTIONS

Applications for the following shall not be required to apply for a development permit under the North Shore Development Permit Area Guidelines but may be subject to other City of Kamloops development permit area guidelines:

- internal renovations
- external renovations that do not require a building permit and do not affect the form and character of the building or site (to be determined by the Development, Engineering, and Sustainability Department)
- single- or two-family dwellings

OBJECTIVES

The objectives of the North Shore Development Permit Area Guidelines are to:

- align development with the vision of the North Shore Neighbourhood Plan
- integrate new development into neighbourhoods in a manner that reduces environmental impact
- maintain and enhance desirable characteristics found in existing neighbourhoods
- encourage healthy lifestyles and sustainable local growth through well-designed, durable buildings, landscapes, and public spaces
- animate the public realm to enrich the sense of place
- accommodate active transportation modes and transit usage
- ensure that new development is compatible with the form and character of existing development and mitigate potential impacts on adjacent uses
- support sustainable water and energy management through site and landscape design

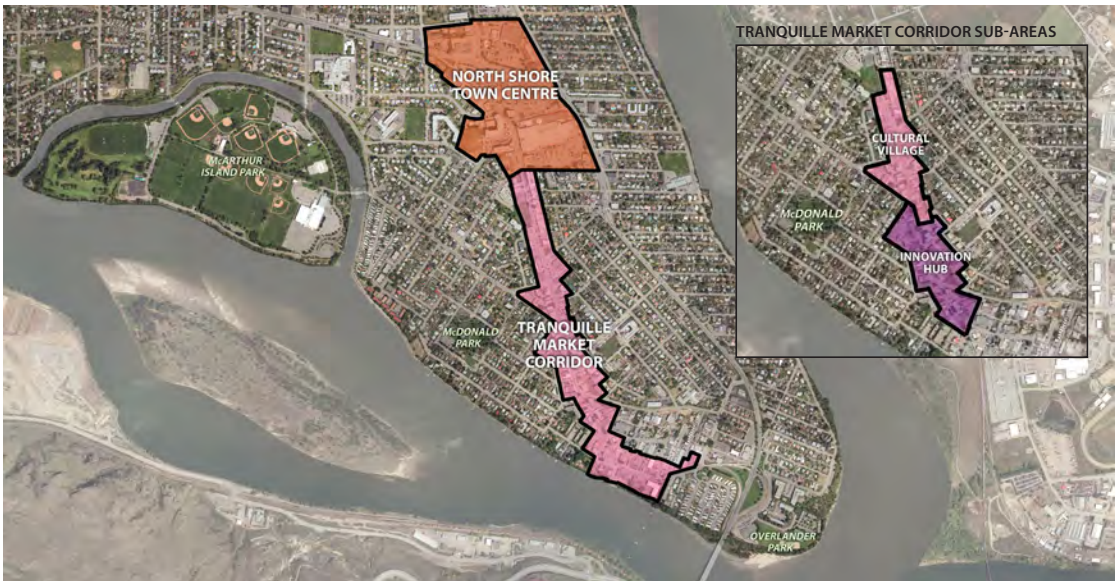


Figure F4: North Shore Development Permit Area Map

NORTH SHORE NEIGHBOURHOOD PLAN VISION & PRINCIPLES

INCLUSIVE. The North Shore is welcoming, affordable, and accessible with a strong sense of community pride and is a place where people feel safe, ethnic and cultural diversity are celebrated, all residents are treated equitably and respectfully, and a diverse mix of housing options and services ensures people of all walks of life can thrive.

- Community Building
  Land uses and a built form that support local people, businesses, and community groups to grow, collaborate, and undertake projects that improve the community and better the lives of residents.
- Add Missing Housing
  Housing options that span the spectrum between single-family homes and high-rise apartments support affordability and the needs of a diverse demographic.
- Community Well-Being
  An urban realm that supports the health of residents and enhances safety through improvements to lighting, landscaping, signage, transportation infrastructure, and building design.

DYNAMIC. An attractive, eclectic, authentic, and innovative destination for local arts, culture, and food, the North Shore is animated day and night by creative entrepreneurs; inviting streetscapes and public gathering spaces; and lively entertainment, events, and recreational opportunities.

- Celebrate Character
  The North Shore's unique character, culture, and history, including its Indigenous heritage, is celebrated through its built form and community events.
- Shared Space
  Public gathering spaces provide opportunities for seating, eating, events, and socializing.

COMPLETE. With a well-connected network of sidewalks, bike routes, and green streets, the North Shore provides residents convenient access to a wide range of retail options, employment areas, health services, parks, waterfront amenities, and community facilities.

- Welcoming Mixed-Use Districts
  Walkable neighbourhood centres that invite North Shore residents and visitors to live, work, shop, and play.
- Embrace the Waterfront
  A waterfront that provides opportunities for recreating, socializing, shopping, and dining while enhancing natural ecosystems and mitigating flood risk.
- Connecting Corridors
  A well-connected network of sidewalks and multi-use paths connect distinct districts, neighbourhood nodes, and major amenities in an accessible, safe, and convenient manner.

LETTER OF INTENT OUTLINE

The following list of key questions provides an outline to guide applicants in writing their letter of intent as part of the development permit application. Applicants must demonstrate how their project addresses each of the following questions with specific reference to site plans, sections, renderings, and other materials included with the application package. Each section of these guidelines (e.g. Site Planning, Building Design) begins with an example of the language that may be used to describe applications and how they address the guidelines.

AN INCLUSIVE NORTH SHORE

How does the proposal effectively integrate uses that are complementary to its surroundings (e.g. through the use of sensitive and/or interesting transitions in building form and character)?
Refer to guidelines: (1) d.iv, d.v, e.ii, g, h; (3) a.ii, a.iv; (4) c.ii, vii

How does the proposal contribute to improved pedestrian safety, accessibility, comfort, and enjoyment?
Refer to guidelines: (1) b, d, e, g, h, i; (2) a-e, g, i, j, l; (3) b, d, e; (4) a-f, h; (5)

How does the proposal incorporate principles of universal design?
Refer to guidelines: (1) e.ii, h; (2) a.v, l.ii; (3) a.ii

A DYNAMIC NORTH SHORE

How does the proposal celebrate the North Shore (e.g. art and/or interpretive signage)?
Refer to guidelines: (1) i; (4) c, f-h

How does the proposal contribute to the North Shore's sense of identity (e.g. heritage preservation, artistic space, and/or cultural interpretation)?
Refer to guidelines: (1) a, i; (4) c, f , g.iv

How does the proposal incorporate places to gather, socialize, or sit?
Refer to guidelines: (1) e; (5) d, e

A COMPLETE NORTH SHORE

How does the proposal effectively utilize building (modulation, articulation) and/or landscape design (variety, texture) to enhance and/or create visual interest on the street?
Refer to guidelines: (2) c, d, i, j; (3) b, e; (4) f, g

How does the proposal include greenspace and/or landscaping that is appropriate for the North Shore's climate and character?
Refer to guidelines: (1) c; (3) b-e; (5) f

How does the proposal enhance neighbourhood connectivity?
Refer to guidelines: (1) b, f; (4) c, h; (5) c

GUIDELINES

1. SITE PLANNING

Part of the whole

These guidelines prescribe attention to context, such as neighbouring buildings and site conditions, to help achieve the vision for the North Shore.

a. Be a building block for a cohesive North Shore

i. Site design must account for the relationship to existing opportunities and constraints within the surrounding context and demonstrate (through annotation of site plans and elevations) that the improvements are thoughtfully integrated with its context and neighbours.

ii. Site design must demonstrate integration of architecture and landscape architecture. Utilize a landscape architect's expertise in integrating vegetation and green infrastructure within site designs.

iii. Site design should identify, reflect, and enhance unique site attributes (e.g. irregularly shaped lot, notable landscape features) where they exist.

Note that the above sketch and descriptions represent an example of appropriate consideration of design guidelines and is for illustration purposes only.

b. Refine, repair, and/or enhance the North Shore's urban fabric

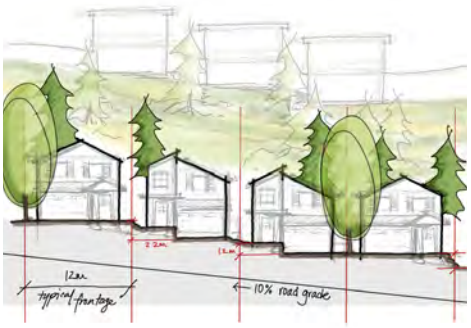
   i. Site designs should contribute to a finer-grained network of pedestrian pathways that allow people to safely navigate a site and connect to public streets/lanes and nearby amenities (e.g. businesses, transit exchanges, bicycle routes, parks, and recreation facilities). This is of particular importance for consolidated sites that may require large buildings to be broken up into smaller ones to allow for pedestrian permeability. Locating pathways and crosswalks mid-block or along desire lines (connecting key destinations) is strongly encouraged. An example would be to build internal pedestrian pathways or mews to increase the permeability of large blocks in the North Shore Town Centre, as identified in the North Shore Neighbourhood Plan.

   ii. Design sites to promote intuitive wayfinding through pathways, sightlines, and signage. Provide direct access and clear sightlines to bus stops and shelters. Art and ornamental features (e.g. fountains and sculptures) are also encouraged to contribute to pedestrian wayfinding and enjoyment.

   iii. Where large/consolidated sites contribute public and semi-public amenity space at ground level, it should be easily accessed from adjoining streets and visible from the public realm/ sidewalk wherever possible to promote intuitive wayfinding. Examples of outdoor amenity areas include landscaped and trellised seating areas, plazas, playgrounds, outdoor cooking areas, and/or irrigated gardens (e.g. ornamental, edible, and/or community).

Sketch showing redevelopment concept for the North Shore Town Centre with large sites broken up by internal pedestrian pathways or mews to increase pedestrian permeability and expand the public realm

Designs on sloping sites reflect natural topography



c. Demonstrate awareness of semi-arid landscape and natural systems context

   i. On-site stormwater management should be incorporated in landscape design (e.g. bioswales and rain gardens). It is encouraged to make these landscapes visually interesting and a visible feature of the design.

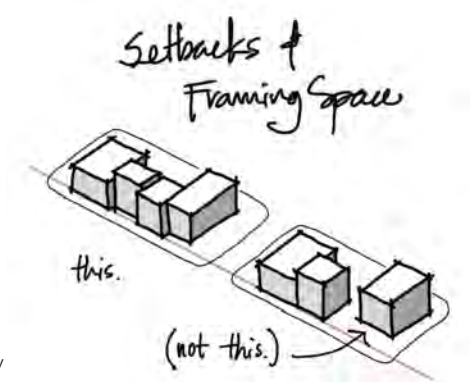
   ii. Designs on sloping sites should work with natural topography. Step buildings along the length of a sloping site (10% or greater) to integrate the building into the slope.

   iii. Where necessary, retaining walls with an exposed face of 3 m or greater in height should include terracing and/or articulation. Terraces should be designed to accommodate landscape areas that soften the wall's appearance and should be accessible for maintenance. Where walls exceed 1.5 m in height, landscape features, such as trees, shrubs, or vines, should be provided adjacent to the wall. Lock-Block retaining walls are not supported.

Framing Public Space

Improvements should actively contribute to public life. This happens in the way buildings address the public realm to either frame it or expand it. The following guidelines outline the role development proposals should play in shaping public "rooms" of streets and plazas.

Buildings define the street wall by fronting directly onto the street and should be broken up at least every 45 m.



d. Use built form and landscape to frame public and semi-public spaces

   i. The siting of new buildings should define the street wall by fronting directly onto the street or be set back to allow for plaza space (not parking) and indoor/outdoor function of the building as an extension of an activated public realm. In cases where a building cannot provide that definition, street edge continuity should be achieved through landscape elements such as trees, fencing, or hedging.

   ii. The base of a building should be substantially broken up at least every 45 m to vary the spatial experience for pedestrians. In the Cultural Village area of the Tranquille Market Corridor (see Figure F4), this should occur every 15 m to provide a better fit with existing smaller-scale storefronts.

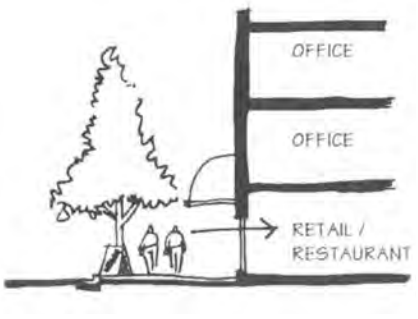
The narrower historic lot widths of the Cultural Village should be maintained and/or reflected in building design

iii. Orient buildings to primary frontages. Building design and use should acknowledge the use of the primary frontage to enhance street character (e.g. ground-level retail; ground-level access; and the use of different textures, scale, or materials on ground level). Buildings backing onto the waterfront should maintain a strong, active, presence along the primary street frontage.

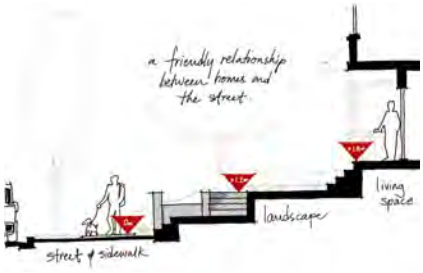
iv. Design building frontages to reflect their uses. In a commercial setting with ground-level commercial retail units (CRUs), this means providing lively pedestrian environments (e.g. with outdoor furnishings). In a residential setting with ground-level residential units, this means using layering of elements, including, but not limited to, street-facing stairs, porches, patios, and landscape elements (plantings, pathways, screen walls, etc.) to transition between the public and private realm.

v. Support safety through the concept of "eyes on the street" by ensuring residential units, offices, and other upper floor uses overlook public and semi-private spaces and connections such as sidewalks, walkways, plazas, gardens, parkland, and strata roads to provide views and surveillance of activity areas.

Direct views and access to ground-level commercial storefronts



A friendly relationship between homes and the street



vi. Front yard and side street yard setback minimums and maximums can be increased only with the use of a pedestrian plaza, front entry landscape feature, or public area feature at the corner of any property adjacent to intersections.

A Place of Belonging

Safe, comfortable, accessible, and enjoyable pedestrian environments should be prioritized.

e. Create pedestrian-friendly environments

i. New development on corner lots or fronting mid-block crosswalks shall incorporate curb-extensions to encourage safer, more pedestrian-friendly streetscapes. The Tranquille Road Complete Streets Plan (or successive plan) should be consulted for identified pedestrian improvement locations.

ii. Places to gather, socialize, and sit are strongly encouraged. Integrate usable, well-framed public and private open spaces, including squares, plazas, and roof-top gardens. Public and semi-public spaces should be located adjacent to sidewalks and active uses (cafés, shops, small businesses, etc.) in highly visible areas and accessible without vehicular traffic interference. They should be oriented to receive sunlight, with trees and landscape to provide weather protection.

iii. Define and transition private and semi-private spaces with elements such as patios, paving treatments, grade changes, and vegetation to transition spaces as appropriate. Ensure clear, accessible paths of travel are maintained along City sidewalks and entryways to buildings.

The North Shore Transit Exchange is an important pedestrian space where shadow impacts should be avoided

iv. The Tranquille Road and Sydney Avenue / North Shore Transit Exchange pedestrian realms are of priority importance. Redevelopment along the south side of these streets should utilize architectural strategies (e.g. setbacks/stepbacks) to avoid shadow impacts on the north sidewalk and any adjacent parks or plazas.

v. Sites within the North Shore Town Centre with internal pedestrian pathways (e.g. pedestrian mews) should be fronted by active commercial uses to support pedestrian activity and create a safe, comfortable, and enjoyable pedestrian experience.

f. Accommodate cyclists

i. Short-term bicycle parking should be located near building entrances in highly visible locations, preferably covered.

ii. Long-term bicycle parking shall be secured and weather-protected (e.g. in a locked room or secondary shelter/building) and located near building entrances and lobbies at ground level or underground.

g. Minimize car- and parking-related impacts to the public realm

i. Vehicular access and off-street vehicle parking should be accessed from the alley or, for sites without alley access, from secondary frontages with lower pedestrian activity. Vehicle parking lots and parkades located in front of buildings (adjacent to the primary street) or facing an intersection are not permitted. Where driveways must cross sidewalks, sidewalks should be continuous and level through the conflict zone. Where appropriate, safety and/or traffic-calming measures should be installed to ensure cars slow down and respect pedestrian priority.

ii. The majority of required off-street parking should be provided underground.

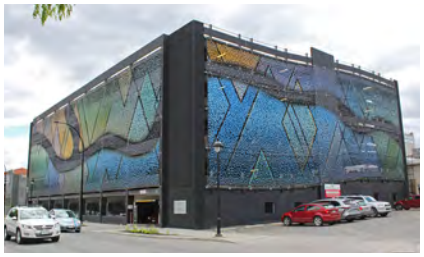
Surface vehicle parking for commercial uses and residential visitors is located at the back of the building and accessed from the alley

iii. Underground parking should not exceed the level of natural grade. Where underground parking must be partially above grade, this may only happen along rear and secondary frontages. Limit it to 1 m above grade and use attractive, high-quality materials on the exposed structure and/or screen with landscape.

iv. Where above-ground structured parking is proposed, wrap primary frontages with active uses (e.g. CRUs) and/or use creative architectural design and/or public art to add visual interest, screen vehicles and mechanical equipment, and better incorporate parking areas into overall building design.

v. Where unavoidable, parking locations along street frontages must provide a minimum of a 3 m landscape buffer strip between the parking area and a property line.

Structured parking on Lansdowne Street is screened by public art (work by Bill Frymire)



h. Design universally accessible places

i. Universally accessible pedestrian walkways to primary building entrances must be provided from public sidewalks, parking areas, garbage and storage areas. Fulfilling accessibility requirements through secondary entrances and pathways is discouraged. Pathways should be a minimum of 1.5 m wide.

ii. Building design should provide ground floor commercial uses that are accessible at grade.

iii. Site design must consider safe and convenient access for people with diverse mobility needs by minimizing curb cuts, grading sites to achieve gentle inclines, and providing tactile wayfinding surfaces. Where grade changes are unavoidable, provide ramps and steps with railings.

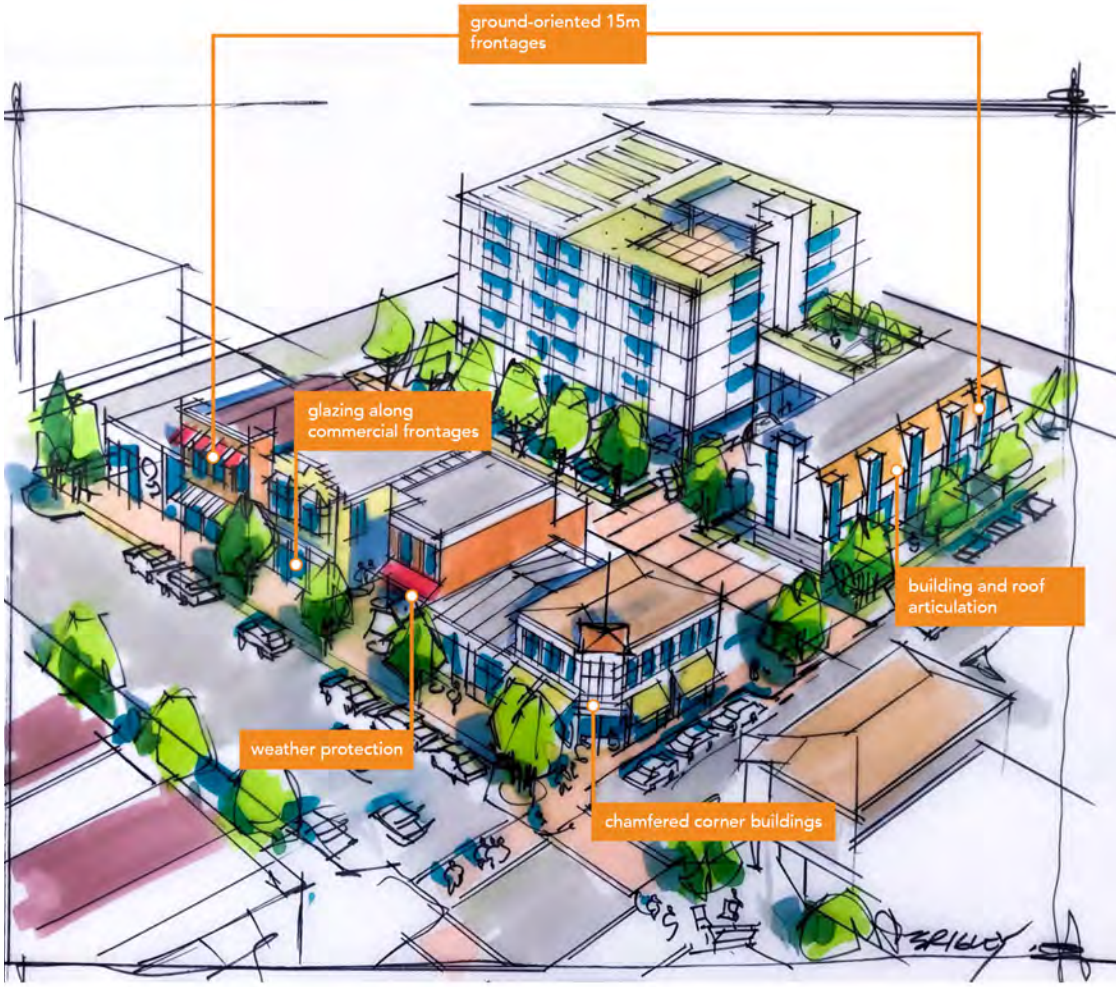
i. Use art and interpretation to enhance the area's character, wayfinding, and pedestrian experience

i. Public art and interpretive signage provide opportunities to celebrate public space and create a sense of place. Public art and interpretive signage are encouraged in public and semi-public open spaces, especially plazas.

ii. Site layout and design should incorporate public art, interpretive, or other creative design elements to create interest and focal points.

Signage and public art features can add interest and focal points and contribute to sense of place

2. BUILDING DESIGN



Note that the above sketch and description represent an example of appropriate consideration of design guidelines and is for illustration purposes only.

Presenting a Friendly Face

Not only do buildings frame public space, they also interact with it and its occupants. Building design can be welcoming and comforting. Rather than turning its back on the street, a building should present a "friendly face".

a. Maximize street presence and ground orientation

   i. The lower floors of buildings should be designed with ground-oriented units that are 15 m wide at most. At ground level, circulation should be externalized to create direct street access to all parts of the building (rather than a single entry) in order to maximize integration between street and building.

   ii. Larger-format retailers (e.g. grocery stores) may exceed 15 m unit widths but should articulate external units (which may also be combined internally) to produce an apparent width of no more than 30 m as viewed from the primary street.

iii. Large retail units are discouraged in the Cultural Village area of the Tranquille Market Corridor to support its historic fine-grain storefront character and smaller, eclectic retail offerings.

iv. Visual connection to commercial store interiors must be maintained through at least 50% glazing along the primary store frontage. Windows shall be transparent and clear of obstructions
(e.g. posters, decorative decals).

v. Orient primary building entrances to the sidewalk on which the building fronts. Primary building entrances must be universally accessible and should be well lit and visually prominent.

vi. Blank walls should not be placed along or easily viewed from pedestrian-oriented streets and arterial roads. Blank walls visible from the road right-of-way should be treated with landscaping, architectural feature(s),
and/or artwork so as to cover at least 50% of the blank wall surface.

b. Frame intersections

i. Buildings on corner sites should front both streets, with primary entrances on the chamfered (beveled) corner. If the building's corner is not chamfered, an entrance on each street should be provided.

Buildings on corner sites provide unique urban design opportunities

ii. Buildings with corner cuts should be carefully designed to maintain pedestrian movement across corners, particularly where grade transitions need to be addressed.

iii. If upper floors cover the corner cut, they should be cantilevered. Ensure a minimum 4 m clearance (equivalent to an over-height storey) between ground and overhang/cantilever. Where necessary, support beams should be sized appropriately and minimized so as to reduce visual and physical obstruction.

iv. Pedestrian-oriented features should be incorporated at corners, either as part of the building (e.g. balcony or canopy) or within the ground level public space. These may include windows and decorative details.

Building massing creates depth and patterns

c. Design human-scaled buildings for comfort and enjoyment

i. A minimum street wall of 8 m (two storeys) should be maintained along pedestrian-oriented routes.

ii. Buildings above three storeys shall incorporate stepbacks to minimize shadowing impacts on priority public realm (e.g. Tranquille Road, North Shore Transit Exchange, parks, and plazas).

iii. Vary building massing with architectural features (e.g. balconies) or small stepbacks to create depth and shadow patterns to avoid the appearance of large, homogeneous façades and to reduce apparent building mass.

Varied materials create variety and interest

iv. Articulate building façades (particularly primary façades) with architectural features, varied materials, and subtle horizontal recesses to create variety and interest along the street.

v. Roof design should include articulation to provide visual interest. A variety of roof forms (e.g. gabled, mansard, shed, etc.) are encouraged to create visual interest. Roof designs shall reflect an honest expression of interesting building design (e.g. as a result of building façade and/or volumetric articulation to break up large contiguous/continuous surfaces) and be well proportioned. Ornamental/faux roof elements (e.g. "hats") are discouraged.

vi. Roof designs on sloping sites should reflect stepped building massing and follow the slope of the site.

This *Not This*

vii. Green roofs and rooftop planter boxes are encouraged to support storm water management and provide outdoor amenity space for residents.

viii. Roof forms of tall and/or significant (e.g. cultural) buildings should be given special design consideration to achieve positive recognition and landmark status.

ix. Rooftop mechanical equipment should be screened from view (i.e. through the design of rooflines and parapets). Screening enclosures should be of similar materials as the building.

d. Material selection should emphasize durability and reflect an honest expression of building architecture

   i. Building façades should be treated with durable building materials that weather well and contribute to an appearance of quality construction and a sense of permanence. Products such as stone, brick, metal, textured concrete, and/or treated wood should be used on a building façade that faces a public street.

   ii. The use of multiple material types is encouraged to provide visual interest and emphasize variety in built form (façade and/or volumetric articulation).

   iii. Materials selection and application should be logical/integral to building and construction techniques. Heavier materials such as stone and brick should be predominantly used at lower elevations.

   iv. Materials should wrap from front elevation to side elevation to avoid the appearance of thin/veneer façade treatments.

   v. Special window and balcony treatments (e.g. fritting and/or frosting) should be considered to mitigate bird collisions in the case of tall building designs.

e. Colour selection should complement and reflect authenticity of selected materials

   i. A building's colour palette should complement the site context and natural setting. Earth tones and natural hues are preferred as the dominant building colour. The use of bright/contrasting colours should be generally limited to trim, architectural details, signage, and other minor building elements.

   ii. A broader, more vibrant colour palette will be considered for sites within the Cultural Village and Innovation Hub areas of the Tranquille Market Corridor to support the North Shore Neighbourhood Plan's vision for them as more creative, innovative, and entertainment-oriented areas.

A more vibrant colour palette will be considered within the Cultural Village and Innovation Hub

   iii. Colour selection should complement material selection by emphasizing the authentic use of materials and their natural expression (e.g. stained and/or painted wood siding, natural stone, black iron, and corten steel).

   iv. Significant and/or bold architectural expressions may depart from colour guidelines in unique sites/circumstances.

Nod to the Neighbours

Building design should address privacy, strengthen neighbourhood and street identity, and recognize the role of each building's ability to contribute to a larger pattern of built forms and open space that define the pedestrian experience.

f. Respect privacy

   i. Offset window placements between buildings that face each other in close proximity in order to maintain privacy in residential units.

g. Reinforce and enhance neighbourhood character

   i. Designs should enhance the character of their neighbourhoods, as described in the North Shore Neighbourhood Plan (e.g. North Shore Town Centre, Tranquille Market Corridor).

   ii. Reflect, complement, or enhance established neighbourhood forms and design features that contribute to neighbourhood character, including roof forms and consistent window spacing. Complement or enhance the character of surrounding buildings with heritage value or other character-defining design elements.

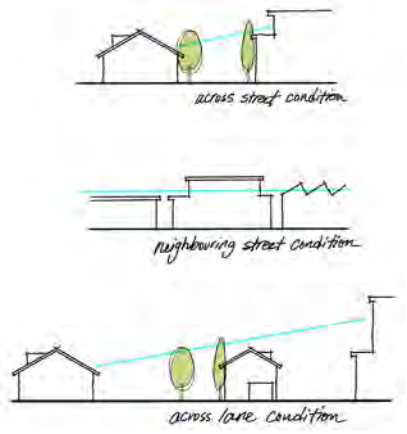
   iii. Proposed buildings should relate to adjacent heights. Where a building is introduced that is taller than its neighbours, it should incorporate complementary building forms and transitional building heights to bridge the height and scale of adjacent buildings, especially when next to lower-density residential uses. Design features that relate to the scale of adjacent buildings may also be used (e.g. continuing a horizontal design feature, such as a cornice line, can help connect adjacent buildings).

h. Demonstrate clear transitions and distinctions between uses

   i. Separate and distinguish distinct ground-floor entrances of different uses through the use of signage, glazing, indoor-outdoor relationships and transitions, and over-height volumes.

Reflect, complement, or enhance established neighbourhood forms and design features

Transition building heights to harmonize with adjacent buildings



Mid-Rise and Tall Buildings

Tall buildings can have a significant impact on the form and character of communities. A well-designed and thoughtfully detailed building can reinforce human scale, enhance pedestrian environments, and accommodate residential and/or commercial densities to support a vibrant urban realm.

i. Create elegant forms

Impacts of tall buildings can be mitigated through building detailing at the pedestrian level, enhancing building entrances and entry features, limiting floor plate sizes, and striving for less bulky, more elegant vertical elements.

The design of lower floors (e.g. the building base) of tall buildings—beyond their impact on block scale and permeability—should accommodate design flexibility and encourage continuous street wall conditions at the pedestrian level (e.g. street interface).

i. The guidelines in Table F3 for maximum floorplate sizes are recommended (based on typical building/slab dimensions).

Table F3: Floor Plate Size Guidelines

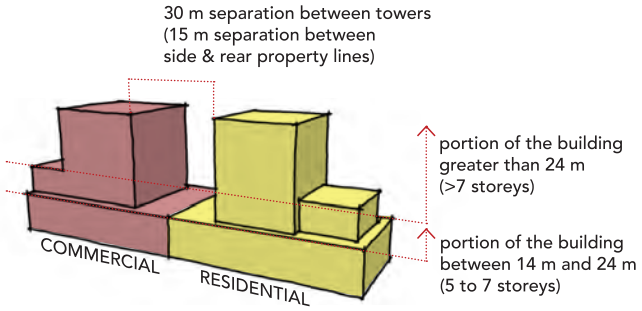
HEIGHT	FLOOR PLATE SIZE GUIDELINE
Portion of building between 14 m and 24 m (5 to 7 storeys)	• Residential floors should not exceed 900 m^2 gross area (based on a typical ~20 m x 45 m dimension). • Commercial floors should not exceed 1,350 m^2 gross area (based on a typical ~30 m x 45 m dimension).
Portion of building greater than 24 m (> 7 storeys)	• Residential floors should not exceed 625 m^2 gross area (based on a typical ~25 m x 25 m dimension). • Commercial floors shall not exceed 900 m^2 gross area (based on a typical ~30 m x 30 m dimension).

j. Provide separation for livability and neighbourliness

i. Tall buildings should be oriented north-south with a maximum of two tall buildings per block face to ensure privacy, access to sunlight, air flow, and views.

ii. Separation between tall building towers should be 15 m or greater from the side and rear property lines. Separation distance between towers on the same parcel should be 30 m or greater.

Example of separation and floor plate guidelines for tall buildings



iii. Articulate façades of mid-rise and tall buildings at the two to three storey level to create human scale building features and contribute to a comfortable pedestrian environment.

iv. Clearly identify the primary building entrances of tall buildings with feature elements including building and/or landscape design features (e.g. oversized entries, climate protection, building wall recesses, trellis structures, etc.).

v. Proposed buildings taller than six storeys shall demonstrate how the proposed building and site design:

- protects and frames significant public views to important landscape features (e.g. the river valley, prominent mountain peaks) seen from public spaces/streets through building siting and massing
- minimizes shadowing impacts and ensures sunshine reaches public spaces and streets (shadow study). Buildings should be designed to prevent overshadowing on parks and public open spaces and to minimize overshadowing on the North Shore Transit Exchange, and, if possible, semi-private open spaces
- complements or enhances the character of surrounding buildings, particularly if surrounding buildings have significant character or heritage value
- uses elements such as façade articulation and podiums/stepbacks to achieve building designs that are scaled to people/pedestrians adjacent to the public realm, streets and semi-public spaces
- reduces impact of wind at ground level

Respond to Climate and Context

k. Design sustainable buildings

i. Building form, orientation and thermal mass should optimize solar radiation, natural ventilation, and daylighting. Innovation related to sustainability is encouraged in the choice of glass and window products.

ii. Where possible, residential buildings should receive daylight and natural ventilation from at least two sides of the building or from one side and a roof. Where possible, dwelling units should have a choice of aspect—front and back, or on two sides (for corner units).

iii. Designs of new buildings should incorporate floor-to-ceiling heights that increase the amount of interior space that can receive natural light.

iv. Buildings with double-loaded corridors should be oriented north-south so that all units receive direct sunlight at some point during the day throughout the seasons.

v. Solar shades and/or deeper balconies/overhangs are encouraged along south- and west-facing building façades.

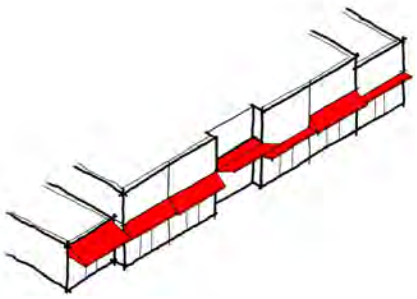
Deeper façades (recessed balconies) and window screens (louvres) along south- and west-facing building aspects protect residents from summer heat

vi. Durable, thermally efficient roofs that reduce heating and cooling and enhance thermal comfort are strongly recommended. Landscaped roofs are encouraged to reduce the heat island effect.

vii. Roof drainage systems should mitigate stormwater runoff effects by diverting storm events to infiltration galleries or other appropriate green infrastructure.

l. Incorporate indoor-outdoor spaces and sheltering elements in building design

Weather protection at entrances and along commercial frontages is encouraged

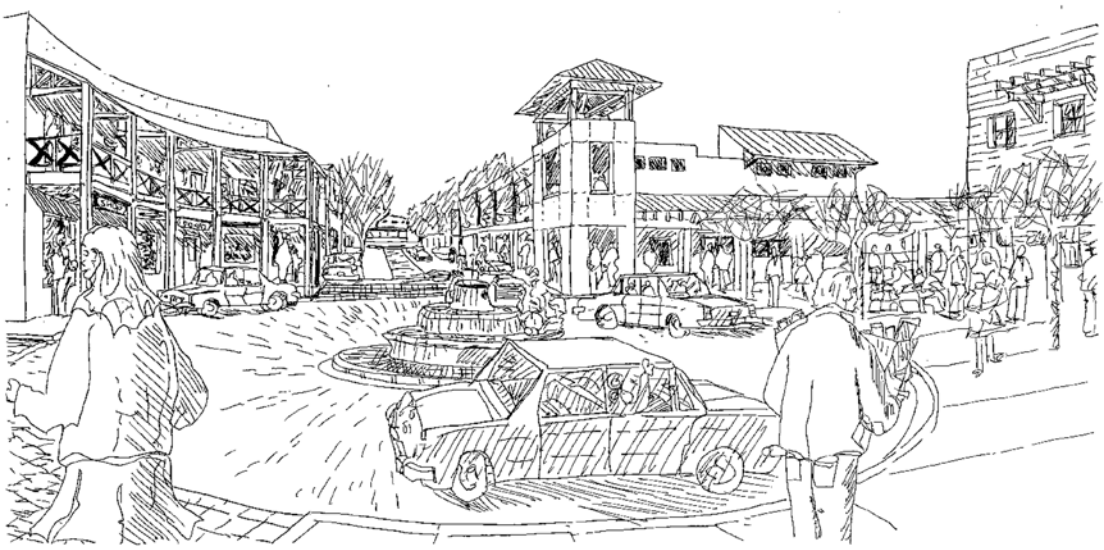


i. Weather protection at entrances and along commercial and public/active frontages is encouraged to cover sidewalks to a minimum depth of 1.5 m. This may be provided in the form of canopies or within the building design (e.g. colonnades), ensuring visibility from the public realm/street is maintained for safety.

ii. Transitional indoor-outdoor spaces, such as sidewalk patios, balconies, and rooftops are encouraged. They should be made accessible to building users as usable common/private outdoor space.

3. LANDSCAPE DESIGN

Landscape design should incorporate greenery and be pedestrian friendly, multi-functional, and accessible



Healthy Habitats For People and More

Landscape design helps to create healthy communities for people and can provide habitat for other living creatures.

a. Design with excellence

i. All landscape work should be of a high quality and meet the Canadian Landscape Standard by the Canadian Society of Landscape Architects and Canadian Nursery Landscape Association.

ii. Landscape design should prioritize comfortable, multi-functional, and accessible spaces for various users and uses throughout the changing seasons. Usable and landscaped rooftops are encouraged.

iii. Site and landscape designs should be cohesive and consistent across property lines (including boulevards within the right-of-way). Boulevard landscapes should be consistent along the street frontage and a logical extension of the landscape on the adjoining property or adjoining boulevards. Loose landscape materials (such as gravel and rocks) should not be placed adjacent to or in the boulevard unless adequately contained.

Usable and landscaped rooftops are encouraged

iv. Landscape designs should reflect transitions between programs and uses. Layering of multiple landscape elements (e.g. planters, trellises, and other forms of hard and soft landscape) is encouraged and can enhance the usability of outdoor amenity spaces.

v. Primary building entrances should accommodate feature landscape designs, including, but not limited to, signage and landscape structures, feature paving, and planters.

vi. Landscaping site coverage shall comply with Zoning regulations.

vii. Landscaping should be provided to screen all parking that may be visible from any street and all service areas, utility equipment, and/or loading areas.

b. Enhance the urban forest

i. Preserve mature trees and integrate their necessary soil volumes within new landscape and building designs where possible.

ii. Maintain and enhance the urban tree canopy by replacing any removed mature trees with an equal or greater number of new trees.

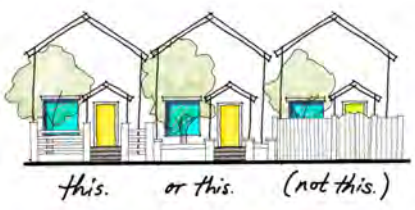
iii. Ensure tree plantings match site conditions. Consider soil volume, tree siting, and mature tree size and plant appropriate tree species that align with the conditions and design intent. Where trees are planted in boulevards, trees should share a trench where possible. Where trees cannot be in a trench, each tree should have a minimum of 5 m3 of topsoil. Refer to the City's Landscape Guidelines for a list of climate-adapted tree species.

iv. Landscape design and materials should provide for and/or enhance habitat value (e.g. birds, pollinators, etc.).

v. Where sightlines are required, use tree species that allow for a minimum branching height of at least 2 m.

c. Good fences make good neighbours

Fences should not obstruct visibility



i. Fence height or landscape (e.g. hedges) should not obstruct visibility for vehicles or pedestrians. Standards for fence heights or screens are provided in the Zoning Bylaw.

ii. Fencing materials should complement building design and materials.

iii. Chain-link fences are strongly discouraged. If chain-link fencing is unavoidable, fencing, posts, and all hardware should be black vinyl and should not be visible from the public realm.

iv. On-site service areas and waste collection bins (garbage and recycling) should be secured and screened from view to the street through enclosures, landscape, and walls that reflect the site architecture. Garbage bins must be screened by enclosures (landscape is not sufficient).

Curb the heat island effect

Landscape design plays a vital role in mitigating the heat island effect in urban environments. Shading of hardscapes and minimizing impervious surfaces can help mitigate an increase in temperature due to urban development.

d. Minimize impervious surfaces

i. All areas not covered by buildings and/or pedestrian facilities should be landscaped with priority given to permeable surfaces, including boulevards and front and rear yards.

ii. Where feasible, permeable hardscapes are encouraged to mitigate stormwater runoff. They may be porous asphalt, porous concrete, permeable pavers, or concrete-glass-block grid.

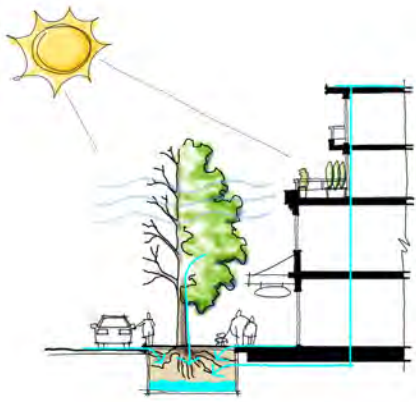
iii. Hardscape areas may be included as part of a development's required landscape/amenity area where they include trees and other vegetation.

iv. Creative ways to incorporate greenery are encouraged (e.g. structured soils, silva cells, green roofs, vertical gardens/walls, planters, balcony landscaping, etc.), particularly on constrained/high-coverage sites.

v. Landscape design shall be integrated with surface parking lots to reduce impermeable surfaces and curb climatic impacts. Trees and shrubs help to protect from wind and reduce excessive heat. Landscape islands that screen parking areas are to be a minimum of 1.5 m in width. Where trees are provided, they are to be a minimum 3" caliper when installed. A minimum of one tree per 95 m2 of surface parking area (including circulation and drive aisles) should be planted.

vi. Landscape design should consider green infrastructure services, including shading, windbreaks, and stormwater management. Deciduous plantings provide shade in the hot summer months while allowing for increased solar gain and providing windbreaks to reduce heat loss in winter months.

Deciduous trees provide shade in summer and let sunlight through in the winter



e. Material selection - hardscapes and softscapes

Materials should be selected with use in mind to determine level of durability and maintenance required.

i. Public and semi-public spaces should be built with high-quality durable materials that allow for active or passive recreational activities.

ii. Pathway paving materials should be robust, durable, and easily maintained.

iii. Plants should be native and/or similarly hardy (adapted). Xeriscaping is encouraged as an important means of conserving water.

iv. Noxious or invasive plants are prohibited.

v. Landscape designs should consider planting palettes that provide seasonal interest, including, but not limited to, fall colours, spring blooms, leaf and bark textures (e.g. compound leaves and exfoliating bark), and fragrances.

vi. Use of edible landscape in the form of fruit trees, nut trees, and edible ground cover is encouraged, provided such plantings are properly maintained to reduce attractants for wildlife predators and pests.

vii. Landscape improvements should be maintained with sub-surface, high-efficiency irrigation (e.g. drip).

viii. Lighter-coloured materials should be used in areas with sun exposure, including for pathway paving and roof materials, to help curb the heat island effect.

4. SPECIAL CONSIDERATIONS

Safety and Security

The design of buildings and pedestrian spaces has an influence on people's perceptions and behaviours, including those associated with safety and security. The right design approach can have a beneficial impact on both.

a. Select and design well-integrated security treatments

i. Security treatments should complement the character of the street/building interface and utilize discrete colours and materials and/or ornamental elements.

ii. Security gates, where necessary, must maintain transparency of windows and doors. High quality, durable materials (e.g. metals) are strongly encouraged with colours that

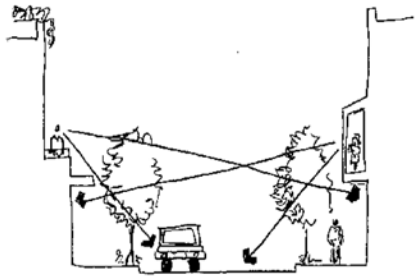
complement site and architectural design.

b. Integrate principles of Crime Prevention Through Environmental Design

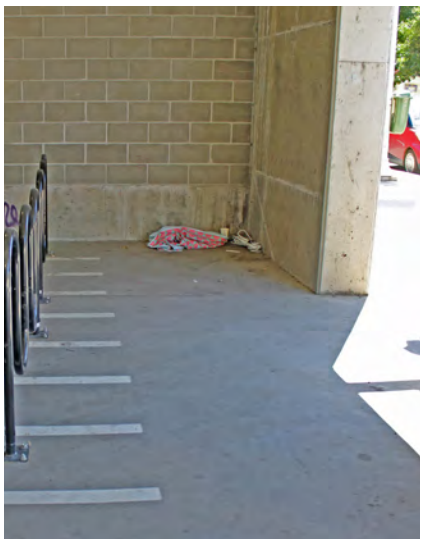
i. Provide opportunities for natural surveillance through consideration of the following strategies:

- Providing clear sightlines between public and private spaces
- Avoiding blind corners in pedestrian pathways, stairwells, corridors, and parking areas
- Locating entries to be clearly visible from the street
- Ensuring fencing or other barriers maximize sightlines between the street and building, such as by designing them to be low enough in height and/or made from visually permeable materials so that they can be seen through or over
- Installing sufficient lighting in public places and other high-traffic pedestrian areas
- Ensuring landscaping does not obstruct sightlines or create hidden spaces
- Siting and designing buildings so that windows, balconies, and/or other opportunities for natural surveillance overlook public spaces and areas of potential security concern

Buildings should be designed with natural surveillance opportunities (e.g. balconies)



Avoid creating hidden spaces



ii. Incorporate access control strategies to attract, direct, or restrict pedestrian movement and deter illegitimate uses, such as:

- Providing clear entry points
- Using building siting, landscaping, and/or other natural or design features to direct pedestrian traffic through target areas or into gathering spaces
- Using vegetation or unobtrusive decorative barriers as visual cues to deter unauthorized access to private areas
- Designing public or semi-public spaces to attract rather than discourage people from gathering
- Clearly identifying addressing for buildings and externally accessed units
- Using signage to clearly identify spaces, such as parking areas, to prevent unintended access and assist with wayfinding

iii. Define public and private areas to provide distinct transitions between uses, discourage illegitimate use, and clarify and encourage a sense of ownership and responsibility over both types of spaces through one or more of the following strategies:

- Placing permeable and/or soft barriers, such as vegetation, between uses to define spaces while allowing for pedestrian circulation between them
- Using distinct material treatments, such as different coloured or textured pavers, to visually define and/or separate spaces
- Arranging other elements, such as decorative signage, planter boxes, or lighting features, to announce transitions

iv. Ensure public or semi-public spaces are attractive and well maintained so that they are inviting, well used, and cared for, such as by:

- Developing appropriate maintenance regimes that include the quick repair of vandalism and graffiti, replacement of expired lighting, and removal of worn or decayed elements
- Using materials that reduce opportunities for vandalism
- Incorporating design elements that promote community pride and sense of place

Permeable barriers, distinct material treatments, and street furniture help define use in public spaces and announce transitions

Wayfinding and Signage

Incorporating effective wayfinding strategies, such as appropriately designed and placed signage, helps people to better navigate their surroundings, direct their attention to key amenities, improve accessibility and safety, and enhance the pedestrian experience.

c. Design signage for people and incorporate wayfinding

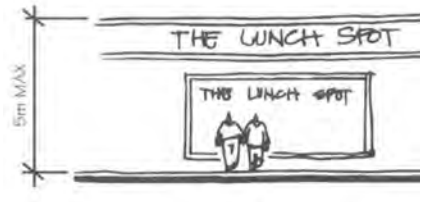
i. Sign types, styles, and locations should be shown on building elevations. Signage should reflect or complement, and be integrated with, the site's architectural character. Limit signage in number, location, and size to reduce visual clutter and make individual signs easier to see. Street address numbers should be clearly identified on buildings or units.

ii. Signage should be pedestrian oriented with respect to location, orientation, and scale. Pedestrian-oriented signage should be within 5 m of the ground plane and graphically designed to be readable by pedestrians on the sidewalk.

iii. All signs should be building mounted and integrated with a building's architecture (e.g. incorporated with canopies) or placed within the Furnishing Zone (refer to Section 5: Streetscapes guidelines). Signage shall not be the dominant feature of the façade or overall development.

iv. Neon signs, sculptural signs, and artwork are encouraged. Auto-oriented, vinyl, back-lit podium, portable read-o-graph, rooftop, freestanding, and billboard signs shall not be permitted, and internally-lit plastic box signs are strongly discouraged in new development. Back-lighting of signage can occur where individual, three dimensional letters are used.

Pedestrian-oriented signage ensures wayfinding targets people on sidewalks rather than in cars



Sculptural signs are encouraged, and internally-lit plastic box signs are strongly discouraged

v. Signage should be made of durable, weather-resistant material; opaque; and coloured in such a way so as to coordinate with the façade of the building.

vi. Window signs should not cover more than 30% of the total area of the ground floor frontage facing any one street.

vii. Signage on commercial buildings should clearly identify uses and business names.

viii. Wayfinding signage should inform users of distances to and from key destinations (e.g. trailheads, landmarks, safe routes).

ix. Interpretive signage should showcase the context and history of the region, city, and neighbourhood, including Secwepemc heritage and language, by describing climate and geological processes/ origins; identifying significant views and landscape features; and revealing the stories behind place names, including streets, parks, buildings and other sites of historical importance.

City of Kamloops wayfinding signage

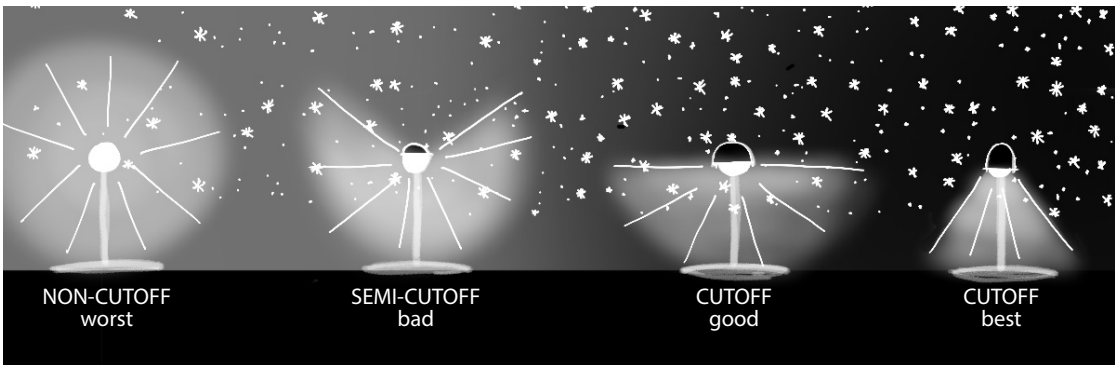
Lighting

Lighting is an essential feature of any urban environment as it provides for nighttime visibility, enhances safety, and can complement site and building design, making spaces more useful and inviting throughout all hours of the day.

d. Mitigate light pollution

i. Avoid light pollution by avoiding light reflectance, directing lighting downwards, and using full cut off fixtures with horizontal aligned flush-mounted (non-protruding) lenses. Exceptions may be made for signage and architectural lighting.

Full cut-off fixtures should be used to mitigate light pollution



e. Install lighting for safety

   i. On-site lighting should be sufficient to provide clear orientation and personal safety and site security. Ensure continuous lighting along mandatory connections, between parking, entrances, and public sidewalks and clearly identify their termini (entrances, parking and loading areas, etc.).

   ii. Do not light areas that are not intended for nighttime use. Focus lighting on priority pathways that provide connection between key destinations that people use at night.

f. Design lighting to create and/or enhance character

   i. Create an even wash of light across surfaces desired to be lit.

   ii. Place lighting fixtures no higher than 6 m from the ground.

   iii. Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered to ensure integration with building and landscape design.

   iv. Light sources should emit a warm tone of light, at a maximum of 3000 Kelvin (K).

   v. Use up-lighting sparingly and only for accenting architectural elements of landscape features.

   vi. Building design should use lighting fixtures that create visual interest and are at a human scale rather than an automobile orientation.

Significant Sites

Clarifying and enhancing key sites, such as area-defining landmarks, gateways, and waterfront locations, help to facilitate wayfinding, contribute to beautification, and provide unique opportunities for placemaking.

g. Design gateway sites to announce transitions in key locations of the Tranquille Market Corridor and North Shore Town Centre. Landmark architectural elements (e.g. tall vertical elements and bold orientation) are encouraged to differentiate these sites where identified.

Gateway locations

i. Buildings located on gateway sites should incorporate special design features at corners to announce entry into the North Shore Town Centre or Tranquille Market Corridor areas.

ii. Site architecturally significant buildings and provide strong massing where visible at the terminus of a street or walkway or at a gateway location.

iii. Landmark and focal point buildings should incorporate significant architectural styles and features, including distinct landscaping and signage, to distinguish them from adjacent properties and to create a positive impact on the landscape and pedestrian experience.

iv. Sites located adjacent to the intersection of Tranquille Road, 8th Street, and Fortune Drive must meet a minimum building height of four (4) storeys, which can be reduced to two (2) storeys if other gateway features, such as public art and/or landscaped pedestrian plazas, are used.

h. Address, integrate, and activate the waterfront

Where not in conflict with the Riparian Areas Regulation Development Permit Area or with an assessment by a qualified environmental professional (QEP):

i. Incorporate greening and other restoration measures to enhance the ecology of the Thompson River shoreline and riparian areas.

ii. Site buildings to maximize opportunities for open public space adjacent to the waterfront while ensuring building design emphasizes river views for building occupants.

iii. Incorporate accessible pedestrian pathways, gathering spaces, boardwalks, piers, and/or viewpoints along the waterfront where they can connect with the existing pedestrian network to improve public access to, and enhance the area's connection with, the Thompson River.

iv. Activate pedestrian spaces adjacent to the shoreline by incorporating complementary uses along the waterfront-facing side of buildings, including opportunities for shopping, dining, recreation, seating, public gathering, and events.

v. Site and/or design buildings to create, frame, or extend visual connections to the waterfront from the primary street to support wayfinding, beautification, and sense of place.

vi. Use materials and design features, such as public art installations, that complement or enhance a waterfront location and contribute to sense of place. Where appropriate, this may include drawing from the area's historic industrial, agricultural, transportation-related, and/or Secwepemc uses and design traditions.

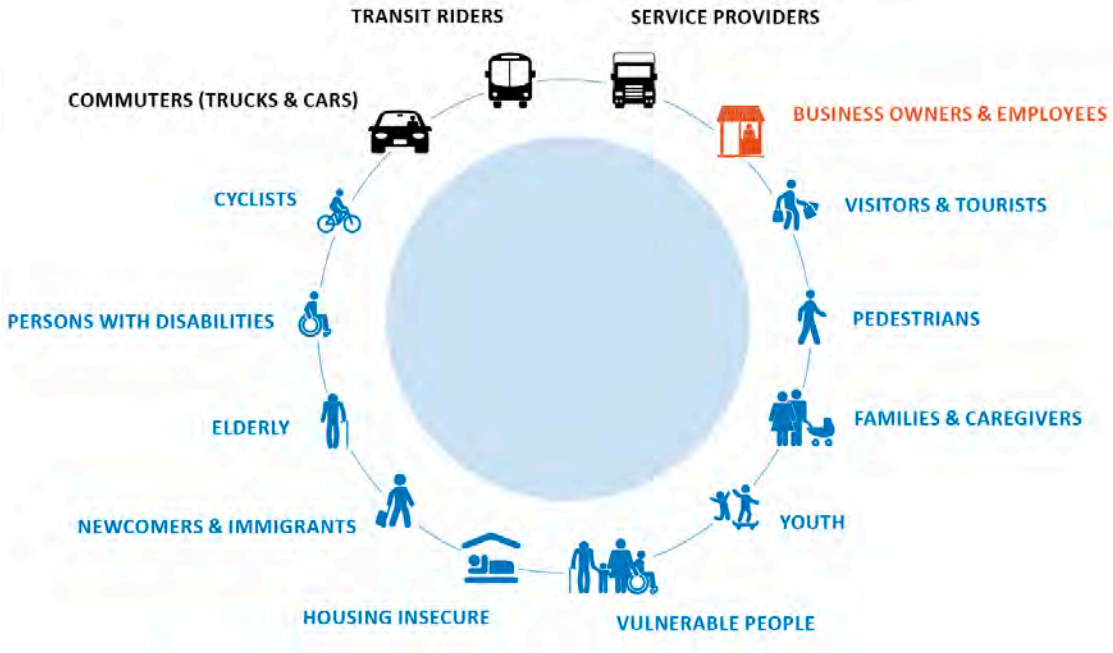
vii. Mitigate flood risk by ensuring no habitable building space is constructed below the 200-year floodplain elevation and that waterfront sites and landscaping features are designed to avoid or reduce flood impacts, such as through planting flood-tolerant plant species or incorporating design elements that slow, store, convey, and/or discharge water.

Incorporate waterfront pedestrian spaces where feasible

Design features, including public art, can reflect an area's history or past uses

5. STREETSCAPES

The street's many users should find a comfortable place in the space of the cross-section



Functional Streets for People

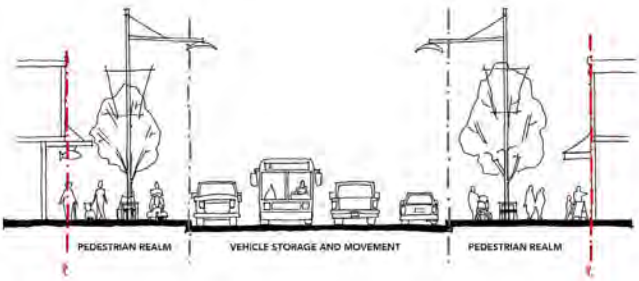
Streets are a fundamentally important place where citizens and visitors engage in shared civic life. The following guidelines prioritize strategies toward comfort, health and safety, accessibility, visual appeal, and spaces of gathering and enjoyment for pedestrians while ensuring functional movement of people, goods and services; operations; and maintenance (e.g. for snow clearing).

a. Consider the needs of all users

   i. Pedestrians and all of their various needs, cyclists, rollerbladers and skaters, electric vehicle and scooter users, and lastly, motor vehicles (cars and trucks).

b. Curb aliment and building placement should be considered to accommodate pedestrian-friendly streetscapes

   i. To accommodate the sidewalks diverse functions, sidewalk bulb-outs at intersections and adjacent to mid-block crosswalks should be implemented in conjunction with new development, where feasible. The City's Tranquille Road Complete Streets Plan (or successor plan) should be reviewed for potential curb alignment.



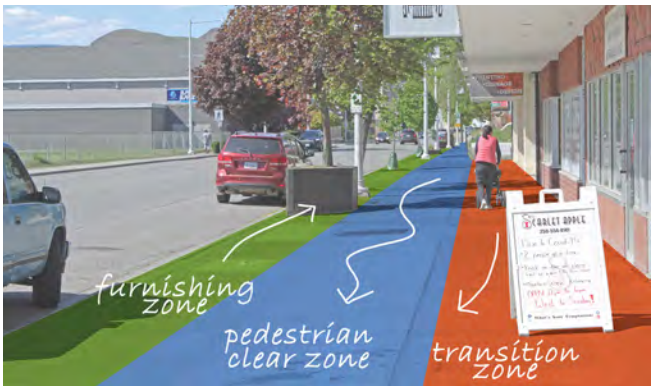
ii. Increased building setbacks from property lines adjacent to the street may also be considered to accommodate complete sidewalk cross-sections.

c. Find a home for the sidewalk's many functions and parts

The sidewalk should be designed to ensure a logical, functional, and well-maintained appearance that is aesthetically pleasing and provides a unifying experience throughout the North Shore Town Centre and Tranquille Market Corridor areas. Sidewalks should clearly allocate sufficient space for the following functions:

i. The Transition Zone – Street designs (and building interfaces) must consider the transitions between public and private space, from building façades and front doors to the sidewalk. The Transition Zone allocates space to accommodate these spatial requirements, grade transitions, and temporary programs (e.g. displays, container plantings, etc.).

Sidewalk space is organized to efficiently accommodate its many functions



ii. The Pedestrian Clear Zone - ensures the safe and unhindered movement of pedestrians (and snow clearing equipment) with a preferred minimum dimension of 2.5 m.

iii. The Furnishing Zone - Trees and other landscape elements, wayfinding signage, and furnishings on sidewalks should be grouped in a dedicated corridor (called the 'Furnishing Zone') in order to retain maximum clearance for Pedestrian Clear Zones and create a buffer between cars and pedestrians. The size of the zone will vary to accommodate the desired elements, with a minimum dimension of 1.2 m to accommodate tree wells. Furnishings should be designed to meet the needs of a wide range of users including children, seniors, and persons with disabilities, and may include lighting, bike racks, parking kiosks, sandwich boards, and utility boxes.

d. Incorporate functional street furnishings that welcome human activity

i. Seating should be provided on retail and significant streets, in bulb-out areas, in plazas, and along multi-use paths, located with a "quiet back" and oriented to create and engage with social spaces.

ii. Waste, recycling, and/or other receptacles should be provided on retail streets, at bus stops, near seating, or on bulb-outs near the street corner.

e. Utilize high quality, durable, and easily maintained materials in the design of streetscapes

i. Streetscape design along major corridors (e.g. Tranquille Road, Sydney Avenue/North Shore Transit Exchange, Fortune Drive, 8th Street) should be designed to a higher standard in light of high pedestrian volumes and defined by durable materials such as unit pavers and/or extensive hardscapes (with planters or tree grates).

ii. Use tree grates (rather than a landscape strip) where pedestrian traffic is high, where sidewalk space is limited, and where siting of underground utilities allows. Tree grate designs should be multi-functional to provide additional utility within the pedestrian realm.

iii. Varied hardscaping materials may be used to delineate different pedestrian realm zones. Material durability and suitability will vary according to the zone's uses.

iv. In conjunction with new development, existing planter boxes along the Tranquille Market Corridor shall be upgraded or replaced with at-grade tree grates, subject to individual evaluation. Planter treatment should advance a consistent look throughout the area.

f. Include street trees in the boulevard to support healthy streetscapes. New development should include street trees based on the following principles:

i. Cross sectional designs should accommodate sufficient boulevard widths and soil volumes to support street trees and optimize benefits of a mature and well established urban forest.

ii. Location of utilities within cross sectional designs should minimize conflict with rooting depth and spread of street trees.

iii. Tree selection should follow the "right tree right place" principle. Different varieties of trees on different streets can add interest and increase comfort, promote biodiversity, and assist in wayfinding by helping to distinguish one street from another. Refer to the City's Landscape Guidelines for a list of climate-adapted tree species.

iv. The irrigation systems for City street trees and landscape in boulevards shall be provided and separate from those of private property. Access to irrigation for street trees and landscape in boulevards shall be provided from the City right-of-way.

Multi-Family Residential Development Permit Area

PURPOSE

The purpose of this *Development Permit Area* (DPA) is to establish objectives and provide guidelines for the form and character of *multi-family residential* development in the city. These guidelines ensure that *multi-family residential* development occurs in a manner that is sensitive to the existing built form by encouraging new development to consider local characteristics and incorporate high-quality design into the siting configuration, landscaping treatments, and overall building aesthetics.

AREA

The Multi-Family Residential *Development Permit Area* applies to all multi-family development within the city for properties currently zoned, or that will become zoned, for *multi-family residential* and containing *multi-family residential* uses. Where the Multi-Family *Development Permit Area* overlaps with other DPAs, all applicable guidelines will be considered.

EXEMPTIONS

A Development Permit will not be required for the following:

- internal renovations
- external renovations that do not affect the form and character of the building or site (to be determined by the Development, Engineering, and Sustainability Department)
- subdivisions

OBJECTIVES

The Multi-Family Residential *Development Permit Area* Guidelines promote quality residential development that:

- enhances natural and built environments within the community through sensitive integration of new buildings and amenities
- maintains desirable characteristics found in existing neighbourhoods
- encourages healthy lifestyles and sustainable local growth through well-designed, durable buildings, landscapes, and public spaces
- animates the *public realm* to enrich a *sense of place*
- accommodates *active transportation* modes and transit usage
- mitigates potential impacts on adjacent land uses
- supports water and energy management through site and landscape design

GUIDELINES

1. SITE DESIGN

Effective site design considers a development's relationship with adjacent buildings, streets, open spaces, and amenities.

a. Site design should consider access for people with diverse mobility needs through the use of features such as ramps/inclines, steps with railings, and tactile *wayfinding* surfaces.

b. Where a proposed building would be taller than adjacent development, a podium feature similar in height to an abutting building (or buildings) should be considered to provide transition in scale. Where a building exceeds four storeys in height, all storeys above the podium should be setback 3 m to create a comfortable street environment.

c. Where a building directly abuts an arterial street, buffering consisting of sidewalks with landscape areas should be a minimum of 3 m wide, as measured from the curb to the principal building.

d. Building siting and massing should foster a comfortable pedestrian environment and help to define and animate a streetscape. The common setback line of a street should be considered when siting a building.

A podium set at the same height as abutting buildings help transition from shorter to taller buildings

e. Shorter building frontages are encouraged as a means to support enhanced pedestrian connectivity.

f. To increase privacy, direct sightlines between facing residential units should be minimized through window placement and design.

g. Ground-floor residential units should provide a private pedestrian access to the street at grade, thereby enhancing a street's function, liveliness, and appeal.

h. Residential units should have access to daylight and private amenity space (e.g. garden, balcony, courtyard, rooftop patio).

Offsetting windows from facing residential units and using window blinkers can help promote privacy

i. Development should be designed to consider natural features, such as topography, rock outcroppings, and mature trees. Buildings and structures should be set back from the edge of a natural feature. Where mature trees must be removed as part of a development, tree replacements will be identified in the landscape plan.

j. Opportunities for passive heating and cooling and natural lighting should be considered early in the planning and design process to create buildings that save energy and emit fewer greenhouse gas (GHG) emissions.

k. To help achieve the City's sustainability initiatives and encourage healthy lifestyles, developments should feature pathways that allow people to safely navigate a site and connect to nearby amenities (e.g. businesses, bus stations, bicycle routes, parks, and recreation facilities). Pathways should be a minimum of 1.5 m wide.

2. BUILT FORM

Massing and Scale

Building mass refers to volume, while scale considers a building's dimensions in relation to people and the surrounding environmental context (e.g. adjacent buildings and open space).

a. New development should complement the scale of adjacent buildings. Where a mid-rise or tall building is introduced, it should incorporate design features that bridge the scale of adjacent buildings in a manner that continues or enriches the rhythm of a street (e.g. horizontal design features such as a cornice line can help connect adjacent buildings, and stepping a building can assist in a scale transition between sites).

Aligning horizontal design features can help connect adjacent buildings

b. The appearance of a single, uninterrupted mass should be avoided through the incorporation of design features, such as rain pipes, chimneys, podiums, and balconies, that contribute to an articulated building façade.

c. To support healthy lifestyles and the enjoyment of outdoor amenity spaces, shadow impacts from a proposed mid-rise or tall building should be considered. A shadow impact study may be required to demonstrate that shadows do not exceed a one-hour duration on the rear yards, decks, patios, and pools of adjacent residential properties on the summer solstice (i.e. June 21) and autumn equinox (i.e. September 21).

d. A mid-rise or tall building should conform to a narrow massing profile to reduce the potential for casting a shadow. A mid-rise or tall building's mass and roof should be designed to avoid casting shadows on neighbouring residential properties. For example, introducing massing cut-outs and building contouring (e.g. stepping) can help mitigate shadow impacts.

Vertical columns and cut-outs help disguise building mass

Stepping and cut-outs reduce massing and shadow impacts

Height and Roof Design

e. A development site's context (e.g. neighbouring buildings, slope, and potential for shadow impact) should be considered when selecting a roof design. A variety of roof designs and aesthetic styles may be appropriate (e.g. modern, mansard, peaked, flat, gable).

f. Buildings should contribute to visual *wayfinding* in the community. Significant street corners (e.g. at an intersection or a curve in a prominent street) may support a building feature of increased height and/or distinctive architectural elements to create a landmark.

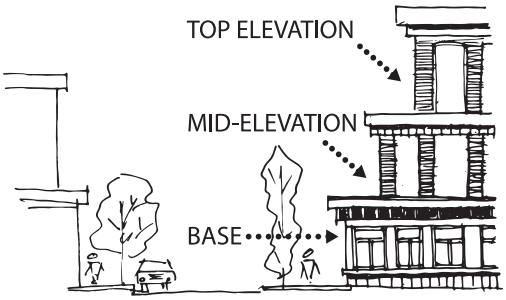
g. Buildings should provide awnings or canopies adjacent to pedestrian pathways for weather relief and visual interest.

Rooftop mechanical screening feature

h. Rooftop mechanical units should not be sited within close proximity of adjacent residential unit windows. Roof design features such as parapets should be used to screen rooftop mechanical units.

Detail, Material, and Colour

i. Small-scale detail is appropriate at or near the ground floor to provide visual interest from the perspective of the street. Larger-scale detail is important when the building is viewed from a longer distance; therefore, such detail is more appropriate above the mid-elevation sections of a large building.



Small-scale detail is more appropriate at or near ground floor, while larger scale detail is appropriate at higher levels

j. Durable building materials that weather well over time contribute to an appearance of quality construction that evokes a sense of permanence. Products such as stone, brick, metal, textured concrete, and/or treated wood should be used on a building façade that faces a public street.

k. The use of multiple material types is encouraged to provide visual variety in built form.

l. The placement and use of materials should be logical. If stone or masonry brick façades are to be used, traditional placement of building materials should be considered (e.g. placing stone above large windows or voids would look out of place). Similarly, masonry brick or stone at a higher elevation (e.g. higher than the sixth floor) would also look unnatural.

m. Townhouse end units should appear to be oriented towards the street (e.g. through the use of entrance features, front porches, glazing, or other design elements). Materials used on the front façade should wrap around and cover the end unit's side.

Materials should wrap from front elevation to side elevation

n. Window placement, entrance locations and features, awnings, materials, and complementary scale can be used to enhance the streetscape.

o. A building's colour palette should complement the site's surrounding context and the community's natural setting. Accent colours may be used to highlight a building's components (e.g. building trim, doors, wrought iron features, window frames).

p. Building entrances should be clearly identifiable, be of human scale, and add character to the overall streetscape.

q. Light and light fixtures should enhance the character of the development. Illumination should be contained within the property boundary.

r. HVAC units, mechanical and equipment rooms, and elevator penthouses should be integrated with the design of the building and screened with durable, design-compatible finishes.

3. PARKING AND CIRCULATION

a. Well-lit underground parking is encouraged for high-density multi family developments.

b. Parking should be located at the rear of the building and will be accessed by internal circulation or manoeuvering aisles. A continuous major circulation aisle should be provided to facilitate on-site traffic circulation.

c. Townhouses and other cluster forms of development will have at least one parking space sited adjacent to or within each unit. Where driveways are provided in front of garages, the garage should be set back 6 m from a drive aisle to maintain proper traffic circulation.

d. Surface parking areas will be configured into parking clusters and will feature landscape islands to protect pedestrians. Parking design should consider snow storage to maintain vehicle and pedestrian movement. Amenity areas will not be accepted for snow dumping or storage.

e. Parking spaces should be located to allow casual surveillance to enhance safety.

f. The use of special paving (e.g. pavers, concrete) should be used to define entrances to a multi-family development, pedestrian crosswalks, parking stalls and driveways in front of individual units, and common areas.

g. Site entrance points should be defined with landscaping, tree planting, signage, lighting, or other design features.

h. Shared access points with adjacent properties are encouraged where viable. Reciprocal parking agreements may be required between adjoining lots to better facilitate on-site circulation.

Special paving treatments help define key areas

i. Long-term residential bicycle parking will be sited in secure locations. Visitor bicycle parking should be located near building entrances and should not obstruct pedestrian movement.

j. Assigned parking spaces should be identified in an attractive and subtle manner. Identification should not be painted on the stall surface.

k. Visitor parking should be clearly identified and conveniently located for visitors.

l. Surface parking areas have the potential to be a source of noise and light that may affect residential dwelling units on and off site. To reduce this potential impact, areas between dwelling units and parking areas should be screened with landscaping such as berms and/or dense hedges.

Additional Guidelines

The following additional guidelines will apply to all mixed-use development:

i. Pedestrian-level commercial development should be distinguishable from the residential development above

ii. Ground-floor commercial windows should be transparent and frontages should be permeable, with street access provided for pedestrians. Mirrored or dark-tinted windows are not appropriate on a public facing façade.

iii. All signage should complement a building's design.

m. To enhance safety, loading and service areas should be separated from sidewalks and pathways.

n. Areas for garbage and recycling bins will be sited to permit efficient year-round collection.

4. LANDSCAPING

a. All areas not covered by buildings, structures, and parking - including the boulevard and front and rear yards - will be landscaped with an irrigation system at the time of development.

b. Loose landscape materials should not be placed adjacent to or in the boulevard unless adequately contained.

c. Street trees should be sited in the boulevard. Bollards may be considered as an appropriate substitute for street trees to enhance pedestrian comfort in locations that cannot accommodate trees.

d. New landscaping covering 100 m^2 or more in total site area will require landscape plans prepared by a registered landscape architect.

e. Art and ornamental features, such as water fountains and sculptures, are encouraged to promote beautification of the development and contribute to pedestrian *wayfinding*. Landscaping should distinguish private space from public space and define entrances to a development while preserving pedestrian safety.

Placement of art and ornamental features should contribute to pedestrian wayfinding

f. All retaining walls should be architecturally textured. Large, smooth-faced block walls shall be discouraged.

g. Retaining walls with an exposed face of 3 m or greater in height are encouraged to incorporate terracing and/or articulation. Terraces should be designed to accommodate landscape areas that soften the wall's appearance and are accessible for maintenance. Where walls exceed 1.5 m in height, landscape features, such as trees, shrubs, or vines, should be provided adjacent to the wall.

h. Street-fronting façades should include landscaping adjacent to foundations of buildings and structures.

i. Fencing materials should complement building design and materials. Where chain-link fences are provided, fencing, posts, and all hardware should be black vinyl.

j. Landscaping should feature indigenous plants. Xeriscaping is encouraged as an important means of conserving water. Noxious or invasive plants are not appropriate selections for a landscape.

k. Use of edible landscaping in the form of fruit trees, nut trees, and edible ground cover is encouraged, provided such plantings are properly maintained to reduce attractants for wildlife predators and pests.

l. Waste, recycling, and/or compost bins will be secured and visually screened through landscaping and walls that reflect the site's built form.

m. Electrical kiosks should be wrapped and/or screened with landscaping, providing that clearance requirements are maintained.

5. AMENITY AREAS

a. Incorporate decks, balconies, and common outdoor amenity spaces into *multi-family residential* developments.

b. Provide elements such as constructed planters, gazebos, trellises, pergolas, and other forms of hard and soft landscaping, including opportunities for urban agriculture, to enhance the usability of decks, balconies, and outdoor amenity space.

c. Common outdoor amenity areas should be built with high-quality durable materials that allow for active or *passive recreation*al activities. Examples of outdoor amenity areas include irrigated edible gardens, landscaped and trellised seating areas, playgrounds, clubhouses, and outdoor cooking areas.

d. Outdoor amenity areas should be centrally located in highly visible areas and accessible without vehicular traffic interference. Such amenity areas should be oriented to receive sunlight, with trees and landscaping to provide weather protection.

e. Where multi-family developments are located in close proximity to parks or schools, opportunities to reduce the required outdoor amenity area will be considered on a case-by-case basis. In these situations, the City may explore partnerships and/or funding opportunities with the developer to provide improvements to the neighbourhood park space for the use of all residents of the area.

6. LIGHTING AND SIGNAGE

a. Entrances, pathways, open spaces, and parking areas should be well lit to avoid dark expanses and enhance safety. Light fixtures that complement the character of the development and surrounding area are encouraged, and creating light pollution on adjacent properties should be avoided.

b. Developments that consist of multiple buildings should include a site map at the primary access point to assist with site navigation for emergency response crews.

c. Signage should reflect the architectural character of the development and not be visually obtrusive or add perceived clutter. Entry signs should be placed at or below eye level and be integrated with landscaping or other features.

d. Street address numbers should be clearly identified on buildings or units.

Intensive Residential Development Permit Area

PURPOSE

The purpose of this *Development Permit Area* (DPA) is to establish objectives and provide guidelines for the form and character of *intensive residential* development in the city. These guidelines ensure that residential *infill* development occurs in a manner that is sensitive to the existing built form by encouraging new development to consider local characteristics and incorporate high-quality design into the siting configuration, landscaping treatments, and overall building aesthetics.

AREA

The Intensive Residential *Development Permit Area* applies to all *small-scale residential infill* development within the city. Where the Intensive Residential *Development Permit Area* overlaps with other DPAs, all applicable guidelines will be considered.

For the purpose of this DPA, an Intensive Residential Development Permit shall be required prior to the issuance of a Building Permit for any of the following in a Division Eight - Residential zone in the City of Kamloops Zoning Bylaw:

Any development that consists of:

- two or more Residential buildings;
- three or more Dwelling Units; or

- a Single-Detached or Two-Unit Residential Building that is being converted into a Building with additional units.

Any development on a lot that has:

- an overall area of less than 929 m^2 that was subdivided off of an existing property through a subdivision application that creates no more than three new lots;
- an overall area of less than 370 m^2; or
- less than 9 m in lot frontage, which includes panhandle lots.

EXEMPTIONS

A Development Permit will not be required for the following:

- minor exterior alterations that do not require a Building Permit
- construction of an accessory building
- construction of one Secondary Suite in a Single Detached Residential Building
- construction of one Two-Unit Residential Building (Duplex) on a lot

OBJECTIVES

The Intensive Residential *Development Permit Area* Guidelines promote quality development that:

- achieves a high degree of residential livability and occupant safety
- considers site-specific characteristics and encourages compatibility with existing dwellings in terms of setbacks, landscaping, massing, and detail
- preserves and enhances the scale and character of individual neighbourhoods and streetscapes through sensitive integration
- provides a form of sustainable housing using existing service infrastructure
- provides a mix of housing forms, homeownership opportunities, and quality rental housing

GUIDELINES

1. SITE DESIGN

Effective site design considers a development's contextual relationship with adjacent buildings, streets, open spaces, and amenities.

a. Buildings should include features such as porches, balconies, verandas, and/or covered entryways to animate the street.

b. Buildings should be designed to work with the natural topography of the site. Wherever possible, the first floor of a building should be set into the existing grade, and retaining walls, if necessary, should be kept low and terraced.

c. The primary entrance to each dwelling unit must be easily accessible from the street and should be oriented towards the nearest street frontage. Direct, hard-surfaced pedestrian pathways must be provided between primary entrances and the street.

d. To promote the appearance of residential development from the street, soft landscaped street yards are required up to the municipal sidewalk or street.

e. Where a residential building is sited adjacent to a street, it should be architecturally treated to appear to face the street. Buildings on corner lots or double fronting lots should face both streets and provide entrances to units from both the primary street and the flanking street.

f. Street yard setbacks should consider the setbacks of adjacent properties and reflect the general character of the neighbourhood. Building additions that add dwelling units should be sited in a way that considers the front yard setbacks of the existing dwelling unit.

Development that steps up the hillside to match the topography and reduce the impact on neighbouring buildings

Paved pathways connect building entrances to the street, while comprehensive landscaping of front yards improves street appeal

Buildings on corner lots should be designed with entrances and architectural details that face both streets

2. BUILT FORM

Massing and Scale

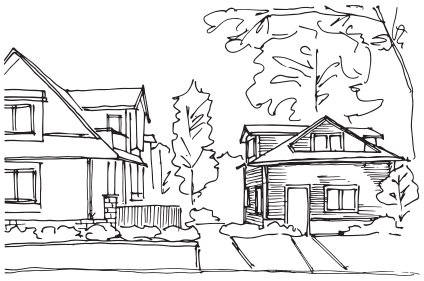
Building mass refers to volume, while scale considers a building's dimensions in relation to people and the surrounding environmental context (e.g. adjacent buildings and open space).

a. Building design should consider the immediate surroundings and not appear out of scale or character to the adjacent homes. Building mass and scale should complement the rhythm of adjacent buildings and the overall neighbourhood pattern.

b. Upper storeys should be smaller in mass than lower storeys to reduce the appearance of a box and reduce visual and shadow impact on neighbouring properties, particularly when a new building is taller than its neighbours. The reduction in mass may be achieved through stepping in of the building face and sloped roofs.

c. Two and three storey buildings shall include articulation in building façade such as recesses, projections, and varied setbacks to foster visual interest and break up building mass.

d. Shadow and privacy impacts on adjacent properties should be reduced through setbacks and stepping the building away from neighbouring residential properties.



A dormer window adds articulation and helps reduce the mass of the upper floor

Non-symmetrical designs may be used to support building articulation

Height and Roof Design

e. Where proposed buildings are taller than their neighbours, building height should be mitigated by incorporating all or part of the upper storey into the truss system.

f. Variation in the character of rooflines, such as steep roof pitches, gables, hips, and dormers, is encouraged.

Gable roof features above entrances and bay windows fosters visual interest

Detail, Material, and Colour

g. Building details and materials should complement the established neighbourhood.

h. Materials and colours should be used to emphasize prominent features, and the incorporation of two or more building materials is required. Durable textured building materials, such as cultured stone, brick, and/or shakes, should be applied to no less than 20 percent of public facing façades.

i. A building's colour palette should complement the site's surrounding context and the community's natural setting. Accent colours may be used to highlight architectural features, such as window trim, soffits, and gables.

j. For buildings with multiple street frontages, each building façade fronting a street shall incorporate sufficient architectural detail to create visual interest from the street.

k. Roofing materials should complement the overall building design and be compatible with materials used on adjacent properties.

l. Buildings shall be architecturally cohesive in terms of cladding, roofing materials, colour, and architectural style. For additions that add a dwelling unit or units to a building, façade and roofing improvements may be required on the existing portion of the building to provide an attractive, integrated appearance. The new units should be fully connected to existing units through a common wall, floor, and roof system.

m. Where multiple residential buildings are constructed on a site, the cladding, roofing materials, colour, and architectural style of each building shall be complementary. Upgrades to the existing principal dwelling may be required.

Windows

n. Windows shall:

- be emphasized through the use of colour, exterior casings, and trim or similar architectural features and complement the building design
- be oriented towards the primary street frontage to allow the natural observation of the street and, where possible, located on all façades and levels
- be sited to minimize privacy impacts of existing adjacent dwellings and yards; and,
- be used to reduce the impact of large, blank walls and may include dormer or bay-style windows

o. Skylights, glass blocks, and similar features should be used to provide daylight and preserve privacy.

p. Visual impact of blank walls and garages on the streetscape should be minimized through the use of windows and side-facing garages.

3. PARKING AND CIRCULATION

a. On lots serviced by rear lanes, all parking shall be accessed from the lane and front yards shall be landscaped. Parking spaces directly accessed from the lane must be setback in accordance with the zoning bylaw to provide adequate maneuvering room.

b. Where parking must be provided in the front or side street yard, driveway access width shall be limited as much as possible and any parking spaces that do not directly access the street shall be screened by landscaping.

c. Shared driveways should be used to provide access to split-title duplexes or other multi-unit developments. Reciprocal access easements shall be required where the driveway is not designated common property. Where shared driveways are not practical, narrow individual driveways separated by landscaping may also be used.

Narrow driveways separated by landscaping improve the street appeal of the development

d. On corner lots and double-fronting lots where access is allowed on both frontages, driveways and parking spaces should be split between the available frontages to disperse traffic.

e. Garages should be oriented away from the street wherever possible. Street fronting garages should be recessed behind the front façade of the principal dwelling unit and should not be the dominant housing feature visible from the street.

4. LANDSCAPING

a. Landscaping should be used to define private outdoor space from public areas, frame building entrances, enhance the appearance of blank walls, and foster street-appeal of new development. Trees shall be provided in street-facing yards to beautify the public realm and enhance the urban tree canopy.

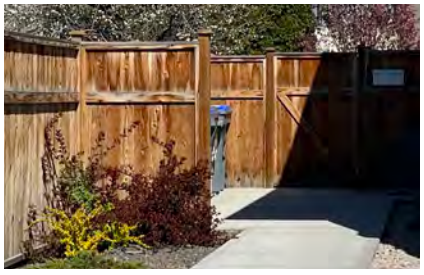
b. Landscaping should be used to define and screen off-street parking areas. Areas facing public streets that do not contain parking or driveways shall be landscaped. Durable landscape materials such as trees, boulders and low (maximum 1.2 m height) fences or landscape walls should be used in required street yard landscape areas to restrict their informal use for parking.

c. Shrubs, other dense vegetation, and fencing should be used strategically adjacent to parking areas to provide screening and reduce the amount of light pollution on neighbouring properties.

d. Careful building placement and site design should be used to retain and protect mature trees.

e. Fencing materials should complement building design and materials. Where chain link fences are provided, fencing, posts, and all hardware should be black vinyl.

f. Sufficient area shall be allocated on-site for storage of solid waste receptacles without impeding pedestrian pathways, parking, or landscaped areas. For developments comprising four or more units, solid waste carts shall be screened from the street and neighbouring properties.



Solid waste carts shall be screened from the street and neighbouring properties

5. AMENITY AREAS

a. All dwelling units should have access to high quality, usable outside amenity space. This can be provided in the form of decks, patios, and dedicated yard or garden areas. Each residential unit should have access to outdoor amenity space no smaller than 20 m^2.

b. Amenity areas should be designed to allow access to daylight and offer privacy for residents. Fencing or landscape features should be used to define outdoor amenity space of separate dwelling units and foster privacy.

c. Balconies should face the lane, street, or the shared yard between residential buildings and should not overlook adjacent properties. Privacy screens shall be used to mitigate impacts on adjacent properties.

Each unit shall have access to its own outdoor amenity space. Fencing or landscaping may be used to separate amenity areas allocated to each unit

6. SAFETY FEATURES

a. The primary entrance to each residential unit should face or be visible from the street. Architectural features such as covered entryways are encouraged to assist in wayfinding.

b. Address numbers shall be posted on the building near the primary entrance, in a colour contrasting with the building, and either illuminated in periods of darkness or reflective for easy visibility at night. When building addresses are not visible from the street frontage, directional address signs are required.

Example of high-visibility addressing with contrasting colours, lighting installed for illumination, and a covered entryway.

c. All residential units must be connected to the nearest dedicated public road by an unobstructed, hard-surfaced path at least 1 m wide, with lighting that does not spill over onto neighbouring properties.

d. For properties within the 200-year floodplain, built form shall consist of carriage suites or dwelling units with crawl spaces or structured parking at the ground level to mitigate the risk of flood damage to habitable spaces.

Commercial Development Permit Area

PURPOSE

The purpose of this *Development Permit Area* (DPA) is to establish objectives and provide guidelines for the form and character of commercial development in the city. These guidelines ensure that commercial development occurs in a manner that is sensitive to the existing built form by encouraging new development to consider local characteristics and incorporate high-quality design into the siting configuration, landscaping treatments, and overall building aesthetics.

AREA

The Commercial *Development Permit Area* applies to all commercial development within the city for properties currently zoned, or that will become zoned, for commercial and containing commercial uses. Where the Commercial *Development Permit Area* overlaps with other DPAs, all applicable guidelines will be considered.

EXEMPTIONS

A Development Permit will not be required for the following:

- internal renovations
- external renovations that do not require a Building Permit and do not affect the form and character of the building or site (to be determined by Development, Engineering, and Sustainability Department)
- subdivisions
- additions or renovations that are not visible from the *public realm*

OBJECTIVES

The Commercial *Development Permit Area* Guidelines promote quality commercial development that:

- enhances the natural and built environments within the community through the sensitive integration of new buildings and amenities
- maintains desirable characteristics found in existing neighbourhoods
- encourages healthy lifestyles and sustainable local growth through well-designed durable buildings, landscapes, and public spaces
- animates the *public realm* to enrich a *sense of place*
- accommodates *active transportation* modes and transit usage
- mitigates potential impacts on adjacent land uses
- supports sustainable energy and water management through site and landscape design

GUIDELINES

1. SITE DESIGN

Effective site design considers a development's contextual relationship with adjacent buildings, streets, open spaces, and amenities.

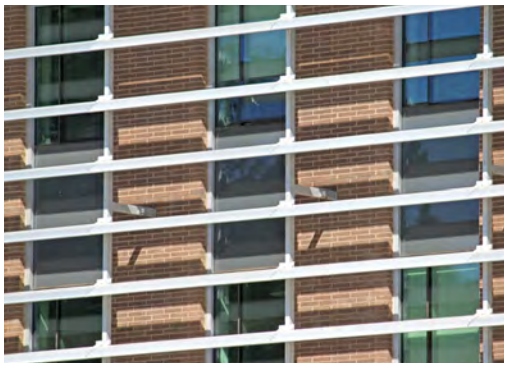
a. Commercial development should be designed to benefit from a site's natural topography and exposure to sunlight to reduce environmental impacts. Opportunities for passive heating and cooling and natural lighting should be considered early in the planning and design process to create buildings that have energy savings and emit less greenhouse gas (GHG) emissions.

b. Pedestrian paths should provide safe and direct access to commercial businesses from municipal sidewalks and on-site parking areas. Pedestrian paths and sidewalks should be raised to enhance pedestrian visibility and reduce vehicle speeds.

c. Site design should consider access for people with diverse mobility needs through the use of features such as ramps/inclines, steps with railings, and tactile *wayfinding* surfaces.

d. Driveways should be well lit and defined by raised curbs and landscaping.

e. Buildings should be designed to incorporate architectural features that animate all street frontages.



Example of passive solar shading

Raised pedestrian path through a commercial parking lot

f. The common building setback line of a street should be considered when siting a building.

g. Outdoor sales and display areas should be architecturally integrated with the building and landscape design of the property. These areas should be enclosed and screened by durable materials and permanent landscaping.

h. Outdoor storage areas, garbage bins, or loading/unloading areas should be oriented away from adjacent residential areas and streets.

i. Where permitted, drive-thru facilities should be located at the side or rear of the building, except where such siting will conflict with adjacent residential uses, in which case alternate orientations may be considered.

2. BUILT FORM

Massing and Scale

Building mass refers to volume, whereas scale considers a building's dimensions in relation to people and the surrounding environmental context (e.g. adjacent buildings and open space).

a. New development should incorporate design features that complement the scale of adjacent buildings and enrich the rhythm of a street. For example, horizontal design features such as a cornice line can help connect adjacent buildings, while stepping a building can assist in a scale transition between sites.

b. Buildings should incorporate architectural features and variation to avoid the appearance of long, blank façades and to reduce apparent building mass.

c. Mid-rise and *tall buildings* should conform to a narrow massing profile, use massing cut-outs and/or building contouring (e.g. stepping) to reduce shadow impacts on neighbouring properties.

d. To support healthy lifestyles and the enjoyment of outdoor amenity spaces during spring, summer, and fall months, shadow impacts from a proposed mid-rise or tall building should not exceed a one-hour duration on rear yards, decks, patios, and pools of adjacent residential properties on the summer solstice (i.e. June 21) and autumn equinox (i.e. September 21).

Aligning horizontal design features can help connect adjacent buildings

Stepping and cut-outs reduce massing and shadow impacts

Height and Roof Design

e. Intelligent roof design should be used to reduce a building's energy consumption needs by using daylight for heating, cooling, and internal lighting.

f. Buildings should contribute to visual *wayfinding* in the community. Significant street corners (e.g. at an intersection or a curve in a prominent street) may support a building feature of increased height and/or distinctive architectural elements to create a landmark.

g. Buildings should provide awnings or canopies adjacent to pedestrian pathways for weather relief and visual interest.

h. Roof design should add visual interest to a building. Where flat roofs are used, the roofline should provide modulation (e.g. changes of elevation, projection, or architectural features).

i. Rooftop mechanical equipment should be screened by parapets or other architectural roof design features.

Making use of natural daylight in roof design can help reduce a building's energy consumption needs

Detail, Material, and Colour

j. Durable building materials should be used to contribute to an appearance of quality construction that evokes a sense of permanence. Products such as stone, brick, metal, textured concrete, treated wood, and fibre cement siding should be used on a building façade that faces a public street.

k. To assist with public *wayfinding*, business entrances should be well defined through signage, architectural design features (e.g. awnings, building articulation, use of detailed building materials), lighting, and landscape.

l. A building's colour palette should complement the site's surrounding context and the community's natural setting. Accent colours may be used to highlight key building components such as entrances, common area, changes in business, and/or service areas.

Entrances defined through features such as signage, awnings, and building materials can assist with public wayfinding

m. Mirrored or dark-tinted windows are not appropriate on a public-facing façade.

n. The selection of building detail, material, and colour should support energy-efficient buildings with low GHGs. For example, the placement and design of walls capable of supporting thermal mass loading can help reduce internal heating-related energy consumption.

3. PARKING AND CIRCULATION

a. Shared access points with adjacent properties are encouraged, where viable. Reciprocal parking agreements may be required between adjoining lots to better facilitate on-site circulation.

b. Short-term bicycle parking racks should be covered and located near the principal entrance of a commercial building.

c. Parking spaces should not be sited in front yard setback areas. Parking areas should be located to the rear of a building that fronts onto a public street.

d. Drive-thru facilities should be located away from adjacent uses, screened with landscaping from public streets, and designed to achieve safe pedestrian and vehicle movements. Drive-thru areas should include an adequate number of queuing spaces to avoid congestion of circulation aisles and streets.

4. LANDSCAPING

a. All areas not covered by buildings, structures, and parking - including the boulevard and front and rear yards - will be landscaped with an irrigation system at the time of development. Loose landscape materials should be contained on the property. Street trees should be sited in the boulevard. Bollards may be considered as an appropriate substitute for street trees to enhance pedestrian comfort where street trees are not suitable.

b. New landscaping covering 100 m^2 or more in total site area will require landscape plans prepared by a registered landscape architect.

c. Commercial buildings should have soft-landscape areas planted with trees and shrubs along a minimum of 30 percent of a non-interactive building façade. Landscaping will provide shade to reduce energy consumption in summer months and provide visual relief of a building's mass while preserving sufficient space for signage and windows.

d. Fuel bars shall be buffered from adjacent uses and streets by a minimum 3 m wide soft-landscape buffer to help mitigate vehicle headlights, sounds, and general appearance. Buffers should feature a combination of trees, shrubs, and dense low-hedge plants.

e. Sound attenuation features, such as a landscaped berm with a solid fence, should be considered to buffer noxious uses, such as drive-thru menu boards, loading zones, and car washes, from residential or institutional uses.

f. Outdoor storage areas, waste disposal, and loading/unloading areas should be visually screened and landscaped from residential areas and public streets.

g. Landscape plant selection should be appropriate to the Kamloops climate (i.e. native plants and xeriscaping should be used) and provide visual interest year-round. A mix of coniferous and deciduous trees and shrubs should be planted.

h. Landscape features such as trees, bollards, raised curbs, and signage (or combination thereof) should be used to define safe pedestrian paths.

i. Landscaping should be used to separate large expanses of parking into smaller subsections. Accordingly, landscaping islands should be located at each end of every parking aisle. In the case of longer parking aisles, landscape islands should be provided in the middle of the aisle as well. Landscaping islands should be large enough to support healthy plant growth and include at least one tree per parking aisle.

5. LIGHTING AND SIGNAGE

a. Lighting and light standards in all public areas, including parking lots, should relate to the pedestrian and should be directed toward the ground so as to avoid light pollution on neighbouring properties. The preferred design for lighting within front yards is with ground-mounted units that are located discreetly within landscaped areas. Lighting plans may be required. Lighting may also be incorporated into building design.

b. Placement of signs shall not obstruct pedestrian movement, vehicular traffic, or sightlines. All free-standing signs should feature landscaping around their base.

c. Wall-mounted signage should complement a building's design.

d. Free-standing signage should be integrated with landscaping at the base. Mounting supports should reflect the materials and design character of the corresponding commercial building. All wiring and/or conduits to a sign should not be visible to passing vehicles or pedestrians.

e. Illuminated signs should not direct glare off site.

Free-standing signage should be integrated with landscaping at the base

Industrial Development Permit Area

PURPOSE

The purpose of this *Development Permit Area* (DPA) is to establish objectives and provide guidelines for the form and character of industrial development in the city. These guidelines ensure that industrial development occurs in a manner that is sensitive to the existing built form by encouraging new development to consider local characteristics and incorporate high-quality design into the siting configuration, landscaping treatments, and overall building aesthetics.

AREA

The Industrial *Development Permit Area* applies to all industrial development within Kamloops for properties currently zoned, or that will become zoned, for industrial and containing industrial uses, including all railway and airport lands. Where the Industrial *Development Permit Area* overlaps with other DPAs, all applicable guidelines will be considered.

EXEMPTIONS

A Development Permit will not be required for the following:

- internal renovations
- external renovations that do not affect the form and character of the building
- accessory buildings and additions that are not visible from a public road or adjacent properties

OBJECTIVES

The Industrial *Development Permit Area* Guidelines promote quality industrial development that:

- provides a high standard of built form, site design, and landscaping
- balances the desire for efficient traffic flows with the need to move towards a more pedestrian-friendly environment
- minimizes conflicts between industrial development and other land uses

GUIDELINES

1. SITE DESIGN

Effective site design considers a development's contextual relationship with adjacent buildings, streets, open spaces, and amenities.

a. Site design should encourage buildings to be oriented to maximize the development's street appeal. Access points to business components frequented by the public should be oriented towards the street.

b. Outdoor storage areas, garbage bins, and loading/unloading areas should be oriented away from adjacent residential areas and streets.

c. Site design should encourage the safe and efficient movement of both pedestrians and vehicular traffic (including truck traffic) on site. Plans should include pedestrian walkways along building frontages, as well as pedestrian connections between building frontages, parking areas, and the street. Entrances to buildings should be located to maximize pedestrian safety.

d. Site design should consider access for people with diverse mobility needs through the use of features such as ramps/inclines, steps with railings, and tactile *wayfinding* surfaces.

e. Site design should prioritize security and pedestrian safety. Site layout should incorporate *Crime Prevention Through Environmental Design* (*CPTED*) such as natural surveillance (e.g. maintaining clear sightlines and encouraging visibility of parking and storage areas from windows) and natural access control (e.g. use of site design to guide people towards public areas and deter people from informal entrance points).

f. Where permitted, drive-thru facilities should be located at the side or rear of the building, except where such siting will conflict with adjacent residential uses, in which case alternate orientations may be considered.

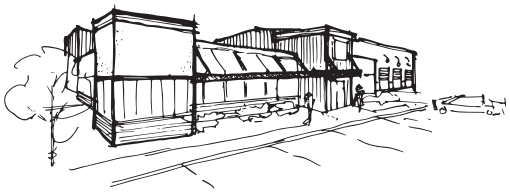
2. BUILT FORM

Massing and Scale

Building mass refers to volume, whereas scale considers a building's dimensions in relation to people and the surrounding environmental context (e.g. adjacent buildings and open space).

a. Buildings should utilize variation in façade treatment and vertical and/or horizontal articulation to avoid the appearance of long, homogeneous façades and to reduce apparent building mass.

b. Publicly accessible office, recreational, and/or customer service areas should incorporate architectural details, such as windows, entry features, distinctive rooflines, and exterior finish materials, to foster a human scale and distinguish such areas from more utilitarian warehousing, manufacturing, and processing areas.



Variation in façade treatment and articulation break up homogeneous expanses and reduce apparent building mass

c. The architectural style of buildings containing multiple units, including accessory dwelling units, should remain cohesive over the entire frontage. Individual entry points should be identifiable at the pedestrian level without detracting from the building's overall appearance.

Height and Roof Design

d. Buildings should utilize variation in roofline to add visual interest and avoid the appearance of long, plain, box-like building façades.

e. Rooftop mechanical equipment should be screened by parapets or other architectural roof design features.

Detail, Material, and Colour

f. Buildings on corner sites or with double road frontage should be designed to acknowledge the building's visibility from each street through continuity of design, colour, materials, exterior finish, and signage.

g. Large expanses of highly reflective treatments and glazing (e.g. mirror glass) should be avoided on exterior walls to prevent heat and glare impacts on adjacent properties and roads.

h. Publicly accessible office, recreational, and/or customer service areas should incorporate quality materials such as natural wood, stone, and glass.

i. To support healthy lifestyles and the enjoyment of outdoor amenity spaces during spring, summer, and fall months, shadow impacts from a proposed mid-rise or tall building should not exceed a one-hour duration on rear yards, decks, patios, and pools of adjacent residential properties on the summer solstice (i.e. June 21) and autumn equinox (i.e. September 21).

3. PARKING AND CIRCULATION

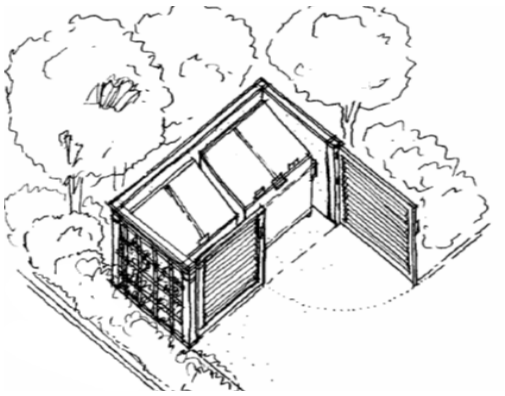
a. On-site parking should generally be located at the side or rear of the property or underground. Parking lots should be screened and landscaped.

b. Landscaping should be used to separate large expanses of parking into smaller subsections. Landscaping islands should be located at each end of every parking aisle. In the case of longer parking aisles, landscape islands should also be provided in the middle of the aisle. Landscaping islands should be large enough to support healthy plant growth and include at least one tree per parking aisle.

c. Outdoor storage areas, garbage bins, and loading/unloading areas should be visually screened by landscaping. Where loading/unloading areas must be located close to adjacent residential uses, landscape buffers and sound attenuation measures should be used.

d. Where bicycle parking is required, bicycle racks should be located near building entrances.

e. Drive-thru facilities should be located away from adjacent uses, screened with landscaping from public streets, and designed to achieve safe pedestrian and vehicle movements. Drive-thru areas should include an adequate number of queuing spaces to avoid congestion of circulation aisles and streets.



Garbage bins can be effectively screened using landscaping, fencing, a trellis, or other design features

f. Shared access driveways are encouraged to minimize the number of entry/exit points along the road and to maximize spacing between these points. Shared accesses and drive aisles should be protected through reciprocal access agreements.

4. LANDSCAPING

a. All areas not covered by buildings or structures and not required for parking, loading, storage, assembly, processing, or manufacturing should be suitably landscaped. All landscaped areas should be irrigated using automatic irrigation systems. The provision of landscaping should consider the use of xeriscaping and native landscaping materials.

b. New landscaping covering 100 m^2 or more in total site area will require landscape plans prepared by a registered landscape architect.

c. Landscape design should emphasize yards and boulevards that front roads and highways to improve the public image and street appeal of the development. Corner lot landscaping should consider all street frontages equally and provide consistent quality of design, orientation, and detail.

d. Where visual screening is required, the use of shrubs, trees, and other plantings to form an opaque visual barrier is encouraged. For properties located adjacent to residential areas, a 4 m wide landscape buffer must be provided between sites.

e. For industrial uses that produce high volumes of noise, including, but not limited to, rail yards, intermodal yards, container storage, and manufacturing uses, landscape features should be utilized to buffer noise. Such features could include earth berms, sound attenuation walls, trees, and dense shrub plantings.

f. Landscape design should prioritize security and pedestrian safety. Landscape design should incorporate *CPTED* principles such as enhancing lighting and minimizing dark areas, encouraging opportunities for natural surveillance, and using visual cues to control access to the site.

g. Utility installations should be integrated into landscaped areas and building design for screening purposes. Use of decorative wraps on electrical boxes and other such utilities is encouraged.

Decorative wrap on an electrical box can help integrate utility installations into landscaped areas

5. LIGHTING AND SIGNAGE

a. Except where the property fronts a highway, all free-standing signage should be monument style and pedestrian oriented. All free-standing signage should be integrated into landscape areas.

b. Fascia signs should be integrated into the building's façade and should complement existing signage.

c. Lighting and light standards in all public areas, including parking lots, should relate to the pedestrian, and should be directed toward the ground to avoid light pollution on neighbouring properties. The preferred design for lighting within front yards is with ground-mounted units that are located discreetly within landscaped areas. Lighting plans may be required. Lighting may also be incorporated into building design.

Riparian Areas Regulation Development Permit Area

PURPOSE

The purpose of this *Development Permit Area* (DPA) is to establish objectives and provide guidelines for the protection of the natural environment and its ecosystems and biological diversity, and, in particular, fish, fish habitat, and riparian habitat pursuant to the provisions of the *Local Government Act*. These guidelines establish conditions to protect the natural environment from inappropriate development and to mitigate negative impacts.

AREA

A Development Permit shall be required for all activity defined as development under the *Riparian Areas Regulation* (RAR) that is located within 30 m of the high water mark or top of a stream's ravine bank. The riparian areas in the city are shown on Map 11, *Development Permit Area*: Riparian Areas Regulation, in Section G.

Development is defined as follows:

- removal, alteration, disruption, or destruction of vegetation or disturbance of soils
- construction or alteration of buildings and structures
- creation of non-structural impervious or semi-impervious surfaces

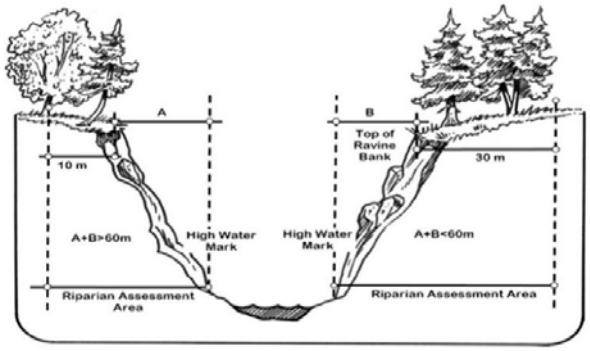
- flood protection works
- construction of roads, trails, docks, wharves, and bridges
- provision and maintenance of sewer and water services
- development of drainage systems
- development of utility corridors
- subdivision, as defined in the *Land Title Act* or the *Strata Property Act*

The RAR *Development Permit Area* applies to all privately owned land located within 30 m of the high water mark or top of a stream's ravine bank of the North and South Thompson Rivers, Kamloops Lake, all their tributaries, and all water bodies containing fish habitat within city boundaries. Map 11, *Development Permit Area*: Riparian Areas Regulation, identifies most watercourses and water bodies subject to this *Development Permit Area*; however, the map is not *inclusive* of all watercourses or water bodies within city limits. Should a stream or other watercourse not identified on the map be identified in the future, it is the responsibility of the proponent to contact the City of Kamloops to determine whether or not this RAR *Development Permit Area* applies. Where the RAR *Development Permit Area* overlaps with other DPAs, all applicable guidelines will be considered.

EXEMPTIONS

A Development Permit will not be required for the following:

- farming activities
- minor interior and exterior renovations to existing buildings that do not negatively impact the natural environment during construction (e.g. movement of machinery), excluding any additions or increases in building volume
- developments that have been approved but not yet constructed are honoured provided the approval has not changed



Riparian Assessment Area

- mining activities, hydroelectric facilities, and forest management, including the logging of land

Existing permanent structures, roads, or other development within the riparian area are considered legal and conforming. Consequently, landowners are entitled to continue using their land in the same manner as they have historically, even if a Streamside Protection and Enhancement Area is designated on it.

OBJECTIVES

The intent of the RAR *Development Permit Area* is to regulate development activities in the riparian areas adjacent to watercourses to preserve natural features, ecosystem functions, and conditions that support fish habitat. The objectives are:

- reducing or eliminating erosion
- maintaining the tree canopy
- protecting ground and surface water from contamination

GUIDELINES

Prior to undertaking any of the activities defined as development within the RAR *Development Permit Area*, an owner of property or appropriate delegate shall apply to the City of Kamloops for a Development Permit, and the application shall meet the following guidelines:

a. A *qualified environmental professional* (*QEP*) will be retained at the expense of the applicant for the purpose of preparing a report on the riparian area pursuant to the RAR Assessment Methodology Guidebook. The report will be submitted to the relevant federal ministry and the City of Kamloops. Where the *QEP* report proposes a Harmful Alteration, Disruption, or Destruction (HADD) to fish habitat pursuant to the federal *Fisheries Act* and/or other applicable federal regulations, the Development Permit shall not be issued unless the HADD is subsequently approved by Fisheries and Oceans Canada. In order to apply for a HADD, the City must express support in principle for the HADD and identify the context as identified by the *QEP* report.

b. Where the *QEP* report describes an area designated as Streamside Protection and Enhancement Area, the Development Permit will not allow any development activities to take place therein, and the owner will be required to provide a plan for protecting the Streamside Protection and Enhancement Area over the long term through measures to be implemented as a condition of the Development Permit, such as:

    - a dedication back to the Crown, the Province, or the City of Kamloops
    - gifting to a nature protection organization such as a conservation authority
    - the registration of a restrictive covenant over the Streamside Protection and Enhancement Area to secure it as a riparian buffer to remain free of development

c. Where the *QEP* report describes an area as suitable for development with mitigating measures, the Development Permit shall allow the development if it is in strict compliance with the measures described in the report. Monitoring and regular reporting by professionals retained by the applicant may be required, as specified in the Development Permit.

d. Variances to the *Zoning Bylaw* may be granted in compliance with the *QEP* report.

e. If the nature of a proposed project in a riparian assessment area changes, the *QEP* will be required to re-assess the proposal with respect to the Streamside Protection and Enhancement Area.

f. New landscaping covering 100 m^2 or more in total site area will require landscape plans prepared by a registered landscape architect.

Silt Bluffs Hazard Zone Development Permit Area

PURPOSE

The purpose of this *Development Permit Area* (DPA) is to establish objectives and provide guidelines for the protection of development from hazardous conditions in the Silt Bluffs Hazard Zone. A Development Permit shall be required prior to the issuance of a Building Permit (including an Earthworks Permit) or the approval of a subdivision application for any development in the designated area.

Typical landscape features of the Silt Bluffs Hazard Zone

AREA

The Silt Bluffs Hazard Zone *Development Permit Area* as shown on Map 12, *Development Permit Area*: Silt Bluffs Hazard Zone, in Section G, extends approximately from Rose Hill Road to Campbell Creek at the eastern boundary of the city. The area includes a Red Zone and a Yellow Zone (Foreset/Backset Areas). The Red Zone is the area that extends from the toe of the slope of the silt benchland escarpment to the valley wall. The Yellow Zone - Foreset Area extends away (typically north) from the toe of the slope of the benchland escarpment to the maximum extent that a landslide event would likely reach. The Yellow Zone - Backset Area extends behind (typically south) the benchland escarpment up the valley wall.

Detailed geotechnical analysis and study have identified extensive silts in and adjacent to the bluffs bordering the South Thompson River. These areas are susceptible to hazardous conditions such as sinkholes, piping (the formation of underground tunnels and caving due to internal water erosion), and various types of slope failure and resulting landslide runout. Substantial harm and/or damage could result from development in this area.

EXEMPTIONS

A Development Permit will not be required for the following:

- renovations to an existing building or structure that do not increase the building or structure's footprint, disturb its foundation, or convert an unenclosed space (e.g. a carport) to an enclosed space (e.g. a garage or habitable space)
- replacement of an existing manufactured home with a new manufactured home with a footprint no greater than 150 percent the area of the original, provided drainage is directed to the municipal storm system or natural drainage courses
- new, non-habitable accessory buildings or structures less than 10 m^2 in area
- one addition less than 25 m^2 in footprint, provided drainage is directed to the municipal storm system or natural drainage courses, the improvement is not located between the existing dwelling and a bluff or drainage gulley, and professional geotechnical supervision is provided
- applications where a geotechnical engineer provides a sealed letter demonstrating that the proposed development is completely outside the Yellow Zone (Foreset/Backset Areas) and Red Zones

OBJECTIVES

The Silt Bluffs Hazard Zone *Development Permit Area* has the following objectives:

- to regulate development on and adjacent to the *silt bluffs* in such a manner as to protect life and property from the identified hazardous conditions
- to determine the conditions or requirements that need to be met to safeguard life and property

GUIDELINES

a. Within the Red Zone, development may be susceptible to, encourage, and intensify damage from geotechnical hazards, such as soil collapse, surface erosion, piping (internal erosion), sinkholes, and ground caving, and may cause landslides that would impact life and property in the Foreset Area. Accordingly:

   i. Development in the Red Zone is strongly discouraged and may only be considered where density is not increased through subdivision of lands or rezoning applications. In these instances, development to the minimum permitted density (i.e. one building per lot plus non-habitable accessory buildings) may be considered in accordance with these *Development Permit Area* Guidelines.

b. Within the Yellow Zone - Foreset Area, life and property are susceptible to injury from landslides. Accordingly:

   i. Development applications, such as subdivision and rezoning applications, that increase residential density or commercial floor space or change use will only be supported where new units or commercial space is provided outside the defined foreset angle and the development is constructed in accordance with these *Development Permit Area* Guidelines.

   ii. Development applications, such as Building Permits for building additions or accessory buildings, that do not increase the number of units may be considered where development is constructed in accordance with these *Development Permit Area* Guidelines.

c. Within the Yellow Zone - Backset Area, development has the potential to impact the stability of the silt benchlands below the backset area through the release of surface and/or groundwater discharges. Accordingly:

   i. All development applications in this area must be constructed in accordance with these *Development Permit Area* Guidelines.

d. All development applications within the Red Zone and Foreset/Backset Areas of the Yellow Zone on Map 12, *Development Permit Area*: Silt Bluffs Hazard Zone, in Section G, shall be accompanied by a geotechnical report that has been prepared by a professional geotechnical engineer who is qualified to practise in the field of geotechnical engineering. This report will assist the City in determining the level of development that may safely be constructed and what conditions or requirements it will impose on the applicant. The geotechnical report shall:

   i. Define the extent and character of all surface geological materials and the groundwater regime in the area proposed for development including on *silt bluffs* located directly above, below, or adjacent to the site.

   ii. Define the type and extent of hazard zones within the area, including:

   - The potential for slope failure above, below, or within the development (based on expert judgment, which may use extrapolation of past performance on site and in the vicinity, modelling of various factors including current and future conditions on site, and/or other means deemed appropriate by the geotechnical engineer)

Foreset Angles

The City of Kamloops Foreset Area is based on a foreset angle of 2.25H:1V where the *silt bluffs* are irrigated or potentially irrigated (such as the Gateway Industrial Park). A foreset angle of 1.9H:1V is used where the *silt bluffs* are located on municipal or Crown land and are not irrigated (such as the Gateway Industrial Park site).

Subject to site-specific evaluation by a qualified geotechnical engineer, the City may support a reduced foreset angle where warranted by local circumstances, provided the reduction does not achieve a foreset angle steeper than 1.8H:1V for areas below publicly owned, non-irrigated lands (such as the Orchards Walk site).

Hazard vs. Risk Assessments

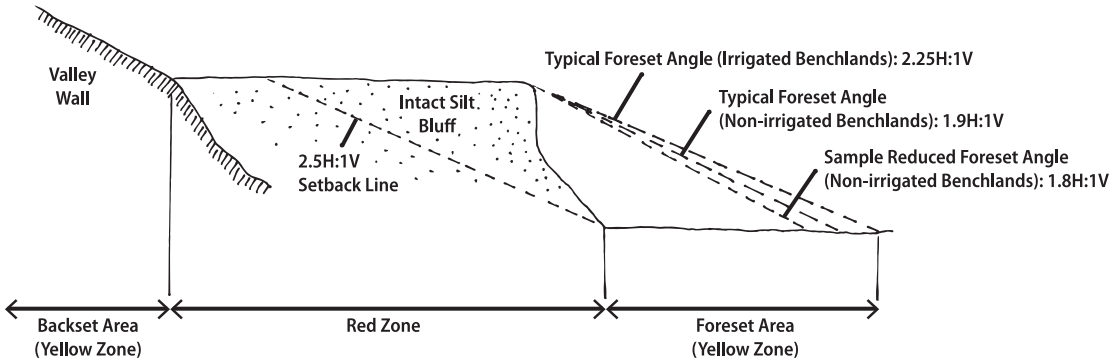
Determination of foreset angles should utilize a hazard-based assessment rather than a risk-based assessment.

- Hazard-based assessments consider the potential hazard of a slide event occurring within the defined foreset area, regardless of the density of development that may be impacted by the slide, whereas risk-based assessments consider the potential risk to development that varies with increased density of development.
- An acceptable level of hazard is generally considered to be 1:500 or once every 500 years per 1,000 m length of escarpment.

- The potential distribution of runout from the current toe of slope in the event of a slope failure, as measured as a foreset angle. Foreset angles are angles measured from the crest of the slope to the area below the silt benchland. See Foreset Angle description (right) and Foreset and Setback Diagram (below) for more information. Any new habitable space should be located outside the established foreset angle

- The location and characteristics of present and potential future soil collapse (e.g. collapse in the form of piping, caving, or sinkholes)

iii. In very limited instances where buildings or structures are to be sited on top of the silt benchlands, identify any recommended setbacks from hazards such as sinkholes, gulleys, areas of erosion, and the benchland escarpment needed to promote safe development. Typically, the setback from the toe of slope of the benchland escarpment will be based on a minimum slope of 2.5H:1V (see diagram below).



Silt Bluffs Hazard Zone: Foreset and Setback Diagram

iv. For properties in the Backset Area (and the Red Zone in the very limited instances where development is contemplated), the geotechnical report shall:

- indicate how stormwater runoff and leakage from pipes related to the development will be controlled to avoid concentration of runoff or groundwater seepage within the benchlands to reduce potential for erosion, piping, and sinkhole activity (e.g. directing runoff flows directly to the municipal storm system and providing impermeable liners under the home to inhibit water infiltration into subsoils)

- discuss the stability of soils and geology on which proposed development will be sited and, if applicable, indicate any special measures needed to facilitate safe construction

- indicate any buffer areas between proposed Backset Zone development and silt benchlands (and any identified hazards within the Red Zone) that are necessary to reduce the risk of damage to lands and infrastructure

v. Provide a plan for safe disposal of any unstable soils to ensure that they are reconditioned such that they are no longer collapsible or are excavated such that they are not used in construction on or off site.

vi. Recommend specific design features and/or mitigative measures for development so that potential hazards are reduced, eliminated, or accommodated. Subject to a geotechnical engineer's review, such initiatives may include, but are not limited to, the following:

- minimizing the width of structures within Foreset *hazard area*s
- avoiding siting additions and accessory buildings between the existing dwelling and the benchland to prevent the improvement from being pushed into the principal dwelling by the slide
- using appropriate foundation types and foundation drainage systems for additions based on site conditions
- building protective structures that divert landslide debris away from areas of development and habitation (restrictive covenants or security deposits will be utilized to ensure such structures are constructed in accordance with the Development Permit)
- where new buildings in the Red Zone are considered, using appropriate foundations to reduce risk of collapse settlement (e.g. pile foundations)

vii. Indicate any other factors deemed relevant by the qualified professional geotechnical engineer.

e. All development within the Silt Bluffs Hazard Zone shall be under the direct supervision of a qualified professional geotechnical engineer.

f. At the option of the City, a save harmless covenant may be registered against each legal parcel.

Thompson Rivers University Development Permit Area

PURPOSE

In accordance with Section 488 (1) of the *Local Government Act*, this *Development Permit Area* (DPA) is designated for the purpose of:

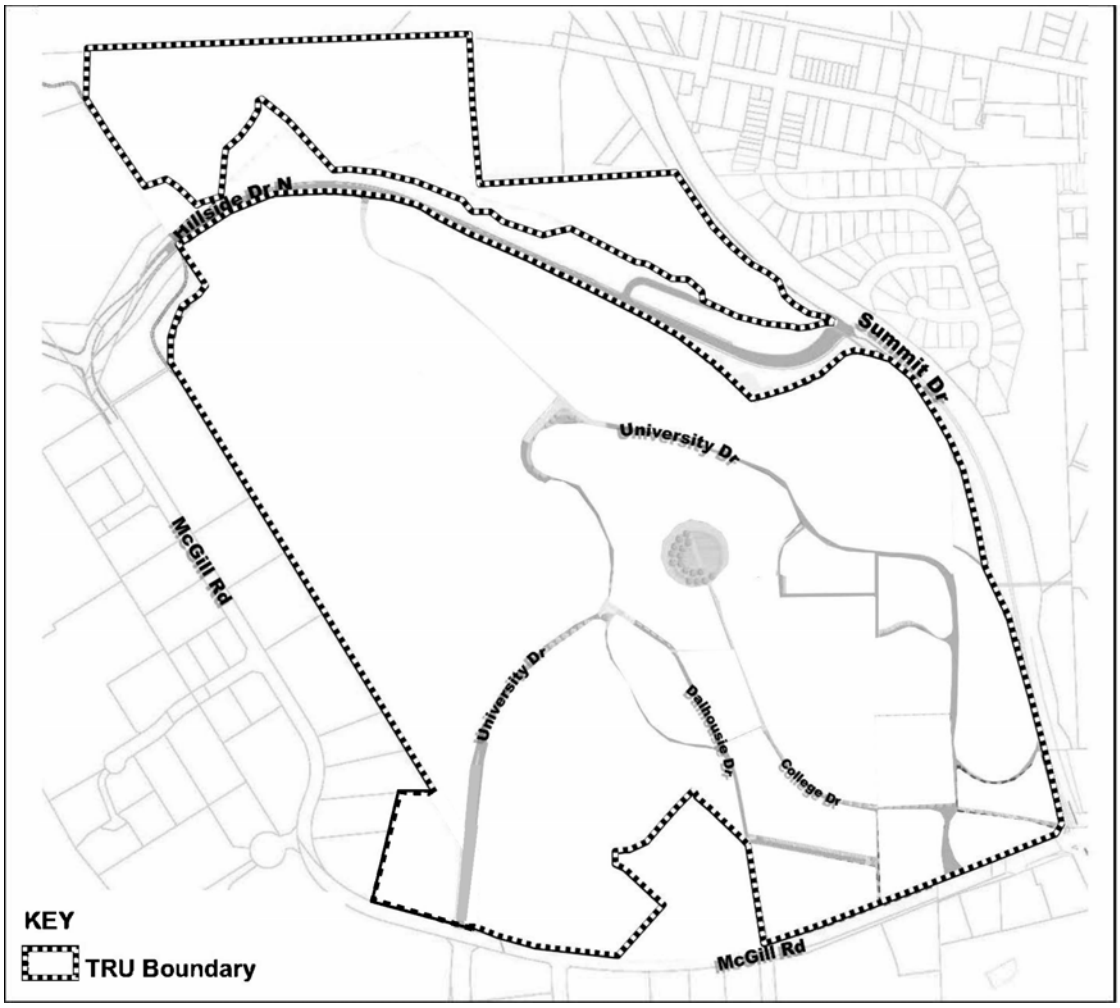
- protecting the natural environment, its ecosystems, and biological diversity (Category a)
- establishing objectives for the form and character of commercial, industrial, or *multi-family residential* development (Category e)
- establishing objectives for the form and character of *intensive residential* development (Category f)

A Development Permit shall be required for *multi-family residential* development, commercial development, or mixed *multi-family residential* and commercial development in the CD-11 Thompson Rivers University Comprehensive Development Zone Eleven for any improvements to a property, including alterations, site design, landscaping, new construction, or Building Permit. Development Permits shall detail parking, vehicular access and circulation, pedestrian access and circulation, landscaping, building elevations, site layout, and street enhancement.

AREA

The entire Thompson Rivers University (TRU) campus is designated as a *Development Permit Area* (see TRU boundary shown below).

Figure F13: Thompson Rivers University Development Permit Area Map 46-5



EXEMPTIONS

A Development Permit will not be required for the following:

- internal renovations
- external renovations that do not affect the form and character of the building or site
- any buildings, landscaping, or *public realm* improvements constructed or altered in Subzone A (Education Precinct) of CD-11 Thompson Rivers University Comprehensive Development Zone Eleven
- any buildings, landscaping, or *public realm* improvements constructed or altered in Subzone D (Outdoor Research Precinct) of CD-11 Thompson Rivers University Comprehensive Development Zone Eleven
- any roads, *public realm* improvements, or other infrastructure that are not on a parcel being developed for residential or commercial use

JUSTIFICATION

TRU is developing a large, *mixed-use* precinct and a *multi-family residential* neighbourhood on the campus. While TRU is responsible for approving the design of university and university-related buildings in Subzone A (Education Precinct) and Subzone D (Outdoor Research Precinct), the City has an interest in the siting and design of market residential, commercial, and *mixed-use* developments in Subzones B (*Mixed-use* Precinct) and C (Residential Precinct).

The objectives of these guidelines are to:

- ensure a high quality of design and livability for residential buildings and neighbourhoods
- ensure a high quality of design for commercial buildings, particularly those that are highly visible because they front major roads
- ensure that new development is sensitive to the character of the natural environment
- achieve a sustainable residential and commercial community

IMPLEMENTATION

Notwithstanding anything to the contrary in other DPAs, development in the Thompson Rivers University *Development Permit Area* is not subject to the Multi-Family Residential *Development Permit Area* Guidelines.

In accordance with *Bylaw No. 5-1-2277*, delegated authority to issue a Development Permit can fall to the Development, Engineering, and Sustainability Department for applications for all residential and commercial developments; however, developments that directly front McGill Road will require Council's approval.

GUIDELINES

Development Permits issued for *multi-family residential*, commercial, or mixed residential and commercial developments shall take the following guidelines into consideration. City planning staff shall determine which guidelines apply after consulting the applicant and researching the subject property.

Guidelines Framework

These *Development Permit Area* Guidelines are structured as follows:

1. Guiding Principles states guiding principles that are to be applied to neighbourhood design, urban design, built form, open space design, landscaping, and *public realm*.

2. Public Realm and Landscaping Guidelines contains guidelines for *public realm*, open space design, and landscaping.

3. Building Guidelines contains general guidelines that apply to all buildings (commercial, residential, and mixed use).

4. Residential Guidelines contains guidelines that, in addition to the general building guidelines, apply to residential buildings; some of these guidelines apply to two specific sub-areas (Eastern Parcels, North Bench Village), as shown in the plan below.

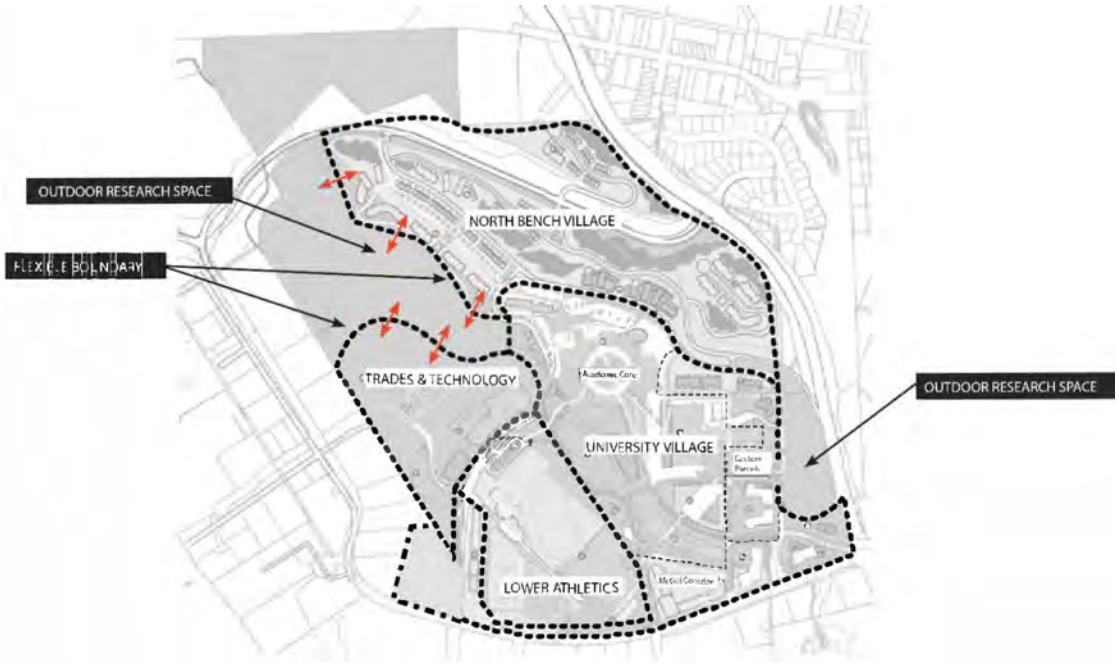
5. McGill Corridor Guidelines contains guidelines that, in addition to the general building guidelines, apply to buildings on parcels that front McGill Road.

6. Parking Guidelines contains guidelines for off-street parking.

7. Sustainability contains sustainability guidelines that apply to site planning, building design, building materials, and infrastructure.

Figure F14: TRU Context Map

46-5

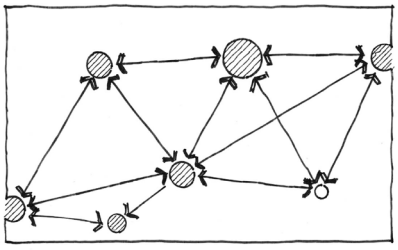


1. GUIDING PRINCIPLES

Five overarching principles for the physical development of the campus are identified: Connectivity, Activity, Identity, Sustainability, and Community.

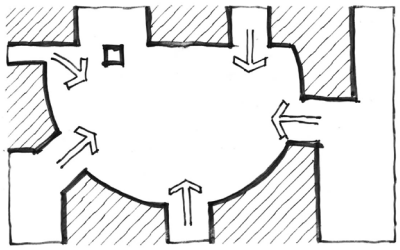
Connectivity

The primary vision is to create a campus that is cohesive, walkable, and pedestrian-focused. In order to provide this, the overall campus development and parcels are connected with a hierarchy of green networks that move people throughout the campus effectively, efficiently, and safely.



Activity

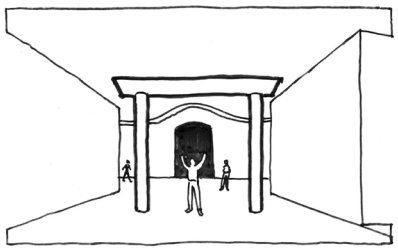
TRU intends to be a vibrant *mixed-use* campus community. To create campus life and vibrancy, it is important that the campus supports various desired activities on campus through a mix of open spaces, diverse housing types, and commercial tenants.



Identity

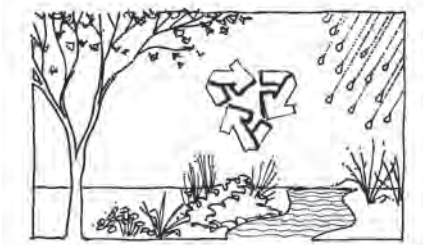
Another element of the vision is to create an identity for the campus and make TRU a destination institution.

Campus identity is also physically established through the character of the campus as it relates to the look and feel of the campus through the creation of iconic landmarks, buildings, gateways, and nodes.



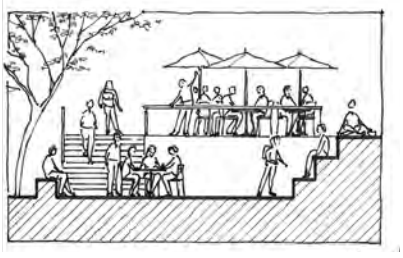
Sustainability

TRU strives to create a high-quality campus environment that demonstrates its commitment to sustainability at all levels.



Community

TRU intends to be designed as a comprehensive community. It should provide diverse housing options, integrated academics, community and commercial spaces, and a densified core.



2. PUBLIC REALM AND LANDSCAPING GUIDELINES

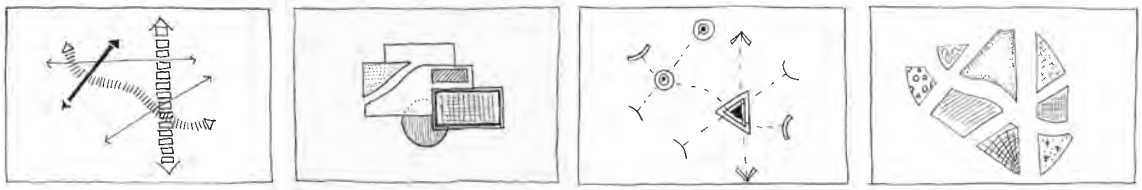
Key Principles

a. Connectivity on campus is important to link the various precincts. A strong *public realm* is well connected through a series of well-laid-out networks.

b. Enhancing activity on campus relies on a variety of open spaces. Increasing the quality of life and vibrancy on campus is strongly supported by a variety of open spaces.

c. TRU's goal of enhancing its identity will be greatly supported by the *public realm* through the identification and development of gateways and nodes around the campus.

d. Developing the *public realm* with regionally appropriate, durable, and environmentally sound landscape elements and materials will ensure more sustainable development over time.



Standards

All landscaping must meet a high standard of design. New landscaping covering 100 m^2 or more in total site area will require landscape plans prepared by a registered landscape architect.

Site Disturbance

Development should limit disturbance to existing vegetation. The retention of existing trees is strongly encouraged. This is particularly important in the Outdoor Research areas on campus.

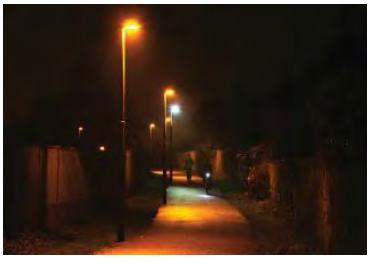
Safety

As the campus adds residential and retail uses, it will increase the "after-hours" presence on campus. It is important that people feel safe moving around campus at all times, especially at night.

a. Provide adequate lighting for all pedestrian spaces.

b. Install emergency call stations at key nodes.

c. The design of pedestrian corridors and open spaces should abide by *Crime Prevention Through Environmental Design* (*CPTED*) principles.



Designing for the Seasons

The *public realm* should be designed with the seasons in mind to allow for year-round enjoyment.

a. Winter-proof - All landscape elements and materials should be designed and selected to withstand cold climates. Designs of open spaces should be suitable for a winter climate including incorporating areas for snow removal and piling.

b. Sun and Shade - Public spaces should provide areas of summer shading where people can relax on hot days, as well as areas that are exposed to the winter sun. The use of deciduous trees can be used to achieve seasonal sun/shade benefits.

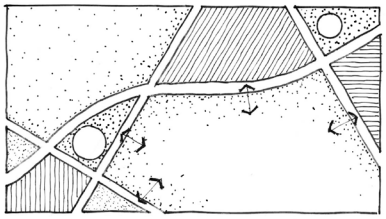
c. Canopy - Create a canopy along circulation networks for weather protection and a sense of security. Use suitable tree species that have a high crown understorey to allow for comfortable pedestrian passage underneath.

d. Wind Protection - Design of pedestrian corridors should use planting and other elements to provide protection against cold winds during winter seasons.

e. Seasonal Plant Materials - Create a diverse plant palette with a variety of plants that "announce" the seasons and provide seasonal interest and/or display, such as blossoms in spring, fall colours, textured branches in winter, flowers, etc.

Connectivity

All open spaces on campus should have a strong connection to a pedestrian network. Direct access to building entries through open space should be ensured through thoughtful layout and design.



Define Open Spaces

Use landscape elements and vegetation to define outdoor spaces and create edges.

Sidewalks and Paths

Sidewalks and paths should have a hard walking surface at least 2 m wide. Adjacent to buildings or streets, these sidewalks or paths should be set back at least 2 m from adjacent structures or roadways.

Pedestrian and Vehicular Interaction

Pedestrian corridors should be designed to limit interactions with vehicular traffic. Where there are conflicts between vehicular, cycling, and pedestrian traffic, pedestrian traffic should take priority, followed by cycling. Raised pedestrian crossings and other strategies should be used at street crossings. Where pedestrians and vehicles share the circulation space, careful attention should be given to providing a pedestrian-friendly corridor that creates the feeling of a walkway rather than a street.

Gateways

Gateways should be enhanced with *public realm* features to help signify the arrival experience for people entering the campus by all modes of transport and to assist them with *wayfinding*. These elements should be of consistent character to ensure a coherent identity upon arrival. Public access for all modes should be maintained at gateways. The gateway at McGill Road and Summit Drive should incorporate a prominent landmark, art, or water feature.

Nodes

Nodes on a campus are important points of interest that help to mark new districts and provide *wayfinding* and direction across the campus. Nodes can be created through interesting designs of open spaces and can incorporate special features such as public art to create landmarks that identify and associate a space within its greater context.

Relationship to Architecture

Design of landscape elements should relate to the style, materials, and colours of adjacent architecture and carry a consistent design language and identity.

Complementary, Modern, and Natural Materials

Landscape materials that are complementary to the local context, contemporary, and appropriate to surroundings are encouraged.

High-Quality, Durable, and Low Maintenance

A sense of permanence through the use of quality and durable materials that weather well is encouraged. All landscape elements and materials should require as little maintenance as possible, especially in outlying areas of the campus. Materials and designs should be vandal proof and resistant to damage and graffiti.

Signage

Signage is a crucial element of campus navigation and character.

a. City Regulations - The City of Kamloops' *Sign Regulations Bylaw* requirements must be met.

b. *Wayfinding* Signs - Signage should be provided at every intersection of any circulation network to support overall *wayfinding* and navigation.

c. Building Signs - Building names and addresses should be clearly visible, reflect the architectural character of the development, and not be visually obtrusive or present a cluttered image.

d. Commercial Signs - Commercial signage that identifies the business should be located above the storefront façade. Signs should not obscure the transparency of the storefront. The following types of signs should not be used: backlit sign boxes, billboards, revolving signs, inflatable devices, roof signs, and sandwich boards and other sidewalk signs.

e. Gateway Signage - TRU signage should be prominent at all gateways.

f. Interpretive Signs - Interpretive signage is encouraged to educate students on the sustainability features of the *public realm* and landscape.

Lighting

Exterior lighting is required to provide safe, illuminated passage for night use. It should further be integrated as a design feature, and not just as a safety element, to support the aesthetic identity of place and usability of the open spaces at all times of the day. Consider the following:

a. Types - Lighting for the *public realm* should be designed considering three scales of experience: the campus scale, the streetscape scale, and the pedestrian scale. Lighting fixtures should be selected to respond to these scales and provide life and vibrancy to the campus.

b. Placement - Fixtures should be placed so that light patterns intersect at 2 m above ground.

c. Light Pollution - All light fixtures should be "night-sky" compliant with cut-off levels to reduce light pollution.

d. Coloured Lighting - Coloured lighting should be considered along key circulation networks. This can help promote *wayfinding*.

e. Intensity - The intensity of exterior lighting should follow the Illuminating Engineers Society of North America standards.

f. Efficiency - Outdoor lighting design should light only the area required; use the most efficient, proven cost-effective lighting technologies (such as LED); and use controls to manage lighting requirements (e.g. daylight sensors).

Paving

The paving design for open spaces and networks across campus should consider the following guidelines.

a. Linear Patterns - Along movement corridors, paving should have a linear layout to visually promote travel down the pedestrian corridor.

b. Responsive Patterns - Paving patterns should be broken up to respond to a change in function of an open space or network and to accommodate change in furnishing layout or design, entrances to buildings, intersections with sidewalks, and other design influences.

c. Size of Paving Area - Large areas should have the same paving. Parking surfaces are excluded.

Fencing and Screening Materials

Standard wood picket fences are discouraged. The placement of chain-link fences should consider the surrounding context and should be limited to areas that are not visible to pedestrian networks or from the streets and fronts of buildings. Low-maintenance planting (e.g. hedging) is preferred, or a combination of "hard" and "soft" materials can be used to create interest.

Planting

a. Native Plants - Plant material should be native to the Kamloops region as much as possible or otherwise tolerant of the local climate.

b. Pest Management - Herbicide and pesticide use is not supported, and Integrated Pest Management principles should be considered in the design and selection of plantings.

c. Drought Tolerant - Plants should be drought-tolerant, and landscaping should use xeriscaping and synergistic groupings of plant species (e.g. use trees to provide shade for plants to reduce the number of plants that dry out).

d. Energy Use - Locate planting to improve the energy efficiency of buildings (i.e. consider shading and the solar exposure of buildings).

e. Messy Trees - Limit the use of trees that drop a lot of fruit and cause maintenance issues or safety issues for pedestrians/cyclists.

f. Street Trees - Street trees are encouraged in all boulevard areas that have low-growing plants for visibility purposes. Street tree spacing should be no less than 10 m. Use a continuous planting trench to allow for greater soil volume, which will increase the potential root health of the tree. Use suitable street tree species that have a high crown understorey to allow for comfortable pedestrian passage underneath (multi-stemmed trees for street trees are discouraged).

Soils

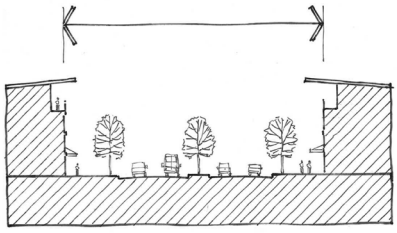
Landscaping soil media shall be selected to support the selected plant species and to be able to absorb and hold rain water to help limit the need for irrigation.

3. BUILDING GUIDELINES

This section provides planning and architectural guidelines at the building and parcel level. The intent is to provide a design framework upon which the TRU campus can develop a *sense of place* and identity through the built form.

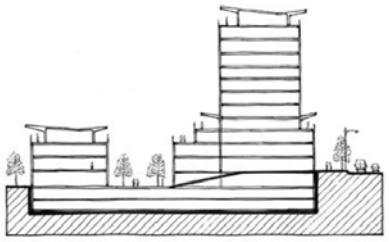
Setbacks

Street enclosure should be considered where buildings meet the street in order to achieve a continuous street wall that guides pedestrian movement and supports the framing of public networks and places.

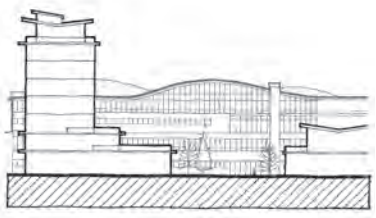


Heights

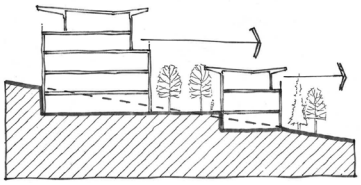
The maximum allowable building height is 12 storeys. Any parking levels above existing grade are included in the overall building height. New buildings should not create major height differences in relation to adjacent and nearby buildings. Taller structures should be located along McGill Corridor, and building heights should decrease toward the north.



Townhomes between 3 and 4 storeys, mid-rises between 4 and 6 storeys, and high-rises between 7 and 12 storeys are encouraged. Each building's position within a parcel will also dictate the general height parameters.



a. McGill Corridor Heights - Buildings in this district should be of higher density than in other areas of the campus and should be between 4 to 12 storeys in height. Lower podiums with a higher tower element are encouraged. Although more height is encouraged to be located along this edge, the footprint of taller buildings should be kept to a reasonable size so as to not create massive walls along the southern edge of the campus.

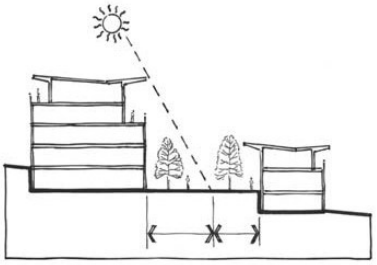


b. Eastern Parcel Heights - Buildings in this district should be between four and six storeys. This district transitions between the higher structures along McGill Corridor, the larger institutional buildings such as Old Main and the Science building, and the lower residential districts to the north. New buildings located directly north of the Old Main extension should respect and maintain views to the north. A higher point tower of up to eight storeys upon a lower one- or two-storey podium may be considered for this site to maintain the existing views of the Old Main extension.

c. North Bench Village Heights - To protect views to the north, heights of buildings should be lowest in this district and should be between 2 to 12 storeys. Taller buildings should be located uphill of shorter buildings.

Separation Between Buildings and Shadowing

Buildings should maintain an appropriate separation from other existing buildings. An appropriate ratio of building height to building separation should be determined by reducing overshadowing of the *public realm* and of adjacent buildings, minimizing solar glare and reflection due to proximity, and maximizing *daylighting* and privacy.



Massing

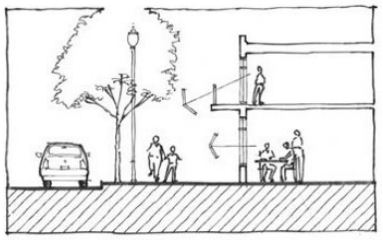
Building surfaces of considerable mass should be broken down, and large, uninterrupted walls should be avoided. The use of mullions, window patterns, panelling, material changes, visually interesting materials, planar setbacks, exposed structural elements, and architectural shading elements may assist in breaking down mass.

Terracing

Buildings should terrace at single-floor increments or at double-floor increments. Avoid terracing increments beyond two storeys, as this will create a bulky appearance.

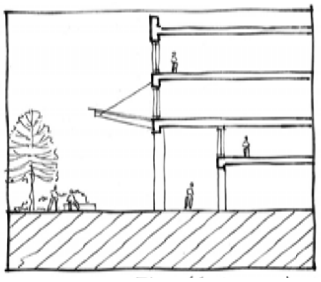
Large Footprints

Large footprints that appear bulky and create an unwelcoming wall should be avoided. The articulation of floor plates using indentations and creating opportunities for permeability are encouraged.



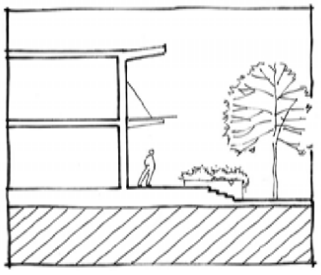
Building Relation to Street

Buildings must promote friendly streetscapes. Commercial uses at grade should be oriented to the street; upper floors should provide windows with street views; and residential uses should be oriented to the street with only low design elements, such as hedges, to achieve privacy.



Building Entries and Weather Protection

Weather protection canopies located within the base building element zone are encouraged to improve the pedestrian experience. Weather protection must be provided at all principal entries to buildings to provide a sense of arrival and better *wayfinding*.

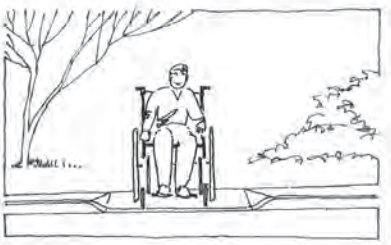


Individual Residential Entries

Maximize individual entryways for all residential market developments. Townhomes should have their own clearly identifiable entries complete with weather protection, stairs, and gateways that interface with public paths and public areas that, in turn, connect to the rest of the campus.

Daylighting and Glazing

Storeys at grade should have greater degrees of transparency and glazing on walls that face a pedestrian way. Habitable rooms are encouraged to have direct access to sunlight. Buildings should take into account the distinct seasons and consider minimizing solar gain during the summer while allowing sunlight to enter in the winter.



Universal Accessibility

TRU is encouraged to provide access to people of all levels of ability to all buildings on campus. Facility servicing zones such as mechanical rooms are excluded. All new construction must comply with the *Building Access Handbook*.

Roof as a Design Element

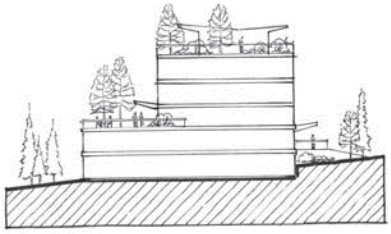
Roofscapes should be considered as design elements and be visually interesting when seen from above, such as from adjacent buildings or higher terraces of the same building.

Rooflines

Horizontal roof forms that promote vistas and view lines should be considered over gable and other traditional residential forms.

Rooftops for Living

Consider rooftops for sustainable, recreational, or open space uses such as rooftop gardens, green roofs, viewing platforms, energy generation, or other amenity type space. Green roofs should use native plantings and grasses.



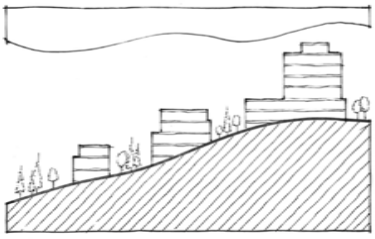
Rooftop Equipment

Rooftops units should to be screened from view.

Balconies

To maintain a high design standard, balconies should be integral to the overall design of the building and not appear tacked on.

Topography



Buildings located on slopes should be terraced with the existing topography of the site.

Views

TRU is situated to enjoy spectacular mountain views towards the north and east. These views provide visual interest and provide natural campus *wayfinding*. Buildings should be oriented towards vistas and should be respectful of campus view corridors and the views of adjacent sites. Careful placement of higher portions of a building and terracing buildings with the topography to respect the existing views of neighbouring buildings are encouraged.

Rainwater Management

Buildings are required to capture and retain rainwater from rooftops pursuant to the *Subdivision and Development Control Bylaw*.

Architectural Materials

Although all buildings within the TRU campus should have an overall cohesive appearance, it is of particular interest that structures within the same parcel appear as a "family" of buildings, relate in similar massing language, and use the same material palette. Buildings should have variation amongst themselves within parcels but appear as an integrated whole.

A sense of permanence through the use of quality and durable materials that weather well is encouraged. Buildings should not look low quality, generic, and out of context with the high quality of design on campus. Architectural expression that appears to mimic styles of a different place or era and architecture that references historical styles are strongly discouraged.

Building materials that respond to the pedestrian scale are encouraged, especially at the ground plane, to promote visual interest at the streetscape.

Exterior colours should be chosen to reflect the area's natural colours, mainly earth tones and warm colours, with bolder colours for accents and trim.

Preferred exterior architectural materials include:

- natural wood products
- glass
- concrete
- stone and brick
- stucco (as a secondary material)

The following exterior materials are discouraged:

- plastic
- vinyl siding
- faux-natural finishes
- false muntin bars
- stamped concrete block

4. RESIDENTIAL GUIDELINES

Residential buildings and *mixed-use* buildings that include housing should adhere to these guidelines, as well as the Building Guidelines.

Private Outdoor Spaces

Ground-floor, private open space is encouraged for all at-grade units, and such spaces should be large enough to accommodate patio furniture and gardening. These spaces should be designed to provide privacy through appropriate design and screening. Planting should be of an appropriate size for the scale of the residential yard.

Fencing and Privacy

Fences and screening should be used to delineate spaces and create privacy for residential units while keeping *CPTED* in mind.

a. Front yard fencing - where required, should be no more than 1 m in height, and should provide frequent access into the property to create pedestrian permeability. Where front yard fencing is not critical to privacy of the residential unit, transparent or semi-transparent fencing alternatives are preferred.

b. Side yard fencing - where required, should be no more than 1 m high unless stepped up with the topography. Where developments have units with windows or outdoor patios facing a side yard, privacy should be enhanced through the use of fences or vegetation screens with a maximum height of 1 m.

Eastern Parcels

The Eastern Parcels is a specialized sub-area that contains land on either side of the Old Main extension on the east side of the TRU campus.

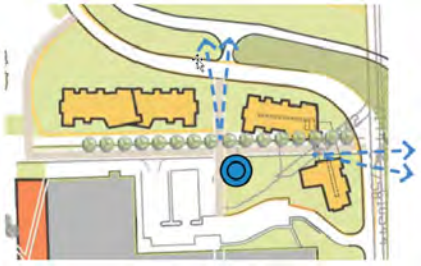
a. Connectivity - Development in the Eastern Parcels should have a strong relationship with adjacent public open spaces and front these networks to promote walkability and an urban

front. Any building or townhome should front these public open spaces and should not have back yards, loading zones, or parking entries on these façades.

b. Nodes/Landmarks - Nodes and/or landmarks should be strategically located where major confluences of networks come together or at gateways and entries.

c. Housing Types - Consideration must be given to the close proximity of residential development in this area to large-scale, institutional buildings. The change in scale should not be drastic between the market and academic parcel scale; as a result, stand-alone townhome groupings with drive-ups are not well-suited to this area. A denser urban typology, such as mid-rises (four to six storeys) and towers (seven to 12 storeys), is more appropriate.

d. University-focused Residential - Given the proximity to the academic campus, some of the residential development in this sub-area should cater to the campus community. Rental dwellings are encouraged.



North Bench Village

The North Bench Village is a multi-family community located along the lower slopes of campus north of the Ring Road. The topography in this district varies significantly and, as a result, every parcel is unique. These parcels have sweeping views of the mountains to the north.

a. Connectivity - Development in the North Bench Village should have a strong relationship with adjacent public open spaces and front upon these networks to promote walkability and an urban front. Any building or townhome should front upon these public open spaces and should not have back yards, loading zones, or parking entries upon these façades. To support the vision for a connected campus, pedestrian and visual permeability across University Drive North and Hillside Drive North should be created.

b. Nodes/Amenities/Landmarks - Any amenity/community buildings intended to support the North Bench Village should be centrally located. Examples of amenity spaces include social or meeting spaces. Such spaces are encouraged to be prominently located and connected to adjacent public open spaces and networks.

c. Sustainable Communities - The North Bench Village should be a community that promotes walkability, social opportunities, diversity of population, and sustainable development. It should be a village that welcomes and is home to people of all ages, from young families to seniors.

d. Housing Typology - A variety of housing types is encouraged, in particular, lower-scale, multi-family typologies such as townhomes and mid-rises (four to six storeys). Single-family residential is only appropriate if terrain, geotechnical, storm drainage, or other physical constraints make parcels unsuitable for *multi-family residential*.

e. Complementary Design Standards - All residential developments must complement the overall architectural expression and design standards of the academic parcels to the south.

f. Diversity of Housing Options - The dwelling units within this district are encouraged to have a diversity of housing options and include some rental options for TRU students and staff.

Distinguish Between Residential and Commercial Use

In *mixed-use* residential and commercial buildings, pedestrian-level commercial use should be distinguished from the residential use above by using horizontal architectural features and varying materials and colours.

5. MCGILL CORRIDOR GUIDELINES

In addition to complying with the Building Guidelines and Residential Guidelines (as appropriate), buildings that front McGill Road should also reflect these specific guidelines:

a. Connectivity - Development in the McGill Corridor sub-area should have a strong relationship with adjacent public open spaces and front upon these networks to promote walkability and an urban front. Developments should not locate loading zones or parking entryways upon these fronts, as doing so will disrupt the pedestrian experience. Frontage and transparency at the ground level should be maximized.

b. Nodes/Landmark - Nodes and/or landmarks should be strategically located where major confluences of networks come together and at gateways and entries.

c. Model Development - Development in the McGill Corridor sub-area should act as a catalyst and model for future developments along the McGill Corridor.

d. Commercial Base - Developments in the McGill Corridor should have a commercial-oriented base at street level.

e. Vibrant Tenant Mix - The tenant mix is encouraged to support a vibrant atmosphere year round.

f. Lively Gateway to Academic Campus - The area around the intersection of Summit Drive and McGill Road may combine market and academic uses. This parcel acts as the front face of TRU, presents the university identity, and serves as a lively pedestrian gateway to the campus. While appealing to the pedestrian scale, it will also act as a landmark to the wider community.

g. Residential - Residential uses, except lobbies and entranceways, should be located above ground level. Residential towers and mid-rises are encouraged to front the McGill Corridor.

h. Weather Protection - Building façades along major street frontages should incorporate awnings or canopies that are at least 1.5 m wide to provide pedestrian weather protection and add visual interest.

i. McGill Road Frontage – Developments that front McGill Road should have a strong relationship to the street and should not have large areas of surface parking between building façades and the sidewalk.

j. Corner Buildings – Buildings at significant intersections should be designed as landmark buildings that treat both adjacent streets as important pedestrian-oriented commercial frontages; incorporate distinctive architectural features; provide corner setbacks of at least 4.5 m; and use height, density, and form to convey their strategic location.

k. Sidewalks – Buildings should allow for a continuous sidewalk of 3 m between the curb line and building façades along major streets.

l. Parking Limitation – No off-street surface parking should be located between the principal building façade and McGill Road.

6. PARKING GUIDELINES

Structured Underground Parking

Parking for *mixed-use* buildings and high-rise residential buildings should be underground or in the structure, except for visitor parking.

Safety

Surface and structured parking should be designed with safety in mind and include appropriate lighting levels and emergency call stations.

Service And Loading Areas

Service and loading areas should be concealed where possible.

Surface Parking

Surface parking lots should be broken up to avoid large continuous parking areas and should incorporate landscaping. Surface parking should be located at the sides or the rear of buildings.

Landscaping adjacent to surface parking lots should be designed to receive parking lot drainage.

7. SUSTAINABILITY

Site Planning

Site planning should reduce the negative impacts of development on the natural environment and generally maintain the natural landscape, vegetation, and environmental attributes of each parcel. Projects should be developed in a manner that reflects the character of the natural landscape at TRU.

Water Consumption

Site planning and building design should reduce the consumption of potable water, and reduce the impact on the regional water supply and treatment system.

a. Water Meters – A spool should be installed in the incoming water main of each building to allow for future installation of water meters.

b. Toilets – All toilets should be either minimum 6L/3L dual-flush or low-flush/high-efficiency toilets (max 4.2 L per flush).

c. Fixtures – All fixtures should be ultra low-flow. Kitchen faucets should be a maximum of 1.75 gpm, bathroom faucets should be a maximum of 1.2 gpm, and shower heads should be a maximum of 1.75 gpm.

d. Xeriscaping – Drought-tolerant plants should be used in landscaping, and planting beds should be mulched to a 50 mm depth to reduce loss of water by evaporation.

e. Lawns – Grass coverage should not exceed a maximum of 50 percent of the total soft and/or vegetated landscaped area within the property line.

f. Irrigation – Irrigation systems for all non-grass planted surfaces should be high-efficiency (trickle or drip feed) systems only.

Storm Water Management

Site planning must take into account the stormwater management objectives and practices contained in the *Subdivision and Development Control Bylaw*.

Wherever possible, based on site grades, paving should be graded to drain into depressed landscape areas to reduce runoff and filter pollutants.

Energy Efficiency

a. ASHRAE/NECB – All buildings should be designed to meet the current *BC Building Code*, including required standards, such as the American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) Standard 90.1 or the National Energy Code of Canada for Buildings (NECB). The appropriate ASHRAE/NECB compliance checklist should be completed to demonstrate that all mandatory requirements are being met. Buildings designed without a common corridor should meet or exceed the EnerGuide for New Homes rating of 80.

b. ENERGY STAR – Only ENERGY STAR-rated dishwashers and refrigerators should be installed, and ENERGY STAR-rated front-loading horizontal axis washing machines should be installed if included as part of an appliance package or an optional appliance package.

c. Utility Consultation – All building design concepts should be subject to a pre-design energy utilization consultation with BC Hydro and FortisBC or their approved agents (if available at the time of preliminary conceptual design).

Orchards Walk Development Permit Area

PURPOSE

The purpose of this *Development Permit Area* (DPA) is to establish objectives and provide guidelines for the form and character of commercial and residential development in the Orchards Walk area. These guidelines ensure that development occurs in a manner that is sensitive to the existing built form and surrounding natural features by encouraging new development to consider local characteristics and incorporate high quality design into the siting configuration, landscaping treatments, and overall building aesthetics.

AREA

The Orchards Walk *Development Permit Area* applies to all properties within the designated area shown on the Orchards Walk *Development Permit Area* map. Where the Orchards Walk *Development Permit Area* overlaps with other DPAs, all applicable guidelines will be considered.

EXEMPTIONS

A Development Permit will not be required for the following:

- internal renovations
- external renovations that do not affect the form and character of the building or that result in increased lot coverage (to be determined by the Development, Engineering, and Sustainability Department)

OBJECTIVES

The Orchards Walk *Development Permit Area* Guidelines promote quality development that:

- ensures the form and character of development within Orchards Walk respect and enhance the unique natural qualities of the area through the sensitive addition of new buildings and amenities
- encourages healthy lifestyles and sustainable local growth through well-designed durable buildings, landscapes, and public spaces
- reinforces the compact, walkable, pedestrian-oriented vision for the site
- animates the *public realm* to enrich a *sense of place*
- accommodates *active transportation* modes and transit usage
- mitigates potential impacts on adjacent land uses
- supports sustainable energy and water management through site and landscape design
- welcomes both residents and visitors alike to the Kamloops region on this highly visible tract of land adjacent to Trans Canada Highway East

GUIDELINES

1. GENERAL DESIGN GUIDELINES

Development Permits issued in this area shall be in accordance with the following guidelines:

a. The site must be designed and developed in a comprehensive manner to maximize view corridors towards the river and towards the bluffs and to ensure that streetscape elements, such as lighting, furniture, paving treatments, and tree plantings, display a unified design theme.

b. The streets shall be designed to provide a safe and pleasant environment for both pedestrians and vehicles. Major road corridors should be designed to safely accommodate on- or off-road bike lanes whenever possible.

c. The site will accommodate a variety of building types, forms, and heights to create visual interest and appeal to a variety of income levels and age groups.

d. The site must create a centrally located, pedestrian-oriented village centre that not only serves the daily needs of adjacent residents, but also serves as a neighbourhood gathering space and focal point for the community.

e. Opportunities to share parking with adjacent complementary uses should be considered wherever possible (e.g. to meet retail demand during the day and residential demand at night) to reduce space dedicated to parking and to encourage walking within the community.

f. Quality materials must be used to evoke a sense of permanence and to reflect the dramatic natural setting.

g. Entrance signage to the development should be visually appealing to the travelling public and consistent with the scale, character, quality, and image of the development.

h. Signage within the development will be encouraged to be pedestrian oriented, small-scale, and consistent with the architectural character of the building or use that it is advertising. To this end, hanging and window signs will be encouraged within the commercial plaza area with monument-style, free-standing signs, and directional signs located at key entrances and at gateways throughout the development.

i. On-site parking will be discouraged in any yard abutting Valleyview Drive or Grand Boulevard.

2. MULTI-FAMILY RESIDENTIAL IN SINGLE- AND TWO-FAMILY RESIDENTIAL FORM

Development Permits, including those for *multi-family residential* development in single- and two-family residential form, shall be issued in accordance with the following guidelines:

a. Ensure buildings are oriented toward the street. This can be accommodated by having the main entrance face the internal road or public street.

b. Encourage an urban form of housing that strongly relates to the street and maximizes the potential of the site by respecting the following guidelines:

- ensure a minimum lot size of 200 m^2
- permit variations in the front yard setback, from a minimum of 1.5 m to a maximum of 6.0 m (or the foreset line, whichever is greater), to provide transition space from public to private space and to provide opportunities for decks and balconies
- ensure a minimum side yard setback of 1.2 m from interior lot lines and 3.0 m from exterior lot lines
- ensure a minimum rear yard setback of 3.0 m, except where an attached garage faces a rear lane where the minimum rear yard setback is reduced to 1.5 m
- permit a maximum site coverage of 60 percent
- permit a maximum building height of two storeys, not to exceed 10 m

c. Accessory buildings are not permitted in the front yard and shall have a minimum side yard setback of 0.0 m (or 1.2 m where an accessory building accommodates a secondary suite) and a rear yard setback of 1.5 m.

d. Permit a secondary suite within the principal dwelling or within an accessory building, provided the secondary suite is clearly incidental in size and scale to the primary single-family use of the site and meets other design guidelines (e.g. building height, lot coverage).

e. Permit fences to a maximum height of 1.0 m in the front yard except that the maximum fence height in the front yard may be increased to 1.5 m for a length not to exceed 25 percent of the width of the lot.

f. Permit fences to a maximum of 2 m in the side and rear yard except that the maximum fence height in the side yard shall be 1.0 m where the side yard abuts a street.

g. Encourage the creation of usable outdoor amenity space in the form of front and rear courtyards that provide shade in summer months and wind protection in winter months.

h. Ensure that a minimum of 25 percent of the site is landscaped.

3. MULTI-FAMILY RESIDENTIAL IN SEMI-DETACHED AND TOWNHOUSE FORM

Development Permits, including those for *multi-family residential* development in semi-detached and townhouse forms, shall be issued in accordance with the following guidelines:

a. Ensure buildings are oriented toward the street that includes an internal access roadway. This can be accomplished by having the main entrance face the street.

b. Encourage an urban form of housing that strongly relates to the street and maximizes the potential of the site by respecting the following siting guidelines:

- permit variations in the front yard setback, from a minimum of 1.5 m to a maximum of 6.0 m (or the foreset line, whichever is greater), to provide transition space from public to private space and to provide opportunities for decks and balconies
- ensure a minimum side yard setback of 0.0 m from interior lot lines and 3.0 m from exterior lot lines and 2.4 m between detached buildings
- ensure a minimum rear yard setback of 3.0 m, except where an attached or detached garage faces a rear lane where the minimum rear yard setback is reduced to 1.5 m
- permit a maximum site coverage of 60 percent
- permit a maximum building height of three storeys, not to exceed 12 m

c. Ensure visual variety of building forms through articulation, modulation, varied setbacks, indentations, building separation, roof modulation, varied roof pitch, finish, and the use of various natural building materials (e.g. brick, wood, stone) and colours to reflect the arid Kamloops landscape.

d. Facilitate strong street edges by ensuring general consistency in the front yard setbacks within the same street block.

e. Discourage parking in the front yard on *ground-oriented multi-family residential* development fronting Valleyview Drive or Grand Boulevard.

f. Ensure RV parking is intensively screened and landscaped and is not located adjacent to Valleyview Drive.

g. Break down common parking areas into small clusters and visually separate these areas through curbing, lighting, directional signage, or landscaping or any combination of these elements.

h. Permit fences to a maximum height of 1.0 m in the front yard except that the minimum fence height in the front yard may be increased to 1.5 m for a length not to exceed 25 percent of the width of the lot.

i. Permit fences to a maximum height of 2 m in the side and rear yard except that the maximum fence height in the side yard shall be 1.0 m where the side yard abuts a street.

j. Encourage the creation of usable outdoor amenity space in the form of front and rear courtyards that provide shade in hot summer months and wind protection in cool winter months.

k. Ensure that a minimum of 25 percent of the site is landscaped.

4. MULTI-FAMILY RESIDENTIAL IN MULTI-STOREY WALK-UP APARTMENT FORM

Development Permits, including those for *multi-family residential* development in multiple-storey walk-up apartment form, shall be issued in accordance with the following guidelines:

a. Ensure buildings are oriented towards the street. This can be accomplished by having the main entrance face the street.

b. Encourage an urban form of housing that strongly relates to the street and maximizes the potential of the site by respecting the following siting guidelines:

- permit variations in the front yard setback from a minimum of 1.5 m to a maximum of 6.0 m (or the foreset line, whichever is greater) to provide transition space from public to private space and to provide opportunity for decks and balconies
- ensure a minimum side yard setback of 0.0 m interior lot lines and 3.0 m from exterior lot lines and 2.4 m between detached buildings
- ensure a minimum rear yard setback of 6.0 m, except where an attached or detached garage faces a rear lane where the minimum rear yard setback is reduced to 1.5 m
- permit a maximum lot coverage of 60 percent
- permit a maximum building height of four storeys, not to exceed 18.0 m, with the exception that no more than 20 percent of the roof area may be constructed to a maximum height of 20.0 m to accommodate various vertical architectural elements

c. Ensure the visual variety of building forms through articulation, modulation, varied setbacks, indentations, building separation, roof modulation, varied roof pitch and finish, and the use of various natural building materials (e.g. brick, wood, stone) and colours to reflect the arid Kamloops landscape.

d. Discourage parking in the front yard of multiple storey walk-up apartments fronting Valleyview Drive or Grand Boulevard.

e. Ensure that RV parking is intensively screened and landscaped and not located adjacent to Valleyview Drive.

f. Break down common parking areas into small clusters and separate them visually by curbing, lighting, directional signage, or landscaping or any combination of these elements.

g. Permit fences to a maximum height of 1.0 m in the front yard, except that the maximum fence height in the front yard may be increased to 1.5 m for a length not to exceed 25 percent of the width of the lot.

h. Permit fences to a maximum height of 2 m in the side and rear yard, except that the maximum fence height in the side yard shall be 1.0 m where the side yard abuts a street.

i. Ensure that a minimum of 25 percent of the site is landscaped.

5. VILLAGE CENTRE COMMERCIAL

Development Permits, including commercial and *mixed-use* development, shall be issued in accordance with the following guidelines:

a. Encourage a highly pedestrian-oriented village centre by:

- ensuring buildings are oriented toward the street
- ensuring a high level of architectural detail that provides visual interest at street level
- accommodating transparent ground-level commercial to animate the street space
- clearly identifying the primary entrance to a building by using special architectural treatments, signage, and landscaping
- discouraging stand-alone buildings surrounded by parking
- providing visual variety through articulation, modulation, varied setbacks, indentations, building separation, roof modulation, varied roof pitch and finish, and the use of various natural building materials (e.g. brick, wood, and stone) and colours that reflect the arid Kamloops landscape.

b. Encourage an urban village centre that strongly relates to the street, is pedestrian-oriented, and has a human scale by respecting the following siting guidelines:

- encouraging commercial development to locate close to the street edge to enliven the street and to reinforce an urban character
- encouraging setbacks from the street where outdoor courtyards, seating areas, or plaza space are provided
- permitting a maximum lot coverage of 90 percent and a maximum floor area ratio (FAR) of 3.0
- permitting a maximum building height of four storeys, not to exceed 16.0 m, with the exception that no more than 20 percent of the roof area may be constructed to a maximum height of 18.0 m to accommodate various vertical architectural elements

c. Encourage a landmark vertical architectural element at a highly visible location within the commercial plaza to reinforce a *sense of place* and to visually identify the centre of Orchards Walk.

d. Permit *mixed-use multi-family residential* and commercial development within the village centre commercial area, provided the ground floor is preserved for commercial uses.

e. Distinguish pedestrian-level commercial uses architecturally from attached residential units using horizontal architectural features, building indentations, and varying colors and material types.

f. Separate ground-level residential development entries from the commercial entrance and ensure the residential entries are clearly visible from the street.

g. Encourage upper-level outdoor activity spaces, including decks, balconies, and patios, to be located adjacent to residential uses.

h. Break down common parking areas into small clusters and visually separate them by curbing, lighting, directional signage, or landscaping or any combination of these elements.

i. Encourage the development of a central plaza area to function as both the village centre and the community gathering space.

j. Ensure the pedestrian bridge is integrally linked to the village centre and is designated to reflect the character and quality of the village centre and surrounding community.

k. Ensure that a minimum of 15 percent of the site is landscaped.

l. Encourage low-level monument, fascia, or hanging projecting signage is of a scale and level of detail that reflects the pedestrian orientation of the village centre.

m. Ensure site lighting is directed to minimize light pollution and potential impact on adjacent residential areas.

6. LANDSCAPING AND SCREENING

a. Provide landscape plans prepared by a registered landscape architect for all new landscaping covering 100 m^2 or more in total site area.

b. Ensure public open space is usable, is located in highly visible areas, and where possible, includes trees that provide necessary shade in summer months and an open canopy to facilitate sun access in winter months.

c. Preserve and creatively integrate existing trees and topographical features into the development where feasible.

d. Use tree species and vegetation commonly found within the Kamloops area.

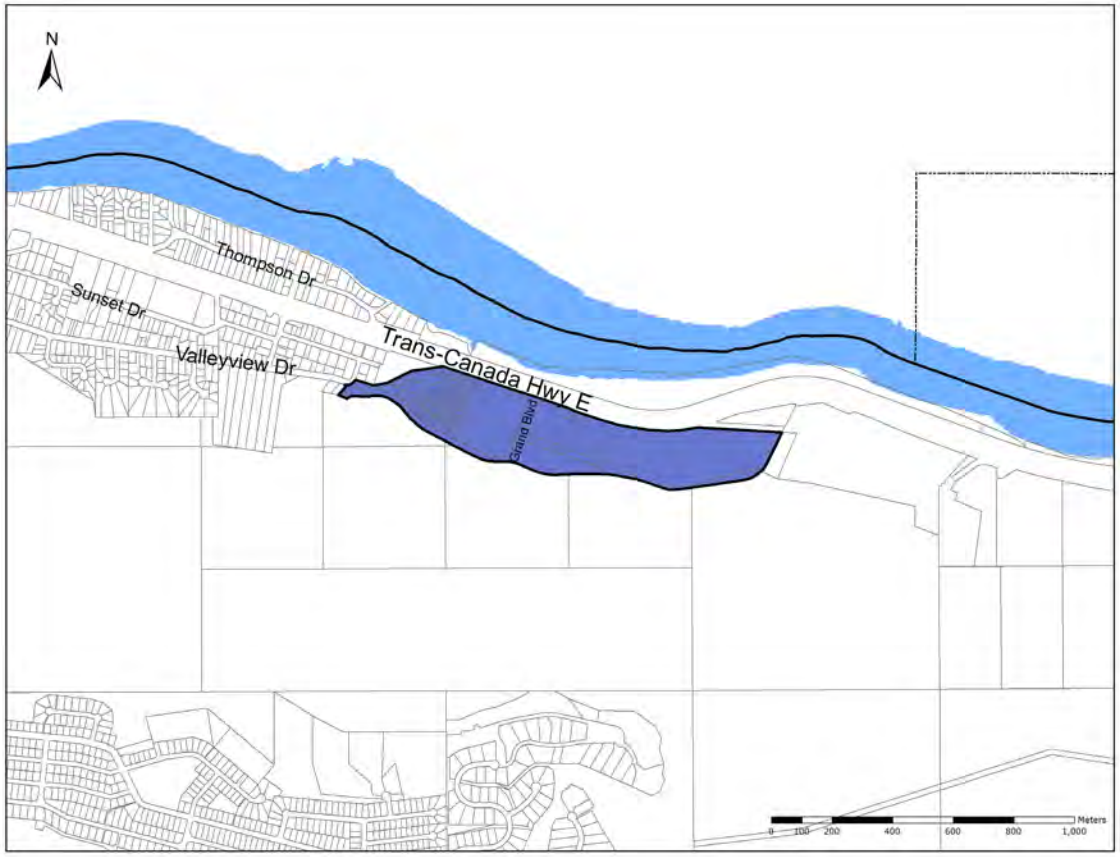
e. Use landscaping to define public and private areas and to provide visual and physical breaks in hard urban surfaces (e.g. parking areas, façades, courtyards, patios, etc.).

f. Ensure that garbage containers, utility connections, rooftop mechanical equipment, etc. are appropriately located and screened from the view of building tenants, the street, and other prominent viewpoints.

g. Use additional landscaping, tree planting, signage, and lighting to emphasize neighbourhood entrance points.

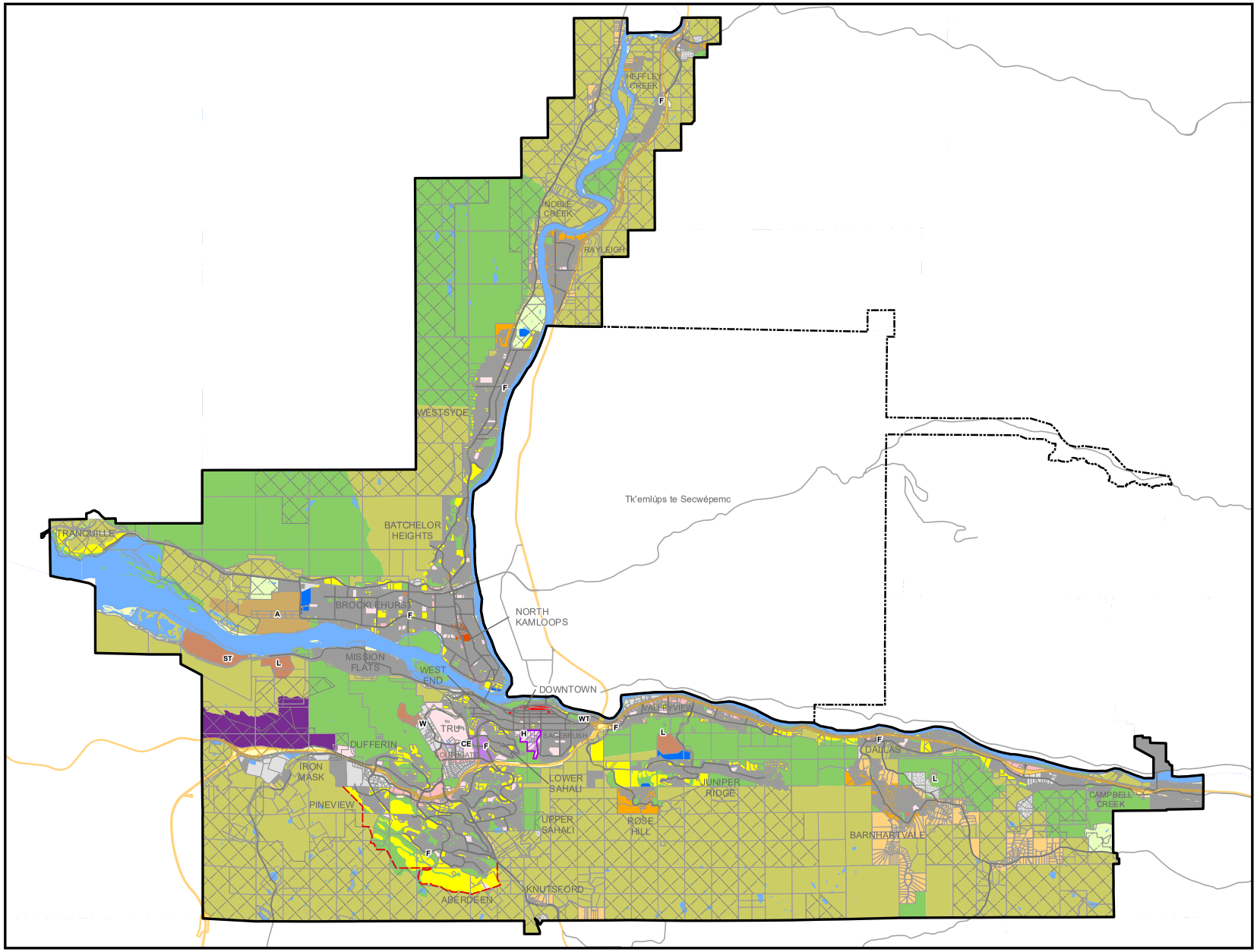
h. Encourage a wide variety of sound attenuation facilities adjacent to Trans Canada Highway East, including fences, landscaped walls, berms, and other similar techniques, that are designed to reduce noise impacts and to complement the character and quality of the adjacent development.

Figure F15: Orchards Walk Development Permit Area Map



Section G

Maps



KAMPLAN
Map 1, Land Use

Mixed Use Centres:
- City Centre (Central Business District)
- North Shore Town Centre
- Tranquille Market Corridor
- McGill Corridor
- Sahali Town Centre

Residential Neighbourhoods:
- Urban
- Suburban
- Rural

Employment and Supporting Lands:
- Agricultural
- Commercial
- Light Industrial
- Medium and Heavy Industrial
- Sand/Gravel Extraction
- Parks and Open Space
- Golf Course
- Public Service Utilities
- Educational/Institutional
- Airport

Future Development Areas:
- Future Industrial Development Area
- Future Development Area

Additional Features:
- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Growth Management Boundary
- Government Precinct
- Agricultural Land Reserve
- Lakes and Rivers
- Controlled Access Highways
- Major Roads

A - Airport
F - Firehall
L - Landfill
W - Works Yard
CE - Cemetery
H - Hospital
ST - Sewage Treatment Plant
WT - Water Treatment Plant

N

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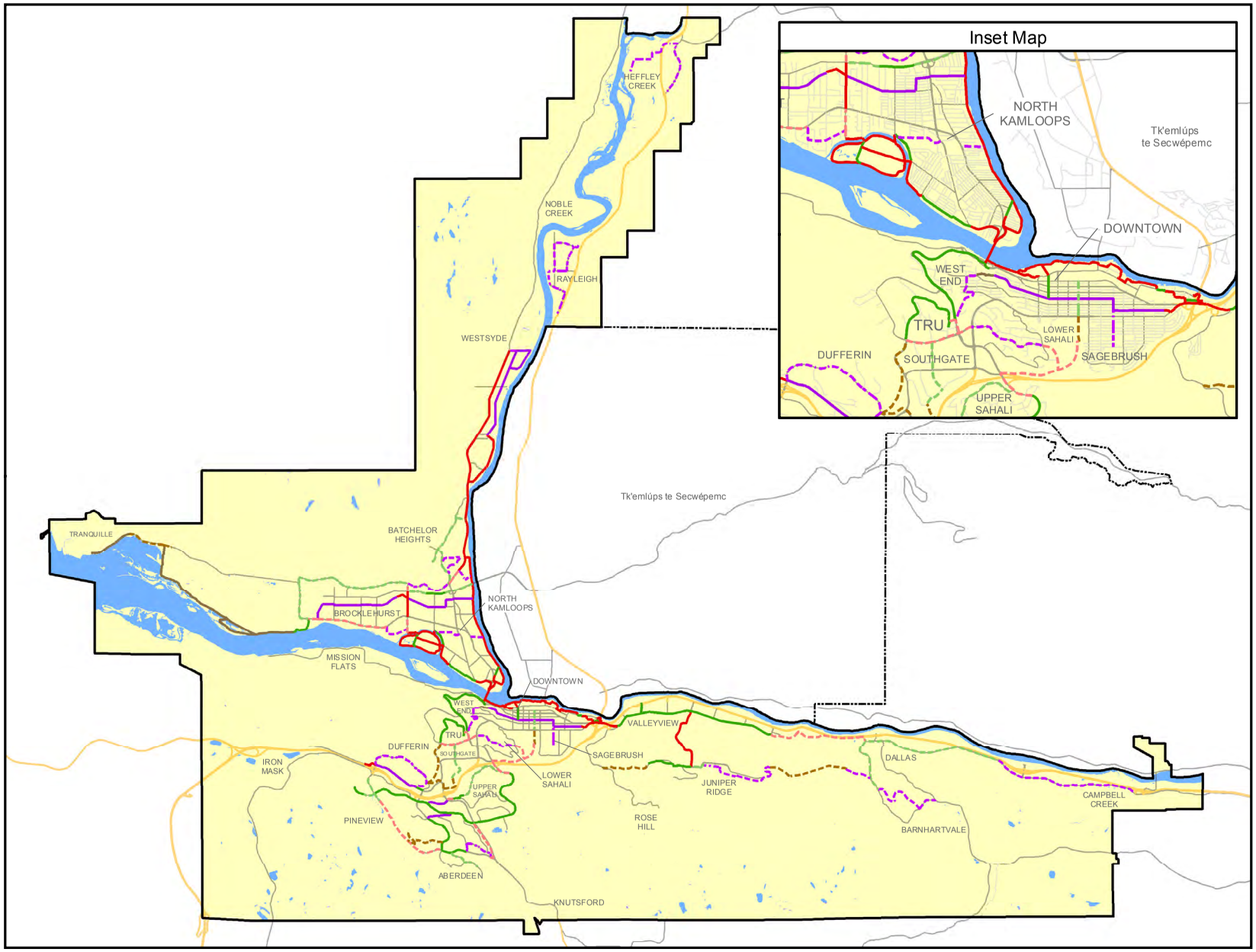
July 23, 2024

For additional details on land use, please see the City of Kamloops online mapping at www.kamloops.ca/citymap.

This map is for general information only. The City of Kamloops does not provide any warranty or guarantee the accuracy, completeness, or currency of this information.



KAMPLAN
Map 2, Bicycle Network

Existing Bicycle Network:
- Multi-Use Pathway
- Bicycle Lane
- Off-Road Trail
- Shared Route

Proposed Bicycle Network:
- Multi-Use Pathway
- Bicycle Lane
- Off-Road Trail
- Shared Route

Additional Features:
- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Controlled Access Highways
- Major Roads

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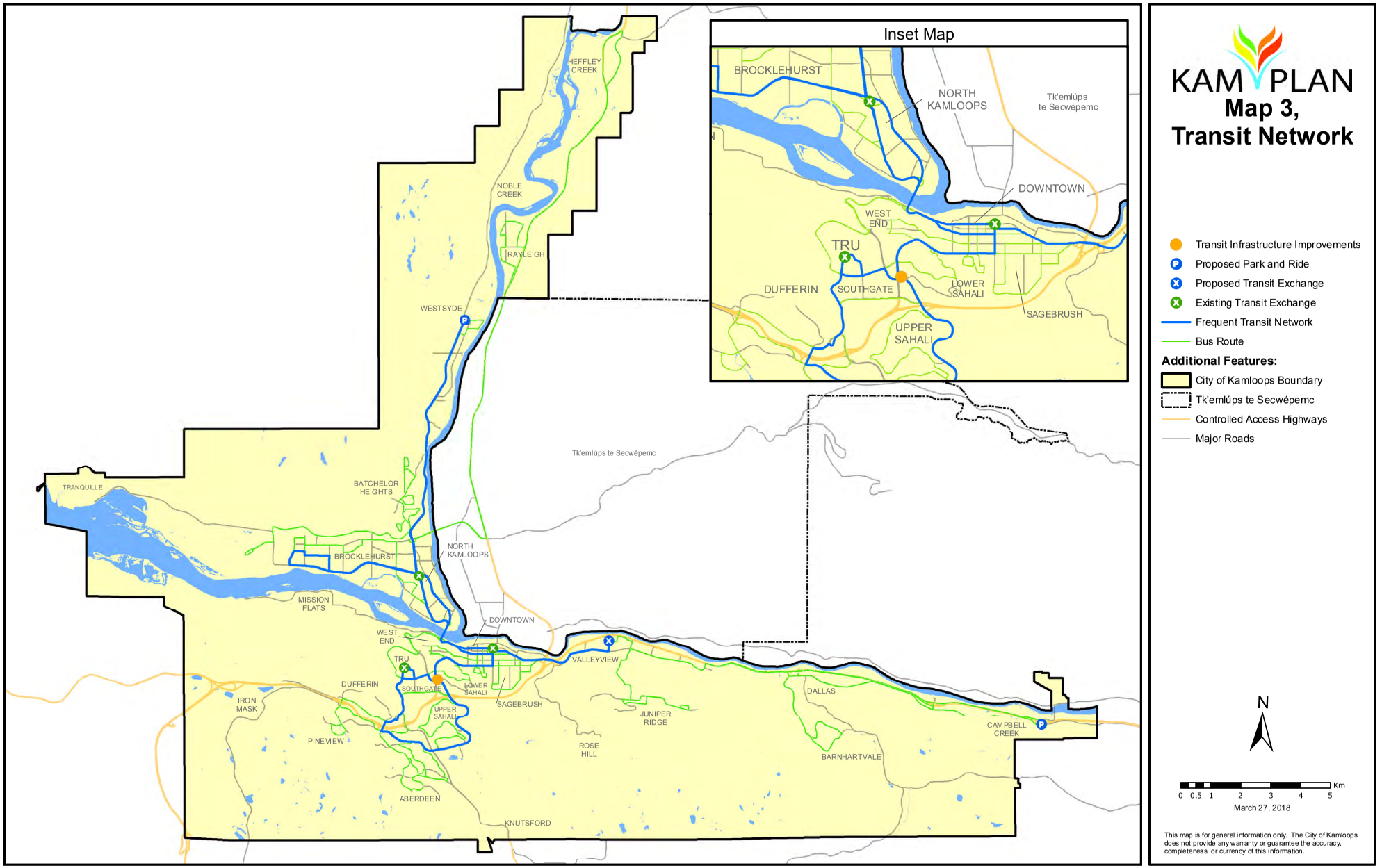
March 27, 2018


Inset Map
BROCKLEHURST
NORTH KAMLOOPS
Tk'emlúps te Secwépemc
DOWNTOWN
WEST END
TRU
DUFFERIN
SOUTHGATE
LOWER SAHALI
SAGEBRUSH
UPPER SAHALI
HEFFLEY CREEK
NOBLE CREEK
RAYLEIGH
WESTSYDE
TRANQUILLE
BATCHELOR HEIGHTS
MISSION FLATS
VALLEYVIEW
IRON MASK
PINEVIEW
ABERDEEN
ROSE HILL
JUNIPER RIDGE
DALLAS
BARNHARTVALE
CAMPBELL CREEK
KNUTSFORD
KAMPLAN
Map 3,
Transit Network
Transit Infrastructure Improvements
Proposed Park and Ride
Proposed Transit Exchange
Existing Transit Exchange
Frequent Transit Network
Bus Route
Additional Features:
City of Kamloops Boundary
Tk'emlúps te Secwépemc
Controlled Access Highways
Major Roads
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March 27, 2018
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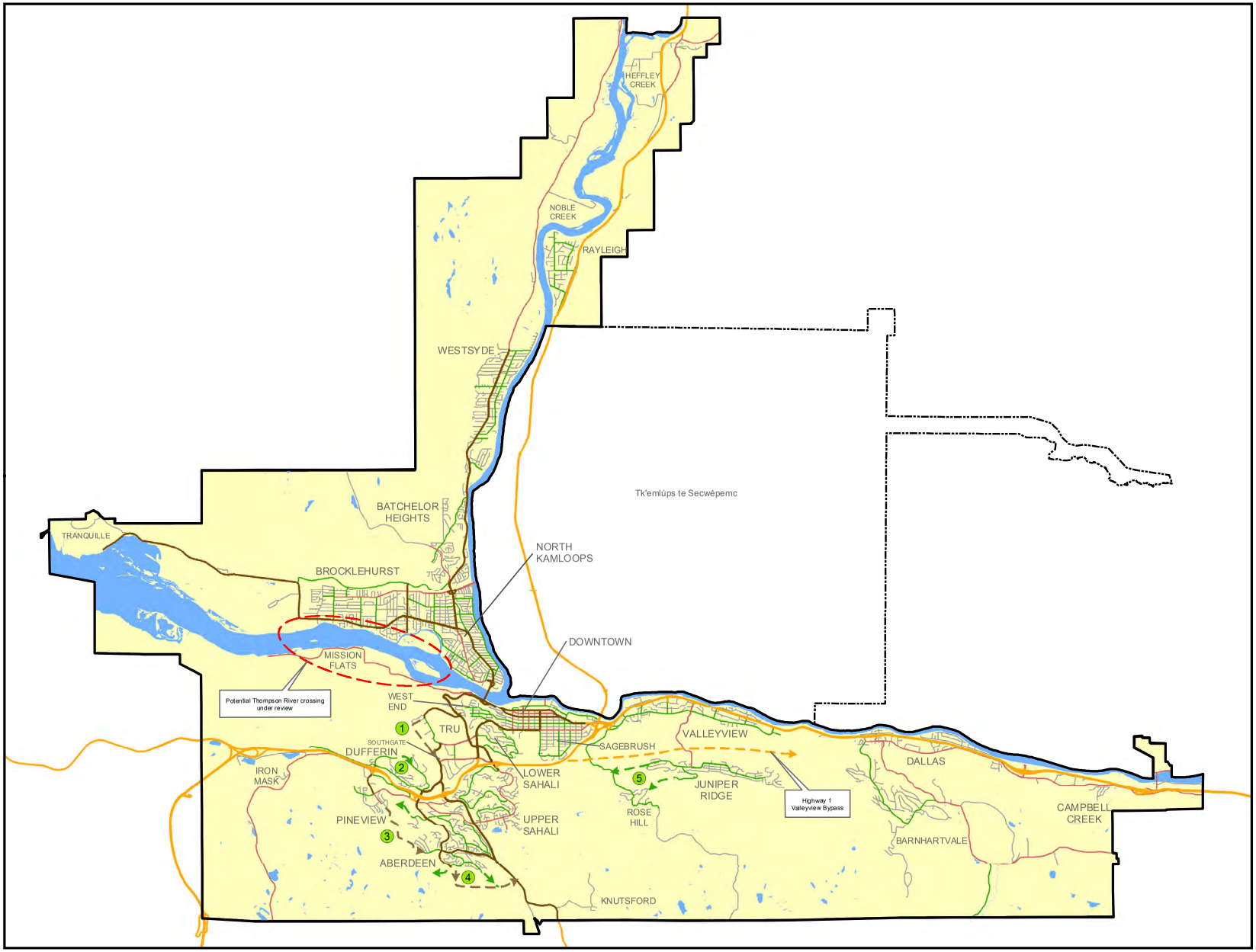

KAM PLAN

Map 4, Major Road Network

Major Road Projects:

1. Hillside Drive Extension
2. Copperhead Drive to Pacific Way Connection
3. Aberdeen Drive to Copperhead Drive Connection
4. Aberdeen Neighbourhood Development Connections
5. Juniper Ridge to Rose Hill Connection

Existing Roads:

- Controlled Access Highways
- Major Arterial Roads
- Minor Arterial Roads
- Collector Roads
- Local Roads

Future Roads:

- Controlled Access Highways
- Major Arterial Roads
- Minor Arterial Roads
- Collector Roads

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc

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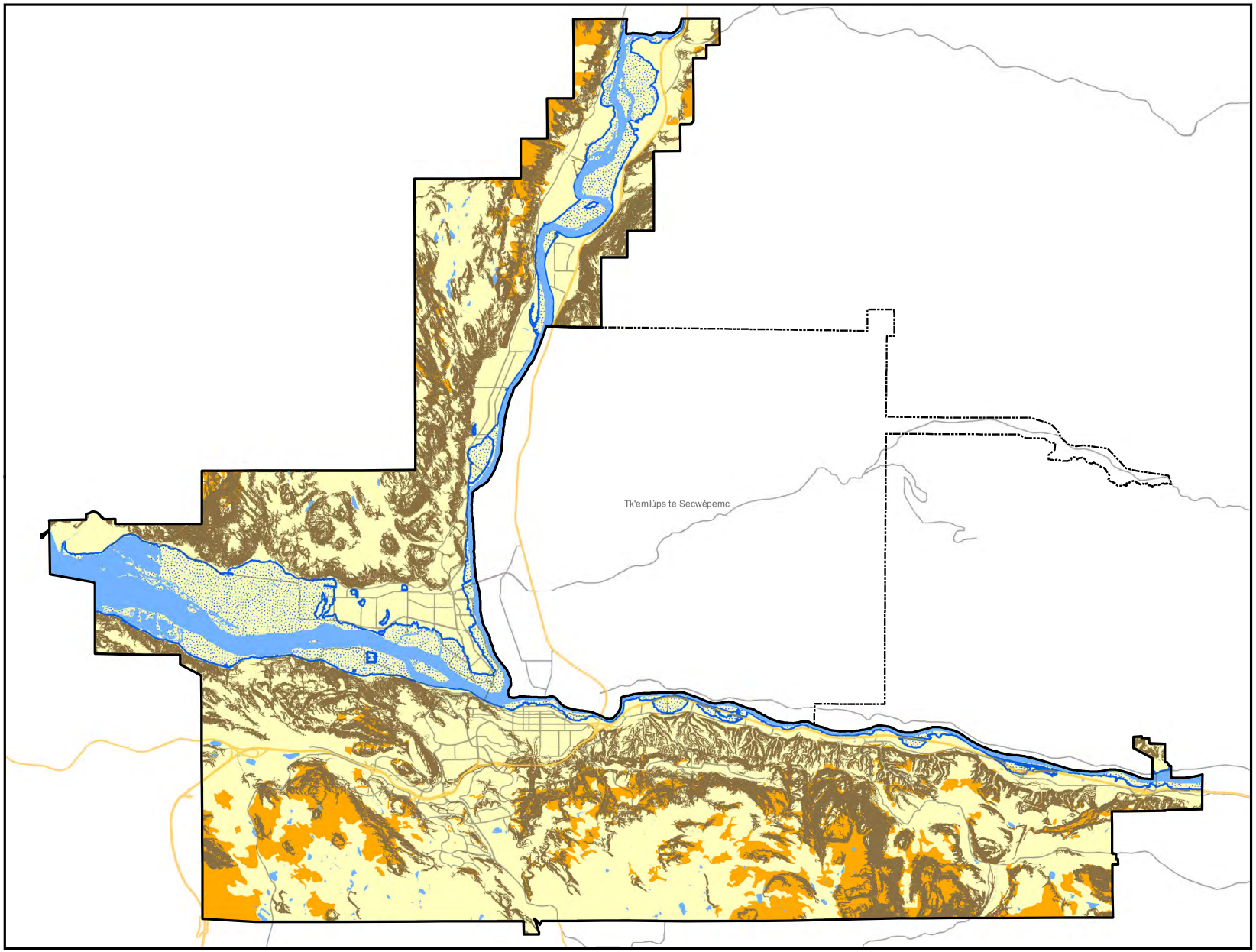
March 26, 2018



KAMPLAN

Map 5, Hazard Lands

200-Year Floodplain
High Wildfire Threat Area
Slopes Greater than 25%

Additional Features:

City of Kamloops Boundary
Tk'emlúps te Secwépemc
Controlled Access Highways
Major Roads

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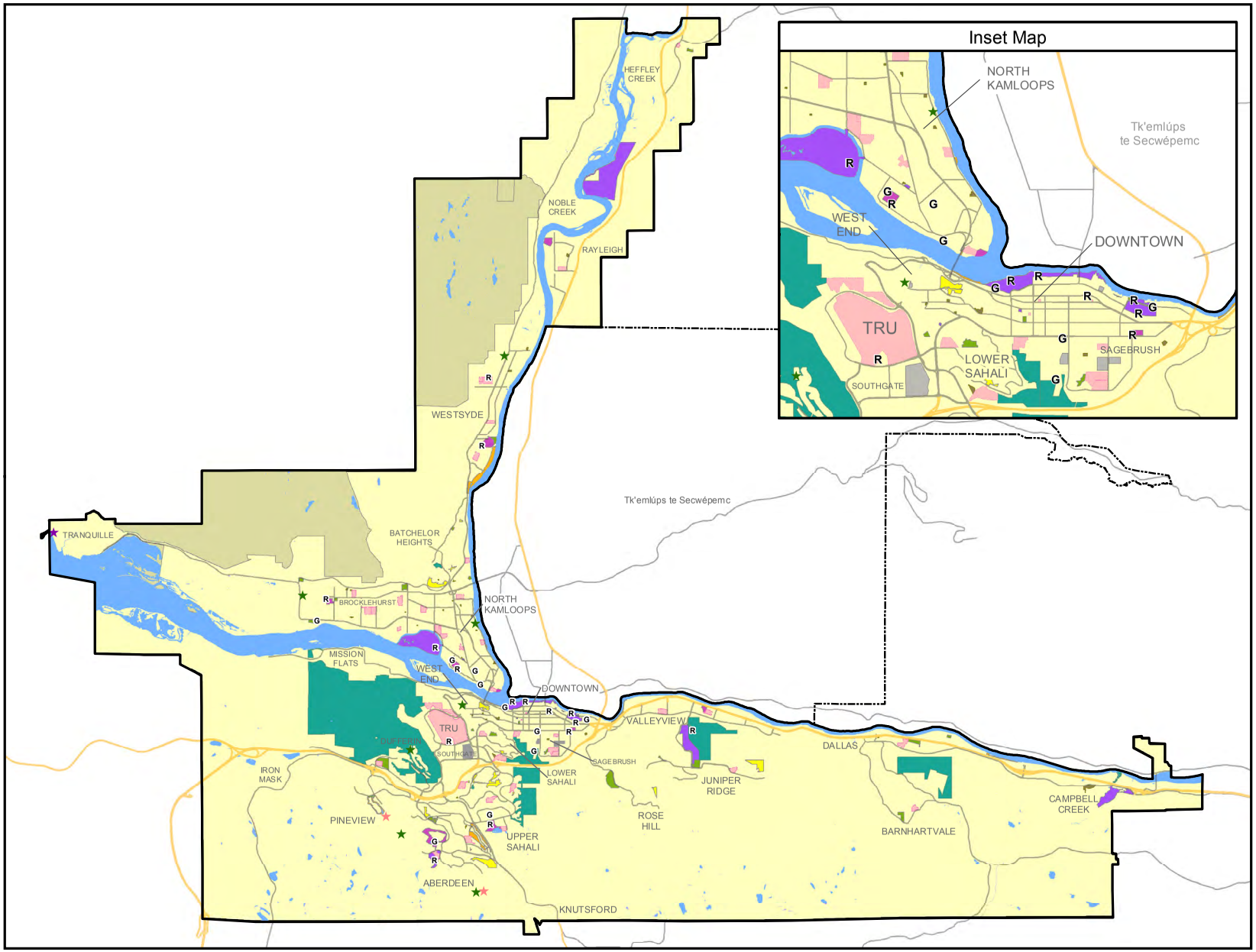
March 21, 2018

For cartographic purposes this map does not display small steep slope areas (steep slopes less than 5 hectares in size) or areas of low or moderate wildlife threat.

This map is for general information only. The City of Kamloops does not provide any warranty or guarantee the accuracy, completeness, or currency of this information.



KAMPLAN

Map 6, Parks and Recreation

Parks and Cemeteries:

- City Wide
- Community
- Linear
- Nature
- Neighbourhood
- Open Space
- Provincial
- Tot Lot
- Cemeteries

Proposed Parks:

- ★ City Wide
- ★ Neighbourhood

Recreation and Educational Facilities:

- Schools
- ★ Potential Future School Sites
- R Civic Recreation Facilities
- G Community Gardens *

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Controlled Access Highways
- Major Roads

N

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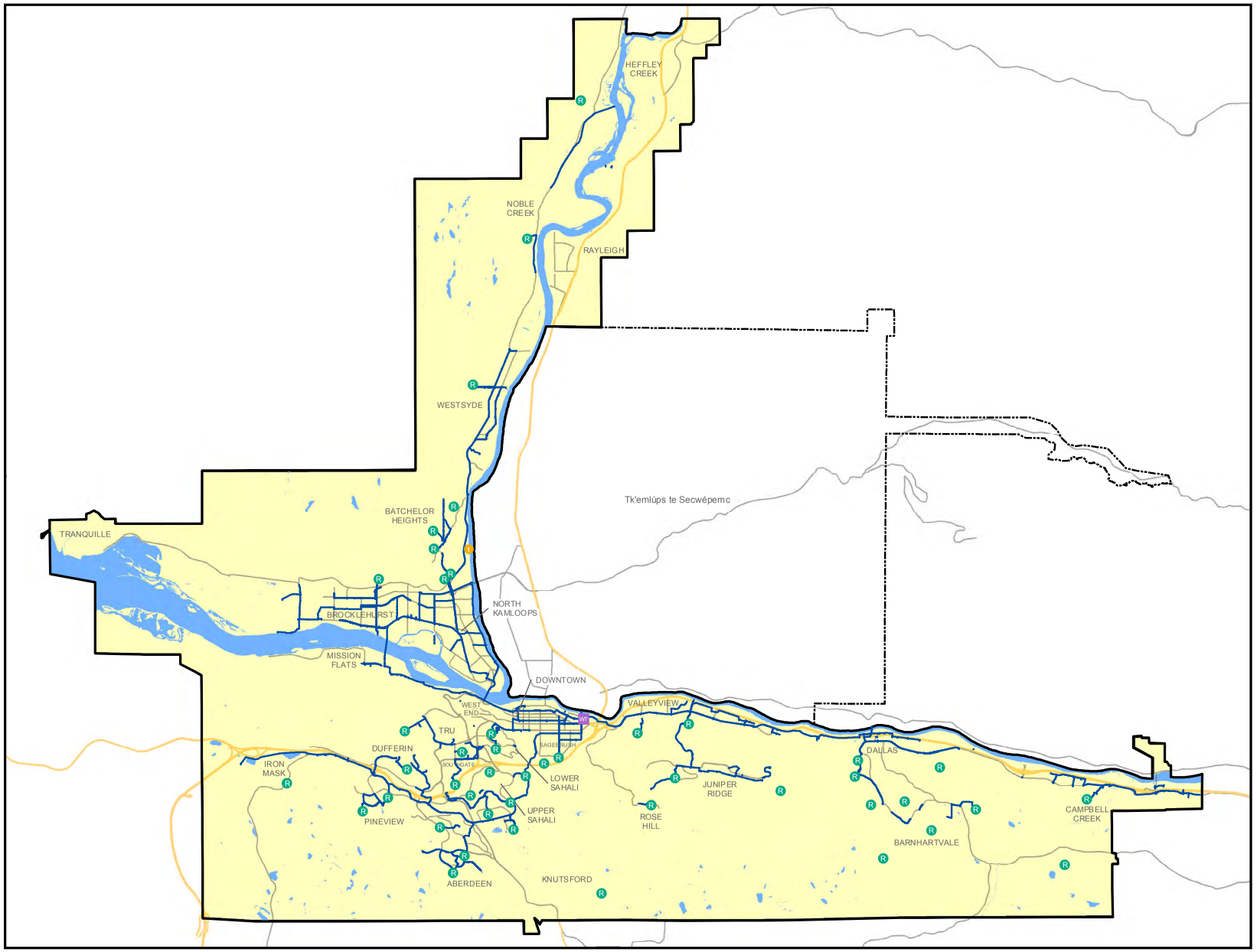
March 22, 2018

* Community gardens funded whole or in part by the City and operated by a local non-profit organization.



KAMPLAN
Map 7, Water Network

- Water Mains (300 mm or greater diameter)
- Water Treatment Plant
- Water Reservoir
- North Thompson Emergency Water Intake

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Lakes and Rivers
- Controlled Access Highways
- Major Roads

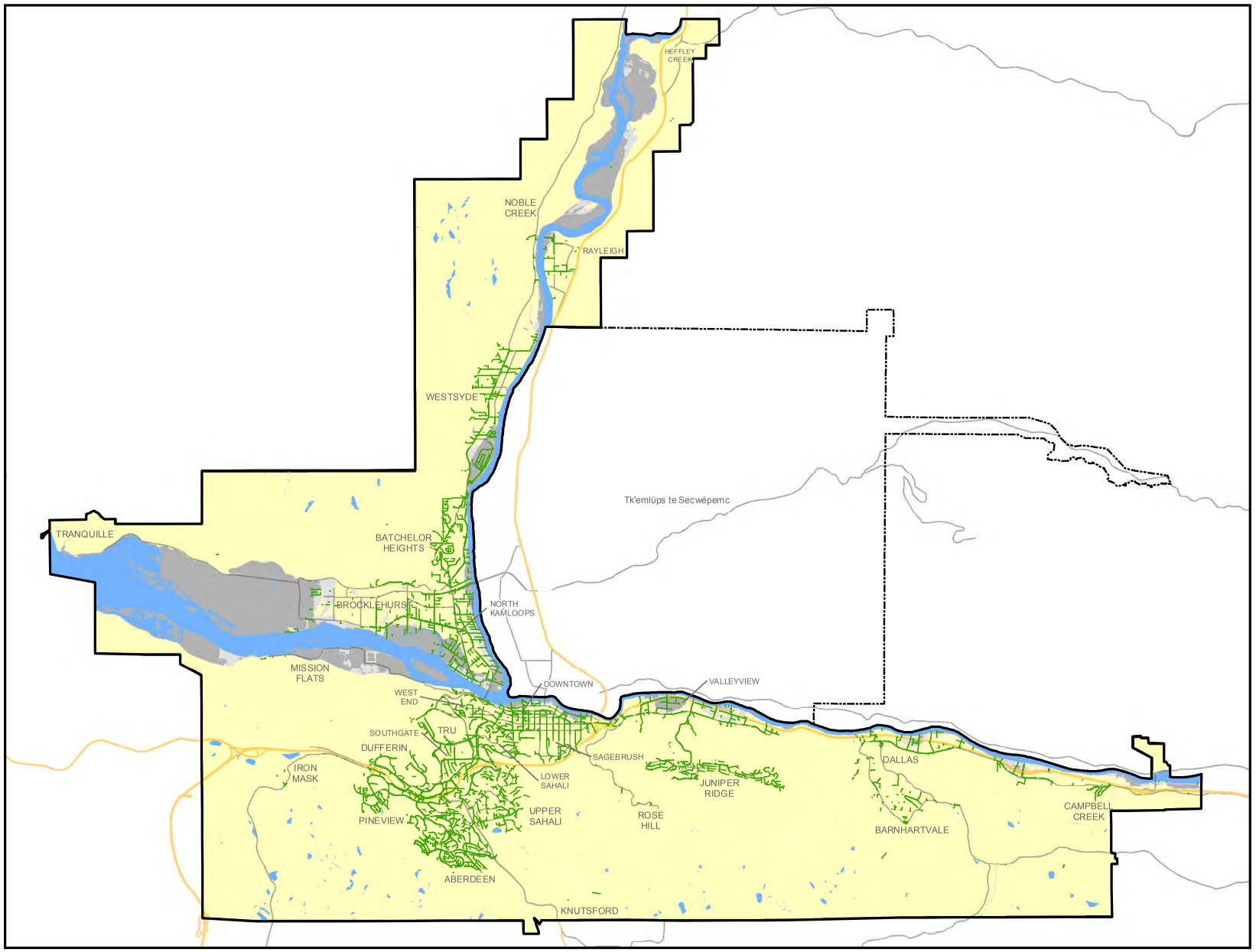
N

0 0.5 1 2 3 4 5 Km

March 21, 2018

* For cartographic purposes, this map depicts water pressurized mains larger than 300mm in diameter only. For further details on the water network, please see the City of Kamloops online mapping at www.kamloops.ca/citymap.

This map is for general information only. The City of Kamloops does not provide any warranty or guarantee the accuracy, completeness, or currency of this information.



KAMPLAN

Map 8, Drainage and Flood Control

- Drainage Pressurized and Gravity Mains
- 20-year Floodplain
- 200-year Floodplain

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Lakes and Rivers
- Controlled Access Highways
- Major Roads

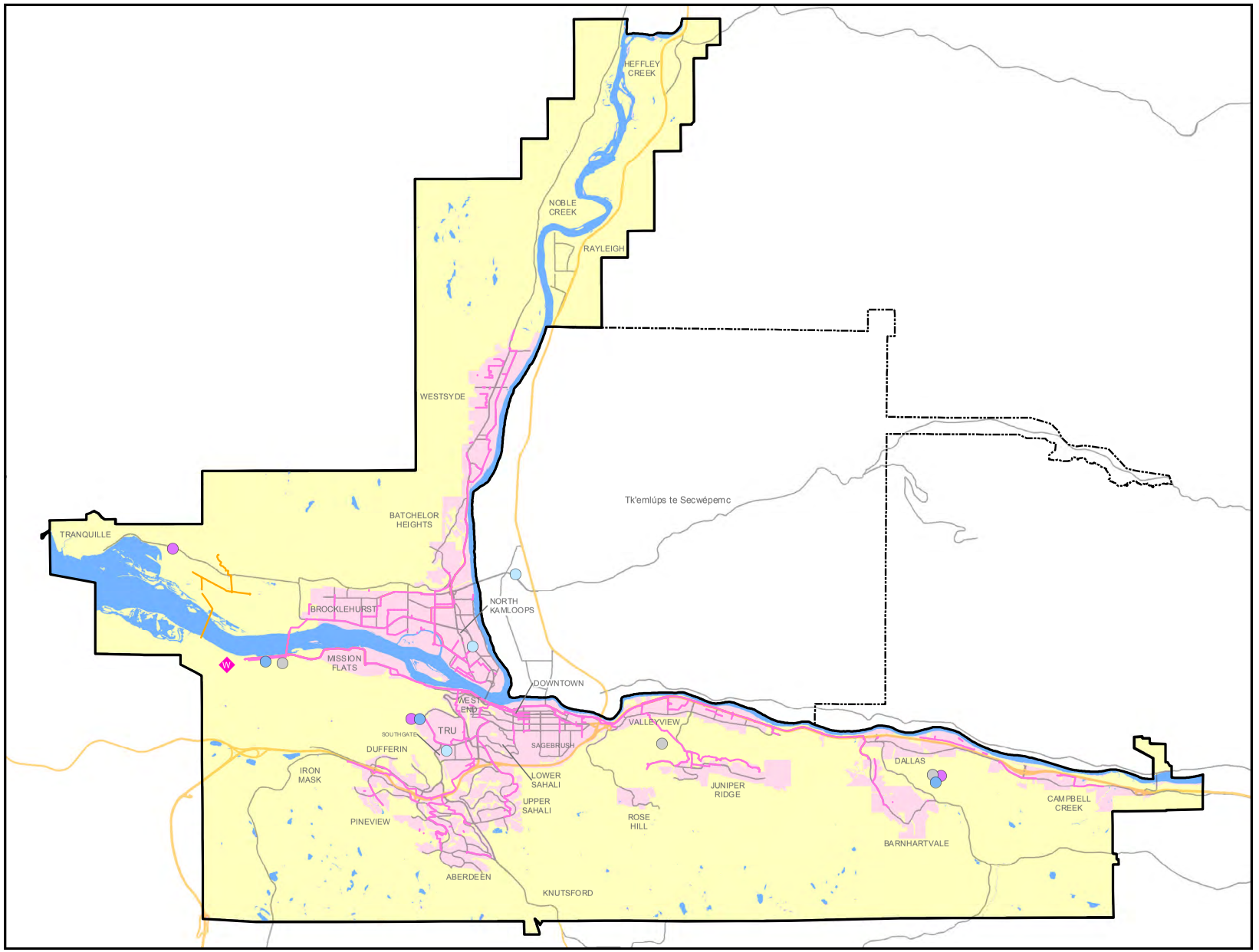
N

0 0.5 1 2 3 4 5 Km

March 21, 2018

For further details on the drainage network, please see the City of Kamloops online mapping at www.kamloops.ca/citymap.

This map is for general information only. The City of Kamloops does not provide any warranty or guarantee the accuracy, completeness, or currency of this information.



KAMPLAN

Map 9, Sanitary and Waste Management

- Sanitary Main (250 mm or greater diameter)
- Compost Site
- Landfill
- Recycle Depot
- Recycle Depot (Private)
- Wastewater Treatment Plant
- Sewered Areas

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Lakes and Rivers
- Controlled Access Highways
- Major Roads

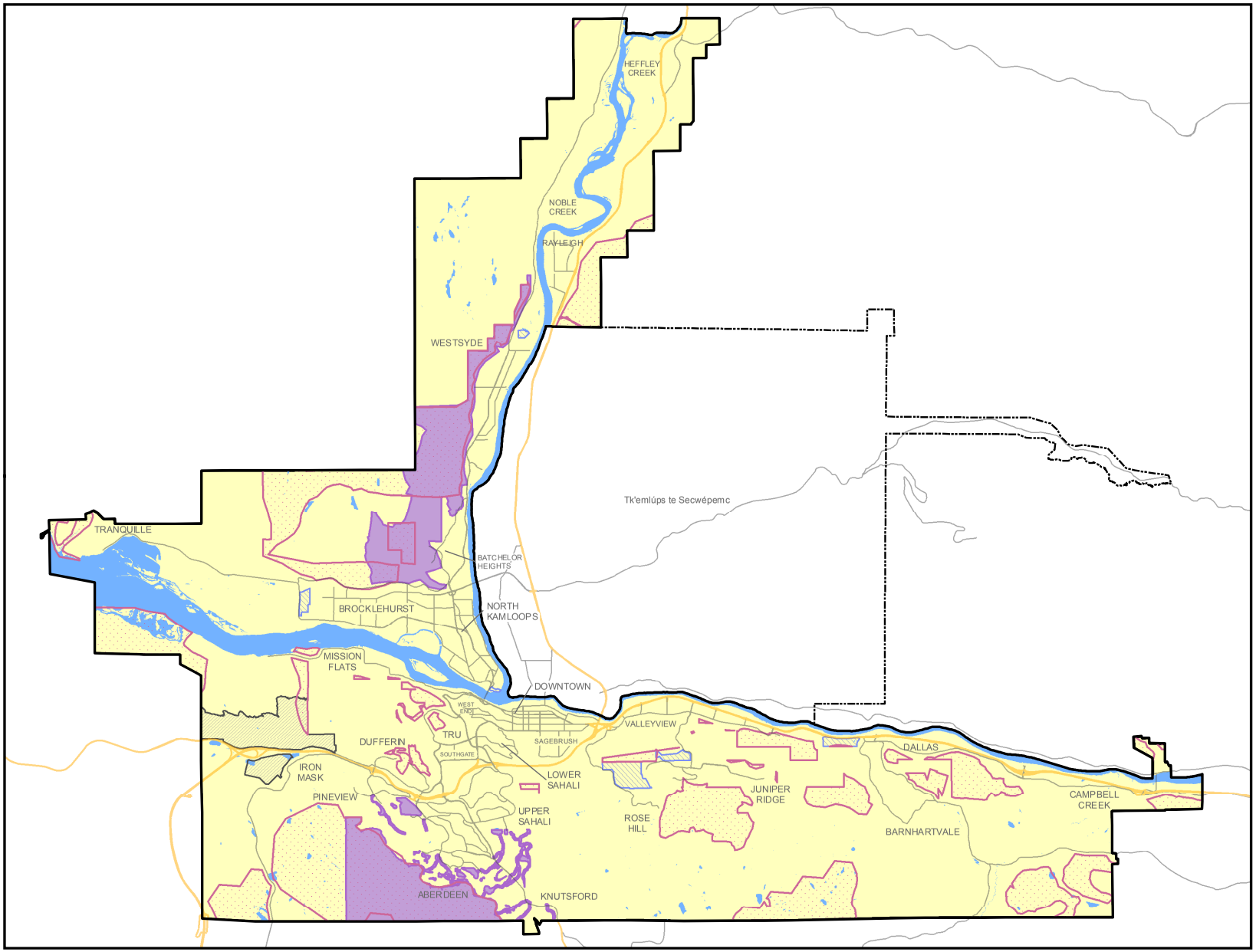
N

0 0.5 1 2 3 4 5 Km

March 21, 2018

* For cartographic purposes this map only depicts sanitary pressurized mains and sanitary gravity mains 250 mm or larger in diameter that connect to the wastewater treatment plant. For further details on the sanitary network, please see the City of Kamloops online mapping at www.kamloops.ca/ctymap.

This map is for general information only. The City of Kamloops does not provide any warranty or guarantee the accuracy, completeness, or currency of this information.



KAMPLAN

Map 10, Environmentally Sensitive Areas

- Known Environmentally Sensitive Area
- Grassland Priority Area
- Future Development Area
- Future Industrial Development Area

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Lakes and Rivers
- Controlled Access Highways
- Major Roads

N

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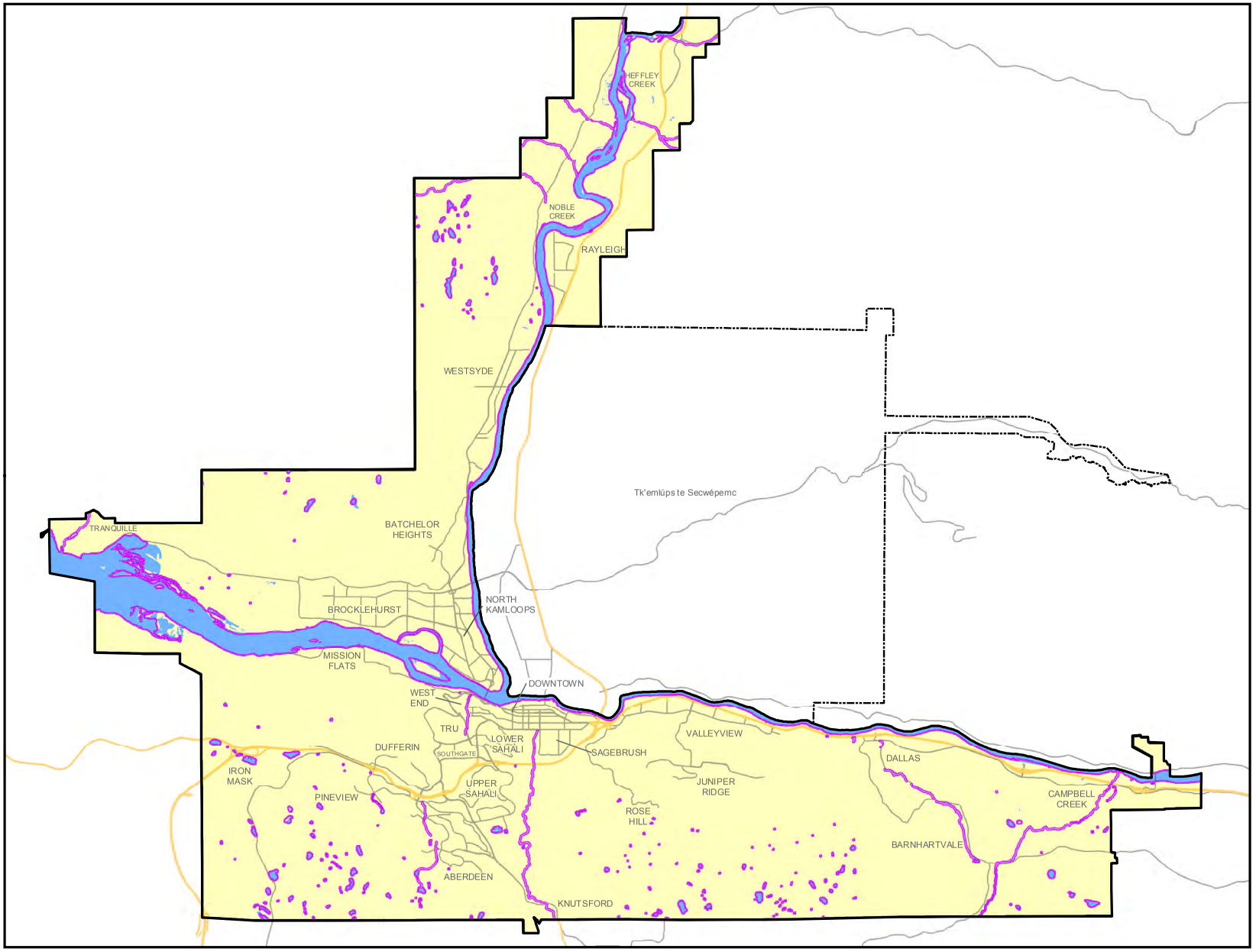
September 18, 2018

Known environmentally sensitive areas were identified through ecological assessments for the Aberdeen and Pineview neighbourhoods, as well as areas directly south of Aberdeen to the municipal boundary (2008), and parts of the Lac du Bois grasslands including the Batchelor Heights neighbourhood and hillside areas adjacent to the Westsyde neighbourhood (2009). Grassland priority areas require further study to determine potential ESAs. Environmental studies to identify environmentally sensitive areas may be required prior to development approval in Future Development Areas, and in other areas planned for greenfield development not shown on this map.



KAMPLAN

Map 11, Development Permit Area: Riparian Areas Regulation

Riparian Areas Regulation Development Permit Area

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Controlled Access Highways
- Major Roads

N

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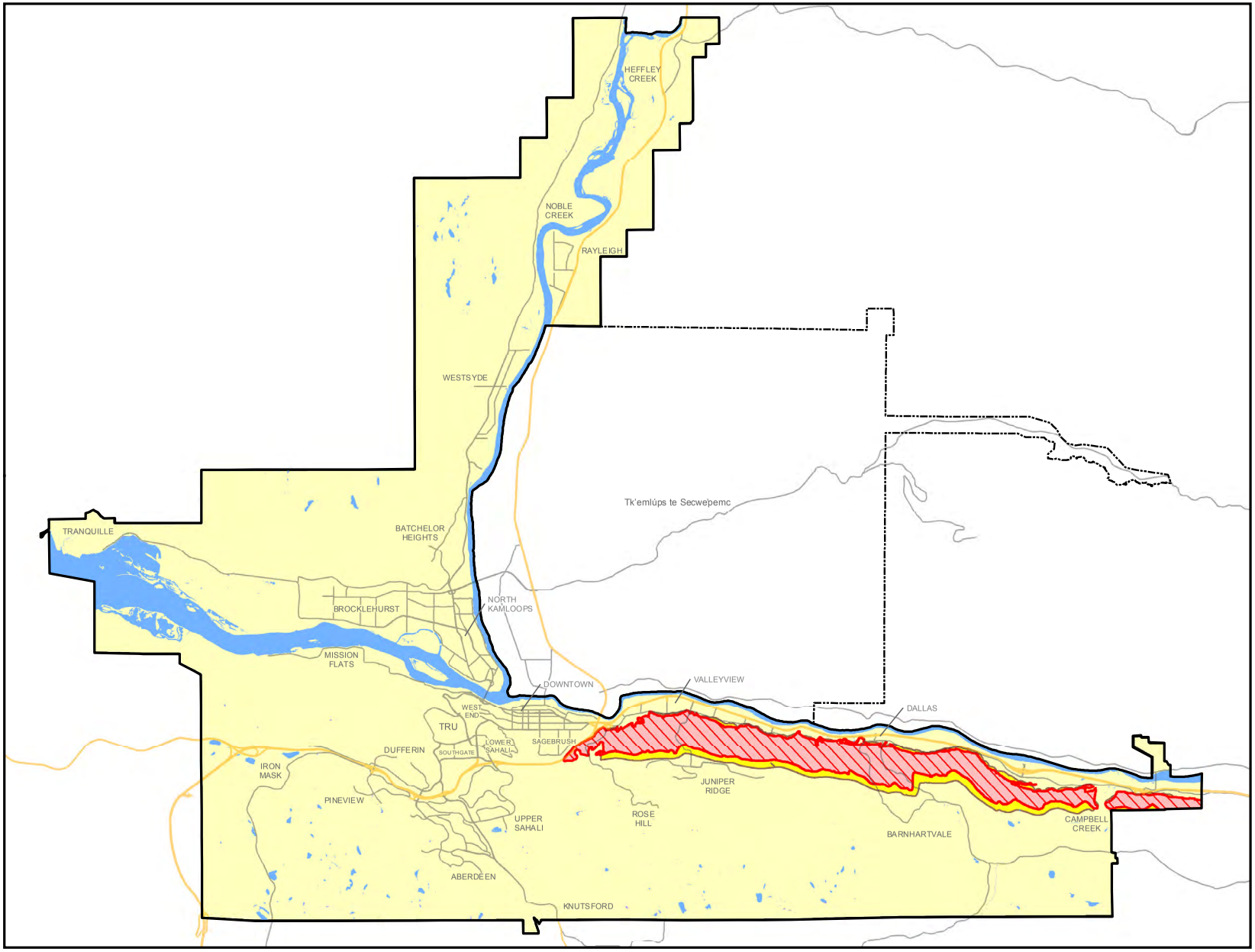
March 27, 2018



KAM PLAN

Map 12, Development Permit Area: Silt Bluffs Hazard Zone

Silt Bluff Hazard Zones:

- Red Zone
- Yellow Zone (Foreset/Backset Area)

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Controlled Access Highways
- Major Roads

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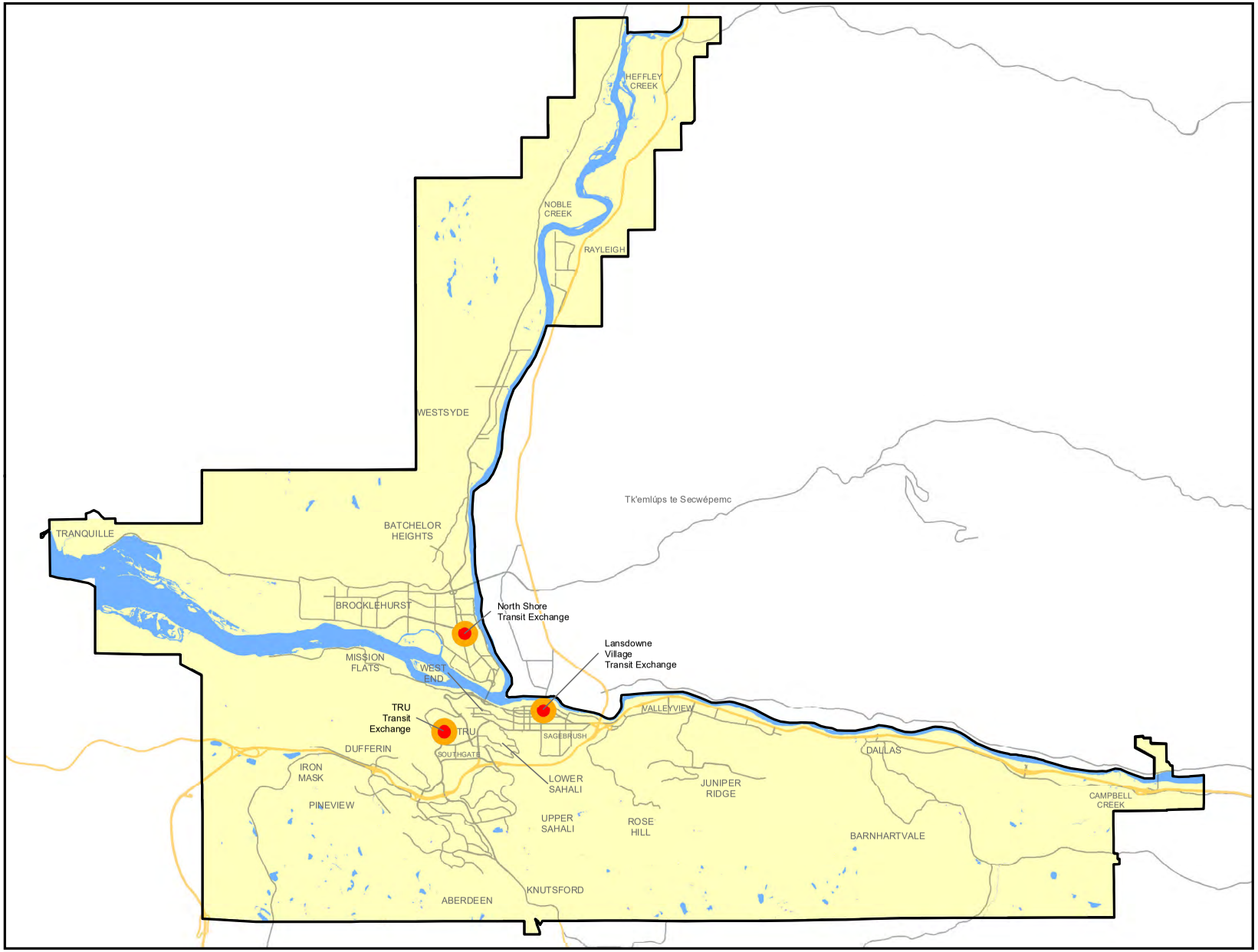
March 27, 2018



KAMPLAN

Map 13, Transit Oriented Areas

- Within 200 m of a Transit Exchange
- Within 201 m - 400 m of a Transit Exchange

Additional Features:

- City of Kamloops Boundary
- Tk'emlúps te Secwépemc
- Lakes and Rivers
- Controlled Access Highways
- Major Roads

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April 15, 2024

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Section H

Appendices

Glossary

Definitions are provided for plain language convenience and are not intended to limit the statutory authority where the same term is defined within local government legislation.

Accessibility	Built environments that are designed and constructed to allow people with a physical or sensory limitation reasonable access and ease of movement around buildings, public spaces, and all associated facilities. In addition to serving people with chronic impairments and disabilities, accessible design features aid people experiencing temporary illness or injury, as well as natural declines in vision, hearing, and mobility as they age.
Active recreation	Any structured recreational activities, such as swimming, tennis, baseball, and weight training, that are supported by specialized indoor and outdoor recreational facilities, institutions, and parkland management.
Active transportation	Walking, cycling, and other non-motorized, human-powered modes of travel.
Adaptable design	Designing buildings so that accessibility features can be added more easily and inexpensively after construction in order to meet the changing needs of occupants as mobility becomes limited by age, disability, or illness.

Adaptive management	A structured, continual process of learning from planning and management successes and challenges with the goal of improving the effectiveness of policies over time.
Affordable housing	Rented or owned dwelling units occupied by residents who earn less than the median income in Kamloops and who do not pay in excess of 30 percent of their gross annual income on housing, including rent, mortgage, taxes, insurance, and utilities.
Agri-tourism	A tourist activity, service, or facility directly associated with and accessory to land that is classified as a farm under the *Assessment Act*, including such activities as farm tours, sleigh rides, corn mazes, and wine tasting.
Airport entry corridor	Located immediately east of the Kamloops Airport, the airport entry corridor is a significant gateway to the North Shore and the rest of Kamloops beyond. Situated within and adjacent to the Brocklehurst West Future Development Area, which includes large, vacant brownfield parcels and the last large greenfield site on the North Shore, the corridor's potential for redevelopment provides opportunities to enhance the vitality of the area and strengthen its role as a gateway to the city.
Biosolids	Residual organic material that is recovered during the municipal wastewater treatment process. Biosolids are composted by the City, mixed with soil to reintroduce beneficial nutrients, and then used for agricultural and landscaping applications. This strategy has been shown to have the lowest environmental impact compared to other waste management strategies, such as landfill or incineration, and has the added benefits of contributing to local food security and reducing costs for taxpayers.
Carriage suite	A self-contained, two-storey dwelling unit that is separate, subordinate in size, and accessory to the principal dwelling. A carriage suite shall have a footprint no greater than 80 m^2 and shall not have more than 95 m^2 of residential living space (see intensive residential).

Central Business District	The city's civic and commercial core and a key destination for employment and services for the community and surrounding region. With an intensive concentration of community, commercial, cultural, and recreational facilities and activities supported by medium- to high-density multi-family and mixed-use residential development, the Central Business District provides a vibrant, diverse, and distinct centre for the community.
Child care facility	A facility providing care to children for a maximum of 13 hours per day, which is licensed in accordance with the *Community Care and Assisted Living Act*.
Community care facility	Any facility licensed under the *Community Care and Assisted Living Act* that provides personal care, supervision, social or educational training, or physical or mental rehabilitative therapy, with or without charge, to persons not related by blood or marriage to an operator of the facility.
Community gardens	Parcels of land that may be publicly or privately owned and are cultivated by multiple persons, either on individual small garden plots or on a single, large piece of land gardened collectively by a group of people. Community gardens are often managed by a group of unpaid individuals or volunteers and may include educational components, greenhouses, or other features. The City's community gardens program is operated by a local non-profit organization.
Complete neighbourhoods	Neighbourhoods that incorporate places for people to live, work, shop, learn, play, and thrive. Complete neighbourhoods provide a diversity of housing choices, as well as safe and convenient access to commercial amenities (including places of employment), community gathering places, and parks and recreational facilities via active transportation routes and public transit.
Complete streets	Streets designed and operated to enable users of all ages and abilities, including pedestrians, cyclists, public transit passengers and vehicles, commercial vehicles, and private automobiles, with safe and comfortable access, movement, and crossing. Complete streets are intended to serve all users and transportation modes equally, as opposed to conventional 20th century designs that prioritize low-occupancy motorized vehicles.
Core housing need	Households that fall below at least one of the Canadian Mortgage and Housing Corporation's standards for adequacy, affordability, or suitability and that spend 30 percent or more of their before-tax income on housing.

Crime Prevention Through Environmental Design (CPTED)	A planning approach that recognizes how the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime and an improvement in safety and quality of life.
Daylighting	The process of restoring a stream to a more natural above ground state after having been previously buried, filled in, or diverted during historic growth and development of a city. Daylighting and rehabilitation of streams can provide valuable environmental and social benefits, including wildlife corridor and riparian habitat enhancement, recreational and educational opportunities, and community beautification.
Development Cost Charges (DCCs)	A fee imposed on residential, commercial, and industrial uses for the purpose of providing funds to assist the City in paying the capital costs of providing, constructing, altering, improving, or expanding sewage, water, drainage, parkland, and roadway facilities, not including off-street parking facilities, to directly or indirectly service the development for which the charges are imposed.
Development Permit Area	Area that has been designated under the *Local Government Act* as requiring issuance of a Development Permit prior to the commencement of development.
Environmentally sensitive area	A site, area, or any parcel of land that has, or with remedial action could achieve, desirable environmental attributes worthy of retention or special care. Such attributes may contribute to the protection and/or creation of wildlife habitat, soil stability, water retention or recharge, vegetative cover, and similar vital ecological functions. Areas can range in size from small patches to extensive landscape features and can include rare or common habitats, plants, and animals.
Floodplain	A lowland area that, regardless of the presence of dikes or other flood-proofing measures, is susceptible to flooding from an adjoining watercourse.
Food security	When people have secure access to sufficient amounts of safe and nutritious foods for growth, development, and an active and healthy life. Food insecurity can be caused by the unavailability of food, insufficient purchasing power, inappropriate distribution, or inadequate use of food at the household level.

Food system	An interconnected network of practices, processes, and places involved in feeding a population and the inputs and outputs at each stage, including food production, processing, distribution, consumption, and disposal of food and food-related items.
Garden suite	A self-contained, one-storey dwelling unit that is separate, subordinate in size, and accessory to the principal dwelling. A garden suite shall have a total floor area of not more than 80 m^2 in area (see intensive residential).
Greenfield	An undeveloped or agricultural tract of land that may have potential for urban development, including commercial, residential, and industrial uses, and may be used for recreational purposes by residents.
Greenspace	Public or private land that contains a significant cover of vegetation. It can be landscaped with lawns and shrubs or it may consist of natural features.
Greenways	Corridors for pedestrians and cyclists that connect parks, natural areas, and other amenities across a neighbourhood, city, or region. Greenways may also be used by wildlife for safe passage through the city.
Ground-oriented	Housing that provides direct access to and from each dwelling unit and private open space at grade level, rather than from a common entrance or hallway.
Hazard area	Land that may have significant development constraints or cannot be developed due to flooding, soil composition, ground instability, wildfire risk, or excess slope.
Healthy built environment	Human-made or modified physical surroundings in which people live, work, and play that have been specifically designed to encourage and support physical, mental, and social health and well-being.
Heat island	An urban area that is warmer than its surrounding natural land cover. Trees and vegetation offer natural cooling effects through shading and evaporation of water. As vegetation is replaced by asphalt and concrete, these surfaces absorb more heat, which causes ambient temperatures to rise. Waste heat from vehicles and buildings may further contribute to the heat island effect. Increasing urban vegetation, such as adding parkland and street trees, can help reduce urban heating.

Heritage designation	A legal agreement or bylaw that guarantees the protection of all designated properties that are considered to have historical value. Designated buildings and properties must maintain certain standards of appearance and maintenance in order to secure their heritage status.
Heritage recognition	A voluntary conservation program, undertaken by the Kamloops Heritage Commission, that provides plaques to publicly identify a building or property with heritage value. There are no legal restrictions regarding construction materials and additions; however, the property must retain heritage values and be in good condition.
Heritage resources	Community resources of historical significance that include, but are not limited to, buildings, neighbourhoods, streetscapes, viewscapes and vistas, landscapes, public places, important sites and areas, and monuments.
Heritage value	The aesthetic, social, cultural, scientific, or spiritual importance or significance of a historic resource and the opportunities it provides present and future generations in terms of education, placemaking, remembrance, and celebration.
Highway corridor	A provincial arterial highway as defined by the Province in the *Transportation Act*.
Household income	The sum of the incomes of all people aged 15 years or older residing at a single address.
Housing agreement	Terms and conditions agreed to by the City of Kamloops and an owner regarding the occupancy of housing units. Terms or conditions may include the following: tenure of the housing units; availability of housing units to categories of persons identified in the agreement; the administration and management of the housing units; and the rent, lease, sale or share prices that may be charged and the rate at which these may be increased over time.
Housing continuum	The range of shelter and housing options, from emergency shelters and transitional housing, to supportive housing for vulnerable populations including seniors and people with mental illness, to public and not-for-profit affordable rental housing, to market rental, to home ownership.

Inclusive	An inclusive community respects all citizens, gives them full access to resources, promotes equal treatment and opportunity, works to eliminate discrimination, values diversity, and engages all citizens in decision-making processes that affect their lives.
Infill	Development or redevelopment on vacant or underutilized parcels of land within existing urban areas of the city. Infill development often increases densities while using infrastructure and existing community services more efficiently. Examples include redeveloping surface-level parking lots at shopping centres, refurbishing existing buildings for new uses, and redeveloping large residential lots to accommodate more units.
Intensification	The development of a property, site, or area at a higher density than currently exists through redevelopment; the development of vacant and/or underutilized lots within previously developed areas; infill development; and the expansion or conversion of existing buildings.
Intensive residential	Residential property that is zoned to permit an accessory carriage or garden suite or small-lot residential development, as defined by the *Zoning Bylaw*.
Land assembly	The joining of smaller contiguous lots to make one larger parcel of developable land.
Large-format retail	Land-intensive commercial development, such as warehouse outlet retail uses or "big box" stores.
Life lease	This form of prepaid rental housing is a legal agreement that permits purchasers to occupy a home for life or until they are no longer capable of living there in exchange for an initial lump sum payment and subsequent monthly payments. Monthly payments cover the ongoing project management fees, maintenance, operating expenses, and - in some cases - rent, depending on the size of the initial payment.
Local-serving commercial	Small-scale commercial amenities within minor neighbourhood centres that provide retail sales or limited service functions (e.g. small grocery store, coffee shop, neighbourhood pub, or convenience store), while serving as walkable gathering places for surrounding neighbourhood residents.

Low impact development	Development that integrates principles of sustainability and green building practices to minimize its impact on the environment, such as through the use of bioswales and rainwater harvesting to manage on-site stormwater.
Low-rise buildings	Buildings that are one to three storeys in height.
Major employment development	Large-scale development that offers residents significant employment opportunities on a neighbourhood, city-wide, or regional level.
Major neighbourhood centres	Areas within the city that are well-serviced by municipal infrastructure and provide access to community amenities, such as shopping, recreational facilities, health services, and public transit, that meet the needs of the surrounding neighbourhood and broader community.
Micro-suite	A self-contained, multi-family residential unit with a smaller floor area than conventional residential units, allowing for greater affordability in exchange for less living space.
Mid-rise buildings	Buildings that are four to six storeys in height.
Minor neighbourhood centres	Areas within the city that provide small-scale, local-serving commercial amenities, access to transit, and walkable gathering places for surrounding neighbourhood residents.
Mixed-use	The combination of more than one use, such as residential, commercial, industrial, or institutional uses, in the same building or development.
Mixed-use centres	Areas within the city that are well-serviced by municipal infrastructure and feature multi-family and mixed-use (commercial and residential) development; transit corridors and exchanges integrated with active transportation networks; community amenities such as shopping, cultural and/or recreational facilities, and health services; and community gathering places, that meet the needs of surrounding neighbourhoods and the broader community. For the purposes of the OCP, mixed-use centres include mixed-use corridors, Town Centres, and the City Centre.
Multi-Family residential	A development where the building or buildings on a lot are used for two or more dwellings in accordance with the regulations for multi-family residential use specified in the *Zoning Bylaw*.

Neighbourhood centres	Urban areas within the city, secondary to Town Centres, that support the needs of the surrounding neighbourhood by providing a range of commercial and community amenities. They serve as social and economic focal points for residents and provide opportunities to live, work, and play within the neighbourhood they serve.
Not-for-profit rental housing	Purpose-built rental housing that is operated by not-for-profit organizations, usually with government funding. These developments may serve a wide range of populations, such as families, singles, couples, seniors, and/or persons with disabilities. Other not-for-profit housing developments function without government subsidies and may include a mix of market and non-market units.
Office development	Development containing office space for the operation of public or private sector uses, including, but not limited to, professional services, public administration, health care, and higher education.
Passive recreation	Any informal outdoor recreational activity, such as hiking, bird-watching, canoeing, and picnicking, that does not require the use or development of recreational fields and facilities and has a minimal environmental impact.
Placemaking	A holistic and community-based planning approach to the development and revitalization of cities and neighbourhoods that capitalizes on an area's unique assets and potential. Placemaking creates attractive spaces of lasting value with a strong sense of identity and civic character that promote personal well-being and encourage compact, mixed-use, and pedestrian- and transit-oriented development.
Public realm	All areas, linkages, and built form elements that are physically or visually accessible by the public, including, but not limited to, streets; sidewalks; bicycle lanes; bridges; plazas; squares; courtyards; gateways; parks; waterfronts; natural features; view corridors; landmarks; building interfaces; and public amenities such as cultural, civic, and recreational buildings.

Qualified environmental professional (QEP)

A scientist or technologist who specializes in a relevant applied science or technology; is registered in BC with an appropriate professional organization; and, through demonstrated suitable education, experience, accreditation, and knowledge, may be reasonably relied upon to provide advice within an area of expertise that includes, but is not necessarily limited to, agrology, forestry, biology, engineering, geomorphology, hydrology, and/or landscape architecture.

Redevelopment

Any proposed expansion, addition, or major façade change to an existing building or structure, or a proposed development on a formerly occupied site.

Row houses

Side-by-side single-family dwellings sharing common walls with one or two adjacent units. Each unit is on its own legal parcel with a formal street address and has its own front and back yard.

Secondary suites

A second dwelling unit having a total floor area of not more than 90 m^2 and having a floor space less than 40 percent of the habitable floor space of the principal building. It must be located within the principal building of a residential occupancy containing only one other dwelling unit. It must be located in and be part of the building, which is a single real estate entity.

Sense of place

The subjective experience of a place as having physical and social attributes that make it distinctive and memorable.

Sensitively integrated

The implementation of development in a manner that is sensitive to the existing built form; considers local characteristics; incorporates high-quality design into the siting configuration, landscaping treatments, and overall building aesthetics; minimizes negative impacts on existing and future development; and ensures protection of the natural environment and protection from hazardous conditions.

Silt bluffs

A distinctive landscape feature of the South Thompson River Valley in eastern Kamloops formed from the erosion of ancient glacial lake floor sediments. The resulting benchlands present unstable and hazardous conditions for development.

Social determinants of health

The non-medical or non-individual (i.e. not genetic or behavioural) risk factors that influence individual and community health outcomes. While definitions vary, social determinants most commonly include:

- income and social status
- unemployment and job security
- employment and working conditions
- education
- housing
- social support networks
- social environments
- geography
- physical environments
- food security
- early child development
- health services
- gender
- culture
- disability

Stacked townhouse

Typically consists of two residential units stacked one on top of the other in a row of four or more stacked pairs sharing one legal parcel. The units may have more than one storey each, and all units have their own front entrances facing the street or a courtyard.

Supportive housing

Housing that combines rental or housing assistance with individualized, flexible, and voluntary support services for people with high needs related to physical or mental health, developmental disabilities, or substance use. Supportive housing units may be located in one building or mixed with non-supportive units. Social and health-related services may be delivered to residents within the units by the regional health authority, and/or by not-for-profit organizations, and units may be owned and operated by private or not-for-profit housing providers.

Tall buildings

Buildings that are greater than six storeys, or buildings that are greater than three storeys and located in areas characterized by single-family and low-density development.

Tax increment financing (TIF)

A public financing tool used to subsidize infrastructure, development, and other community improvement projects. TIF ensures that tax dollars collected from an increase in property values within a defined district are invested back into projects within that same district. It is often designed to channel funding toward improvements in underdeveloped or underutilized areas for the purpose of stimulating revitalization and economic development.

Tournament Capital Program	The Tournament Capital Program highlights Kamloops' role as Canada's Tournament Capital - the country's top sports tourism destination for medium-sized cities. Through the promotion of programs and events of national significance, the program attracts a diversity of sporting and recreation events to Kamloops' world-class recreation facilities and effectively promotes local assets, lifestyle, and community amenities while developing local sport and fitness.
Town Centres	Urban areas with infill development potential that support the needs of the surrounding neighbourhood and broader community by providing a wide range of commercial amenities, medium- to high-density residential development, transit access, and community services. They serve as major anchor points within the city and provide residents with opportunities to live, work, and play within a convenient area. Kamloops has two designated Town Centres: North Shore Town Centre and Sahali Town Centre.
Universal design	Design standards meant to create buildings and environments that are inherently accessible to people of all ages and physical abilities.
Wayfinding	A system that assists travellers in orienting, navigating, and moving about an environment through the use of visual cues or other measures, including signage.
Wildland-urban interface	Refers to the line or zone where structures and other human development meet or intermingle with undeveloped natural lands. This interface poses unique development challenges in terms of mitigating wildfire risk and other negative environmental impacts.

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